



The Sky's the Limit

News letter for EAA Chapter 651 Volume 25 Issue 10

From the Prez

Meeting Notice:

Meeting:

Oct. 14th
7:00 PM
Jet Air

Congratulations to Jim and Colleen Fritsche on their 25th!! September was also a month of special anniversaries -- Ardo Mariucci, one of our charter members, celebrated his 90 birthday on September 12. Ardo is patiently awaiting his second knee replacement. Good luck Ardo!

Our next 90th birthday happened on September 25 when Firman Balza reached his 90th. We are wishing you guys many more years with Chapter 651.

October is nominations month -- Treasurer, Program Director, our director and refreshment coordinator, and President. Bring your nominations to our October meeting at Jet-Air at Austin Straubel Airport on October 14. Maybe you may wish to nominate your self or have someone nominate you at your approval.

Thanks to all Chapter 651 members who took part in the Nicolet Airport fly-in. The weather was not very co-operative for flying but a good time was had by all attending. Jay Baeten will be having their last fly-in breakfast on Saturday October 12. We are hoping for good weather and a great farewell of the 2013 flying season!!

Any ideas for December 21 when the B-17 will be overnight at Jet-Air

prior to the fly-over of the Packer game on the 22?? Enjoy this great fall flying weather and keep your eyes outside of the cockpit!! Your Prez. Clete

EAA651

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EAA Chapter 651 Meeting Minutes

Meeting Date 9/09/2013

Clete Cisler called the meeting to order at 7:08 pm with 26 aviation enthusiasts in attendance at Jet Air GRB

Meeting Minutes:

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

Finance Report:

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

Correspondence:

Sunday Fly out at Nicolet Airport 10:00 to 4:00 September 15

AOPA Safety Seminar at Lakeshore Aviation MTW October 3 at 7:00 PM

Committee Reports:

Bob needs a volunteer for refreshments in October.

Al Timmerman has Young Eagle fly out with Scouts from Troop 1035 on September 14 at 9:00 Am could use some help with pilots and ground at Jet Air

Bob discussed survey reports at the committee meeting and will meet again in October before the regular meeting.

Old business

None

New Business:

Christmas party at The Woods December 1. There was talk about a auction this year.

Printed newsletter will end in December. Anyone without a email address will need to get the Newsletter by printing it from the eaa651.org or by someone else in the chapter.

Al Timmerman handed a check to Chapter 651 for the help with the B 17 tour and rides at Jet Air. Also told us that the B 17 would be back for a Lambeau Field fly over before the December 22 game.

Dustin talked about the First Responder aviation program that is in the works.

The meeting adjourned @ 7:30 and turned over to Sergeant John Jones who fly's a Cessna 172 for the State Patrol out of GRB

Meeting Minutes recorded by Alan Georgia

<https://www.facebook.com/EAA651> or eaa651.org

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Airwaves

Is it really less than 2 months until our EAA Christmas party? I guess we plan on having an auction this year at the Woods. Do we even vote on Chix and beef tips or do I just plan that? Are we predictable or what? Amazingly there is NO Packer game on Dec 1. I will get a price on the meal and present it at the October 14th meeting at Nicolet for your approval. Buck has graciously volunteered again to be our "auctioneer". Please start thinking about your auction item and make it unique and covetable :) Please call in your reservation to me (920) 621-1802 by Sunday Nov 24th. It will be pay-at-the-door.

Thanks to AI and Jet Air for hosting our Sept. meeting. Sgt John Jones from the Wi State Patrol gave an excellent presentation on the aviation aspect of the State Patrol. What an awesome job. Thank you Sgt Jones for a very interesting and informative evening.

Enjoy the beauty of the Fall season. CAVU.....Noel

Congratulations

SEPTEMBER 2013 CONGRATULATIONS

1ST SOLO

9/2 Julie Vandermeersch YEH!
9/2 Alice Vandermeersch YEH!

PRIVATE PILOT

9/29 Ryan Sundheimer

INSTRUMENT RATING

9/3 Alex Gage

CERTIFICATED FLIGHT INSTRUCTOR

9/10 Grant Gorman
9/13 Tyler Cedergren

KNOWLEDGE TESTS

9/2 Ryan Sundheimer PVT 98% WOW!!
9/5 Tim Schuh CFII 100% Awesome!!
9/27 Julie Vandermeersch PVT 80% Good job!

Jet Air has started offering
a .20 cent discount on 100LL
on Saturdays and Sundays.

Starting in January I will no longer be sending out printed copies of the Newsletter. If you need a printed copy please contact a friend and see if they can print up a copy for you. Please send an Email address to EAA651News@Aol.com

Leon Sigman has sent another interesting piece I hope you enjoy. Jim

For you Pilots out there having an epiphany has nothing to do with surprise sex but rather a personal revelation that would impact your world. This particular epiphany occurred at a management training session where I was made aware that every person, no matter what rank or function wants to feel that he has done his best. This often unrealized condition applies to the guy cutting grass on up to management. Being a flight instructor, hopefully supposes that every bit of flight training gives results in a better pilot.

A few Fridays ago I encountered two BFRs on the same day. The first applicant had a well maintained but very old Cessna. It had a couple of WWII instruments, but so what, the object here was to measure the man's ability to safely fly the airplane... and he did a quality job until the moment he touched down he jammed on the brakes. It was his method, his concept of a landing. Most of us know this is wrong, very wrong, so after explaining the runway at New Holstein was not an aircraft carrier deck and much conversation and five more landings, he saw the error of his ways.

The next aviator was at West Bend in a very hard used Cherokee whose method of taking off was to slam the throttle forward and then, sin of all sins, to apply harsh forward elevator pressure. Again, it was his M.O., his way. In this case there was little conversation but mostly screaming based on self-preservation, but after a dose of dual, he too realized the error of his methods. Worth mentioning is this Cherokee driver was technically prepared more than anyone I've ever worked with. He had his weight and balance worked out to the last pound, take off run to the last foot, fuel burn....all the goodies that we should know but usually gloss over when we fly.

The above paragraphs satisfy the cause of this article. Besides the meager wages, besides the ego trip of getting paid for flying, all is unimportant. What is paramount is I've done my best, maybe now he's a better pilot. Maybe we've helped prevent an accident.

Over the years I've bitched and complained about center line control. It is lacking in both departure and landing. Most of the runways on the Green Bay sectional are not only long but generously wide. We are spoiled and a bit careless. The white stripes define the center line. It's an extra instrument, it's free and it's located on the outside of the cockpit. I had the privilege of being number two for take-off, behind a Japan Air Lines 747-400 at ORD. His ailerons were full into the cross wind on take-off roll. When he was airborne he smoothly set up a crab projecting him on center line track. This was a flying lesson at its best. You might try a couple of lessons in a tail dragger and you'll find out why manufacturers put rudders on airplanes. Directional control is a must. Not to bruise anyone's ego, but those guys and gals with tail wheel experience usually have better understanding and performing take-offs and landings. Might suggest you contact Jim Wheeler at MTW for some tail wheel dual.

There are now three Sonex flying at MTW as well as RV's and many others at different stages of construction. My hat is off to you guys. I've never seen more dedication, patience, and beautiful workmanship. I've yet to encounter a poorly built kit or scratch built aircraft.