



EAA Chapter 21 NEWSLETTER

Volume 11, Issue 4

www.eaa21.org

April 2009

Chapter Officers

President:

Jay Sanders
7731 Telephone Rd
Evansville IN 47715
(812) 479-6344
mrthermoQ@aol.com

Vice President:

Earl Schroeder
5436 S St. Phillips Rd
Evansville IN 47712
(812) 985-3372
earl_schroeder@juno.com

Treasurer:

Hugh Gerhardt
11688 Heim Rd.
Chandler, IN 47610
(812) 568-2311
HGonawing@yahoo.com

Secretary:

Gary Zimmerman
10814 N. Green River Rd.
Evansville IN 47725
(812) 867-5437
g.zimmerman@insightbb.com

Young Eagles Coordinator:

John Rudolph
8631 Clifton Dr.
Evansville IN 47725
(812) 480-6898
jrudolph@rudolphweb.com

Newsletter Editor:

Pete Wiggin
738 Woodall Dr.
Evansville, IN 47711
(812) 204-6133
eaa21nleditor@hotmail.com

Program Director and Webmaster:

Steve Eberhart
PO Box 9227
Evansville, IN 47724
(812) 422-4525
steve@newtech.com

Report from Oshkosh

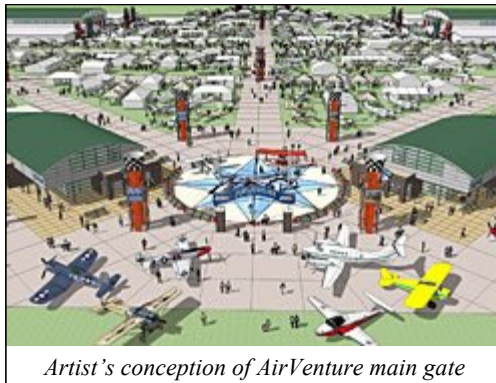
Last weekend, Jay Sanders, Steve Eberhart, and Hugh Gerhardt attended the Chapter Leaders workshop at EAA headquarters in Oshkosh. Steve told me some of what they learned while there. Pete

When we first got there, Tom Poberezny talked to us, welcomed us, and explained to us the focus and direction of EAA. There was one common thread through his talk to us, and Paul Poberezny's talk to us, and that was their philosophy toward working with Washington. They don't feel it is EAA's position to be active lobbyists for our causes. They try to be friends and work with them, and they've developed the reputation over time that whenever issues come up, we're here to work with you for pilots. It was not on an adversarial role, it was on a work with us and we'll roll up our sleeves, and come up with some good solutions for everyone. We talked about AOPA being a little more aggressive in that regard. We really need to support both of them because you need both approaches. If you have both approaches, and they're balanced, then maybe we can come out and still be able to fly our airplanes.

All in all it was fun. We got to go through Paul Poberezny's office and garage. They are setting up a new display over in the museum, which is all of his memorabilia from his offices and workshops. I'm convinced he still has the first piece of paper his mother gave him as a child. He has saved everything. You can't imagine how much stuff he's got squirreled away. And he's very organized. Even to the extent that every one of his areas—his office, his garage, his workshop—has a logbook at the door. He and Audrey still to this day sign in every time they go through the door to one of these

areas. So there is a complete audit trail of his activities from the day he first thought about EAA.

There are a lot of changes to Wittman Field under way. It all seems to make sense. They moved the front gate farther out, closer to US 41, so



Artist's conception of AirVenture main gate

there is more area between the main plaza and the front gate. Then from the front gate there are two paths going off at about a 45 degree angle. One goes over to the fly market, on the right, so they've moved the fly market from the left as you come in the main gate, to the right, so it's over by the commercial buildings next to Paul's Park. Then the other one goes back to the experimental area

where the warbirds and all the RVs are parked. The fly market is all gone from where it was. They have moved a lot of the smaller buildings that were there. They just jacked them up and moved them where they wanted them. The old control tower is still there. It looks like they are headed down the right road. A new membership area is being expanded. They'll have WiFi across the whole area now. Camp Scholler is covered with free WiFi. The Museum will have free WiFi. The whole Convention grounds will be covered with free WiFi.

I talked to the Chapter representative, Steve Buss, and asked him about our idea of a "Fly A Member" program; where those that have an airplane come out on a nice Saturday, and fly those that don't, and we set up a picnic around the runway, and just have a good day. He said something

(Continued on page 2)



that they are doing, and it will be coming out shortly, is that they have developed a six-month trial membership in EAA. It doesn't cost anything, you can sign a person up, and they get a six-month subscription to the magazine, access to the "members only" section of the website, and they are a member for six months. So if we do a "Fly A Member," we can extend that to getting other people in the community who aren't associated with the Chapter. This is a Fly A Member, so all they have to do is sign up for an introductory six-month membership; it doesn't cost anything, no restrictions, but it puts them underneath our EAA insurance policy. They are now EAA members. We can do the same thing at the local chapter level, give them a six month membership in Chapter 21, get them to the meetings, and maybe we've got a shot at growing the chapter. Flying more Young Eagles is fine, but they are young kids. That's your seed crop, but they aren't going to be members this year or next year. Here we can get people in the chapter right away.

EAA national is doing a lot to catch the people between their Young Eagle flights and when their hair is gray and they're finally becoming a member. We are talking about the key age groups. The first group was 12, and that's the Young Eagles group. The second group was 22, and that is when people are generally out of school, they've got their first job, they've got income coming in for the first time, and they can afford to do some things. The next group is 42, which is after the kids are starting to leave the nest, and they've got access to funds again; and then 62, when they're retired, they've got the time, the kids are gone, and they can go out and really do what

they want to do. So the focus points to hit people are at ages 12, 22, 42, and 62. I thought that was interesting.

Then there's another program they put together with Sporty's, for the older Young Eagles, that they can take the Sporty's private pilot ground school for free. It's to get them involved, get them studying, get them thinking about it, moving them on just from their first flight.

We got tentatively set up for a new program here at the Chapter. One of the representatives there was a guy who is retired from the Air Force. While he was in the Air Force he was a U-2 pilot. The guy is an amazing talker. He now flies for FedEx. I asked him what the chances were of getting him in, to put on a program to talk to us. He said as long as someone can pick him up from the nearest FedEx hub in a GA airplane (he suggested a P-51,) he'll do it. He's really a cool guy.

For the next meeting, we were going to do the Fly A Member program, but from what we found out, there is a lot more preparation and planning needed, and we want to do it right. We don't want to blow it, and then have no one show up for the next one, so this meeting will be about preparation for Sun 'n Fun. We will have copies of the NOTAM, and I'll try and get sectionals of the Lakeland area in here so that the information that people are going to need to go down, and be legal, we will have for them to pick up. The ones that have been there can talk about it, and make it a safe outing.

Flying and Eating

On March 22, a group of Chapter 21 members decided to fly to Rough River State Park for breakfast.



Flying and eating! Sometimes we wonder which has priority but we pilots know which comes first.

Many times, the decision to fly somewhere and then eat takes place while eating someplace. Or sometimes the decision is made around the Skylane table in between Googling something on the web. No one is excluded and no one is included.. it just happens.

Jim Schmitt seems to be a central contact and that is probably because he is one with his cell phone and he likes to eat. For instance, after we finished the breakfast at Rough River he asked where we were going for dinner. Jim is also the weather forecaster with the



help of his cell phone. It is safe to say second to eating he likes Pilot-my-Cast best. (his favorite source for current and forecast weather)

If you care to join in the fun, let Jim know and he will try to remember to phone you of upcoming plans which rarely are more than one day in advance or it could be just hours away.

Destinations include but are not limited to: Rough River (2I3), Columbus (BAK), Sikeston (SIK), Mattoon (MTO), Greencastle(4I7), Mt Vernon (MVN), and Washington (DCY).

Submitted by Earl Schroeder

From the desk of the president...

Has it been three months already? Three months into the New Year and it seems like time is flying. Speaking of flying I got two and a half hours of flight time and twelve touch and goes last Saturday for the first time in about ninety plus days. I know—there have been some good days to fly in those three months. I think I have stated that this past year I found out that my cataracts needed to be removed. I did not fly very much last year for that exact reason. Up till that point I didn't fly much last year at all. During the surgery for cataracts I also opted to have vision correction lenses implanted in my eyes. Everything was good again so let's go flying. Whoa Nellie! I then found out that I had fog under my left eye lens. I grounded myself again as two eyes are needed to facilitate depth perception. I was bouncing the plane on landings a little too hard to suit me. In early March I had a procedure done that uses a laser with intersecting beams to shoot through the eye and the corrective lens, and blow a hole thru the foggy layer, and that's all that was needed for 20/25 and 20/20 vision. So let's go flying, again.

I want to thank Bob Moehlenkamp for the airplane magazines that I laid out for my automotive students at the Southern Indiana Career and Tech Center. I was surprised by the questions that I received from three of the students that picked them up. One wanted to know what the difference between an experimental and a certified aircraft was. Another thought the experimental planes were neat looking, and thought building his own plane would be cool. They also said that airplane engines looked a lot different than automobile engines. I want to encourage any young person to look at aviation and consider it as a hobby or career. Airplanes need good mechanics as well as cars. I have since talked with Bill Scott at Precision Engine in Owensboro, KY. Bill agreed to let me have some non-

rebuildable parts that I could show to the students, and let them see the differences in aircraft engines. I'm supposed to call him this coming month and he will set me up with a lot of parts for this exercise.

We had our first Saturday meeting and it was a huge success. I want to thank Steve Eberhart for setting this up. Steve asked Bobby Hester from Hopkinsville, KY to come up and put on a program about Slick Magnetos for our local chapter. I know everyone doesn't use Slick Mags, but we still found the program very interesting. Bobby flies an experimental and just received his A&P license. I also believe we were the first people he had given that lecture to. I personally know what it is like to stand in front of people and put on an informational program, and I can tell you from experience, *it ain't easy*. I think he gave a great program and we need more people like him in our aviation community. I also want to thank Hank Meador and Ralph Trautvetter for cooking up *dogs, burgers, and chili*. We will have some more Saturday meetings in the future.

On April 4th our chapter has been asked to fly Boy Scouts at Hepler Field. I hope everybody that can fly that day will show up and give these kids the opportunity to experience flight, some for the first time. We all remember our first time.

Hugh Gerhardt, Steve Eberhart and I are going to the EAA Leadership Academy in Oshkosh at the end of March and will try to bring back some new ideas to help with our chapter. We will let you know more about this in future newsletters. Until then, hope to see you at the meetings!

*Jay Sanders, EAA 837410
President, EAA Chapter 21*

Young Eagles Rally April 4

Hello Everyone!

Steve Blankenburger just called me tonight - He's going to need some help flying **40** kids with the local Boy Scout Troops out at Hepler Field on April 4th.

I've got the paperwork ready to send off to the Young Eagle's H.Q. but I'd really like to have a few pilots there if possible! If I had 4 airplanes there with 4 seats, we could get them done in less than 4 flights each! Otherwise, Steve and I will be busy with ours!

If you're interested in flying or helping, please send me a note! We need all the help we can get!

Also, keep your calendars open for this Summer's Rally. Not sure when we're going to do it just yet, now that there's no airshow scheduled this year! If anyone has any ideas, I'm all ears!

Fly safe,

John Rudolph jrudolph@rudolphweb.com

EAA 21 - Young Eagle's Chair



EAA Chapter 21

Send Your Dues Payment To:

11688 Heim Road
Chandler IN 47610

Address Service Requested



Pete Wiggin — Newsletter Editor
eaa21neditor@hotmail.com

Upcoming Chapter 21 Events

EAA21 Chapter Meeting: Wednesday April 8, 7:00 PM, Skyline Airport

This meeting will be about preparation for Sun 'n Fun. We will have copies of the NOTAM, and I'll try and get sectionals of the Lakeland area in here so that the information that people are going to need to go down, and be legal, we will have for them to pick up. The ones that have been there can talk about it, and make it a safe outing.

Steve Eberhart, Program Chairman

