

EAA 50 NEWS



MARCH 2025

ForeFlight Educational Event

On February 8th EAA50 presented ForeFlight training. The program was instructed by 50 member Jeremy Colvin. Rather than an extended video of everything ForeFlight, Jeremy used a hands on approach to get the most out of using the app. The training ran from 8AM - Noon and was well attended. See below

Breakfast and a Tour

[President' Notes on Page 8](#)

On February 17, Mike Weisenberger & his wife Sandi invited Laurie & I to breakfast at the Runway Cafe; located at the Sebring Airport, about two hours South of where we were staying in Florida.



Upon arrival, we were delighted to see Ed Beer and his wife Barb; they were staying in Bradenton and soon after, Dave & Patty Ross flew in from Ocala in their RV7. After a great breakfast, the girls headed over to the lounge area and the guys met up Jay Wile from Air-Cam. Air-Cam designs and builds an open cockpit, high wing, twin engine (pusher) experimental ultralight aircraft.

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2025 Young Eagles Events Planned

Volunteers Needed



Jim Boule

Jim Boule has offered to be the new YE Co-Coordinator for Chapter 50, working with Dennis Sokal. During late March and into April he will be contacting all the pilots we are aware of who have flown Young Eagles and updating our data base. The plan is to use the EAA's online registration and Young Eagles event management software to streamline the paperwork process.



Their manufacturing facility is next door to the FBO/Runway Cafe. A few years back, Mike purchased an Air-Cam kit and spent a few winters building it at the Sebring Airport working with Jay. Jay gave us the grand tour of their Showroom Hangar where several models of the airplane could be looked at. We then ventured over to another large building where they produce the majority of the parts and do the assembly of the Quick Build kits. This building is also the home of Lockwood Aviation Supply. Lockwood is a certified Rotax service center and training facility.



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Although Jim or Dennis cannot enter all the data for pilots, one of the nice benefits of this software package is pilots will only need to register once. Once your information is entered you won't need to re-register again unless you need to update your profile. Some of you may already be setup, and there is no need to do it



again. This system should automatically update your EAA membership status, Youth Protection certification status, etc. If you are registered, you are not committed to flying any specific event. When Jim or Dennis set up an event for the chapter, they can indicate which pilots have volunteered and link them to the event. This process should also make it easier for pilots who give individual YE flights to both have that child registered and get

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We got a real kick out of seeing the Rotax engine test stand (vehicle). It's a Chrysler sedan that has a modified front bumper with a Rotax motor mount fabricated onto it. After an engine is overhauled, it's bolted onto the Chrysler



vehicle where it pulls the car around the tarmac as a steerable mobile test platform. The fuel tank sits on the car hood.

Up on the 2nd floor, we viewed the large assembly jigs that are used to assemble the fuselage frames. They hold all the frames in exactly the correct location so they can be riveted together.

We had a great Breakfast with some Chapter 50 Snowbirds, the factory tour was awesome and the Sebring Airport was a delight to visit. And yes, we were allowed to venture out to the flight line and visit with the Pilots that just arrived. This time, I was on the other side of the fence..



the YE to the chapter of their choosing. Chapter 50 is tentatively planning a YE Event at Hinde Field on Saturday, June 14, and is exploring a 2nd YE Event in Norwalk later this summer or fall. Besides pilots, we'll be seeking other volunteers for registration, grounds crews, etc. If you want to reach out to Jim beforehand, or have any questions, feel free to email him at jimboule@yahoo.com, or call or text him at 419-960-9320.



Volunteer: Help put smiles on faces.



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EAA Chapter 50 Educational Event Ground School Training

Saturday March 15th.



**EAA 50
Gathering Room
Hinde Field**

Sat. March 15th

9:00 - Noon

**Presenter:
Jeremy Colvin**

**PRIVATE
PILOT**
Ground School

Just want a refresher or preparing for your next Biennial Flight Review? Get a jump start with 3 hours of Ground School training. Bring your Log Books. More info: Tracy Hille 419-624-6243

EAA CHAPTER 50 APRIL EDUCATIONAL EVENT

NASA Armstrong Test Facility Tour

April 15, 2025



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Mark your calendar

Chapter 50 has a plan to tour the NASA Armstrong Testing Facility April 15, 2025. However, some details need to be worked out. They have 2 facilities where you can tour at their Sandusky facility. They don't know if any customers are going to be

running tests in them so they won't commit as to which one we will be able to visit. NASA says we will know more as we get closer to the date. See the attached NASA information and stay tuned for more details.

Contact Tracy Hille @

419-624-6243.

NASA info page 6

2025 Chapter 50 Members
**** located on Hinde Field**



Michael Barefoot, Norwalk
AR1 Gyrocopter**



Evertt Beal, Norwalk Working
on PPL



John Beck & Stephanie DeHaan
Wakeman
Beechcraft Bonanza



Ed Beer, Huron
Scholarship
Aircraft



Kayli Bergman,
Sandusky
Private Pilot



Joe & Elaine Bores,
Huron Owners:
Hinde Field
50News Editor



Michael Bores, Christina, Mallory,
Madison, & Max Owners: Bores
Salvage Cycle Salvage **



Jim & Flo Boule,
Port Clinton
Young Eagles
Coordinator



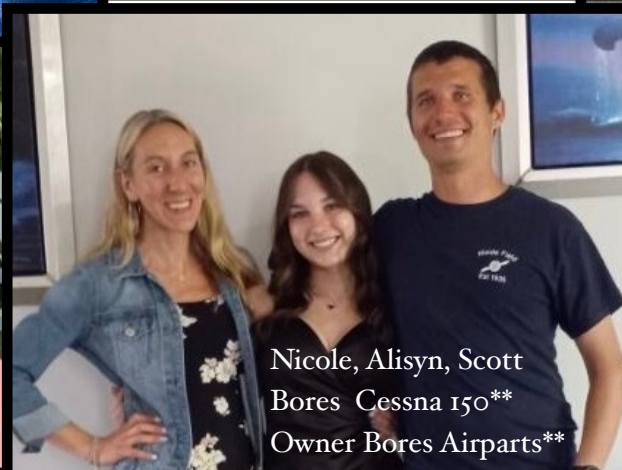
Jody & Christine
Brausch, Huron
Piper PA30 Twin



Scott Brogan, Bellvue.
Cessna 175175**



John & Ladyne Bunsey, Avon
Gold Seal CFII



Nicole, Alisyn, Scott
Bores Cessna 150**
Owner Bores Airparts**



NASA'S JOHN H. GLENN RESEARCH CENTER NEIL A. ARMSTRONG TEST FACILITY

NASA's Neil A. Armstrong Test Facility is a remote test facility for NASA's Glenn Research Center in Cleveland. Located on 6,400 acres in Sandusky, Ohio, it is home to some of the world's largest and most capable space simulation test facilities, where ground tests are conducted for the U.S. and international space and aeronautics communities.

FACILITIES AND PROJECTS

The **Space Environments Complex** houses three of the world's largest and most powerful space environment simulation facilities, including a thermal vacuum chamber measuring 100 feet in diameter by 122 feet high, or roughly the size of the U.S. Capitol Rotunda. The Reverberant Acoustic Test Facility is the world's most powerful spacecraft acoustic test chamber, and it can simulate the noise of a spacecraft launch up to 163 decibels, or as loud as the thrust of 20 jet engines. The Mechanical Vibration Facility is the world's highest capacity and most powerful spacecraft shaker system, subjecting test articles to the rigorous conditions of launch. NASA is using the Space Environments Complex to test the Orion spacecraft, which will carry astronauts to the moon and other destinations.

The **In-Space Propulsion Facility** is the world's only facility capable of testing full-scale, upper-stage launch vehicles and rocket engines under simulated space conditions. The engine or vehicle can be exposed for indefinite periods to low ambient pressures, low-background temperatures and dynamic solar heating to simulate the environment of orbital or interplanetary travel. SpaceX's Crew Dragon underwent tests in this facility.

The **Combined Effects Chamber** is designed to allow safe large-scale liquid hydrogen (LH₂) experiments and can simulate conditions found on the surface of the Moon and Mars.

The Hypersonic Test Facility was originally designed to test nuclear thermal rocket nozzles. The facility was later converted to a high-velocity wind tunnel that can test engines and other aircraft systems at up to seven times the speed of sound. NASA is currently using it for the **NASA Electric Aircraft Testbed (NEAT)** to develop hybrid-electric propulsion for future commercial aircraft.



Reverberant Acoustic Test Facility



Vacuum Test Chamber in SEC



In-Space Propulsion Facility



Combined Effects Chamber



Hypersonic Test Facility

Chapter 50 Grows

Chapter 50 has grown to 154 members and we await for more applications to be returned. One of our biggest growth areas are members age 18 -35. This bodes well for a healthy future for our organization. Chapter 50 is committed to providing a wide variety of programs and events which hopefully appeal to all ages.



There was 14 inches of ice on the Sandusky bay on January of 25. It was a lifetime goal to land out on the ice.



By :
Kevin
Kline

February Visitor

Submitted by Tim Stienbauer



The above 1946 Globe Swift recently visited Hinde Field. He was traveling from Indiana just getting in some hours and said he always wanted to land at Hinde. Hopefully he will return when the grass is greener and the sun is shining.



President's Corner

From Tracy Hille



Stay Behind the Fence?

So long February & hello March! Were back in Ohio and getting use to the cooler weather. I'm so looking forward to the time change coming up this weekend. I know we loose an hour but to me it's worth it to gain that extra hour of daylight in the evening. This is especially beneficial if you fly in the evenings after work, soon it will still be light out past 8:30 in the evening and I can't wait.... We had a successful event in February for the Foreflight workshop. Special thanks to Jeremy Colvin for again volunteering his time and expertise to put on this training. In March Jeremy is again stepping up to provide our membership the Ground School portion of the BFR (see additional info in the newsletter). If you have something that you'd like to share or teach our membership, please send me a note, we'd love to add some brief technical sessions to our monthly events.

For our trip to Florida this year Laurie & I stayed in the Kissimmee area just south of Orlando. Any time you get near Disneyworld you can expect unreal traffic and congestion. I was looking forward to visiting the Kissimmee Airport (ISM) which was only 6.1 miles away from where we were staying. Because of the congestion, my Google Maps told me it would take 21 minutes to travel 6.1 miles. When I got to the airport I went directly to the FBO. The airport is a very busy Class D facility with several flight Schools based there and loads of Corporate and GA traffic. I asked the person behind the counter if it was alright if I want out onto the flight line to look at some of the airplanes on the tarmac and was told no, I would have to stay in the building or outside the fence. I asked if I could go to the GA area and was again told no. So, not wanting to give up I left the FBO and drove around towards the GA Hangar area. Again, 'No Joy', everything was fenced in and gated. I hung around by the gate hoping I would catch someone going into the Hangar area but eventually got a little paranoid with all the TV cameras staring down at me. I should have tried 1200 or 7700 to see if the gate would open.

I finally made my way over to SunState Flight School located on the east side of runway 15/33. I drove around the side of the building so I could get a better view of the runway looking through the fence. Then, I looked at the back of the School building and realized they had a large 2nd floor observation deck with a spiral staircase leading up to it. There was one chair up on the deck so I made myself comfortable with an outstanding view of the entire airport and an unobstructed view of the main runway. Several students were in the pattern in 172's and there were several other GA planes coming and going. I also had a great time using Flight Aware to monitor the arriving and departing Corporate traffic. I wished I had brought my iCom handheld radio to monitor the ATC calls. I would have really enjoyed the opportunity to meet some of the folks that are based there with their planes but with today's security around airports I had to settle for the view behind the fence. It makes me really appreciate our quaint little airports in Ohio where everyone is friendly and you can walk up to airplanes and drool.

Cheers, Tracy

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