

OCT 2013



EAA CHAPTER 145

SINCE 1962



**Chapter Meeting: Saturday, October 12, 2013 – 6:00 pm
Riverview Airport (08C) in the Main Big Hangar**

The EAA Chapter 145 meeting for October will be a cookout and bonfire. We'll be starting at 6pm – in the Big Hangar if the weather is sketchy. Bring a dish to pass, hamburgers, hotdogs & drinks will be provided. And bring a chair to sit around the fire.



INSIDE THIS ISSUE

- 2 Redbull Stratos
- 3 Thank-You B-17
- 4 Idaho BackCountry
- 9 Upcoming Events

PRESIDENT'S CORNER

The October issue of Sport Aviation is a must read for all EAA members. The **"Thank You, Paul Poberezny"** commentary expresses my feelings about Paul and how he became the founder of EAA. The article, **"Paul Poberezny, founder 1921-2013"** starts out with "You can't be a success if you don't love people." This is so true of many successful people, especially Paul. Many times when EAA145 was on its April work party at Weeks Hanger, Paul stopped by to check on the progress of "his" projects being worked on in the hanger. He would stop and talk with the volunteers and pose with us for photos. He was really interested in us as a person, not just a worker. Paul was very unassuming and down to earth as I found out one time when he came in the hanger. The sole of one his shoes was lose, so he wrapped some duct tape around it and went on about his business. He was more interested in his volunteers than his appearance. You got to love him and we will miss him.



Dick



DUES AND FINANCES

A job WELL done!!! It has been said before but bears repeating. The B17 tour in August was a huge success because all who volunteered made it so. What we realized from our commission (over \$5300.00), added to our dues will help support the chapter for a long time. Prospects for hangar occupancy are also looking promising. Now is the time to begin thinking about 2014 and how to continue the success of 2013.

Speaking of 2014, dues are now being accepted. Dues for 2014 are \$35.00, payable to "EAA CHAPTER 145". Those not current by February 28, 2014 will be removed from the newsletter rolls and placed in inactive status until dues are paid. Bob Swietek

Redbull Stratos Spacejump – One Year Later

Rdio.com is presenting *Mission to the Edge of Space: The Inside Story Behind Red Bull Stratos*, the documentary on the historic space dive project. The film will be available exclusively on rdio.com/redbullstratos for three months beginning on October 14, 2013,

which marks the one-year anniversary of Felix Baumgartner's supersonic freefall from 24 miles above Earth. Head over to rdio.com/redbullstratos today to experience exclusive content such as never-before-seen clips. Felix Baumgartner became the first man to break the speed of sound with his own body from over 128,000 feet, accelerating to 843.6 mph. The Stratos jump broke records in the sky, but also on the web with 8 million concurrent viewers tuning in on the day of the jump making it the most watched live event in Internet history. To experience the full documentary on October 14.

MISSION TO THE EDGE OF SPACE
The Inside Story of Red Bull Stratos

▶ WATCH THE TRAILER

Get an invite to watch the documentary online October 14 & receive a free trial of Rdio to discover music that inspired Felix to break the sound barrier.

f Get invited

or use email. Already an Rdio user?

Red Bull STRATOS
1 YEAR ANNIVERSARY

B-17 Follow-up Letter: The following letter came from Germany, as a result of our B-17 visit to GRR... it's amazing the scope, impact, and mystique that the Flying Fortress has.

Dear Mr. Struyck,

my brother, living in Grand Rapids, on Egypt Valley Rd, e-mailed me your news paper report concerning a B-17 visit at Gerald R. Ford International Airport Aug. 16 to 18. First I want to introduce me. My name is Richard (Sühling). I am the chairman of the Association for local History and Tradition of Raesfeld, a village with 7000 inhabitants. I am responsible for the "Museum am Schloss" with its permanent exhibition "Raesfeld during WWII". There are two eye catchers there. One is an enlarged photo of the crash site of an "Operation Chastise" Lancaster bomber who crashed on the raid against the dams in Germany in the neighborhood. The 7 crew members died at site. The other one is a propeller of a B-17 bomber which belly landed in the neighborhood too. All 10 crew members survived. Around this propeller my brother and I puzzled together an amazing story, titled "History of a propeller". The pilot is still living in Australia and celebrated his 95th birthday on 19th of August. On the occasion of his 90th birthday we managed to put one sample of the booklet on his birthday table and could really surprise him. Just on his 95th birthday I organized a photo date positioning 5 involved persons in front of the propeller and showing the tail wheel of the then B-17 in the foreground. The 3rd and the 4th from left are the then two "boys" who captured the pilot and the copilot. The lady is married to the 3rd. The 5th is the farmer who stored up the tail wheel and is taking care of it furthermore. The 2nd that's me. For more information and in a better English ask my brother, please. Phone: 874 9316
With best wishes, Richard



Idaho Back Country Trip

Riverview Airport Idaho Backcountry Trip – Herb R Harney

Jenison Riverview Pilots have annually taken some kind of trip somewhere with a fun and interesting destination. Because I was born and raised in Idaho, I suggested several years ago that we go to Idaho and see the backcountry. The suggestion was sparked some good interests amongst the pilots and I kept it in the back of my head until January of this year when I walked in on a Saturday morning and said, "Let's go to the Idaho Backcountry this year". Everyone said "yes and when"? I said that I would put together an agenda and dates and get back to everyone. Well, we just got back this week and it was a huge success, a trip that no one will soon forget.

The route across the lake is 1,314 nm to our meeting destination in Sun Valley, Idaho. Prospective pilots attended several meetings discussing mountain flying and routing before the departure date of September 11 & 12, 2013. We would meet in Hailey, Idaho at KSUN on Friday the 13th. With different airplanes and skill levels it would work best if each pilot made their own trip out. Some went the suggested route and others ventured off to see and experience



the country on their way to Hailey. That was enough of an experience of its own but, the real game didn't start until Friday the 13th. The following is a log that was posted on Facebook each day that we were out in God's country.

Friday (the 13th)

Mike is on his way by road as he set down in Scottsbluff before the terra-furma pushed it's way upward. No worries, he will enjoy this adventure like the rest of us but from a different and special perspective. It's only a 13-hour drive to Sun Valley ☺. The RV/Bonanza team made the executive decision to take the northern route. They camped out in Billings, MT for the first night but one RV had a little "get there fever" and landed KSUN about 7 PM MDT. Well I guess Sierra Tango gets the trophy. BTW, we forgot the trophies. It's about a 2-hour flight from KBIL to KSUN for the group, not too bad but some absolutely beautiful country to come across on that route. Could go right over Yellowstone Park as it's just south of the route a little. The Twin Fin team is in KTFW and will venture north after lunch today to meet up with the group. It's just 62 nm to the north. There were Air tankers all over the sky during the arrival to KTFW yesterday at 3:45. Plus a Skycrane from Ericsson's landed right before us. No threatening fires in our route at this time for the group but there's lightning flashing up near Sun Valley so lets keep our fingers crossed. This is such a great country, America, freedom to fly.



Saturday - 5:15 MDT, Winds 330 @ 8 kts, Visibility 10 sm, Clouds (AGL) Broken 11,000', Temperature 54F, Dew Point 50F, Pressure 30.01 in Hg, Humidity 88%, Density Altitude 6,293'

It's shaping up to be a fantastic day here in paradise. Of course the sun has not reared its lovely face yet. Everyone here was ready to turn in last night after a great dinner. Given the two hour time difference most of us haven't adjusted so 9 PM is time to watch Bill Steffen's report in our routine and start counting RV's coming across the fence. The problem with that scenario, up at 4 AM writing on Facebook. Today the group will meet at KSUN sharply at 8 AM for a pre-flight briefing about today's trip. As you can see from the report above the density altitude is already getting our attention. Departures will commence about 8:30 - 9:00 after the briefing. Flying out of KSUN normally requires a south departure to avoid the noise over the city. Because the destination (U87) is directly north after departure a 180 turn will put us right back over KSUN and up the valley. Climbing up to FL 100 clears the summit by about 500 ft and dropping down into Stanley

Basin. Although the mountaintops are as high as 12,000' on either side while following highway 75 up the canyon. Once over the summit at Gelena Lodge, Smiley Creek lies directly on the nose. Smiley Creek elevation is 7160' but before descending keep the 10,000' and enjoy the trip.



Passing U87 on the west side provides a great tour of the basin valley. To the west jagged granite peaks push up creating an awesome view with mountain lakes and snow in the shadows. Below in the valley are a

series of fresh water lakes where folks fish, camp and sometimes ski enjoying the cold water at high altitudes. Redfish Lake is one of the most popular of the four bodies of water. The name reflects the salmon that live and spawn in the mountain lake. The small creek that flows from the lakes reaches the Salmon River where salmon swim to the Pacific Ocean. Instinct tells them to return and spawn but that doesn't happen anymore with all the dams in the Snake and Columbia Rivers. A State operated fish hatchery raises the smelt and releases them each year from Redfish Lake. Now just make a 180 back to U87 and set up for landing on runway 14. Reporting positions on 122.9 the group will descend and land on the grass strip at Smiley Creek. Yep, just like home base, 122.9 and runways 14/32. After landing just walk across the highway to the lodge and enjoy a mountain breakfast with friends and family.



After breakfast be sure to monitor temperatures as the density altitude continues to rise. Departing around 11:00 the group will make their way to KMYL for a repeat of yesterday's agenda. Landing at McCall and dinner together tonight as we anticipate another day to venture out into the backcountry of Idaho. Talk to ya later, cheers.

Update (not featured on Facebook) After the briefing we learned that fog has overtaken the destination, Smiley Creek (U87) in the Stanley Basin. We decided to go anyway as the views of the Sawtooth peaks are indescribable. Once up there we would implement Plan B. A nice touch for departure at KSUN, ATC let us depart on runway 31 and head straight north.



Sunday

Everyone here had a memory-making day yesterday. The photos and videos can't capture the real beauty and excitement of being live in this mountainous environment. Mother Nature has played a role in our agenda but that just makes the memories stronger. After departing our Plan B destination yesterday, Idaho City, the group split into 3 separate flights, one returning to KSUN, a second went down the valley to McCall and the third were on a mission to find some discount fuel before returning to base. All flights were successful and everyone arrived to tie down the bird and enjoy some of this great country on the ground. Once in McCall it was a sea of Kitfoxes buzzing the air around the lake and the city. Looked to be 18 - 20 of the baby cubs on the ramp. Several of the group explored the little town of McCall and some hadn't gotten their share of excitement and wound up on the water racing around little wanna-be boats. Time allowed for some rest and relaxation before dinner at Steamers Steak and Seafood. A magnificent day came to end in really nice way, as the conversations and food were just the icing on the cake. No one had dessert though.

Today will be a repeat of yesterday but in a new playground. The whole situation is just like a movie at high speed. It's get to the airport, depart and before you know it the destination is off the nose and there's hardly enough time to take in all the enormous beauty of the trip. Flying across this Wilderness Area boggles the mind. The pause button doesn't work and it seems like it's in fast forward. But once on ground, after challenging the airplane through the canyons, over the peaks and onto the field, it's too difficult to explain the surreal silence of this big country out here. The weather this morning is very similar to yesterday so Plan B will need to be ready. The cool thing is, it's not a big deal. Once out there in the Wilderness Area there are several options to take. Breakfast is not on the agenda this morning as everyone will feast before we leave. So its just find a strip and dive in, enjoy the serenity of our gigantic little spot we pick and it's just more than one can take in a day. Lots of planes will be in the air today, here and home, so let's be safe out there team. Till some time later, signing out.



Update (not featured on Facebook)

The trip Sunday was successful and the group landed on 3U2, Johnson Creek. This location will literally take your breath away. Photos do not come close to the beauty that these unique locations in the mountains provide. We thought we might get fogged out like Saturday morning but at the last minute before we departed Curt remembered that Johnson Creek features a live web cam. Dialing up the web site revealed clear and unrestricted runway. If you happen to talk to any of the group that participated you might get the same answer, absolutely amazing awesomeness.

2014 is already being planned so come join the Riverview Pilots on an adventure you will never forget.



Riverview Facebook website:

<https://www.facebook.com/pages/Riverview-Airport/115468211816419>

EAA Chapter #145 website:

<http://www.145.eaachapter.org/>

WEBSITE OF THE MONTH:

www.airshowvid.com



This site follows the airshow circuit and puts out videos, and high quality photos. So if it's cold and rainy and you're stuck inside, check out this site.

HANGER SPACE

The chapter hanger is available for anyone who has an aviation project to work on. We currently have a couple of possible projects for the EAA hanger. We may have room for more, depending on the size and donations. Contact Dick Foster for details.

UPCOMING EVENTS

October 12	Riverview Arpt(08C)	Riverview annual bonfire – 6pm
Nov 9	Riverview Arpt(08C)	Meeting - Todd Trainer - Recovery of a B-25
Dec	Riverview Arpt(08C)	Christmas Brunch

If you know of events that should be on the event calendar, please e-mail them to me

If you would like to be on the e-mail list for meeting and event reminders, or if you would like to receive the newsletter electronically, which is full color and delivered days before the print version... please send your e-mail address to: randall.houtman@dematic.com

The 2013 Officers for EAA145:

- President, Dick Foster
(538-8849 c172foster@gmail.com)
- Vice President, Bruce Whitman
(897-9846 bwhitmanpe@att.net)
- Secretary/Treasurer, Bob Swietek
6962 Bridgewater Dr. SE
Grand Rapids, MI 49546
(676-2951 airdale69@aol.com)
- Newsletter Editor, Randy Houtman
(913-5908 randall.houtman@dematic.com)
- Website Editor, Bill Willyard
(wgwillyard@att.net)

Treasurer's Report: (As of Oct 1st)

Donations: \$22.00	Fundraising: \$5342.20
Cash: \$163.62	Checking: \$30.12
Savings: \$ 6503.08	Total: \$ 6692.82

EAA CHAPTER 145 MEMBERSHIP APPLICATION / RENEWAL FORM DUES ARE \$35.00 PER YEAR – JANUARY 1st to DECEMBER 31st	
Name _____ Co-Pilot / Spouse _____ Address _____ City _____ State / Zip _____ e-mail address _____ Home Phone _____ Work Phone _____ National Membership # _____	Aircraft Owned _____ _____ Projects / % Complete _____ _____ Bring this form to the next meeting or mail to: EAA Chapter 145 Treasurer 6962 Bridgewater Dr. SE Grand Rapids, MI, 49546