

March 2017



EAA CHAPTER 145

SINCE 1962



Brunch Meeting: Saturday, March 11, 2017 – 10:00 am
Riverview Airport (08C) in the meeting room

CHAPTER MEETING

Bob Aardema, President of EAA Chapter 221 Kalamazoo. Bob will share his exploits of flying the A-10 Warthog. Sadly, since it is a single-seater he will not be giving rides.

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PRESIDENT'S CORNER

The other day, someone asked me why I volunteer each year as president of EAA Chapter 145. I said "Because I can." Think about the advantages of being a volunteer: no income tax, no time clock, no evaluations, just doing what you enjoy.

The volunteers in Chapter 145 seem to enjoy a lot of activities and the members support one another. To list a few planned activities: Open House at Riverview on Memorial day, May 29, the annual trip to Weeks hangar in April, the Boy Scout merit badge day in May, Young Eagle rallies this summer, flying camp outs and Herb's trip to Nova Scotia Canada in August.

So, if you have some aviation activity you would like to volunteer for, let me know. Maybe we could arrange to let you start enjoying what you're really good at. Cheers, Dick



WEEKS HANGAR TRIP

So far six people have signed up for the EAA145 annual weekend work party at the Kermit Weeks Hangar in Oshkosh. The dates this year are Friday April 21 to Sunday April 23. Check the attached flyer or contact Dick Foster for more information.

YOUNG EAGLES

Plans for 2017 are developing. So far we are working on West Michigan Aviation Academy on May 6, Boy Scout Merit Badge on May 20, and the Wings of Mercy in August. We will be sending out information to Young Eagle pilots and ground crews asking for volunteers to help with the Young Eagle activities.

BIG TRIP – LITTLE TRIP

The big flying trip with the Riverview pilots has been set for Nova Scotia, Canada. The date will be August 20th – 24th. See Riverview Airport site for more info....http://riverviewairport.com/Riverviewairport1.com/Nova_Scotia_Flying_Adventure.html



The little flying trip this year will be to Munising, Mich, near Pictured Rocks. The tentative date is in June. More details will follow on the Riverview Facebook site, as the date nears.



CHAPTER 145 POLO SHIRTS

We are now accepting orders for Polo shirts with the Chapter 145 logo on them. Short sleeve style are \$26.00 (in light blue color) or long sleeve for \$34.00 (in white color). Caps in royal blue are also available for \$15 each. A sign-up sheet will be at our next meeting, or see Bob Swietek for more information.

EAA145 HANGAR

- Herb Harney & Bob Kwaka are working on the cowling of his RV-8A.
- The Chapter now has a form for members to fill out if they want to put a project in the hangar.
- Hangar space is available for anyone working on a project. Contact Dick Foster for details.

CAMPING WITH AIRPLANES

By Pia Bergqvist

Summer is the best flying season for most. While flying to a nice resort with all the creature comforts you could dream of is by all means a terrific experience, flying into a remote area will get you far away from the hustle and bustle. If you want to get far away from it all on your next vacation, take your airplane on a camping adventure. You will find peace and quiet where you can enjoy the wilderness in solitude or together with good friends.

If you want to really rough it, you can simply roll out your sleeping bag underneath the wing and bring some prepackaged camping food. On the other end of the spectrum you can have an extravagant experience with top of the line camping gear, gourmet food and vintage wines.



No doubt, camping with an airplane can become the best vacation you've ever had.

There is a lot of planning required to make the journey successful, safe and fun. You need to choose the destination carefully, prepare for the worst and contemplate what you should bring to make sure you don't overload the airplane while creating an enjoyable environment in the wild. Here are some ways to help you maximize the fun factor and stay safe.



With no hotel room costs, airplane camping provides a low-cost vacation or a flexible way to travel the country. There is lots of light camping gear on the market, making it easy to stay below the max gross weight.

Airplane camping is best if you do it as a group, so you may first want to invite some friends along on the adventure. While hangar flying is terrific, sitting around a campfire telling airplane stories strikes a primal chord. Flying as a group is much safer because you can look out for each other. You can also plan the trip together and share equipment to reduce your load.

When choosing a destination, the first thing you need to consider is the capability of your and your friends' airplanes. While a Cessna 185 taildragger can bring you into most areas, it may not be a good idea to take your 2010 Beechcraft Bonanza into a 2,000-foot-long, rough-surface backcountry airstrip. You are guaranteed to regret it after your propeller and beautiful paint get all dinged up, and under certain conditions you may not even get off the ground. Research the airstrip carefully to make sure there are no nasty surprises.

You should also scrutinize the approach. Some areas may appear fine, but there could be dangerous invisible air currents that would make it critical to approach and depart from the same direction. A quick glance at the AirNav website for preflight planning is not sufficient. As with the airstrip itself, study the approach path to make sure there are no life-threatening surprises. For the best data, read backcountry-specific guidebooks or contact people who have flown in the area before.

Another consideration is density altitude. Many backcountry strips are situated at higher elevations, and even if the elevation is not extremely high, afternoon heat and humidity can severely restrict the takeoff and climb performance of your airplane in areas where mountainous terrain requires its best.

Once you choose a suitable airstrip to fly, you need to make sure that you have permission to land and camp there. John McKenna, president of the Recreational Aviation Foundation (RAF), says he is not aware of any airstrips located on U.S. Forest Service property or Bureau of Land Management land where you cannot land and camp without authorization.

You should be aware, however, that the government is in the process of implementing user fees for recreational backcountry users through the Federal Lands Recreation -Enhancement Act (FLREA), an effort that RAF supports because it is designed to pay for much needed services in backcountry areas. Contact the USFS or BLM to find out whether a fee is required for the site you have selected.

There are also some airstrips that sit on beautiful private properties. In those cases, you need to get permission from the landowner to land and camp. Most of the time, it is sufficient to make a quick phone call; however, in some cases you may have to provide proof of insurance and obtain written approval from the landowner, McKenna says.

When you fly out to camp, you'll have a lot more gear than you are likely used to carrying in your everyday flying. The weight of the tent, sleeping bags, cooler, cooking gear, food, clothing and other equipment adds up quickly. You may also have more people on board the airplane than you would normally bring. Use a scale to make sure you have accurate weights for your items and

people (some of whom may be reluctant to provide an accurate number). Then carefully calculate the weight and balance to make sure that you stay below max gross and within the CG envelope.

If you plan to camp in a remote area, fuel is also a critical consideration. You need to find the right -balance between bringing plenty of fuel to get you to your camping spot and then to the nearest fuel stop, and not having too much fuel to put you above the weight limit with all of your gear and people on board.

Be very conservative when you choose your field since you may be in a remote area where a mishap could get you stuck for days. Whether you are considering performance in terms of density altitude, useful load, fuel burn and takeoff or landing performance, always plan for the worst-case scenario. This is not the right time to test the boundaries of your airplane's capabilities. Also, if you have never flown the airplane with a full load, practice in the pattern at your local airport with a full load to make sure you are comfortable with the handling of your airplane before you head off to a remote and unfamiliar place. There is a fine balance between bringing enough gear and staying within the max gross weight and cg limits.

There are, however, many ways to keep the total weight down. "Extreme backpacking has become so popular that it is easy to find lightweight gear," Tim Clifford, director, secretary and treasurer of the RAF, says. While you may not see the benefit of paying extra for something that weighs a few -ounces less, the weight all adds up. A good water filter will also save you from having to bring gallons of water for drinking, cooking and cleaning. Just make sure you will camp near a relatively clean water source that still has water available (something that may prove challenging in drought-stricken areas).

Keeping food cool can be an issue since good coolers are heavy and take a lot of space. Clifford suggests precooking food to bring on the trip, putting it in Ziploc bags and freezing it, killing two birds with one stone. "We eat gourmet out in the backcountry," he says. "We'll make anything from lasagnas to Mexican dishes." He also suggests freezing water bottles to store in the cooler or supplement with dry ice. Dry ice has twice the cooling capacity of regular ice per pound, according to Universal Industrial Gases.

There are other creative ways of keeping food cool. Rather than having a large, space-eating plastic cooler, you can get smaller, soft-sided coolers that don't take up as much space in the cabin, says Jeanne MacPherson, a master CFI and -founder of Mountain Airdance, which specializes in mountain flying, spin training and emergency maneuvers. A soft cooler can be placed inside a waterproof bag and then stored in a cool creek to keep the contents cold.

There are not a lot of experiences quite as wonderful as barbecuing steaks, baking aluminum-foil-wrapped potatoes and roasting marshmallows on an open fire in the wilderness. Be aware of and adhere to any fire restrictions in the area. The western part of the country has been particularly dry the past few years, and the potential for a fire spreading is high. Of course, starting a forest fire while camping would be devastating.

Remote campers are well advised to use a checklist when packing for a trip. Small, critical things, such as a lighter or matches for a campfire, rain protection, a knife or something as simple as a towel, can be sorely missed if left behind. MacPherson cautions against bringing too much gear, though. "I make a list of my gear and then I -shrivel it down to make it light," she says. There is a fine balance between bringing enough gear to make yourself comfortable and cutting the list so short that you are survival camping.

When traveling to remote locations, you expose yourself to the danger of having to make an emergency landing in a place that is hard for emergency responders to find. A personal locator beacon could potentially save your life, particularly if you need to walk away from the airplane. If you are flying alone, make sure that someone tracks your position.

While nobody wants to think about the possibility of a crash, you should plan for the worst. Don't put your survival equipment in the baggage compartment. If you can't move, it won't help you, and in the event of a post-fire crash you will not have time to grab anything before evacuating the airplane. You may feel like a dork, but wouldn't you rather survive than look fashionable when you fly? Wearing fire-resistant clothing, such as a flight suit, and a vest with survival gear and emergency provisions could save your life.

"I was involved with accidents where people survived the crash and became terribly hypothermic. Some people survived the crash and died of hypothermia," says MacPherson, who has worked air-rescue missions. "After that I became a huge advocate that what you have on your person might be all that you have. Most often people end up spending the night and it gets really cold."

MacPherson wears a fire--suppressant Nomex flight suit, which also carries a few survival items. "When I'm leaving the local area I wear a vest," she says. MacPherson's survival vest carries items such as a personal locator beacon; signal mirror; strobe light and whistle for signaling; a bivouac sack; hat, gloves and heat packs to keep warm; storm proof matches, BlastMatch and Vaseline-

impregnated cotton balls to start a fire; and miscellaneous gear such as a headlamp, duct tape, parachute chord, multitool, compass, first-aid kit, power bars and water. MacPherson also recommends giving passengers a pouch with survival gear.

Once you get to your destination, you need to also keep your airplane secure. There are several tie-down products, such as The Claw, on the market that are quick and easy to install and will prevent the airplane from moving around if the wind happens to pick up.

Another very important consideration if you want to make it out of the bush with an intact airplane is to keep any food out of the airplane. In many parts of the country bears have learned to break open cars as if they were sardine cans to access edible items inside. The same could easily happen to your airplane, making for a very bad end to the trip.

Food should be removed from the airplane and either hung from a tree or stored in a bear-safe container. Putting it inside your tent would be like sending a direct invitation to dinner. I know a person who returned to a campsite only to find a bear inside his tent. Fortunately the bear didn't attack him, but instead ripped the tent to shreds as it exited through the nonexistent back door.

However, there are times when bears get aggressive, so it is definitely worth planning for the worst if you are camping in their habitats. You may be tempted to bring a shotgun for this purpose. However, according to statistics compiled by the U.S. Fish and Wildlife Service, bear spray is a much better way to go.

"No deterrent is 100 percent effective," the U.S. Fish and Wildlife Service says in a fact sheet, "but compared to all others, including firearms, proper use of bear spray has proved to be the best method for fending off threatening and attacking bears, and for preventing injury to the person and animal involved." Also, a few cans of pepper spray take up far less space and useful load than a shotgun and ammunition capable of bringing down a grizzly. So unless you plan on hunting, opt for the bear spray.

One of the greatest things when it comes to backcountry camping in an airplane rather than by foot is that you can jump in the airplane and head to town to stock up on supplies. "If we're staying for four to five days we don't take a lot of groceries with us," Clifford says. "We'll go in, set up camp and then fly into town and go shopping. Then you're not worrying about how much weight you're bringing." Airplane camping can provide a peaceful vacation, far away from the hustle and bustle.



For people who love flying, heading into town for supplies is hardly a hassle but rather another fun adventure. On longer camping trips, Clifford and his wife sometimes fly out and take a break from the backcountry to eat at a restaurant or stay in a hotel for a night to get cleaned up. Group fly-outs for breakfast or lunch are also great airplane camping activities.

Backcountry airplane camping is a privilege that only a small percentage of the world's population ever gets to experience. It is a privilege that must be cherished, and it is important to respect the land. Be gentle with nature and bring everything with you that you brought in, even if it means the "chore" of taking more than one flight.

New Mexico Airstrip Network Partnership Agreement Signed

It was a momentous day for backcountry and recreational aviation in New Mexico with a joint signing of a Memorandum of Understanding (MOU), formalizing a collaborative partnership. USFS Regional Forester, Calvin Joyner, BLM New Mexico Director, Amy Lueders, NMDOT Deputy Secretary Loren Hatch, Recreational Aviation Foundation (RAF) president, John McKenna, New Mexico Pilots Association (NMPA) president Jerry Donovan, and executives from additional statewide organizations were present to share perspectives on mutual benefits of this agreement.

The New Mexico Airstrip Network (NMAN) steering committee started two years ago to identify airstrips with unrealized recreational potential on BLM, USFS, state, and private lands. The MOU establishes a framework for cooperation to establish and implement a strategy and action plan. "MOUs create an understanding of how we can work together and share roles, responsibilities, and resources to achieve common goals", said Region 3 Forest Service Director of Recreation, Heritage, and Wilderness, Francisco Valenzuela, when asked about his organization's involvement.

The NMAN began through a team effort involving the NMDOT Aviation Division, NMPA, and the RAF. Steering committee member and NM Aviation Director, Steve Summers, stated that "NMNAN hopes to replicate the similar collaboration achieved in Idaho, which advanced aviation and produced positive economic impact for rural communities throughout the state."

To illustrate what could be accomplished, Mark Spencer, RAF Arizona Liaison shared a video of volunteer efforts to restore the historic cabin at Double Circle Ranch and restore Grapevine airstrip asphalt. "Volunteer involvement is key to long term success. 83 volunteers from the aviation community turned out to make the Grapevine project happen", Mark explained.

New Mexico's aviation volunteer base is growing, through five years of successful NMPA organized work parties and fly-ins to the Negrito airstrip in the Gila National Forest, plus private airstrips including Champion Ranch, Murrow Ranch on the Divide, Mystic Bluffs, Whitewater Mesa, and the newly charted Taos – Grant Besley airstrip. Volunteers have moved rocks, installed tie-downs and windsocks, mowed, and cleared brush.

Although New Mexico has a wide range of airstrips that offer excellent recreational opportunities, more could be done to promote aviation assets and tourism, especially as they relate to hunting, fishing, outfitting, hiking, biking, and camping. New Mexico offers unparalleled scenic opportunities combined with a moderate climate and an average of 280 days of sunshine per year. In an open letter, El Paso resident and back country aircraft pilot Brock Benjamin wrote "There are few things that surpass flying right up to your campsite and being in the middle of a national forest looking at the stars that night."

For more information, visit New Mexico Airstrip Network.

WEBSITE OF THE MONTH www.aaca.pilotgetaways.com

There is a new association dedicated to pilots and families with a passion for camping under the wing - American Air Campers Association (AACA). Founded by long-time pilot and camping-enthusiast, Don Abbott, the American Air Campers Association is the culmination of five years of research and planning.

"My love for air camping started when my daughter Liz was six," he notes. "We would fly a Cessna 150 into a grass landing strip at Shades State Park in Indiana, pitch a tent under the wing and go hiking. Camping in the great outdoors is the ultimate American experience," Abbott notes. "It puts us in touch with the magnificent beauty of the country, while bringing families closer together. Air camping provides a great, new alternative to traditional vacations. Coupling the experience of camping with the freedom of flying makes distant and hard-to-reach campsites more accessible and multiple-location trips can be accomplished in a relatively short period of time."

To confirm that others would share in his enthusiasm, Abbott conducted a survey of more than 20,000 pilots to assess interest in the association. Response was overwhelmingly supportive of the idea with over 90 percent of those surveyed showing a desire to become AACA members.



Recreation Aviation Foundation

Next month's meeting will feature Brad Fredrick, from the Recreation Aviation Foundation (RAF). To learn more in advance of the meeting, see: www.theraf.org



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

EAA National website: www.eaa.org

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

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 update with your payment.

UPCOMING EVENTS

Mar 11	Riverview Airport (08C)	meeting – Bob Aardema, A-10 Warthog
Apr 8	Riverview Airport (08C)	mtg–Rec. Aviation Foundation, Brad Fredrick
May 13	Riverview Airport (08C)	meeting - Homebuilding Paperwork/Records
July 1	Williams Co (0G6)	Hummel Aviation Open House
July 4	Williams Co (0G6)	Williams Co Airport Fly-In

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:

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Treasurer's Report: (As of Mar 3rd)

Cash: \$106.75	Checking: \$35.19
Savings: \$4640.02	Total: \$4781.96
(Propane/Hangar/Nat'l Membership Paid)	

Website Editor, Bill Willyard
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EAA CHAPTER 145 MEMBERSHIP APPLICATION / RENEWAL FORM

DUES ARE \$35.00 PER YEAR – JANUARY 1st to DECEMBER 31st

Name _____	Aircraft Owned _____
Co-Pilot / Spouse _____	_____
Address _____	Projects / % Complete _____
City _____	_____
State / Zip _____	Bring this form to the next meeting or mail to:
e-mail address _____	EAA Chapter 145 Treasurer
Home Phone _____	6962 Bridgewater Dr. SE
Work Phone _____	Grand Rapids, MI, 49546
National Membership # _____	

EAA CHAPTER 145, 2017 Trip to Weeks Hangar

We will be making our annual trip to the Weeks Hangar in Oshkosh, WI on the weekend of **April 21 to 23, 2017**. The trip is designed for people who like airplanes and want to have the opportunity to help restore or maintain the aircraft of the EAA collection. Antiques and Warbirds are kept flying with the support of EAA's volunteers.

Each individual will pay for a couple of meals on the road and share transportation cost. Housing and meals at Oshkosh will be provided by EAA at the Air Lodge and the Staff Lodge. You should bring a toilet kit, change of clothes and personal items, such as toys, books, videos, photos, or anything about aviation.

Here is the schedule:

Friday, 4/21

- Leave Riverview airport, about noon
- Snack on the road at the O'Hara Oasis
- Arrive in Oshkosh about 6 p.m.
- Supper at the EAA Air lodge
- Stay overnight at the EAA staff lodge

Saturday, 4/22

- Breakfast at the EAA Air lodge
- Get to Weeks hangar at 8 a.m.
- Work on aircraft, lunch provided at the hangar
- End work on projects about 5 p.m.
- Supper at the EAA Air lodge
- Sleep at EAA staff lodge after extensive "hangar flying"

Sunday, 4/23

- Breakfast at the EAA Air lodge
- Tour EAA Museum, 10 to about noon
- Snacks on the way back to GR
- Arrive in Grand Rapids about 7 p.m.

This is a great way to introduce someone to grass roots aviation; invite a friend to go.

Please let me know if you can go...ride or drive?

Dick

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