

February 2018



EAA CHAPTER 145

SINCE 1962



Chapter Meeting: Saturday, February 10, 2018 – 10:00am
Riverview Airport (08C) in the big hangar

DUES ARE NOW BEING COLLECTED

Dues of \$35.00 are payable to "EAA CHAPTER 145" and can be mailed to Bob Swietek at the address listed at the end of the newsletter or brought to the monthly chapter meeting. If you need to make any updates on your contact information, please include the tear-off slip for member data and update with your payment.

CHAPTER MEETING

This month we will be learning about DRONE-8. It is TV8's news-gathering eye in the sky.

Kyle Underwood is presenting, and will tell us about Drone-8, its features and capabilities, and its flying qualities.



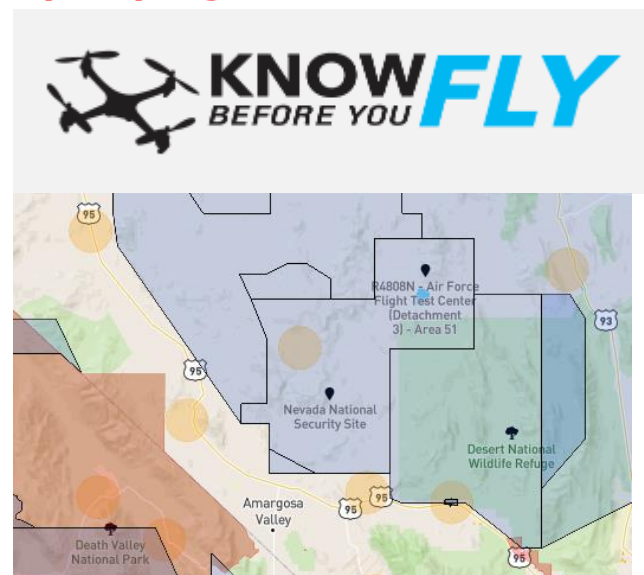
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WEBSITE OF THE MONTH: <http://knowbeforeyoufly.org>

Know Before You Fly is an education campaign founded by the Association for Unmanned Vehicle Systems International (AUVSI) and the Academy of Model Aeronautics (AMA) in partnership with the Federal Aviation Administration (FAA) to educate prospective users about the safe and responsible operation of unmanned aircraft systems (UAS).

These prospective operators want to fly, and fly safely, but many don't realize that, just because you can buy a UAS, doesn't mean you can fly it anywhere, or for any purpose. Know Before You Fly provides prospective users with the information and guidance they need to fly safely and responsibly.



PRESIDENT'S CORNER

As the snow was falling in my driveway I will be in tropical Australia for the birth of a grandson.

However, I will still have time to think about the types of activities that you would like to have for your chapter. The Chapter board meeting also came up with a number of chapter activities.

In the past, many of you have had great times with the various aviation activities...Boy Scouts, Young Eagles, Open House, etc. I bet you would like to volunteer to be part of some of the aviation activities coming up this year. These Chapter activities not only give us a chance to help the aviation community, but are a lot of fun working with friendly people. Some of the activities that are being considered for this year are; Boy Scouts merit badge, Weeks restoration trip, Young Eagle rallies, member projects, celebrations at Riverview, and your ideas.

Yes, we need your ideas of what the members of the Chapter could do to help the aviation community. Please take a little time during these cold days to come up with some 'hot' ideas of thing you would like to see happen. Don't worry about the details, the Chapter members have a way of making it happen. Just let me know your ideas for having aviation fun...and keep warm.

Blue Skies, Dick

WEEKS RESTORATION HANGER

It's time to start thinking about EAA145 annual trip to the Weeks hanger in Oshkosh, WI. We will be going the third weekend in April, 20-22. Make a note on your calendar if you would like to go with us. The details of the trip will be available next month. Questions, contact Dick

YOUNG EAGLES

Young Eagle events for 2018 are starting to come in. EAA145 will be assisting EAA211 with some of the Young Eagle rallies in Grand Haven. We are also working with the Byron Center scout troop to provide aviation merit badges.

BOARD MEETING MINUTES

At the beginning of the new year the officers get together and discuss the state of Chapter #145 and the year to come. Following are the minutes of that meeting:

EAA Chapter 145 Board Meeting Minutes January 6, 2018

Members Present: Pres. Dick Foster, V.P. Bruce Whitman, Sec/Treas Bob Swietek, Newsletter Randy Houtman, Website Bill Willyard, at large Larry Baine and Nicholas Baine

Membership: qty(38) members, with qty(25) not paid up for 2018
Increased membership helps the chapter on all sides: finances, help with events, aviation knowledge, and comradery. If you have friends, family, or co-workers that like aviation, suggest they join our chapter.

Finances: Balance beginning of 2017: \$6700.33
Balance end of 2017: \$6112.95
(minus hangar rent of \$2311.90)
Balance as of Jan 6th 2018: \$3836.05

2018 Expenditures:	Hangar rent:	\$2311.90 (paid 1-5-18)
	Corp. License: \$	25.00 (paid 8-1-17)
	Propane:	\$ 450.00
	Chapter Registration:	\$ 395.00 (paid 12-18-17)
	Christmas brunch:	\$ 75.00
	Total:	\$3200.90

EAA Chapter Hangar: The chapter has a hangar for the use of members and their projects. The EAA chapter hangar has a good reference library for help with research. The hangar has most of the tools needed to build your very own aircraft. There is a Chapter Hangar Use form, with suggested donation levels.

Fund Raising Ideas: 38 members x \$35 = \$1330 which is short of the \$3200 expenditures needed to run the chapter. Some fund raising ideas included: Cookouts and or Pancake Breakfast Fly-Ins, "50/50" Raffles, Chili Cookout Fly-In, Camping event @ Riverview, Paper Lantern sales, T-shirts with Sponsorship sales, Advertising Sponsors in newsletter, Ford Tri-Motor flight sales, Griffins / Whitecaps 50-50 raffle sales. If anyone has fund raising ideas please talk with a chapter officer.

2018 Monthly Programs: February-Kyle Underwood Drone8, October-Bonfire, December-Brunch – if anyone has ideas for monthly meetings please talk with V.P. Bruce Whitman.

Special Events with other EAA Chapters: For events with a wide interest (STRATUX DIY ADS-B, Aviation Weather, etc) we announce this to neighboring EAA chapters. This helps communication between groups and aids in keeping the aviation-minded people close, and not feel isolated.

Camping Flights/Big Tour Flight: we will contact Herb Harney and other area pilots to get trip locations, then pass on information in newsletter and on bulletin board.

Oshkosh '18: we will investigate "Chapter Camping" prepay area vs camping separately.

Activity Planning: Activities for the upcoming year were discussed, among those were Oshkosh Airventure, Young Eagle flights, Eagle flights, Boy Scouts of America Aviation Merit Badge Day. Besides the October bonfire and Christmas brunch, we talked about a Riverview Airport Open House day, and a Chili Cookoff Fly-In event.

Membership Directory: we discussed making a chapter membership directory. The directory would help bring members together, and locate someone that has a project the same or similar to theirs. Or if someone has special skills that could help others (CFI, A&P License, IA, welder, etc). The directory would help knowledge transfer and foster conversations, and help members get to know each other better. The directory would have contact information, aircraft owned or built, special technical skills, ratings earned, etc.

Riverview Hangar Directory: Discussion was had on the best way to publish the hangar directory of Riverview Airport. The directory allows people that have an interest in a particular type of airplane (RV, Cub, Rans, 182,etc) to find and gain knowledge on that airplane type (pros/cons, costs, flight behavior, maintenance issues). The directory allows owners of same or similar types to find each other and share ownership knowledge. The directory may be combined with the EAA membership directory.

Other: If anyone has ideas / concerns for the chapter, please talk with any chapter officer. This group can excel when everyone contributes. The group allows members to make connections with other aviation minded people, to learn and share knowledge in this technical field, to inspire and be inspired to move ahead with new skills or venture off to the next destination.

We want to thank those that helped with events and went the extra mile, we could not have done it without you. Even though we couldn't fly Young Eagles on the Memorial Day Open House, the public turnout was very good, and the food area was so busy we had to go reload 3 times. The Boy Scouts Aviation Badge program was well attended and we had good volunteers to make the day go smoothly. The Wings of Mercy, Grand Haven, and Greenville Young Eagles event are always hectic, but with enough people we manage to succeed and produce a good event.

Submitted 1/8/18 Randy Houtman

EAA145 HANGAR

-Herb Harney is working on the avionics and all the connections.

-Hangar space is available for anyone working on a project. Contact Dick Foster for details.

EAA BABY ACE



By Christopher E. Lehner, EAA 1175034

What a happy day it was when Bob Mohr of EAA Chapter 640 in Wausau, Wisconsin, said I would be the new owner of its Mechanix Illustrated Baby Ace Replica. On June 29, 2016, I read the advertisement for the Baby Ace on the Barnstormers website. It explained that the Baby Ace replica had been Paul Poberezny's last homebuilt project before he passed away and went on to say any offers would be followed by an interview, since the chapter wanted to ensure the Baby Ace would be going to a good home.

In my interview I was asked, "What's this love affair you have with the Baby Ace?" Well, I first flew one in La Porte, Indiana, (PPO) in 1985. A friend of mine purchased a ragged Baby Ace for \$1,600 and told me that anytime I wanted to fly it to go right ahead. That's all it took; I was airborne and I was hooked. It was so much more responsive than the other types of planes I had flown. The Baby Ace was cold, windy, loud, and you wore it. Being suspended in the fuselage under the 25-foot-long wing provided a cool (figuratively and literally) effect with the added benefit of great visibility and shade. I loved it.



This Baby Ace replica up for sale was extra special. Paul started to cut tubing for it in 2011. In 1955 Paul's first Baby Ace catapulted EAA into the public eye. Mechanix Illustrated contacted him about writing an article on building your own airplane at home. With the help his wife, Audrey, Paul wrote three articles on how to build the Baby Ace for less than \$800, engine included. With this second Baby Ace Paul would be coming full circle.

So, I bought an airplane exactly how you're not supposed to do it: over the phone and sight unseen. However, Bob did provide me with some information: The fuselage was constructed by Paul in Oshkosh while the wing was built by an EAA chapter in Indiana. After Paul's passing, EAA Chapter 640 in Wausau completed the airplane in 2014, just before EAA AirVenture Oshkosh.

I was able to see the airplane in person for the first time during AirVenture 2016. I was excited

to be back at Oshkosh, and the Baby Ace was more beautiful than the pictures. With money exchanging hands I was asked when and how I would be getting the Baby Ace to my home on the West Coast.

Well, I would be flying it, of course.

"Really? Wow, that will be a heck of a trip," was the response to my answer.

That September, I met Kurt Mehre in Wausau and flew the Baby Ace for the first time. It was a beautiful evening with light winds. I went out, got some altitude, did some steep turns and a stall then hustled back to the airport for three landings. I was grinning ear-to-ear. Kurt and I changed the oil for the trip, then I went off to get a late dinner before bed.



The weather was perfect on day one. Inside the baggage door are three signatures from the Poberezny family: Paul's bride, Audrey; daughter Bonnie; and granddaughter Audra. Their spirits would be flying with me along with all the hundreds of others who had a dedicated hand in this project. At 90 miles out I looked over my left shoulder and I could just make out Rib Mountain. The sky was a deep blue and the visibility was at least 200 miles with a light tailwind flying westbound. Life was good.

My game plan was to follow I-94, joining I-90 at Billings, Montana, then over the passes in Montana to Spokane, Washington, then southwest to Camas. I planned fuel stops for no longer than two hours of flight time. The A-65 in the Baby Ace burns 4.1 gallons an hour. At 70 mph and 12 gallons of gas total, one quickly surmises that many fuel stops will be made.

After 7.8 hours of flying I arrived in Bismarck, North Dakota, for the night and after getting the Baby Ace tucked away in the hangar I checked the weather for the next morning, which included a high wind warning beginning at 10 a.m. for northwestern North Dakota. I was up at 4 a.m. and out at the airport. The wind was out of the southeast and already starting to pick up speed. I chose to leave civilization along I-94 to remain south of the high winds. The terrain varied between "I could land there, if I had to," to "don't fail me now engine because I'll be a goner." I was over the Badlands and they looked rough and tough.

While overnighting in Miles City, Montana I planned my next leg, which would involve crossing my first pass, Bozeman. I had previously asked Kurt if he would see how well the Baby Ace would climb up to 8,000 feet, and he reported that she did great. I also had chatted with several pilots with experience in ferrying airplanes east and west. There were a few options but most of them were eliminated when it comes down to only 12 gallons of gas on board.

I stopped for fuel in Billings, departing in calm winds and sunny skies. I was now flying along I-90. In the haze ahead I saw the outline of the mountains and felt really small. Up ahead was the town of Big Timber, where the interstate turns 90 degrees left. As I made the turn I entered moderate turbulence and 25 knot headwinds. My ground speed was 45 mph and cars were speeding past me. So much for Bozeman at this speed, better plan on staying in Livingston.

As I approached the airport the wind was straight down the runway, but it was a fight to get the little Baby Ace to the airfield. As I descended on final I was almost at full power down to the numbers. My ground roll was almost nonexistent. I taxied slowly to the tiedown area, fearful that the Baby Ace was going to get airborne.

The next morning was beautiful: The sun was still below the horizon, no wind, and a beautiful takeoff. I could see Bozeman Pass in the distance and began climbing. It took 30 minutes to get from 4,500 feet to 8,000 feet. It was cold due to the freeze level dropping to 6,500 feet overnight, but the view over the pass was amazing. I cleared it by 1,500 feet and set course for Helena.

Departing Helena I crossed MacDonald Pass, which is at 5,900 feet and the little Baby Ace was up over the top. I was now in the heart of Montana mountain flying.

Later in the evening my flight to Shoshone County Airport was fantastic. Calm wind and unlimited visibility with some puffy clouds and unbelievably beautiful terrain made for an unforgettable flight. Lookout Pass was the last of the Montana passes and the open cockpit view was superb.

At Shoshone County I met the airport owner, who loved the Baby Ace, took some pictures of it, and then I was on my way to Spokane, past Lake Coeur d'Alene. The sun was getting close to the horizon as I approached Felts Field. I was cleared to land on Runway 22L and as I approached the field I saw a beautiful grass runway paralleling the asphalt. I asked tower for permission to land in the grass and it was so nice and smooth.

As I cleared the runway I saw a hangar with EAA on it in big letters. I asked ground if I could taxi to the EAA hangar and permission was granted. As I taxied up to EAA Chapter 79 I was greeted by smiles and looks of disbelief. I saw my timing was perfect, the grill was going and I was quickly offered a hamburger. Many members knew all about the Baby Ace. It was fun sharing the airplane, its history, and my flight with them. We took many pictures and had fun chatting about their very active chapter.

After an overnight, I started my last day of flying. I joined the Columbia River and it was a rodeo ride from The Dalles Dam to Cascade Locks, Oregon, and then it was calm and smooth. I had done it, I knew at that point the worst was behind me. Just one more landing at 1W1 Camas, Washington.

How strange it was to see my home aerodrome from the cockpit of the Baby Ace. I circled the airport and brought it in on grass Runway 25 to a greeting committee at the hangar. "What a beautiful plane," was the verdict and I couldn't agree more.



After 26 hours and five days of flying the Baby Ace and I had bonded. It was built strong and had brought me home safely.

I couldn't help but think about Paul during my flight — seeing America from an affordable homebuilt airplane — I believe this is what his vision was when he launched EAA with the Baby Ace in 1955.



[AIR+ZOO®]

KALAMAZOO AIR-ZOO OPEN COCKPIT WEEKEND

The Kalamazoo Air-Zoo Museum opens up some of the cockpits of selected aircraft in the month of February. See the following list for the dates & aircraft. Entry to the Air-Zoo is

Adults = \$15.50 Seniors 60+ yrs = \$12.50 Children 5-18 yrs = \$14.50 Children 0-4 yrs = FREE Military/Veteran Discount = 50% off

February 2, 3, 4

February 9, 10, 11

February 16, 17, 18

February 23, 24, 25

B-25 Mitchell, T-6 Texan, Cirrus VK-30

P-47 Thunderbolt, A-1 Skyraider, Grumman Mallard

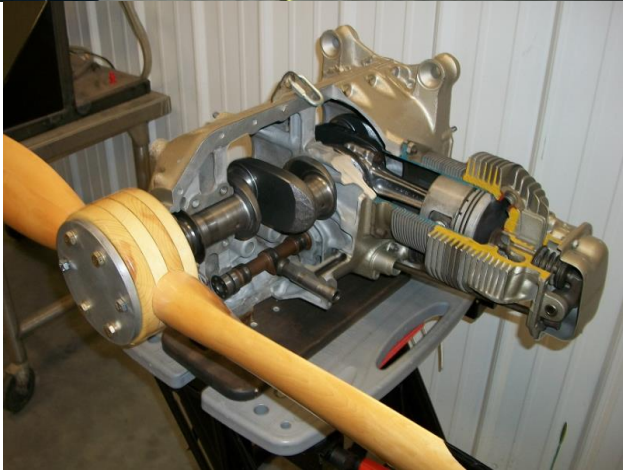
T-28 Trojan, Boeing Stearman, Rotorway Exec Helo

Ford Tri-Motor, FG-1D Corsair, Grumman Mallard



JANUARY TOUR OF S.M.A.T.

Thanks to Terry Yoder, President of S.M.A.T., for the tour of their facility last month. The students that graduate out of the program truly have a world-wide reach. They provide certified training in flight, aviation maintenance and related technical fields. SMAT prepares the student for real world missionary environments. EAA #145 had 18 folks in attendance



EAA Chapter 145 website: www.145.eaachapter.org

EAA National website: www.eaa.org

Riverview Facebook: www.facebook.com/pages/Riverview-Airport/115468211816419



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UPCOMING EVENTS

Feb 3	Canton/Plymouth (1D2)	Frostbite Chili Fly-In 11am-2pm
Feb 10	Riverview Airport (08C)	Meeting – DRONE TV8, Kyle Underwood
Feb 10	Oshkosh (KOSH)	Pioneer Airport Ski Fly-In
Mar 10	Riverview Airport (08C)	Meeting –
April 10-15	Lakeland Florida	SUN-N-FUN
April	Oshkosh (KOSH)	Week's Hangar Work Weekend
June 10	Lee Bottom (64I)	Lee Bottom Fly-In
July 1-5	Battle Creek Airport	Battle Creek Airshow & Balloon Festival
July 23-29	Oshkosh (KOSH)	OSHKOSH!!!!
Aug 18-19	Chicago, IL	Chicago Air & Water Show
Aug29-Sept3	Ottumwa, Iowa	Antique Airfield Fly-In www.antiqueairfield.com
September	Michigan Air Tour	www.michiganairtour.org

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 2018 Officers for EAA145:

President, Dick Foster
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Treasurer's Report: (as of Feb 1st)

Liabilities: \$3500.00
Cash: \$95.85 Checking: \$59.00
Savings: \$4986.41 Total: \$5141.69

Website Editor, Bill Willyard
(wgwillyard@att.net)

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
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Experimental Aircraft Association – Chapter 145 – Grand Rapids, Mi

