



February EAA “50” Newsletter.

President’s Corner!

Our monthly Board meeting held on January 21, became one, with important ideas and decisions. It was made very apparent many of our members are not aware of what you get for our small annual \$20.00 family dues. If we operated on dues, we would be bankrupt, and unable to perform all the great programs we do. Our annual fall “BQ” cost was chapter funded by over \$600.00 so we could lower member’s cost. 99% of our income is funded through donations. Do you realize your Board has accepted five aircraft donations three currently being in the marketplace. Where does the money go? Four annual scholarships of \$750.00, educational meetings and event cost, tool cost, BSA aviation merit badge cost, donations to members charities who have gone west, chapter insurance cost to protect members and visitors, annual chapter renewal cost to national, Young Eagle treats, sometimes speaker travel cost and lodging, trailer license! It becomes very clear that our annual family dues cost of \$20.00 will generate income of \$1000.00 + or – less than two scholarships. Your chapter is Ohio Incorporated, IRS 501c3 nonprofit. Our gathering room, shop, and trailer storage is all donated by the generosity of Joe and Elaine Hinde Bores. I want to make this perfectly clear I’m not suggesting higher dues cost I simply understand many of our members may not really understand what we do for family fun and General Aviation! You can learn lots by attending meetings.

Volunteer of the year 2022

EAA Chapter 50 is pleased to have such an amazing group of members. Many of you volunteer and we Thank You sincerely from our heart. Did you ever notice in every sport during a game, one player does something outstanding and blows the crowd away? I have watched volunteers all of 2022 and I must admit the person I feel is Volunteer of the year is outstanding.

Tracy Hille is our Volunteer of the year.

Tracy is a perfectionist, he is brilliant, he helps every person who needs some kind of assistance. He is restoring his Piper in his T-hangar that looks like a million dollars. That's what he is. Tracy and his wife Laurie have contributed to 50 a long time. Thanks "Top Gun" for all the outstanding volunteering in 2022.



Plane of the Month Piper PA-15 Vagabond



The PA-15 was the first post-[World War II](#) Piper aircraft design. It utilized much of the same production tooling that created the famous [Piper Cub](#), as well as many of the Cub structural components (tail surfaces, landing gear, most of the wing parts).^[3] The Vagabond has a wing that is one bay shorter (30 ft (9.1 m) versus 36 ft (11.0 m)) than that on the Cub, which led to the unofficial term describing the type: *Short-wing Piper*. This allowed the aircraft to be built with minimal material, design and development costs, and is credited with saving Piper Aircraft from bankruptcy after the war.

The prototype PA-15 made its first flight on 3 November 1947, with deliveries of production aircraft beginning in January 1948.^[4]

Vagabonds used a new fuselage with side-by-side seating for two instead of the Cub's [tandem](#) seating.^[2]

The PA-17 Vagabond version features dual controls, enabling it to be used for pilot training. It has a bungee cord shock-absorbed landing gear (solid gear on the PA-15), and a 65 hp (48 kW) [Continental A-65](#) engine.^[1]

The Vagabond was followed by the [Piper PA-16 Clipper](#), which is essentially a Vagabond with a 17 in (43 cm) longer fuselage, [Lycoming O-235](#) engine of 108 hp (81 kW), extra wing fuel tank, and four seats, the [Pacer](#), [Tri-Pacer](#) and [Colt](#), which are all variations of the Vagabond design and thus all Shortwing Pipers.^[1]

In March 2018 there were still 167 PA-15s^[5] and 101 PA-17s^[6] registered in the USA.

What's up?

Great educational meeting coming on February 11,2023
Brian Saffran one of our own, commercial pilot, aircraft restorer located on Valley City airport and founder of the Don Hemlick "Mechanics Scholarship" will give us some interesting information about the FAA . Meeting begins at 01PM at EAA Chapter 50's gathering place. 1819 Boos Rd. Huron, Ohio on the Historic Hinde airport.

Congratulations to another of our special members Ed Beer, who on Tuesday January 24,2023 flew his Ercoupe that he has been restoring solo for the first time! Great job "Top Gun"

Something new may be coming to our meetings, and fly- In's, like filming and placing the video on U-Tube, Face Book, Tik Tok and others. Some of our younger members and modern time is making your board think a little differently.

"EAA 50 for sale items"

Two excellent "Sigtronics" headsets with carriers.

Quickie 2 aircraft for restoration

Starduster biplane project Excellent construction

Protech PT-2 Engine included 80% completed.

EAA, organized with three dozen Milwaukee-area aviation enthusiasts on January 26, 1953, is celebrating its 70th anniversary with more than 270,000 members (the most ever) and 900 local chapters focused on growing participation in aviation by sharing The Spirit of Aviation.

“EAA’s founder, the late Paul Poberezny, often said that he never expected this little Milwaukee airplane club to grow into what it has become, but it tapped into a basic aspiration — the freedom to fly,” said Jack J. Pelton, EAA’s CEO and Chairman of the Board. “For seven decades, EAA has allowed people to passionately pursue that dream with imagination and innovation, as they found kindred spirits that created an aviation movement that has no equal in the history of manned flight. It is an anniversary that we celebrate EAA as an achievement of the individual as part of a greater group that supports those efforts.”

While the original founding group consisted primarily of those who built, restored, and modified their own aircraft, the organization soon encompassed people across all aviation interests — as Poberezny put it, “welcoming all who wished to participate.” Over its 70 years, EAA enthusiastically welcomed those involved in flying, building, restoring, or simply enjoying flight on all levels.

Today, EAA provides programming to engage people of all ages with aviation, whether it is through resources from its headquarters in Oshkosh, Wisconsin, or from a local EAA chapter. In addition, the organization works to break down barriers to flight, whether those hurdles come from regulations or access to aviation.

EAA is also known worldwide for its annual fly-in convention, EAA AirVenture Oshkosh, which attracts more than 10,000 aircraft and a total attendance surpassing 600,000 to Oshkosh in late July each year. That event is the world’s largest fly-in convention, with more than 5,000 volunteers welcoming visitors from more than 90 nations.

“While there are many associations one can join, EAA is among that unique set where members are significantly engaged and encouraged to participate, where aviation can grow on a local level,” Pelton said. “That member-helping-member mindset has fueled the growth of the association throughout its history, and we’re very excited about where the dreams of flight can take us in the future!

Yours truly has been a “Life Member” of EAA National since the 1970’s Brought into the organization by Col Wayne B. Jenkins owned a Starduster and hangered on Hinde. Wayne was and outstanding pilot and my personal Aerobatic instructor. He made me be the aerobatic nut that I’m still today. Wayne was the one how motivated me to purchase my very first aerobatic aircraft a Citabria 7 KCAB 150 horse Lycoming all inverted it was super great but the aerobatic nut that I became made me move on to a super aircraft my Sky Bolt Bi-Plane which elevated my aerobatic skills way beyond the Citabria . All because of the training of Wayne! Others present at the historic Hinde airport at that time was Bill Hinde, Oliver Weiker, Kenny Patch, Gene Patch all great pilots.