



The Sky's the Limit

News letter for EAA Chapter 651 Volume 25 Issue 1

Meeting Notice:

Meeting:
7:00pm

January 14th
At Nicolet

February 11th
At Nicolet

From the Prez

As we move into 2013, a reminder that your Chapter dues are due! Jack Pelton, EAA Chairman of the Board tells us in his commentary in January Sport Aviation about Chapters. Many times I get questions about airplane projects, EAA functions and tools or materials for aircraft building. How convenient it would be if they would join a local Chapter and find all of their questions answered. Although the quality of a Chapter depends on the contributions of the members to the group. We continue to search for someone to fill the vacancy of our Program Director. See you at Nicolet Airport on Monday, January 14, 7:00 PM. Your Prez. Clete

A recent submission from our friend Leon Sigman . Leon is a member of the Manitowoc chapter and is a CFII at Lakeshore aviation. Thanks Leon for the submission.

Would you believe this? It's Christmas eve, or better said, it's Christmas eve morning. For you non-Christians, this happens on December 24th every year, You would think normal people would be trimming the tree, having breakfast with bratty kids, or running urgent errands as directed by the sweet wife. I would have placed a serious bet that the Manitowoc County Airport would be dull, dead, and inactive. But as you know pilots aren't normal people. The lobby begins to resonate with pilots, crews, passengers and destinations. Watertown was agreed upon, and believe it or not, on this very special day, five aircraft assembled at the starting line hoping to be the first to spend \$100 per egg.

Lynn Vandeevort, along with his daughter Jessy from Charlotte, South Carolina, took his C-195. I love the sound of that engine. John Younger, in his C-182, took Josh Schroeder who had never been in a small plane before. I think this trip seriously convinced Josh to start flying lessons. Gary Huemphner and Helen Kodet took Helen's C172 with Dan Dvorak secured in the back seat. I'll bet Helen paid for breakfast as well as aircraft costs. Rick Steinhardt flew his C-172S and had Jenny as the first officer. Last in line but most important was student pilot Christy Vandeevort who also chose Watertown for destination because Daddy would buy breakfast. Christy drove a Beech Skipper.

I heard that the restaurant of choice was the Watertown Perkins. Please say nothing about this to Mark Ring, owner of the Manitowoc Perkins...in truth, he's normally a key player in the breakfast group via his Piper Archer.

Since I was not asked to accompany this group, plus I had a 9:00 am student, I could only watch the departure. It was a warm-hearted view of our airport gang going out for aviation fun, sharing their airplanes. Ma nature helped with a white painting of snow, blue sky, and gentle winds. The whole scene duplicated those nifty airplane Christmas cards offered by the AOPA The office reeked with warm fuzzy feelings. Have a good trip you guys and gals. I sort of felt what Jimmy Doolittle experienced when he watched 1,000 B17's depart heading east.

It's the same Christmas eve but now its 300 Zulu time. Or on my watch, 10:00pm local. Curt is unwrapping one of his few presents when an urgent call advises that a Lear Jet has departed "some place" Idaho enroute to Manitowoc with a component for some whatchamacallit at Point Beach power plant. Ho, ho, ho Merry Christmas! Curt, Rick, and Jerry all go to greet the Lear. Rick fuels the aircraft, Jerry delivers the part to Two Creeks while Curt does the paper work. Some time, very soon, these three guys a laugh about Christmas eve, 2011, when plans were torn asunder. But kind thoughts prevail...we're helping each other.

David Helsom was a flight instructor at Manitowoc. In spite of our religious differences, we shared a desk. Like so many others, David worked his way to American Airlines. Our Christmas conversation or this year included the projection that in the next four or five years, American Airlines will retire 9,000 pilots due principally to age requirements. He offered that the future job market for pilots will be great! Learn to fly.

Yes, a 2011 Christmas observation that generated a warm and fuzzy atmosphere in the lobby of the FBO at Manitowoc. To create the sincere glow of human friendship at any airport in itself is a Christmas happening, much needed after the nightmare of Newtown, CT. Simply being kind to one another is the key to an all year Christmas.

EAA651

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Airwaves

Congratulations

1ST SOLO
12/7/12 Cole Kucera
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12/14 Nikita Konshak
INSTRUMENT RATING
12/7 Grant Gorman
KNOWLEDGE TESTS
12/17 Ben Feuesbach PVT
12/26 Charlie Smith COMM 91%

HAPPY NEW YEAR !!

Hoping everyone had a wonderful Holiday season. Guess it's time to settle in for a few months of snow and cold. Not my favorite season but maybe it'll go fast and be short this year :)

Looking forward to seeing everyone at the Jan14th EAA meeting at Nicolet. I'll have an updated 'Member Directory' for everyone by then. If you'll take a look at the old one and see a mistake on your info or want something different please email me and let me know. I'll be happy to fix it. (nclarksky@att.net)
Fly safe! CAVU.....Noel

What Controllers Say (Chapter 1)

Call Sign Read Back

"I reported the traffic to (Call sign) and he reported the aircraft in site. I told him to maintain visual separation and his response was "wilco." I asked for a call sign with the transmission and he came back and said, "(Call sign) we will not hit the traffic." The way he said it was slow and he seemed mad that I was asking for the call sign."

"(Call sign) reported both aircraft in sight and I cleared him to follow the traffic to 28L and maintain visual separation with the traffic for 28R. (Call sign) read the clearance back verbatim, so I went on to the rest of my sequence and switched him to the tower. It was a week later that I was informed that because (Call sign) didn't read back his call sign I would be hit with an error."

"(Call sign) on base leg, reported parallel traffic in sight. I issued new heading, maintain visual separation from that aircraft, and cleared for a visual approach to Runway 28R. Apparently (Call sign) read back clearance and executed visual approach, BUT did not use their call sign in responding to an ATC instruction. I was advised of this electronically detected event 1 month after occurrence."

"As a radar controller, on a daily basis I deal with pilots who do not give their call signs on frequency read backs. Because of the issues with NORDO aircraft I have tried to be diligent in verifying that it was the correct aircraft reading back the frequency."

A pilot's intent to be brief and not tie-up the frequency often backfires if a call sign is not included. From the AOPA