

# January 2022 EAA 50 Newsletter

Presidents Corner:

It is hard to believe it's been 47 years since yours truly had the pleasure of joining EAA 50. We have come a long way from the small number of members that began this unreal EAA Chapter! We used to have our meetings in the area next to the Gleason Hangar. Currently Joe & Elaine's pool patio.

We have been blessed with the Hinde and Bores families allowing us to be present on 88D. EAA 50 will continue to promote Hinde 88D in all possible ways! In addition, we support the promotion of youth, women, new members, boy scouts, in joining "General Aviation"! We totally support people interested in the pleasures of building, restoring, or simply owning your own personal flying machine!

Well, the social meeting we held at "Lemmy's" on 12/04/2021 was simply excellent. Great comradery, tasty food, and fun Aviation BS discussions.

Since we normally do not hold meetings in snowy January, we will be holding another social gathering on January 8<sup>th</sup>, 2022, at 09:00 am at Jordan's restaurant for another breakfast. The address is 3119 Cleveland rd. West Huron, Ohio. JoAnn and I have eaten breakfast at this facility many times, you will love the home cooked food!

Our office will not be totally remodeled until April 2022 but with planning we can still use the facility!

# **MILESTONE! EAA Reaches 250,000- Members**

## **Grassroots Group Picking Up Speed and Notoriety on a National Scale**

The Experimental Aviation Association has passed a big milestone for the once niche aviation organization.

Begun in 1953 by a group wanting grassroots, enthusiastic support for aviation, the EAA has grown to over 250,000 members for the first time in history. The quarter of a million mark comes at the tail end of a bonanza over the last 5 years that saw group membership grow by 25%.

In an address to EAA members, CEO and Chairman Jack J. Pelton celebrated how far the group has come. “EAA’s founder, Paul Poberezny, created a culture nearly 70 years ago where anyone who wished to enjoy the freedom of flight was welcome to participate, and our mission of growing participation in aviation has thrived under that vision. The dedication of EAA’s members, chapters, and staff have made it possible to grow the organization to new levels. I thank every EAA member who has contributed through the years and found value in being a member, as EAA began as a small group of builders and restorers but quickly grew into an organization that engages everyone who enjoys the world of flight.”

The EAA's growth has become part of a self-sustaining cycle, enabling increased niceties and benefits for membership that further entice new enthusiasts into the fold. Additions to programs geared towards its core aircraft builders, restorers, and pilots have increased safety and accessibility of personal aircraft, and efforts at addressing regulatory burdens and issues have borne fruit thanks to the group's interventions.

General aviation has faced a number of difficulties as it moves into the future, struggling to replenish its pilot stocks facing a wave of looming retirements, a never-ending series of price increases in fuel and operations, and a large regulatory body that can intimidate prospective young members. The EAA has built chapters, projects, and programs to de-mystify light aviation for the next generation, ranging from introductory flight courses to maintenance clinics.

It is utterly amazing how this organization has grown and especially what the contributions to general aviation has been.

# Plane of the month Cessna 337

## Military Version O2

If you have been to 88D and other airports you may have seen a junky Cessna 337 sitting around in shambles. Sometimes we make a judgement on the aircraft model based on when we first see the aircraft. Over my years of flying, I have seen most all types in a schlocky appearance. I had the fun of flying this 337 when Ron Zollner (gone west) who owned it years ago. I was amazed at the speed performance.

The first Sky master, Model 336 Sky master, had fixed landing gear and initially flew on February 28, 1961.<sup>[3][4]</sup> It went into production in May 1963<sup>[1]</sup> with 195 being produced through mid-1964.<sup>[2]</sup>

In February 1965, Cessna introduced the Model 337 Super Sky master.<sup>[5]</sup> The model was larger, and had more powerful engines, retractable landing gear, and a dorsal air scoop for the rear engine. (The "Super" prefix was subsequently dropped from the name.)<sup>[2]</sup> In 1966, the turbocharged T337 was introduced, and in 1973, the pressurized P337G entered production.<sup>[2]</sup>

Cessna built 2993 Sky masters of all variants, including 513 military O-2 versions.<sup>[1]</sup> Production in America ended in 1982, but was continued by Reims in France, with the FTB337 STOL and the military FTMA *Milirole*.<sup>[4]</sup>

Ground handling requires certain attention and procedures. The rear engine tends to overheat and can quit while taxiing on very hot days.<sup>[6]</sup> Accidents have occurred when the runway is shorter than the single-engine take-off roll and pilots, unaware of a rear engine shutdown, have attempted take-off on the nose engine alone.<sup>[7]</sup> Federal Aviation Administration Airworthiness Directive 77-08-05 prohibits single-engine take-offs and requires the installation of a placard marked "DO NOT INITIATE SINGLE ENGINE TAKEOFF".<sup>[8]</sup>



**In January, every year the Nifty Fifty asks our members to contribute only \$20 per year for the family Well folks its January 2022.**



U.S. Treasury Department via Reuters

**That is all folks one \$20.00 bill for a year. Shucks you cannot go to a movie for that. Simply a great deal. Please send your check to EAA 50 1819 Boos Rd. Huron, Ohio 44839**



**My dear friends God Bless you and your families as we celebrated the birth of Jesus Christ! This time and date have always been special for yours truly!**

**Welcome to Chris Kaufman 1812 W. Jefferson St. Sandusky, Ohio. Chris is joining the "Nifty Fifty." He is interested in building a Legal Eagle, same as member Jerry Roberts is currently building!**