



# The Sky's the Limit

News letter for EAA Chapter 651 Volume 25 Issue 3

From the Prez

## Meeting Notice:

Meeting:  
7:00pm

March 11th  
At Jet Air

April 8th at  
Nicolet

Our March meeting will be held at Jet Air at Austin Straubel Airport with a FAA's Team Wings program. Al Timmerman offered since we have no other activity interest for this meeting. We need more ideas for our monthly meetings, and someone to take charge of these programs, namely a Program Director. After our February meeting the pressure from EAA to have the Tri-motor at Green Bay increased. I was presented with more information on running this event and explanation of the costs to the Chapter. They stated that they do not want us to take any money out of our treasury. They are certain that we will make a profit. We will need support people at Jet Air on those days. Give this some serious thought-the final decision will be made at our March meeting. Take time to enjoy your freedom of flight!!

Your Prez. Clete

## EAA651

### Officers

#### President:

Clete Cisler

#### Vice President:

Al Timmerman

#### Secretary:

Alan Georgia

#### Treasurer:

Karen Kalishek

#### Sergeant of

#### Arms:

Bob Kirshling

#### Program Director:

#### Young Eagles:

Al Timmerman

#### Scholarships:

Clete Cisler

#### Refreshments:

Bob Kirshling

#### Advertising

#### Director:

Paul Stutleem

#### Web Editor:

Alan Georgia

#### Newsletter

#### Editor:

Jim Fritsche

### EAA Chapter 651 Meeting Minutes

Meeting Date 2/11/2013

Clete Cisler called the meeting to order at 7:00 pm with 21 aviation enthusiasts in attendance at Nicolet Airport.

#### Meeting Minutes:

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

#### Finance Report:

The Treasurer's report presented by Clete Cisler was accepted as presented.

#### Committee Reports:

None

#### Correspondence:

EAA's Family Flightfest Saturday and Sunday, March 2 and 3, 2013 10 a.m. to 4 p.m.

Hops and Props 3/9/2013 @ 7:00 PM to 10:00 PM

#### Old Business:

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

Looking for Ideas for speakers contact Clete.

#### New Business:

Fast Team presentation possible at Jet Air in February or March with the Chapter meeting.

EAA Tri Motor would come to Green Bay if the Chapter would sponsor it. We would need volunteers and a cash layout to bring it here after much discussion about cost, the issue was tabled.

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

The meeting adjourned @ 7:10 Meeting Minutes recorded by Alan Georgia

Al Timmerman talked about the Antonov 124 that landed at GRB

**EAA Chapter 651 Newsletter**  
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**Greenleaf, WI 54126**

Chapter #651 Annual Board meeting minutes;

Members in attendance; Jim Fritsche, Alan Timmerman, Alan Georgia, and Clete Cisler.

The first agenda item being our annual Pancake breakfast -- the date to be May 19, 2013

The second item is a suggestion to hold a 50/50 raffle at our meetings as a fund raiser. After some discussion other ideas were suggested-- A member could bring an item to the meeting and this item could be auctioned off. A \$25.00 Permit may be needed to do a raffle, legally.

The third item is the EAA Air Academy. Since the dates fill up rapidly we need to get our 2014 attendee's name in earlier.

The fourth item was a review of our Budget presented by Karen Kalishek. This item refers to the second item on ways to increase our coffers.

Finally, EAA would like to bring the Ford Tri-motor To Green Bay on the weekend of May 17,18, & 19. If we held this event we may have to skip the breakfast at Nicolet on the 19th.

Board minutes by Clete

## Leon's Thoughts

Many of you reading this article are not exactly young. Most EAA chapters are less than overwhelmed processing membership applications from the youth of our society. We all know that areas of physical and intellectual popularity evolve. At one time there were 600,000 licensed pilots. Now the best guess is less than 200,000 hanging around airports and many of them just to scrounge free coffee. Of those actively learning to fly, the non-completion rate is in excess of 60%. Why?

The villainous answers are money, time, and higher standards. Considering it's the year 2013, the average price for a Private "Ticket" is \$8,000 at part 91 airport like Manitowoc, Green Bay, West Bend ... all the smaller happy airports where every effort is made to hold down costs by getting aircraft and instructors of older vintage who are willing to work for minute wages, plus much donating of time. Part 121 approved schools where those pursuing college degrees, combined with learning to fly. Can cost significantly more. Students at Western Michigan College near Kalamazoo planning a Private certificate can figure on a \$19,000 for the same price.

Enter the new student into a world of three letter contractions, science, engineering, meteorology, physical skills, judgmental skills... it's a huge list of new stuff. Like reverse sensing, adverse yaw, pitch attitude. Torque. Cross-winds, yellow arc. Scan. Back pressure, it takes time to absorb and seriously comprehend all that's encountered. On rare occasions, a student will appear who expects the instructor to hand feed, transfer aeronautical knowledge via osmosis, thus avoid opening a manual. Sorry, no matter how much we preach before, during and after flight time, you've simply got to study. It takes time! Nowhere in the regs does it require a formal ground school. All you really need is a signature from your instructor stating you are indeed prepared to take the written.

Ancient guys, like myself, refer to the "good old times" in 1947 when parachutes were part of the dress code for a J-3 Cub. Night flight was not required, instrument flight didn't happen 'Cause there were no instruments. VORS were yet to be conceived, radios, what radios? Let's jump to 2013, consider all of the above, and add more, like operations at airports with a control tower, unusual attitudes, electronic navigation, short field soft field, radar plus dozens of other requirements. No wonder no one makes it in 40 hours. This is one man's opinion, but I feel earning a Private Pilot Certificate is the most difficult of all the ratings.

Finally it's time to partake in the big check ride. You, as the student pilot, are allowed to select the examiner of your choice, even an uncle in California, since in theory the exam should be exactly the same anywhere.

The examiners are required and do follow a check list. Prior to fastening your seat belt, you'll be subject to an oral quiz that I've yet to see go for less than two hours, sometimes, three. Hopefully, your instructor has prepared you for the ordeal. The oral can be stressful and then you are expected to fly meeting the FAA Standards. Most applicants conclude the practical is a great learning experience, but usually reflect, "oh, am I exhausted!" Don't be too hard on the pilot examiner, he's there to verify you are reasonably competent, and above all, a safe pilot. If the slings and arrows of outrageous fortune in the future yield some sort of accident, the first one the Feds talk to is the guy who issued you the license. So study, practice, and be proud of yourself.

When you're at altitude and able to see the Michigan shore, when you cruise over the Coolies east of Lacrosse, when you fly over Milwaukee at night and are entertained by a million lights, it's all worth the effort. You've earned your reward. Leon CFI

**Airwaves**

**Congratulations**