



<http://www.eaa175.org>

EAA

CHAPTER 175

Smoke Signals

June 2012

Meeting Saturday
June 23rd @ 0900
Breakfast @ 0800

PROGRAM

Mr. Obie Young, from the FAA Studio located at Lakeland Linder Airport, is our guest speaker. He is involved in promoting Aviation and Aviation Safety through Television and Radio over the airwaves and via the internet. He lives and works

closely with our local airmen here in Central Florida, however, works with airmen and production personnel throughout the world.

He plans to talk about the Foundation and Production Studios support for SUN 'n FUN with some behind the scenes looks and comments.

EAA Chapter 175 Meeting Minutes **Saturday, May 26th, 2012**

LOCATION: EAA Chapter House, Tampa Executive Airport (KVDF)

EAA CHAPTER 175 MEETING MINUTES
DATE: May 26, 2012
LOCATION: CHAPTER HOUSE, TAMPA EXECUTIVE AIRPORT (KVDF)
ATTENDANCE: 16

The meeting was opened by President Bud Yerly at 0900.

He thanked Charlie and Dolores Henwood for preparing breakfast. The Henwoods will cook for us over the summer and we are really getting spoiled. However assistance from other members is still much appreciated. The breakfast was at 8am, and the business meeting began at 9:02 am. Minutes were taken by Ginger Adelstone.

Minutes of the April meeting, were published in the newsletter, and were approved without change. There was no treasurer's report as Tom was out of town.

We had one guest, Dave Weiss. Dave mentioned he has a 182 and is willing to sell shares for a \$5000 buy in. It has 6 brand new ECI nickel cylinders. It has a rebuilt engine, with 600 hours left on it. Please call him at 813-263-3621 or email him for further details at comsys@aol.com.

Old Business: Bud Yerly commented on how well Sun 'n Fun went and it was of course due to the hard work of our volunteers and the excellent leadership of Rich Denton. He also noted that it was time to start ramping up for our Fall Old Eagles event.

Bud Yerly noted that the Mini Max was being advertised for sale and we still did not have an offer yet.

New Business:

Don Miller commented last meeting from the floor that ADSB is beginning to become a reality and pilot owners need to start planning. Essentially this improvement to the National Airspace System traffic system will be coming around the corner soon. This needs to be planned for. Costs will start at \$2,000 to \$2,200 for ADSB out.

Just as a review, this is the timetable for the upgrade not discussed in the meeting:

FAA segment 1 (2006-2009). ADS-B deployment and voluntary equipment, along with rule making activities is complete.

FAA segment 2 (2010–2014)

ADSB ground stations will be deployed throughout the NAS, with an In-Service Decision due in the 2012–13 time frame. Completed deployment will occur in the 2013-2014 time frame. Equipment rules have been finalized and the current standards are DO-282B for UAT and DO-260B for 1090ES.^[33]

Airport Situational Awareness – A combination of detailed airport maps, airport multilateration systems, ADS-B systems and enhanced aircraft displays have the potential to significantly improve Airport Surface Situational Awareness (ASSA) and Final Approach and Runway Occupancy Awareness (FAROA).^[34]

Oceanic In-trail – ADS-B may provide enhanced situational awareness and safety for Oceanic In-trail maneuvers as additional aircraft become equipped.^[citation needed]

Gulf of Mexico – In the Gulf of Mexico, where ATC radar coverage is incomplete, the FAA is locating ADS-B (1090 MHz) receivers on oil rigs to relay information received from aircraft equipped with ADS-B extended squitters back to the Houston Center to expand and improve surveillance coverage.^[1]

Terminal Airspace - ADS-B is currently in service for two terminal airspace areas, Louisville, KY and Philadelphia, PA.

FAA segment 3 (2015–2020)

ADSB In equipment will be based on user perceived benefit, but is expected to be providing increased situational awareness and efficiency benefits within this segment. Those aircraft who choose to equip in advance of any mandate will see benefits associated with preferential routes and specific applications. Limited radar decommissioning will begin in the time frame with an ultimate goal of a 50% reduction in the Secondary Surveillance Radar infrastructure.^[citation needed]

On May 27, 2010 the FAA published its final rule mandating that by 2020 all aircraft owners will be required to have ADS-B Out capabilities when operating in any airspace that currently requires a transponder (airspace classes A, B, and C, and airspace class E at certain altitudes). We are still working our Old Eagles event for this fall and a group of members will be heading up a committee to keep us on track.

Ginger Adelstone presented the concept of a Flash Mob for Pilots. This is a unique fly out for fun that is being planned based on a new fad type of no notice flash mob. Pilots are notified of a secret destination in Central Florida. At 0800 and email will notify pilots of the destination and the first three aircraft to arrive get a free lunch. Keep your ear to the ground as the details will be coming soon via email on a picnic.

Art North alerted us that Jim Flemming was in the hospital and misses everyone. He also updated us on the status of the Silver Lady and noted that he had two openings for pilot members.

The formal portion of the meeting was closed at 0925.

Ginger introduced our speaker, Kevin McNulty, President and CEO of NetWeave Social Networking, 941.737.8575

His company assists organizations and companies in bringing the social networking websites such as Twitter and Facebook as an integral part of announcing their business as well as advertising and as an aid to ease communication with customers and potential customers.

There are many local aviation connections currently using Facebook: Sun N Fun, Fantasy of Flight, Lakeland Airport, EAA as well as many airports and magazines are listed.

Kevin went into some of the programs needed to begin social networking. Quest is one of the custom tools needed to link to a business page. Windows on the other hand, uses Links However, Facebook (FB) uses an icon that says "Like" for a Business. So, if somebody "Likes" your site, then it automatically sends your link to those folks when you make an update to your site. But, your site or facebook input has to be interesting or interactive to attract these folks to like your site. If a site is about relationships, don't expect a sale. People won't go for that.

The nice part about Facebook is it can have historical time lines with milestones in the ad, which gives the new potential member a sense of history of the organization or chapter.

FB is best when used for events: RSVP, membership, etc. as a quick answer to a familiar site are easy with FB. Privacy settings protect you from FB seeing into your site. The problem with this is nobody can see you at all then. If Online privacy ---"open" -- is selected, everyone will contact you, HS and college dates, yearbook info, and it can just go on.... Balance is needed.

How do these sites make money? FB does make money on advertising. You pay by the click. Anywhere from \$0.30 to \$1.00 per click by a person browsing is charged to your account. FB is set up to see where one goes on your face book page, and then those ads will appear in that area to draw interest to your site. For instance, if you go to "aviation", pilot interests and if people click on your ad, you get charged when they click on your ad, but you can set a dollar limit just in case your popularity goes viral.

Twitter, on the other hand, is different from Face Book. Twitter is short messaging of 140 characters and Face Book has unlimited info. You can include groups and photo's also on FB.

LinkedIn is focused on business. It is more like a Chamber meeting or Networking site. It is not an open network, you must be a member.

Pinterest is a scrapbooking type site. This site is like putting a pin in an ad on a bulletin board. People can click on your ad to go to your website.

So if you don't have the desire to learn all this, then Kevin's company, NetWeave Social Networking, will take your info and set you up for about 15% of your total on line ad bill. He also can set up Social Media Demographics for you to target your audience.

To be successful, one must create a good photo post to get the attention of contacts. Today not everyone uses just the computer. With 20% of the phones now being a smart phone, and 50% of these use an application or App for on line ability. Mobile Apps will give access to much or all of the internet.

There are other websites like Aviation Diet or my.transponder.com sell ads to expand your business contacts.

Another local aviation site is HangarChat.com for info on local SNF events, other meetings, and to make aviation "friends" around the country! Kevin's company does the design and maintains Hangar.Chat.com for SunNFun.com.

For more information on Kevin and his company, and how it may benefit you, call 941.737.8575 The meeting ended at 10am, after Q&A from the members.

Thanks Kevin!!!!

MUST READS

SAFETY

1. Take a chance to see if you can pass an AOPA safety quiz!
<http://www.aopa.org/asf/asfguiz/prevquizzes.html>

EAA NEWS

See pages 5-7

FOR THE FUN OF IT

Read about our own veteran with a love for flying, Art North, on pages 8-11!

Gordo's notes from Ireland:

I recently spent a couple of weeks in rural southwest Ireland, County Kerry. It is hardly a "hotbed" of aviation---I spotted only one general aviation type aircraft in the air during the time we were there, a Robinson helicopter, and we drove extensively all over the area. I did note that a few fly-ins were scheduled every weekend in the summer months, but we didn't have an opportunity to visit any of them and heavy rains the first weekend of June must have washed out the couple that were planned. They would all be small by our standards. Beautiful country to fly over, though, and a hot air balloon meet was planned at Killarney that also must have been cancelled due to the bad weather. Despite a few days of low ceilings and heavy downpours, we generally had decent weather. In fact, the first couple of days after our arrival it must have been nearly 80 °---very un-Irish like for late May.

We did take in the Flying Boat Museum at Foynes on River Shannon. This nicely-done exhibit tells the story of the Sikorsky, Short, Boeing and other, more obscure, aircraft types that made Foynes the first landing place on crossings of the Atlantic from the late 1930s through WWII. The highlight of the museum, in the original terminal building, is a full-size replica of a Boeing Model 314 "Yankee Clipper", sitting at dockside in water, with complete interior, from flight deck to "potty". Not being able to obtain a real Model 314, they built this replica from scratch. The other "claim to fame" at Foynes is that the bartender there invented Irish coffee one night to perk up weary passengers deplaning from a long, miserable, trip through stormy weather. Naturally, we had to honor this custom with a glass ourselves!

We also trekked through a pasture and climbed over a barbed wire fence view a modest stone monument marking the spot where Charles Lindbergh first made landfall on his historic Atlantic flight. He didn't stop there, of course, but continued on to Paris. Amelia Earhart did complete her flight in Ireland, much further north, near Belfast. We didn't get that far this trip.

I took a few aviation-related photos, which are links at the end of this newsletter. Gordon Knapp Gordon's pix of where Charles Lindbergh first made landfall on his Atlantic flight---Valentia Island, just off the Irish coast!



See link for Jannus commemorative flight in 2014:
<http://www.tampabay.com/news/humaninterest/plans-for-jannus-centennial-include-commemorative-flight/1235149>

The Man Aviation History Almost Forgot ----

Charles E. Taylor

By Bob Taylor

Three men (not two) were involved in the invention and development of the first powered airplane - that's right three.

Everyone knows about the Wright brothers, but that third man was Charles E. "Charlie" Taylor, a quiet genius who loved cigars and the sound of machinery.

Although he contributed to one of man's greatest achievements, "Powered Flight," his name was almost lost in aviation history. And if it hadn't been for Charlie that first powered airplane would never have gotten off the ground.

Charlie Taylor was born on a little farm in Cerro Gordo, IL , on May 24, 1868. As a boy Charlie moved to Lincoln, NE, with his family. Charlie quit school at the age of 12 and went to work as an errand boy for the Nebraska State Journal.

However, Charlie was mechanically inclined so later, when he began working with machinery in the Journal's bindery, it came easy for him.

When Charlie was in his twenties he moved to Kearney, NE, where he went into a business of making metal house numbers. While in Kearney, Charlie met a young lady named Herietia Webbert in 1892 and married her two years later.

In 1896 the Taylors moved to Dayton, OH , where Charlie worked for a Stoddard Manufacture which made farm equipment and later bicycles. It was in Dayton where Charlie met the Wrights.

Mrs. Taylor's uncle rented the building on West Third Street to the Wright brothers for their bicycle

business. This was a convenient connection because in 1898 when Charlie started his own machine shop, Orville and Wilbur Wright brought him special jobs, including a bicycle coaster brake they had invented but later dropped.

Charlie eventually sold his tool shop for a profit and went to work for the Dayton Electric Co. However, he didn't like his job so he accepted, when the Wright brothers asked him to work for them at \$18.00 per week.

This was a good decision for several reasons: The Wright brothers' shop was only six blocks from where Charlie lived, he could ride a bike home for lunch every day, he was making eight dollars a week more, and he liked the Wright brothers a lot. Charlie started to work for the Wright brothers on June 15, 1901, doing routine repairs on bicycles.

This let the Wright brothers pursue their experiments with gliders which included many trips to Kitty Hawk . After one of these trips, the brothers decided they needed more accurate information than was available and decided to build a small wind tunnel with delicate force balance. With this, they would measure the amount and direction of air pressures on plane and curved surfaces operating at various angles and improve their theories based on their gliding experiences.

Building the wind tunnel was the first job that Charlie Taylor did for the Wright brothers that had any connection with aeronautics. The wind tunnel was a rectangular box with a fan at one end driven by a natural gas engine. Charlie ground hacksaw blades and used them for the balance in the tunnel. The Wright brothers did many experiments in their wind tunnel and from this data they began to make their 1902 glider with Charlie machining many of the parts. On August 13, 1902, the brothers shipped the glider to Kitty Hawk.

They did several flights with the glider and on October 31, 1902, the Wrights returned to Dayton to make plans for a powered airplane. Through their experiments, the Wrights were able to accurately predict the horsepower--eight--which was needed to produce and achieve powered flight. The next problem was where to get a light engine that would produce eight horsepower. The Wrights knew that a steam engine might suit their purpose, but a gasoline engine would be safer and more efficient.

On December 3, 1902, the Wrights sent letters to almost a dozen automobile companies and gasoline engine manufacturers asking if they could produce or modify an engine that would develop eight to nine brake horsepower, weigh no more

than 180 pounds, and be free from vibration. Most companies replied that they were too busy to undertake building such a special engine. Falling back on their own mechanical experience, the Wright brothers decided to design and build their own engine. They estimated they could build a four cylinder engine with four inch stroke and four inch bore, weighing no more than 200 pounds with accessories included. By their calculation, it would develop the horsepower necessary to power the glider in flight.

Now the problem was who was going to build the engine, but it was easily solved. The brothers decided that they would give the task to Charlie and they would build the airframe. Charlie was excited about this new challenge. From his knowledge of mechanics and design he knew that the engine design was basic, straight forward, simple, and capable of being successful. Charlie had very limited knowledge about gasoline engines, but he used his craftsmanship, genius, enthusiasm, and efficiency to tackle the task.

Charlie started building the engine in the winter of 1902-03. Without any formal drawings available, it was necessary for each part to be crudely sketched out by the Wrights or Charlie on a piece of paper. After a thorough discussion about it, Taylor would pin the drawing above his workbench and go to work to complete it. Using these sketches and specifications, he finished the engine in six weeks--an amazing accomplishment.

I want to describe in some detail of how Charles Taylor made the engine so you can appreciate the craftsman he was. The first problem that Charlie and the Wrights faced was the crankcase. The case had to be light and strong. Aluminum was still a rare metal in those days and it was difficult to get a good sound casting. John Hoban, foreman of Buckeye Iron and Brass Foundry in Dayton, took on the job of making the crankcase using the strongest aluminum he had. The cylinders were turned from fine-grain gray cast iron and had a bore of four inches. The top and bottom of the cylinders were threaded so they could be threaded into the crankcase and a water jacket could be threaded on them.

The next major task for Charlie was making the crankshaft. Being a mechanic most of my life, I would never even attempt taking on a project of making a crankshaft with the equipment that Charles Taylor had--a drill press, a lathe (both run by a natural gas engine), and hand tools. Charlie secured a plate of high carbon tool steel that measured 1-5/8 inches thick, six inches wide,

and 31 inches long. On the plate he traced an outline of the crankshaft and carefully, painstakingly drilled hundreds of holes along the outline of the crankshaft. This weakened the plate enough so he could knock the excess material away with a hammer and metal chisel. Once this was done, he had the rough cut crankshaft ready for the lathe and the finish cut. With the small natural gas engine chugging away at full power driving the large wide leather belts that turned the lathe, Charlie turned out a near perfect crankshaft to the thousandth of an inch.

The next part that Charlie worked on was a fly wheel from a solid block of cast iron. The connecting rods, intake valves, exhaust valves, pistons, valve guides, rocker arm, and numerous other parts that made up the complete engine were carefully thought out by Charlie and tailored to fit the operation of the engine. Charlie painstakingly assembled the engine part by part, fitting and refitting each piece with the meticulous care of a jeweler making a watch. He scrutinized every detail. He assembled and disassembled the parts, time and time again, making sure of their operation until all the parts were working in harmony.

It took a lot of genius and ingenuity and the engine was finally complete and assembled in February 1903. It was mounted on a test stand and ran well, producing eight horsepower at 670 rpm and 11 hp. at 1000 rpm. Charles E. Taylor had successfully built the first aircraft engine.

As a result of the engine producing 12 horsepower at full rpm, the Wright brothers were able to add another 150 pounds to the aircraft which allowed them to strengthen the wings and framework. The engine with its dual propeller drive drove two counter rotating pusher propellers by means of chains. The Wright brothers designed and tested propellers in the wind tunnel and built several propellers that would be used for the first successful flight.

Charlie also made all of the metal parts such as all of the metal fittings where the wooden struts joined and spruce spars and Roebling truss wires were attached.

On September 23, 1903, the Wright brothers left Dayton for Kitty Hawk to start preparation for man's first powered flight and the Flyer followed on September 25. The Flyer was assembled and the engine was installed on November 2.

To reduce the danger of the engine ever falling on the pilot in case of a wreck, it was placed on the lower wing to the right of center. When the engine was started, the vibration from the irregular firing

caused failure of the prop shaft extensions. Charlie made new shafts out of solid steel which held up during the first flights.

On December 17, 1903, in the mid morning after a run of about 40 feet at a rate of approximately seven to eight mph, the first successful powered aircraft lifted off and flew 120 feet in 12 seconds thus introducing a new era of transportation. Although the first flight wasn't publicized that much, Charlie and the Wright brothers were very excited. The Wright brothers decided to build another flying machine, but decided against going again to Kitty Hawk. They looked near Dayton for a level place for flying. After a few days of searching the Wrights found a suitable ninety-acre pasture, often called "Huffman Prairie," belonged to Torrence Huffman, a Dayton bank president. He allowed them to use it free--provided they didn't run over his cows. Charlie and the Wrights built a hangar to house the airplane and moved into the new facility on April 20, 1904. Charlie took care of the field and facility while the Wrights were going around the country and world. He was the first airport manager.

In a 1948 interview Charlie said that he had "always wanted to learn to fly, but I never did. The Wrights refused to teach me and tried to discourage the idea. They said they needed me in the shop and to service their machines, and if I learned to fly I'd be gadding about the country and maybe become an exhibition pilot, and then they'd never see me again." How prophetic those last words were!

The Wrights were trying to sell the aircraft to the military and started to do demonstration flights on September 3, 1908. Orville flew and Charlie kept the aircraft in good flying condition. On September 17, Charlie was slated to fly with Orville, but before the flight, larger propellers were installed to compensate for the heavier weight of the two men. At the last minute Charlie was replaced by Lieutenant Thomas Selfridge, a 20 year old West Point graduate from San Francisco.

During the flight Orville heard a strange noise. He looked around, but didn't see anything. However, he decided to shut the engine down and land.

Suddenly, there were two large thumps and the aircraft shook violently, as Orville tried to control aircraft to the ground. About 20 feet from the ground the aircraft started to correct itself, but it was too late. The aircraft hit the ground, killing Lieutenant Selfridge and badly injuring Orville Wright. Lieutenant Thomas Selfridge became the first passenger casualty in a powered aircraft.

After the accident, Charlie investigated the crash scene and found the new propellers that they put on before the flight had delaminated. Charlie reported his findings to Orville, who was in the hospital recovering from his injuries.

Charles was the first person to investigate a powered fatal accident flight.

Charles Taylor continued to work with the Wright brothers until 1911. At this time an adventurer and a pilot, Calbraith Perry Rodgers, wanted to make the First Continental Flight across the United States. He purchased an aircraft from the Wright brothers and enough parts to build two more aircraft. Orville realized that the aircraft would not last more than 1,000 miles without proper maintenance, so he lent Charlie to Rodgers knowing that he would be the only one that could keep the plane flying for that distance successfully. Charlie sent his family ahead to California and got on the three car train that was to accompany the flight. One car of the train was a repair car where the aircraft parts would be stored and the aircraft repaired.

It took Cal Rodgers 49 days to cross the United States. Three days, ten hours of that was actual flying time. His longest single flight was 133 miles. He had 16 crashes and the aircraft was repaired so many times that at journey's end only the vertical rudder, the engine drip pan, and a single strut of the original plane remained--a test to the skill which Charlie used in keeping the aircraft flying.

This was the last of Charlie's big adventures.

Charlie returned to Dayton and worked for the Wright-Martin Company until 1920.

Charlie eventually moved to California and lost touch with Orville Wright, but things turned bad for Charlie.

The Depression hit and Charlie's machine shop failed. He lost his life's savings in a real estate venture and his wife died.

Charlie Taylor's contribution to aviation was forgotten until 1937 when Henry Ford was reconstructing the old Wright bicycle shop in Dearborn, MI. Detectives found Charlie working at North American Aviation in Los Angeles for 37 cents an hour. None of his co-workers realized he had built the first aircraft engine. Charlie worked for Ford until 1941 when he returned to California and worked 60 hours a week in a defense factory.

However, in

1945 Charlie suffered a heart attack and was never able to work again.

In November 1955, a reporter discovered Charlie in Los Angeles General Hospital's charity ward--he was

almost destitute. His income was his Social Security and an \$800 a year annuity fund belatedly established by Orville Wright before his death in 1948. The aviation industry immediately started a campaign to raise funds for Charlie. He was moved to a private sanitarium where he died a few months later on January 30, 1956, at the age of 88.

Having no close relatives, Charles E. Taylor was buried in the Portal of Folded Wings Mausoleum dedicated to aviation pioneers, located in Valhalla Memorial Park, Los Angeles.

Charles E. Taylor was the last of the three that shrunk the world by building the first successful powered airplane--the mechanic who made the flight possible.

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EDITOR'S CORNER

Well, I'm finally flying again, but only as a passenger on my way to Italy and France. Have a great June...see you in July!



FLY SAFE

**&
DON'T BE AFRAID TO GO AROUND!**

Jeff Kaloostian, Editor

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ChapterGram



Tuesday, June 12, 2012

Vol. 14, No. 12

Is there a topic you'd like to see covered in a future issue of *ChapterGram*? Do you have an idea, suggestion, or article to share with other chapters? Let us know with an e-mail to chapters@eaa.org.



Hangar Flying

EAA Manager of Chapters and Eagle Flights Trevor Janz shares his thoughts and vision pertaining to EAA chapters

We're Just a Phone Call Away

Recently, I was invited by Ernie Kelly, president of EAA Chapter 677 (Columbus, Georgia), to participate in their monthly meeting via phone. This is not a new idea but merely a reinstatement of chapter outreach from the Paul Poberezny days. When Paul wasn't traveling to our chapters, he would often participate in chapter meetings via phone. [Read more](#)

Chapter News

- [Act Now! Just 20 Days to Comment on Medical Exemption Request](#)
- [Make Note of Fourth of July Event Provisions](#)
- [Share AirVenture Arrival Videos With Your Chapter](#)
- [Comments Still Open for Young Eagles Fuel Exemption](#)



From the President

EAA President/CEO Rod Hightower with the latest news and happenings in EAA and the aviation world that are important to you

Celebrating International Young Eagles Day

A big thank you goes out to all the chapters and volunteer pilots who helped organize more than 100 rallies last Saturday as part of International Young Eagles Day, the day specifically designated for EAA members to fly young people and inspire the next generation of aviators. We are approaching the 1.7 million

Resources

- > [Calendar of Events](#)
- > [Speakers Bureau](#)
- > [Chapter Locator](#)
- > [Trial Membership](#)
- > [Resource Forms](#)
- > [Labels and Lists](#)
- > [Promotional Materials](#)
- > [Reference Papers](#)
- > [Online Insurance Form](#)

Contact HQ

- > [E-mail](#)
- > Phone: 920-426-4876

Chapter Leaders Academy Schedule

- > Oct. 26-28, 2012

For reservations and info, e-mail the [EAA Chapter Office](#).

mark for total Young Eagles flown (and may have done so over the weekend) - a great way to kick off the 20th anniversary of Young Eagles that will be celebrated at AirVenture.

AirVenture Forums and Events Schedule Now Available

The initial AirVenture forums and event schedule is now posted at www.airventure.org/schedule. Events and activities can be searched by date or keyword, as well as by specific categories, such as presenters, museum presentations, Author's Corner appearances, and workshop sessions. The schedule, which is one of the most popular areas on the AirVenture website, will continue to be expanded as additional activities are confirmed.

Food Service Expansion to North 40

Arrangements have been finalized to bring expanded food service to the North 40 aircraft parking area at AirVenture. The North 40 Cafe by Kodiak Jack's will be located between the two shower facilities along the airport perimeter road, on the south side of the North 40 parking area. An EAA merchandise tent will also be moved to that location. This expansion helps meet the requests from campers in that area for expanded food offerings and locations.

In the Media

- Ch. 129 (Bloomington, IL) [Williams' Dream Is Taking Flight](#)
- Ch. 471 (Abilene, TX) [Young Eagle Soars for First Time](#)
- Ch. 500 (Massena, NY) [Chapter Schedules Fundraising Breakfast](#)
- Ch. 677 (Columbus, GA) [Young Eagle Receives Scholarship to Air Academy](#)
- Ch. 918 (Norfolk, NE) [Airfest Will Have Norfolk Looking Skyward](#)
- Ch. 1001 (Batesville, AR) [Flying Enthusiast Shares Joy](#)

Chapter Briefing

Simple Activities Make for Family Fun

Is your chapter looking for ways to bring more families out to the airport during your chapter fly-ins? A great addition to your events may be some simple hands-on activities for the kids. Check out the [EAA Aviation Activity Cookbook](#) for an entire list of ideas broken into age groups. The cookbook includes detailed materials lists and instructions for the hands-on activities. You'll find step by step instructions for straw gliders, balloon powered cars, sled kites and more. Coloring pages, dot-to-dot sheets, and aviation-themed mazes are also simple and easy activities to organize. Work stations can be set up in a corner of the hangar to

Webinars

Schedule of upcoming EAA webinars (all webinars are free and archived for later viewing):

Best Practices for iPads

Wednesday, June 13
8 p.m. EDT / 7 p.m. CDT
Presented by Jason Miller

Eagle Flights Preview: Growing Participation in Aviation

Tuesday, June 19
8 p.m. EDT / 7 p.m. CDT
Presented by Jeff Skiles

Flying Into AirVenture

Thursday, June 21
8 p.m. EDT / 7 p.m. CDT
Presented by Fred Stadler

Investing in Aviation and Beyond

Tuesday, June 26
8 p.m. EDT / 7 p.m. CDT
Presented by Robert Jacobson, Joe Landon, and Meridith Jaeger

Aircraft Control in Spins (Wings Credit)

Wednesday, July 11
8 p.m. EDT / 7 p.m. CDT
Presented by Benjamin Frelove

AirVenture Features and Attractions

Thursday, July 12
8 p.m. EDT / 7 p.m. CDT
Presented by Jim DiMatteo

Visit the [EAA webinars website](#) to register.

keep the children engaged and wanting to come back for more. Making the day extra enjoyable for the entire family will help to bring them back for more activities in the future!

EAA gratefully acknowledges Aircraft Spruce and Specialty Co. for its generous sponsorship of our webinar programs.

Next issue of ChapterGram will be delivered on Tuesday, June 26.

May 27, 2012
Brandon Times

Can you imagine what kind of passion endures for nearly seven decades? If you're Art North, the love of flying never goes away.



Courtesy of Art North



Art North remembers when his love affair with flight began. It was 1943, aboard a PBY Catalina flying with a submarine patrol crew.

For the young Bartow native, the thrill of his first airplane ride would last the rest of his life.

"When you take that first flight, you're hooked," North said.

Now 86, North has earned his sport pilot's license and fuses his passion with support for those who can no longer fly an aircraft. For him, Memorial Day will serve as a time to honor those who died in the line of duty and to reflect on his own role as a veteran.

"If you go by my house now, you will see an American flag flying," North said.

His military service spanned three wars. He first joined the Coast Guard at 17 with a signed parent permission. He would later join the Merchant Marines, then serve with the aviation division of the Army during the Korean and Vietnam wars.

Through each war he braved the threat of enemy attacks. In the Coast Guard, he witnessed the awful realities of war for the first time, serving as a convoy escort that protected military supply transports between New York and England.

"It was so bad when you saw ships being blown up, sometimes every night," North said. "If a ship in the convoy was sunk, no one could stop to pick them up because you'd be a perfect target — dead in the water."

He notes the stark difference between what his young eyes saw then and what his grandson sees today.

"I look at my 19-year-old grandson and I see a kid. At 17 I was a man."

After a stint with the Merchant Marines, he joined the Army and officials assigned him to aircraft maintenance. He worked to keep the aircraft flying even if it meant working on engines in subzero temperatures in Korea that nearly froze his hands.

His technical savvy moved him into a maintenance supervisor position and later elevated him to an instructor, teaching how to work on the Army's newest flying machines.

He remembers going into Saigon with the first Huey helicopters, and testing Harriers along with anything else that went up vertically.

In Vietnam, helicopters would swoop in on "dust offs" to quickly pick up wounded soldiers, occasionally returning with more than 50 bullet holes. There were no armor plates and the soldiers used flak jackets in their seats for protection from enemy fire.

"They'd wait until you were sitting on the ground to blow you up," North said.

Through it all his love of country and flying remained.

He later married Caridad, whom he proposed to several times before giving in to his requests. The story of his unyielding love for Caridad reflects his persistence.

The couple raised a son and daughter. After he retired from the military, he worked at the University of South Florida with campus police. Through the years, the Temple Terrace resident became a grandfather to four.

After 50 years of marriage, Caridad passed away. After her death, he decided he wanted to get back into the sky again.

This time there would be no enemy firing at him.

He enrolled in flight school and got certified with a sport pilot rating. Different from a standard pilot's license, it does not require instrument training but restricts its pilots to daytime flying with only one passenger. The plane must also weigh less than 1,300 pounds.

Mike Zidziunas, a flight instructor at the Plant City Airport, said North holds the record for being his oldest student. North co-owns a 1946 Ercoupe plane named the *Silver Lady*. He also has a thing for motorcycles. He owns four of them.

"He's quite a character," Zidziunas said. "I remember the day he rode in on his motorcycle. He was very enthusiastic about getting his license."

Zidziunas noted that North, like many men who enter into retirement years, realized a dream by getting his flying license.

"I think he represented many of the guys who walk through my doors," Zidziunas said. "As soon as they get married the flying dream takes a second priority to their families' needs and expenses.

"I really believe flying is their unrealized dream realized. They're in the cockpit and it's something they always wanted. With Art I think it was always his secret dream."

While some might scoff at the thought of an 86-year-old pilot flying a plane, Zidziunas said North has logged more than 400 hours of flying time since his certification about four years ago. He notes that most recreational pilots log roughly 50 hours per year. He also gives his former student high marks in being a careful and responsible pilot.

"He's got a healthy respect for safety. He knows his limitations and he doesn't push it."

As a member of the Experimental Aircraft Association Chapter 175, he is a regular at meetings in the Plant City and Tampa Executive airports. He delights in taking up first-time flying enthusiasts with the association's Young Eagles youth group.

North also gives flying experiences to individuals from a group called the Bald Eagles. It's a flying club he chartered to offer retired pilots who could no longer fly an opportunity to still get up in the air as a passenger.

North makes friends easily with a memory that doesn't forget names or details. He fits in well with the younger generation with a somewhat faded Coast Guard insignia tattoo on his left arm. He talks on a Smartphone, and owns an iPad.

He swipes proudly through photos showing off family and friends, and of course those four motorcycles. Among his younger friends is Mick Webb, a 27-year-old mechanic apprentice who works at Tampa Executive and has taken many flights with North.

Each time he has felt complete confidence in the man behind the controls.

"There's a saying among pilots," Webb said. "There are old pilots and there are bold pilots. There are no old, bold pilots."

North walks briskly across the tarmac in his tall, straight stride. If you ask what his secret to youth is, he'll smile widely and tell you good beer.

As he climbs into his plane, leaving the window open so he can feel the wind on his face, you know the secret. It's the *Silver Lady* and the blue sky.

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