



# THE FLYER



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Sport Aviation Center - 3600 Wildwood Ave. - Jackson, MI 49202

*Edited by Jim Buist*

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The editor thanks George Race, Earl Scott, Steve Wellman, Dan Stanton, Kathy Stanton, Nihl Storey, Andy Cujar, Charlie Bagwell, Tracey Tucker, Michael Moore, and Ken Shuman for their contributions of information to this month's newsletter.

Chapter Meetings are held the first Wednesday of each month at the Sport Aviation Center unless otherwise published. Everyone is welcome. Bring a friend and we'll do our best to welcome them.

**Our next regular, chapter meeting will be Wednesday, February 3, 2010 at 7:30 PM.**

The Board of Directors will typically meet one hour earlier and you are welcome to attend and listen.

#### **Officers:**

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*Got a news item to share? Please call Jim Buist with the information. Or, better yet, send an email to Jim at [jimbuist@yahoo.com](mailto:jimbuist@yahoo.com)*

## **Board Meeting Summary – by George Race**

The Chapter Board of Directors met at 6:30 PM on Wednesday, January 6, 2010 for a short meeting, with all Board members present. Discussed were the items to be presented to the Membership at the upcoming meeting.

## **Chapter Meeting Summary – by George Race**

- The January general, chapter meeting was held on Wednesday, January 6, 2010. All of the Officers plus about 30 other members were present.
- A moment of silence was called for by Earl Scott. Pilot Ryan Daenzer, a previous member, and continued friend of the chapter, was killed in the Jet Crash near Chicago on Tuesday, January 5. For more tributes to Ryan, please see the “Member News” section later in the newsletter.
- November and December Treasurer's Reports were presented and approved.
- A guest was introduced: Mike Walraven, a pilot from Marshall MI, is now living in the Jackson area and has moved his 172 to the Jackson Airport. He is an instructor at Jackson Community College. Everyone welcomed him to the area and EAA304.
- Earl Scott brought the Membership up to date on the past Holiday Party. Everyone seemed to have had a great time.
- Mike Brown, the Hot Air Jubilee Volunteer Coordinator was introduced. Mike talked about the upcoming Hot Air Jubilee to be held this July 16-18. Admission for all three days will be \$8.00 for adults, and \$3.00 for children. Mike explained some of the background and costs of putting on the Jubilee. Mike ask the group to consider becoming involved and taking responsibility for some portion of the activities that weekend. It was suggested that EAA304 may want to do a Fly-In breakfast or something similar to bring in a lot of experimental and other aircraft for the Public to see. The Chapter will be discussing what may be able to be done and will get back to Mike at a later date.
- John Feldvary presented the Advisory Committee update. Overall Airport operations are up from last year. 2009 operations were given as 50,582, which is a 5 year high. It was noted that the Lansing Airport operations were in the area of 40,000 operations so Jackson is doing much better than Lansing in aircraft traffic.
- John also reported that the 7-25 Runway Project is still moving along nicely. They are currently working on obtaining 24 parcels of land, needed for the runway project. Funding for the purchase of parcels is in place. A lot of tree cutting and some easements will be needed along Maynard Road for the East end safety zone.
- Fay Bolender reported she is heading up a Women's group to provide funding and programming for the Heritage Park. She stated that nothing will be needed from EAA304 and it will be their group's project.
- Steve Wellman, on behalf of the Airport Board, talked about the Award that was presented to EAA304 at the Holiday Party. (See additional story later in the newsletter.)

- Earl Scott talked about the EAA304 Board providing funding for the purchase of a large screen TV, sound system with DVD, and wireless microphone setup for the meeting room. This purchase was brought about by the Railroad needing this kind of equipment in place to continue their meetings at our location. It was also noted that Randy Coller, from the State Aeronautics Board, would also be using the new equipment for his presentations and classes. John Eiler and George Race will be pricing out the system soon. Plans are to have it in place by the next Chapter Meeting.
- Earl Scott asked the group if there is any interest in taking some kind of a winter excursion to a place of interest. Several in the group indicated interest. The Officers will be looking for suggested points of interest that may be visited later in the year. (See additional section later in the newsletter.)
- The 50-50 drawing was won by Dan Stanton and was donated back to the chapter. A great big thanks to Dan!
- Next month's Chapter Meeting will have a program put on by Brian VanWagner.

### ***President's Remarks – by Earl Scott***

Our Christmas party was fine and a lot of fun. We always appreciate the turnout we get from the members and especially all the good food they bring for our potluck. The chapter furnished the ham and beverages and everyone seemed to have a good time. The chapter was honored with the special, George and Fay Bolender Award during the party (editor's note: See additional information later in the newsletter.)

We were also saddened about the death of our friend Ryan Daenzer and he will surely be missed. During our January meeting I started out with a moment of silence in his honor. I also want to express our deepest sympathy to his family.

### ***Pacer Project Progress – by George Race***

All of the fuselage wiring is complete. The Strobe unit is installed and working. The ELT has been installed below the Hat Rack. I am working on the final design of the Instrument Panel. Gary Hess and Jay Cavender provided some more input to the panel equipment placement after the EAA304 Meeting. Gary has purchased all of the necessary Radio's and Instruments for the final panel design.

I am working on the Panel One Line Diagram and final panel layout. I hope to have all for final FAA approval to Jay by the next Chapter meeting.

John Eiler reported that the fuselage will soon be put back on the "spit" for final inspection and Static Port plumbing installation.

The "Sock" should be put on the fuselage in the next couple of weeks and the covering process will begin.

## General Chapter News

- **The George and Fay Bolender Award – by Steve Wellman**

The Bolender Award was initiated 3 years ago to recognize an individual or organization that has contributed significantly to the success and advancement of the airport over the previous year. The first award was in 2007 in honor of George and Fay Bolender (hence the name) for all their efforts over the years.

The second year it went to John Feldvary for his dedication and volunteerism in support of airport activities. In 2009 the EAA Chapter 304 was recognized for being such a contributing organization in the overall success of Jackson County Airport.

Over the past 3 years this recognition has been well deserved and appreciated by the Airport Board and management.

- **Chapter Trip**

Dan Stanton wrote to the editor indicating that “Someone at the last meeting asked about a chapter trip sometime. I saw the following from AOPA.”

*The B-25s will rendezvous on April 15 in Urbana , Ohio , where the crew members will be guests of the Champaign Aviation Museum. The fleet then will fly to Wright Field on Saturday, April 17, for a ceremony and public viewing. The organizers are seeking sponsors to defray expenses; contact Larry Kelley, b25driver@aol.com, for more info.*

This might be a good trip to discuss further at the next meeting. Obviously, bring any other suggestions, also, so that the group can make a decision and have time to plan whatever trip is chosen.

- The new Flat Screen TV is set up, so Earl Scott says, “We will have a Super Bowl Party at the hangar on Sun. Feb. 7th at 6:30 P.M. We'll have pizza, possibly other snacks, and pop available and you can bring your own beer, etc. It should be a fun time.”



## Member News

The chapter was deeply saddened early this month by the death of former member and continued friend of the chapter, Ryan Daenzer. Ryan was one of two pilots aboard a Learjet 35A that crashed in the Chicago area on January 5, 2010.

Ryan's history with the chapter goes back many years. Ryan had previously been with the JCC flight school and, being a CFI, Ryan gave some presentations to the chapter from time to time when he was in the area.

Ryan's girlfriend, Tracey Tucker, wrote to tell us that his memorial service was held on Monday, January 11, 2010 in Owosso at the St Phillips Lutheran Church. Funeral Services were handled through the Nelson House Funeral Home.

Following are some emails we received about Ryan from those close to him.

- **From Andy Cujar:**

*To sum Ryan up in one word is Smiley, his nickname. He never had anything but a smile on his face. He loved airplanes and guns and when he was not flying he was shooting. Anytime, day or night, I or any one could call him and say 'lets go flying' and he'd say OK. I loved flying with him because I knew when I screwed up he would keep us safe. He was the best pilot I know, and he was a dear friend and he will be greatly missed. He had a pin in his truck that said 'put Jesus in the pilot seat' and I know that they are flying around somewhere right now together looking down on us.*



*Andy Cujar & Ryan Daenzer by their jointly owned airplane*

- **From Nihl Storey** when asked if he had flown with Ryan: *Yes we flew in my 150 to Clinton Iowa one year, had a great time, and Ryan showed me how to do spins in my 150. A great guy and excellent pilot.*



*Nihl Storey & Ryan Daenzer by Nih's Cessna 150*

- **From Charlie Bagwell:** *I spent an estimated 1,000 hours with Ryan as my copilot in the Royal Air Bandits. He was a totally reliable copilot, always willing to do his share of the flying as well as the heavy lifting involved in freight. I never remember him nodding off to sleep regardless of the time of day. On those occasions when we disagreed about anything, he always differed with me with a smile and his trademark "nervous laugh". Many times he was the one who was correct; I learned a lot from him.*

*Ryan had the best stocked goody bag of any of the copilots, carrying snacks of all types. He introduced me to smoked almonds, something I will always be grateful for.*

*Lastly, Ryan never complained about the job, the pay, the hours, the management, or any other employees. I was always glad when the dispatcher told me, on calling me out, that Ryan was my copilot. I'll miss him.*

- **From Michael Moore:** *By now many of you in the flying community around here have heard of the tragic news about Ryan Daenzer. I haven't been able to sleep much the last couple of nights and I think it's time to try to express what I always admired about Ryan!*

*I met Ryan while I was working on my Private Pilot's License on Labor Day Weekend 2003 and I was in between Flight Instructors. I had about 40 hours of dual instruction and probably around 20 hours of solo time and I thought I was ready for my Check Ride. Well, Ryan and I went up for a flight, where I quickly demonstrated that yes, I could fly a plane, but I couldn't fly a plane the way it should be flown. Ryan and I quickly became friends and over the next several months, he took whatever skills I had and honed them to get me ready for my Check Ride. When it came time for my Check Ride, both the Oral Exam and the Practical Flying exam were accomplished with greatest of ease, due to the Flight Instruction that Ryan gave me.*

*Ryan, wasn't just my Flight Instructor, he was like the "Little Brother" I never had. We would call each other a lot and would just talk about airplanes. He was a close friend with my wife and my children, who referred to him as, "Uncle Ryan." Ryan even got my wife to take a flying lesson.*

*I will truly miss seeing him and the smile he always had on his face. Ryan was one of those rare people that you meet, that you can honestly say, made a true impact upon my life. I will miss him terribly!*



*Ryan Daenzer & Michael Moore*

## General Announcements

- Kathy Stanton wrote to the editor in regards to using your pilot certificate outside of the U.S.A. As Kathy said, “Last night at the EAA meeting we had a discussion about having the English Proficient endorsement on your pilots license in order fly to Canada, Mexico etc. Many people did not have this endorsement and wanted to know how to get one.” Kathy continued, “Basically, all you have to do is request a replacement certificate and pay \$2.00.”

This endorsement became effective almost two years ago, on March 5, 2008. To request a new certificate with the endorsement, the easiest thing to do is go to the FAA's website at [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/certificate\\_replacement/](http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/)

The replacement certificate will cost you the small fee of \$2.00, but there is a way to get it free (see below).

- **Paper Pilot Certificates will Expire March 31, 2010.** After that date, if you have not replaced your certificate with one of the new, plastic versions, you may no longer exercise the privileges of your certificate. This is a new regulation that went into effect some time ago, so hopefully no one will be caught off guard. To get your new certificate, go to the link in the “English Proficiency” section, above. As with that change, the new certificate will cost you the small fee of \$2.00, unless you are able to take advantage of the method below.
- Because of the increased concern about identity theft, some time back the FAA began allowing certificate holders to change their certificate numbers for new ones, which would use some random number rather than the holder's Social Security Number. If you have not yet requested a replacement for your certificate(s), you may use the link above, just as you would for adding the “English Proficient” endorsement and for the request of a new, plastic certificate. However, at the same time, request that your Social Security Number be replaced with a new, random number and your replacement certificate(s) will be sent free of charge. Hey, \$2.00 is \$2.00 and might still buy a cup of coffee to go with that \$100 hamburger!
- The NTSB recently added new, immediate reporting requirements for some additional types of accidents or incidents. In short, for the typical type of operations conducted by most EAA304 members, these incidents include propeller blade “release” (including only portions thereof) and “complete loss of information.....from Electronic Flight Information Systems”. I recommend reviewing a short summary of these changes, written by EAA National, at [www.eaa.org/news/2010/2010-01-12\\_ntsb.asp](http://www.eaa.org/news/2010/2010-01-12_ntsb.asp). Or, read the entire document at <http://edocket.access.gpo.gov/2010/E9-30398.htm>

## Flying Destinations

### - Where our members have been flying and where you might want to go!

- Ken Shuman wrote in about a trip he took around Thanksgiving. His story is below.

*Our daughter recently transferred to Washington D.C. and bought a condo. Well, Dad's presence was requested for some repairs, etc and I'm always looking for an excuse to fly the RV6. So.....a 10 hour drive or a 2.5 hour flight?*

*After taking the AOPA on line course about flying in the Washington D.C. Special Flight Rules Area, I loaded up and waited for VFR weather. The Sunday before Thanksgiving was good VFR here, 3500 overcast over the mountains, and CAVU in DC.*

*I Took off from our field here at Williams Aero Estates near Jackson and climbed to on top VFR conditions near Toledo at 9,500 ft. I could see past the overcast conditions to the north so I had an out if things got bad. It was blue sky and 50 miles visibility all the way until I passed the mountains, then a bumpy decent into Leesburg, Va.*

*I used approach and centers all the way for VFR advisories, which is a big help. When I got near Leesburg, Potomac approach said I did not have to change to the special code for that area.*

*Leesburg has a good general aviation airport with a good runway, good tie down area, and a very nice FBO. On the Saturday after Thanksgiving, the jobs were all done, weather was good VFR here, overcast over the mountains, and VFR in DC so off I went at 8,500 ft and again 50 miles visibility. I had a strong headwind, but made it home in 4 hours. It sure beats the drive. :)*

## **Safety Item – by Jim Buist**

- The FAA recently notified Flight Instructors of an increased emphasis on “Surface Operations” during flight tests, reviews, and proficiency checks. This emphasis has been brought about by the significant increase in runway incursions over the past years, including some high profile accidents.

The new emphasis will require both FAA examiners and Designated Pilot Examiners to review and test applicants on their knowledge of airport signage, communications, and use of airport diagrams. As the FAA indicated in their communication, the goal of this new emphasis is to reduce runway incursions by 20%.

Included in the document are two appendixes. One lists the Factors contributing to wrong runway takeoffs. The other lists “Best Practices” for runway incursion prevention.

I highly recommend reviewing this document, the full version of which can be found on-line at: <http://www.faa.gov/documentLibrary/media/Notice/N%208900.92.pdf>

## **Upcoming Events**

*Please pass along to Jim Buist any aviation events scheduled for this year that you would recommend to our members so we can add these to our calendar.*

- Wednesday, February 3, 2010: Monthly EAA Chapter 304 Meeting
- Sunday, February 7, 2010, 6:30 PM: Super Bowl Party at the chapter hangar
- July 16 – 18, 2010: Jackson Hot Air Jubilee