



The Sky's the Limit

News letter for EAA Chapter 651 Volume 25 Issue 4

From the Prez

AIRVENTURE 2113 is just a few months away and just as the previous years volunteer help is needed!! Weekend work parties will begin soon. Check the EAA website for more information and opportunities. Registration for the Airventure Run/Walk 5K is now open. The event will take place on August 3 at 7:00 AM. The benefit this year is for the Oshkosh United Way.

On Saturday May 11 and every month until October Jay Baeten will hold a Fly-in/Drive-in breakfast at his airfield starting at 7:00 AM. Sunday May 19 will be our annual breakfast at Nicolet Airport -- more details next month.

Work is progressing on Jim Sorenson's Porterfield -- this project has been taken over by Per Andres and is moving along at a rapid pace. The Porterfield is a two place tandem aircraft somewhat like a Cub. The exact year of this airplane is not known, but is believed to be in the early 40's. Jake Morois is building up air time on his recently completed Citabria -- Jake did an excellent job of restoring the aircraft! We're hoping that the field at Nicolet will dry up in time for our breakfast in May -- as of today there is a lot of that white stuff to go away. See you at Nicolet April 8 for our next meeting. Your Prez. Clete

Meeting Notice:

Meeting:
7:00pm

April 8th at
Nicolet

May 13th at
Nicolet

EAA651

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Clete Cisler

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Al Timmerman

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I just received a call from Amy at "Make a wish". They have a number of children that would like airplane rides. These are children with serious illnesses. She would like to set up a day to give rides. I would like to do this under the Young Eagle program. I will need help. Pilots and ground help. Please send this out to all members and see who would be interested in helping. No date of yet, but in the near future. Please e-mail me at alan@jetair.net if you could help out. These kids have had a difficult time and really deserve some fun. Please offer to help if you can find room in your heart to do so. This is all the information I have so far. Al Timmerman

EAA Chapter 651 Meeting Minutes

Meeting Date 3/11/2013

Clete Cisler called the meeting to order at 7:00 pm with 21 aviation enthusiasts in attendance at Jet Air (GRB)

Meeting Minutes:

The February Chapter Meeting Minutes were accepted as published in the newsletter

Finance Report:

The Treasurer's report presented by Karen Kalishek was accepted as presented.

Committee Reports:

None

Correspondence:

Steve Wittman Birthday Fly-In Breakfast Saturday, April 13, 2013 7:30 AM - 11:00 AM OSK

Old Business:

Discussion about the EAA Tri Motor coming here on May 17-18-19 was brought up again and was tabled thought was to big of a risk monetary and volunteers.

May 19 set for EAA 651 Pancake breakfast at Nicolet Airport.

Chapter still needs a program director. Clete is looking for a volunteer

Looking for Ideas for speakers contact Clete.

New Business:

Jerry Jeske was asking about interest in starting a new flying club. Contact Al Timmerman if you have interest.

The meeting adjourned @ 7:10 and turned over to Wayne Bushmaker.

Wayne is a new member of the FAST Team and gave a talk on flight review expectations.

Meeting Minutes recorded by Alan Georgia

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Airwaves

Happy Easter and Happy Spring!!

Hope you had the chance to be outside and enjoy our 2 beautiful days of sunshine, blue skies, light winds and warmth. What a wonderful combination for flying too. Finally took the 115hp Citabria out with Kelly. A stick in the right hand, a throttle in the left hand and a tail wheel. Just a tad different than a Baron. Too much fun!! Great job Kelly.

Jet Air hosted our March EAA meeting and one of their Instructors gave a very nice presentation on Flight Review expectations. Thanks, Al and Bruce for inviting us .

The April 8th meeting will be at Nicolet. Jay Faikel, the BEE man will be our guest speaker. Jay raises bees and collects honey and knows a wealth of information about these four-winged, broad bodied, hairy insects that really aren't aerodynamically designed to fly. Bee sure to be there.

If you haven't flown all winter, it would be wise to take a couple of laps around the pattern with a flight instructor to knock the rust off. It's the landings and crosswinds that really suffer.

CAVU.....FLY SAFE.....Noel

Congratulations

FEB and MAR 2013

1ST SOLO

3/14 Andy Swanson

PRIVATE PILOT

3/16 Jesse Gage

3/28 Chris Kieper

COMMERCIAL

2/3 Tyler Cedergren SEL add on
KNOWLEDGE TESTS

2/13 Matt Cumberland ATP

2/27 Grant Gorman COMM

3/1 Cole Kucera PVT

3/26 Zeke Mackowski PVT 95%

Don' t forget that Breakfasts start the second Saturday of the month May to October at Antique Aerodrome in De Pere. 7:00 am to 10:00 am

Letter from Leon Sigman

The truth hurts. Many endeavors in aviation just don't pay well. But flying has such a magnetic draw that we'll work for very little, just for the privilege of flight. In the world of mortgages, car payments, and girlfriends, somehow we must generate income sufficient for survival. In my case, it was via working that extra job or inventing little items related to aviation. This is not a Horatio Alger story but a report.

While in Newburgh, New York, to add a seaplane rating, I labored by applying dope to fabric wings with a 4" brush. We didn't have a spray gun or perhaps they weren't invented. After work at the seaplane base, then off to clerk and stock shelves at DeMartino's grocery store. Don't cry, it was mostly fun.

While in the military, we wore baseball caps clamped to our heads with painful government issued headsets that squeezed our ears and restricted circulation. The simple expedient of sowing 3/8" thick carpet padding into the cap reduced most of the pain. Judy made a few samples and we were going to sell the aviator's "Comfort Cap", but suddenly exotic helmets with build in speakers, visors, and oxygen hook-ups began to appear, thus ending our business venture.

If memory serves correctly, I did write about the "Pilots Pal" in a prior article. It was a knee board developed at the right place and time, a very successful endeavor having sold many thousands all over the world. One segment of the pilots pal was a pad of very simplified flight logs on one side of the sheet and the FAA flight plan form on the other. It, too sold well as a stand-alone product. Judy and I were now able to buy a 1952 Nash Rambler wagon until two weeks later she hit a non-moving bus. We had to soon come up with another money-making idea.'

The next "get rich project" was securing blue prints of very old aircraft, reducing its multiple pages to one large page on expensive paper. We did this with six different planes put them in a fancy binder with the trade name of "Early Birds". I went after book store chains as our outlet it flopped. Years later we found out we were going in the wrong direction. Museums wanted them, military museums loved them, by then it was too costly to print a new run, ya' can't win 'em all.

Then there was the aircraft dash board. By design, we selected a very old style Cessna instrument panel having it stamped out and where the real instruments fit, it was now all make believe paper instruments. These fake instruments could be removed and replaced with pictures of your kids or dog, or first wife. I actually did some expensive research and projections were a big ticket, high profit, salable item. We never went into production since I decided I was too old to go through another development and manufacturing ordeal. I could kick myself...it was ten years ago,

Right now , I'm working on yet one more top secret process related to the airplane world, Be it small in size and small in profit, it can be hoped it will provide income which will promptly go into flying.

Paul Stockhausen , a good buddy, and by profession, an intellectual property attorney, advise if anyone wishes to patent an item, the procedure may take a year and one-half to complete. If someone is inclined to dispute your patent, via the legal process, be ready to start with \$1,500,000.!

One thing that's out here, not yet patented is the process of turning airport coffee into urine. Any ideas about making it profitable? Leon