



EAA Chapter 21 NEWSLETTER

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JB and me...

Longtime EAA 21 Chapter member Jacob B. Armstrong passed away last week. JB learned to fly in 1944, and flew P-51 Mustangs during the Korean conflict. After leaving the military, he built a Mustang II homebuilt, which he flew for many years. Earl Schroeder was his good friend and co-pilot, and offers the following remembrance.

Al Happe introduced me to JB many years ago after I had helped Al wire his Scorpion helicopter. Al explained that JB was building an airplane in his "ex wives" basement. Already, I had an idea that this was going to be interesting.

I was a rivet "bucker" on N64JA which flew for the first time at Dress as a the result of a high speed taxi that became the first flight. Al and JB flew Juliet Alpha for a year or so before I became the official co-pilot. N64JA was chosen as one of the top ten homebuilts and attended the awards ceremony at Dayton. He got to shake the hand of the famous Wrights niece who handed out the awards. I joined him and Al the following day and flew the parade lap around the airport in JA with JB.

We were proud members of the Scrambled Eggs Squadron and the lone members from EVV since the rest were based in Louisville. I would fly the C-150 to Henderson to meet JB there and we would pile into JA and head east while listening on 122.75 for "Junior" [Copeland] who was the squadron "leader". He would inform us where we were headed for breakfast. Rough River was JB's favorite. Columbus, KY Lake, Barkley, Taylor Co [KY], Winchester [TN], Berea [KY], French Lick, and other places saw us arrive early each Sat morning for breakfast that was even

close to VFR. After I had the IFR ticket JB would have me place it on the glare shield as we punched through an occasional cloud.

On one trip to the eatery near Berea, we got 13 inside an old station wagon [courtesy car]. The driving chores were divided as one steered, one worked the gas and another was in charge of the brakes. The rear bumper scraped the ground when we crossed a RR track a bit too quickly. As I remember, JB & I were facing the rear.

We flew to and attended the Lycoming engine school at the factory for a week. This included a very interesting factory on Friday. Watching a red hot crankshaft being tested for straightness suspended between two vee blocks got JB's attention. When one that did not need any adjustment, was being removed, he said that he

would take THAT one. We could smell chocolate from the Hershey factory when we flew home. JB often said that we should have stopped in for a sample. I agree.

We went to Hartzell prop and after a flight with the foreman, he instructed JB to taxi into their shop where he promptly readjusted the prop governor down a bit. We lost about 20MPH top speed after that. JB thought since the engine was from a

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JB and Earl standing next to N64JA



helicopter that it could turn 2900—but the prop could not.

After a visit to the engine shop at Mena Arkansas [where we were warned not to visit the South end of the airport—Clinton was gov at the time] he decided to let Paul Cox do the overhaul. Mena was great but much more expensive. Paul would do an overhaul twice since the first one showed metal from cam followers after about 20 hours. During one of those, we would fly the C-150 to breakfast. JB really liked the Cessna since he could watch the scenery much better. He always had a sectional open and was pointing out our location. In fact, as soon as we broke ground in the JA, he would say, “Your airplane” as he started unfolding the map.

Of course we flew to Oshkosh each year to share a dorm room and enjoy the show. One evening the “prop” came off the cooling fan in the room and went sailing around the room, I remember JB covering his “privates” as I chased it down. We laughed about that many times later but tightened the holding screw a bit tighter from then on.

Our Sun-n-Fun trips were not each year. We flew as a flight of three Mustangs one year into Lakeland. Leo, Carl, and JB & I. Carl had to use the “relief” device on short final and several times in flight. We could always tell when he was using it as his altitude would fluctuate more than normal. Most of the time we landed and stayed at Kissimmee, and rented a car to drive to Lakeland. One year JB & I went to the Kissimmee mall for something and as we

left the building from a different door, we could not find our rental car. We did find one very similar and deduced that its driver had mistakenly driven off in ours. JB went inside to phone the cops. I wondered around in the parking lot and stumbled upon “our” car parked several rows to the west. I ran inside waving my arms in a “stop” signal towards JB talking on a pay phone. I heard him say as I arrived, “Never mind” as he hung up. Another memory causing belated laughter.

I have more than 1000 hours beside JB in N64JA. Averaging 180 MPH. That is a lot of miles.

JB helped me seal the Lancair wings and install the insulation in my hangar.

We flew commercial to Washington DC with the Louisville chapter... well, we intended to fly with them but as we headed towards the gate at Standiford, we saw our plane backing out for departure. Someone forgot about the time change. The visit to the Smithsonian was fun.

We rode a bus to the AF museum in Dayton. Boy, did that thing ride rough. JA was much better.

We worked on lawn mowers together, shared car problems and had many, many happy times.

As someone said, flying is fun but it is the people we really care about. I miss my friend.

Submitted by Earl Schroeder

November Fly-Out to Sikeston, MO

On Sunday, November 18, a small group of Chapter 21 members flew to Sikeston, MO for a nice meal at Lamberts Cafe.

Since I have duties in the morning when most are flying to lunch, the group agreed to wait until 1:00PM to meet at the airport.

In the rush to leave for Schroeder Pvt, I forgot my watch. After pulling out the Lancair and the preflight, I checked the time on my trusty Ipaq. Hmmm, later than I thought so off I went on a SW heading. I normally place my cell phone on the instrument panel and when I looked at it, I transposed the date for the time which then nearly agreed with the Ipaq.

I arrived at Sikeston at 1200 noon.. exactly one hour before scheduled. It seems that my Ipaq was still on daylight time. Anyway, the extra time allowed me to browse the airport where a tank, huge anchor, F4, and large 'gun' are located each with a plaque detailing the display. I quizzed the rest of the group on the details while en route to Lambert. The only thing I now remember is the 'gun' could shoot nine miles.

Most of us air taxied the long runway to touch down near the FBO to save wheel bearings and rubber. Their runway is way too long. A friendly chap arrived with the Lamberts van and after arriving escorted us to the back entrance and then to our table. This a

perk reserved for fly in pilots to prevent waiting in long lines usually evident at Lamberts.

A look at the huge menu took awhile and deciding took awhile also. Originally, we had agreed to all order something different but



Chapter 21 members enjoying their meal at Lamberts

I believe three ordered fish. I had chicken n dumplings. Mike missed his first thrown roll but eventually picked it up anyway instead of waiting for another round. Perhaps you can see them in the picture all covered with butter.. he liked them.. even took some home.

While waiting outside for the van and the return to the airport, the cell phones were active displaying the 'pilot my cast' weather. Jim used the time to explain what they were seeing. Bill and I had to wait until arriving at the aircraft to start up our XM weather machines to verify if the others really had it right. It looked like they did.

Bill went straight to Henderson while we other three stopped at Carmi before continuing home. Not much activity at Carmi so we didn't stay long.

All in all a good trip, good food, with good friends.

Submitted by Earl Schroeder

Message from EAA Chapter 21 President

Hello again everyone. Winter weather is closing the 2007 year. I am happy to report we have experienced an excellent year for the Evansville Chapter with participation and activities. We have managed so far with the help of most everyone's participation the threat of a new FAA funding system that could increase the costs of general aviation to a point that it would almost guarantee a slow decay and pursuit of flying activities. Writing federal legislators is our best method of letting our needs being known.

As we close out this year with our final meeting on December 12, I am also excited about the challenges for all of us and our chapter in the future. We are very fortunate to live in the USA and have the right to fly airplanes for a reasonable cost.

As you know our chapter installs new officers every two years. With 2008 being the completing year, your EAA 21 board and I are happy to start planning for 2008. We hope to continue with activities you want to see taking place. Your input and thoughts are important. Please say yes if someone asks you to participate.

Our December meeting will again be a social and awards event. We will enjoy Kipplees' famous pizza. It is important for everyone planning to attend to call me or any board member (listed on the Newsletter front page) and make a reservation. We need to more accurately have a head count by Monday December 10. This newsletter includes information and form for renewing your local EAA 21 membership. Please complete and bring with you to the Christmas meeting.

As in the past, if anyone needs a ride for whatever reason, give me a call and I will see if I can make arrangements. I am going to try and remember to wear my name pin. If you need a new one due to loss or you just want a spare, see your treasurer, Bill Gowin. He will be happy to get you a new for about \$5 which is our cost.

May you have a happy and blessed Christmas.

Larry Helming

Minutes of Chapter Meeting November 14 '07 Skylane Airport

Meeting started at 7:02pm. Projects: Steve Eberhart, still shooting for a first flight in February, showed his new seats for his RV 7, and talked about how Larry is putting in more time on the project than himself. Bill Hilakos talked about his Sportsman, and waiting on a DAR to inspect.

We had a New Member sign up—Don Blankenberger. He has a Grumman Tiger and a Rans S-12.

December Christmas Party to be at Kipplees Party House on 12-12-07. Chapter Awards and lots of Pizza for all.

Ideas for upcoming meetings were discussed: annual physicals, Pocket City VOR, and Mag. Overhauls.

Pete Wiggin talked about ideas for the newsletter. Meeting closed at 7:26.

Submitted by Gary Zimmerman, Secretary

Chapter 21 Monthly Treasurer's Report November-07		
November 1, 2007	Beginning Balance	\$2,208.54
Receipts		
	Interest	\$0.14
	Dues - 1@\$15 ea.	\$15.00
	Half Pot	\$13.00
	Donations	<u>\$13.00</u>
	Total	\$41.14
Disbursements		
	Newsletter Printing	\$16.00
	Christmas Party	
	Down Payment-Kipplees	<u>\$75.00</u>
	Total	\$91.00
November 30, 2007	Ending Balance	\$2,158.68
	Balance ONB 11-30-07	\$2,158.68
Submitted by:	Bill Gowin, Treasurer	

EAA Chapter 21

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Upcoming Chapter 21 Events

**EAA21 Chapter Meeting/Christmas Party: Wednesday December 12, 7:00 PM,
Kipplee's Party House**

Wednesday, December 12—We will be having our annual **Christmas Pizza Party** at Kipplee's Party House, located at 2322 Division St, right behind Kipplee's Stadium Inn, at Boeke and the Lloyd Expressway. 7 PM is the starting time at Kipplees. The cost will be \$10 per person. Alcoholic beverages may be purchased. Please call Larry at 401-7566 by December 8 if you plan to attend, so we can have a better idea how much pizza to order.

January EAA21 Chapter Meeting: Wednesday, January 9, 2008; 7:00 PM, at Skylane Airport. The January program will feature Dr. Lawrence Judy: "Getting your Flight Medical when there are problems."

