



EAA CHAPTER 145

SINCE 1962



Martt Clupper

Chapter Meeting: Saturday, February 9, 2013 – 10:00 am
Riverview Airport (08C) in meeting hangar

Ron Walters will be sharing his experiences while building a Glasair, for our February program. The Glasair is a high performance fiberglass 2-seater. Some of the performance features:

	(w/ 300 h.p.)	
Top Speed (sea level)		300 mph
Cruise Speeds (TAS)	75% at 8,000 ft	258 mph
Stall Speeds (Solo)	Slotted Flaps	73 mph
Best Rate of Climb Speed		130 mph
Best Angle of Climb Speed		100 mph
Rate of Climb	Gross Weight	2140 ft/min
Range Standard Fuel VFR Reserve		1219 mi
Range Extended Fuel VFR Reserve		1421 mi
Service Ceiling	Normally aspirated	24,000 ft

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The fiberglass construction gives a smooth, fast, and efficient finish. The kit is supplied close to the 51% rule. The factory builds the more difficult parts, such as the spars, machined control components, fuselage halves, and landing gear.

The January program was a visit from Mac McClellan, as part of the EAA Grassroots Pilot Tour. He talked about the leading aviation issues of our time and what the EAA was doing to grow participation in aviation.

Chapter Website:

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



75 Years and Counting

The Douglas DC-3, otherwise known as a C-47, Dakota, or Gooney Bird, made its first flight on December 17, 1935, over sixty years ago. Since that day, DC-3's have been flying all over the world, hauling freight and passengers to every corner of the globe. This aircraft went into production at a time of war, WWII.

Because of this, the durable airplane saw service with many of the world's air forces. The versatility of the DC-3 allowed it to be used for hauling freight and troops, paratroopers, and one airplane, affectionately called "Puff the Magic Dragon" was outfitted with many gun turrets and used to keep enemies at bay.



In the days during the war when development of gliders was taking place for military roles, one DC-3 even had its engines removed and was test-flown as a glider. It turned out that this airplane would even glide farther than the aircraft that were developed at that time strictly to be used as gliders. The DC-3 is truly a remarkable aircraft, and even though times have changed, the DC-3 has found its place in a more peaceful world.



The Douglas DC-3 was one of the first airplanes to be put into service with most of the major airlines we recognize today. As a very warm and comfortable airplane, the DC-3 has always shined in the area of passenger comfort. One of the first airline versions of this airplane was called the Douglas Sleeper Transport. This model, the DST, was fitted with a number of bunks allowing the passengers to get some sleep on their night-time flight across the United States.



Other versions of the DC-3 were fitted with equipment for such roles as: aerial bug and crop spraying, navigation trainers, ice patrols, aerial mapping and geophysical surveying, fire bombing, and checking navigational beacons and instrument approach systems.

From the warmest deserts, to the coldest, snow-covered north and south poles, the DC-3 has been everywhere. Traveling at 170 miles per hour (274 km/h), DC-3s can haul 7000 pounds of freight or 27 passengers to destinations throughout its 1200 mile range. That is not to say that these aircraft always stay close to home, as they have flown from one end of Canada to the other, south into the United States, and as far north as Greenland. The Douglas DC-3s at normally operate on wheels, but when it comes time to land on the snow-covered lakes of the Canadian North,

some of the aircraft have the wheels removed, and replaced with skis. As well, some were operated on floats in the military to allow landing directly on the water. The Douglas DC-3 is truly a versatile airplane.

Undoubtedly, as time goes on and we develop ways to travel further, faster, higher, and you yourself perhaps will travel into the depths of outer space, one thing for certain still remains; back here on Earth, the Douglas DC-3 will never stop flying.



BUFFALO AIRWAYS



Buffalo Airways has been operating since 1970, up in the great white north of Canada. They operate the largest fleet of DC-3's in the world. They operate scheduled passenger, scheduled cargo, charter passenger, charter cargo, firefighting and fuel services. Its main base is at Yellowknife Airport (CYZF) with two other bases at Hay River Airport (CYHY) and Red Deer Regional Airport (CYQF). Buffalo Airways also has a reality TV series "Ice Pilots NWT".

EAA video about Buffalo Airways: <http://www.eaavideo.org/video.aspx?v=110918534001>

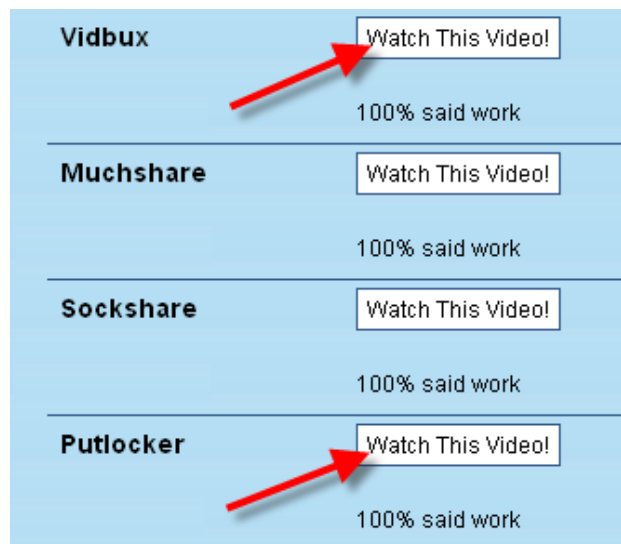
Article about Buffalo Airways: <http://www.eaa.org/news/2011/icepilots.pdf>

News Crew Visits Buffalo: <http://www.youtube.com/watch?v=OVIGWiccXxg>

Canadian Tourism : <http://www.youtube.com/watch?v=YR-7wjgSbjo>

Free Online Season 3 & 4 link:
<http://www.fastpasstv.ms/tv/ice-pilots-nwt/>

Then click on an episode you wish to view. Then a screen comes up with various video sources (see picture at right). Some sources seem to run smoother than others..... I had good luck choosing **Putlocker** & **Vidbux**. Note that a couple of pop-ups happen, but after the pop-ups are closed, they don't pop-up again and you can get to enjoying the episode.



HANGER SPACE

The chapter hanger is available for anyone who has an aviation project to work on. Contact Dick Foster for details (contact info on next page)

Note: It's a brand new year, that means it's time to send in chapter dues. If dues are not paid by Mar 1st, you will be considered inactive and have the newsletter discontinued. Major upcoming expenses for the chapter are \$2400 (Hangar rent), \$470 (EAA National Registration), \$460 (Hangar Propane). Only the propane can be deferred. Both Hangar rent & National registration are due in late 2012.



**INTERNATIONAL
LEARN TO FLY DAY
MAY 18, 2013**



**INTERNATIONAL
YOUNG EAGLES DAY
JUNE 8, 2013**

UPCOMING EVENTS

- February 9 Chapter Meeting – Ron Walters – Building a Glasair
- March 9 Chapter Meeting – Herb Harney – Mountain Flying
- April 13 Chapter Meeting –
- May 11 Chapter Meeting – Ron Walters – Owner Main’t Under Parts 61 & 91

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 2012 Officers for EAA145:

- President, Dick Foster
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- Vice President, Bruce Whitman
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- Newsletter Editor, Randy Houtman
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- Website Editor, Bill Willyard
(wgwillyard@att.net)

Treasurer’s Report:

Financial Info for Jan NL
(As of Dec 31st)

Cash: \$ 168.56 Checking: \$ 12.40
Savings: \$ 3911.66 Total: \$ 4072.62

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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