

THE FLYER

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www.EAA304.com

Chapter Meetings are held the first Wednesday of each month at the Sport Aviation Center, 3600 Wildwood Ave, Jackson, Michigan 49202-1811 unless otherwise published.... Everyone is welcome, bring a friend and we'll do our best to welcome and make them comfortable and THEN we'll embarrass them.....

This month's Meeting will be held on Wednesday, February 6 at 7:30 PM.

Officers:

President: Earl Scott (517) 783-3988
Vice Pres: John Eiler (517) 784-6242
Treasurer: Chuck Furgason (517) 783-1066
Secretary: Stephen Matthews (517) 789-8798

Board Members: Steven Wellman
Daniel Stanton
Charles Moore

Counselors: Jay Cavender (517) 592-8373
Joe Phelan (517) 783-5040

Web Master: Jim Buist (517) 930-2265

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1. The board established a three member committee to review the By-laws for obsolete or conflicting rules. They are to report to the full board prior to the February general meeting.

The only fly in the ointment for our 07 Breakfast Fly-In/Cruise-In was managing the parking vs. the show cars. For our 08 event the board would like to ask two members to assume parking duties to smooth out the

bumps for this joint event. Alternatively, we could ask the ROTC to help.

Our treasurer, at his well received suggestion, will deposit our proceeds from the sale of the Aerocoupe coup to a higher interest bearing account, nice to have someone looking hard at the bottom line.

2. Member profile for February is Stephen Matthews, (Steve or call sign Demon71). I'm a chapter member since 1982. I served for 13 months in Vietnam as an aircraft commander in the 134th Assault Helicopter Company. Rotated to Fort Knox and spent a few weeks at Ft Rucker (again) in instructor pilot school. Mostly learning how to fly a Huey with most things busted...no tail rotor, no hydraulic power etc. Low level auto-rotations and other stuff I wouldn't be caught dead doing now.

Besides flying most of the Army helicopters, I also received my Commercial Rotor and Fixed Wing & Sea license after leaving the Army using the GI bill.

I spent my youth painting hangers on the west side and driving Lake Aviation's (Robert Hoover) fuel truck to make flying dollars. Our Jackson's Bob Hoover flew P51's in WWII if I can remember casual conversations with him when his wasn't telling me what a lousy pilot I was.

My solo was in an old Cessna 140, with a wrinkled tail cone and tired engine but you never forget your first solo flight, that wonderful 'OH MY GAWD, WHAT HAVE I DONE' feeling! After many landings in many airplanes that incredible rush from a 'near' perfect landing is still there, but your first solo landing is never forgotten.

3. EAA 304 and our Airport Manager, Kent Maurer made the local **Jackson Magazine**, Jan 2008, Vol 17, No. 1 with a story all about how running the airport is like managing a small city, not a bad metaphor. A picture of the largest snow plow in Jackson county (runways are big) opposite a picture of Earl Scott attempting to drill one more of about two million rivet holes. A very good story and great pictures. I'll leave this issue of the magazine at the club for anyone who wants to read it.

4. Work on the Piper Pacer continues apace. The flaps, ailerons and tail feathers are all covered, inspected and ready for the second coat of polly coat. The wings are ready for covering and we're collecting the materials and instructions for the wing stitching operation. So far, we've either done a good job or our inspectors are going easy on us, no significant issues or goofs. All that said, some of us are still peeling glue from our fingers and some of us (sissy's) wore gloves.....where's the sport in that?

This is a 'YA-ALL COME' project. Weekend mornings as usual and Thursday evenings are our most frequent work days. The fabric is on one wing and gluing is underway.

5. Our Speaker for February will be **Tom Craschem**. He will speak on Light Sport Planes and Pilots.

6. October '07 Activities of the 100mph Club

Times are a-changing, the weather is not so warm, the winds are not as calm the days are shorter and the fog is quite likely to be around early mornings.

The first weekend of **October 6th and 7th the fly-in at Fulton County** was well represented by members of the 100 MPH Club. The weather was close to ideal for flying, walking the flight line and sitting around the hanger enjoying the chatter. The food was good but cool, all you can eat for \$5.00 (what do you expect for \$5.00 and no tip?) There were about 30-50 aircraft showed up and plenty of hanger flying. Some of the members attended both Saturday and the Sunday. I didn't get a report on the Saturday attendance but Sunday Carl (Stinson), Joe (Taylor Craft) Lynn (Kit Fox) Nihl and Charlie (C150) Chuck (TriPacer) Gene (Taylor Craft) spent a couple hours swapping tales on the perfect landing, some were only 2 bounces.

Got a report from Ken (RV6) indicating he attended the Sandusky (Y83) fly in on 10/6. He flew to Port Huron then north along the water a ways and then straight west to Sandusky. He says the soups and desserts were terrific the weather was good and a great flight. People with those super swift machines can afford to take the round-about (if they can afford the gas) some of us just go direct (give me a GPS).

Randy Coller(don't know what he is flying) e-mailed on 10/1 saying they flew to Plymouth, Indiana (C65--115 miles from Jackson)on a Friday night and returned Saturday. Stayed at the Holiday Inn which is directly across the road from the airport, a newer facility, very clean and only \$87.

Randy says that next door to the airport is the old Holiday Inn which is now a Mexican restaurant. Food not great but not bad. A short walk down the street is Christos, a family run restaurant next to the Days Inn which is cheaper but Randy says he likes the cinnamon buns at the Holiday Inn better, but Christos is a nice restaurant. Thanks Randy, sounds like an **excellent addition to our Sunday morning breakfast destinations**.

Sunday 10/7 Rich (Cherokee), Tony (Bonanza), and Gary (Maule), Don grounded, not feeling well, were overheard on 122.85 passing Albion heading west. The conversation I heard indicated they were possibly going to Plainwell (61D) which is just north of Kalamazoo for breakfast. The restaurant at 61D is right on the field. You can taxi right up to within 100 ft. of the front door, park in the grass. It is an uncontrolled airport, paved east west runway. Good food, good service and a unique environment. They only have about 6 tables but there always seems to be a seat available. This is about to change as they are building a new restaurant adjacent to the existing and plan to be in it sometime in November. Another excellent Sunday morning breakfast destination.

Steve Wellman flew to Hawaii (747 or ?) to escape Michigan in October or maybe to vacation. We shall see if we can get a report when he gets back. I tried to get an update the other day, Wednesday I think. I was sitting in the office and had a question I wanted to ask him so not thinking or remembering that he was out of town I picked up my mobile and pushed his button. This unrecognizable sleepy voice answered. I said is this Steve? He said yes and its 4:30 in the morning, WHAT DO YOU WANT. This caller ID sucks, I was trapped couldn't even say wrong number. I apologized ask my question and suggested he turn his phone off. Needless to say I felt bad, but what can you do.

George (Mooney) tells me he flew his newly refurbished Mooney to Tulsa, OK. (I think it was Tulsa) Tuesday or Wednesday. They had just finished completely re-upholstering the inside. George sprang for real leather (it is real soft) instead of Genuine American Naugahide, and they did a beautiful job. But I think he has gone Nautical on us. He and his wife Lisa having just returned from a cruise on the USS Nimitz was telling me with the new upholstery the Mooney was cruising at 174 Knots and a much better ride. Maybe we should all get a new upholstery job.

Saturday October 13, Lynn (Kitfox) and unreported others flew to Bill Robard's, a private strip just west of Hanover. A favorite coffee stop for many in the club. Having never been there, its on Saturdays and I have to work Saturdays I don't have much to say. What I do know is that, it is reported to be a very hospitable destination for Saturday morning fliers for coffee and doughnuts. You are all welcome but be advised there are trees at both ends and you fly in at your own risk.

Charlie (C150) stopped by and said he flew Saturday 10/13 to Mason over by Fort Custer on to Three Rivers and back to Jackson. A good day to bore holes in the sky and burn up some gas.

Sunday 10/14 dawned a bit hazy. The plan was to drop in at John Turdeau's private strip for breakfast, visit a couple hours and head to Deshler, OH (6D7)-78 mi from KJXN. The flight to Johns over by Milan wasn't to bad, at least we could see the ground. Departing Napoleon (3NP) we overheard Rich (Cherokee), Don (C170), Tony (Bonanza) and Gary (Maule) discussing a breakfast destination. Sounded like they were headed for Plainwell again (told you it was good). Jim and I (C150) followed Lynn's Kit Fox from the Napoleon airport to Johns grass strip. Jim flying my Cessna 150 stayed right on Lynns tail, if we lost him we would miss one fabulous breakfast. Staying on Lynns tail is no easy task for a C150 as the Kit Fox, with the fabulous Jabiru 2200 climbs like an homesick Angel. The C150 with 2up climbs more like a sick angel, but it gets there. Back to the Breakfast, it was fabulous. Three meats (sausage, ham, bacon) SOS on freshly baked biscuits, two kinds of scrambled eggs, fried potatoes, a fruit bowl, coffee, tea orange juice and more. I didn't even remove all the lids to inspect what was under them.

There were approximately 15 planes showed up and 8 or 10 drive-ins, I met them all and shook their hand but don't remember many names. Age has its benefits. A special thanks to Susie John's wife for a fabulous breakfast. I ask which end of the line do you pay and all I got was a smile. Thanks Susie

A couple hours later Joe (Taylor Craft), Gene (Taylor Craft) and Carl (Stinson) left for Deshler. Lynn (Kit Fox) not feeling well said he was going home, shortly after Jim and I took off (C150). The sky to the south looked murky and dark. To get to Deshler we would have to get up to 4700 ft to fly over the Toledo Air Space, or go under or around. We decided to go home, not a bad decision as a couple hours later its raining.

Late report from Mike (C150) he didn't make the breakfast but he did get a hot dog as a consolation prize. About the time we arrived back in Jackson he left for Deshler. Leaving Jackson about 11AM he was able to get to Deshler eat one hot dog and just get back to Jackson before it started raining. Way to go Mike, shows what that uncontrollable urge to go flying will get you.

Lynn (Kit Fox) celebrated his 1st anniversary being a Sport Pilot today 10/15/07 by taking to the sky just because. ***Congratulations to Lynn.Sunday the 28th*** another beautiful day for flying. Destination Sandusky (S24) Ohio, 99 miles from KJXNfor Chili Fly-in. Excellent turn out John (Apache), Lynn (Kitfox), Carl (Stinson), Joe (Taylor Craft), Neil (Rans S7S), Ron (Sonex), Charlie and Mike (C150), Ken (RV6), Nihl (C150) plus appx 30 others +/- . A very hospitable group greeted the arrivals, great hanger flying as usual and as I recall a no bounce landing.

The Sandusky fly in turned out to be the inspiration for the Jackson Chili Fly-in that was by all accounts a huge success.

Wishing you blue Skies and Tailwinds
Nihl