

Chapter 77 Flypaper



June 2022

www.eaa77.org

Volume 61, Issue 6

The Ralph O. Helgeby Chapter 77 of
Greater Flint Michigan

Table of Contents

Board of Directors & Officers.....	Page 1
President's Corner	Page 2
Looking for Program Ideas.....	Page 3
Did You Know.....	Page 4
EAA77 Social Fun	Page 6
Tentative Upcoming Events	Page 7
EAA77 Calendar	Page 9
Aviation Humor, Father John Flying Club, Flowers and Cards	Page 11
Building Use Policy.....	Page 12
Classifieds	Page 13
Membership Dues	Page 14
May Membership Mtg Minutes.....	Page 15

This Month's Membership Meeting

June 9, 2021
Social Hour at 6PM
Hotdogs and chips
Meeting at 7PM

Presentation

**Dawn Patrol Prep and Gyro Tom
(Schendel) training in his gyrocopter!**

PLEASE join us!

2022 Board Members and Officers

President:	Jake Carmer	810-919-0121	Tech Counselors:	Tom Carr	805-714-0807
Vice President:	Paul Dolan	810-247-6971		Rick Hayes	248-462-9338
Secretary:	Gabriella Orme	810-730-2981	Flight Advisor:	Justin von Linsowe	810-444-3141
Treasurer:	Eric LaForest	810-577-5292	Dawn Patrol Directors:	Jeff Spinney	810-210-6882
Past President:	Unfilled			Sandy Matthews	810-659-3501
Trustees:	Skip Coucke	810-344-7281	Fly Out Coordinators:	Kerry Matthews	810-659-3501
	Jim Plourde	810-233-7505		Jake Carmer	810-919-0121
	Dan Willoughby	810-513-3917	Young Eagles Coord:	Sandie Carmer	517-391-7197
Newsletter Editor:	Sandie Carmer	517-391-7197	Workshop Coordinator:	Eric LaForest	810-577-5292
Program Chairman:	Shared by Board Members		Hangar Manager:	Kevin Curtis	810-836-0294
			Website Editor:	Skip Coucke	810-344-7281

President's Corner

DAWN PATROL TIME!!!!

It's that time of year again where we all come together, share in a lot of laughs and some hard work, show the local community our amazing facilities, our love of all things aviation, and raise the funds that allow us to keep the lights on.

We definitely need all the help we can get so bring your family and friends. It is a lot of work but we always have a lot of laughs and wonderful memories. I have great memories from every year I have volunteered. It doesn't matter which job I was doing at the time.

On Wednesday we have the parade which is always fun handing out flyers and talking to the people in the community and hear how excited they are for the dawn patrol. Then on Saturday we come together and get everything setup for our main event. We start at 9 and are usually done around noon and have a potluck lunch..... mmmmmmmm food..... then on Sunday morning we get going bright and early, feed lots of people, enjoy lots of airplanes and comradery and at the end of the day we get everything cleaned up, put away and get some well earned rest.

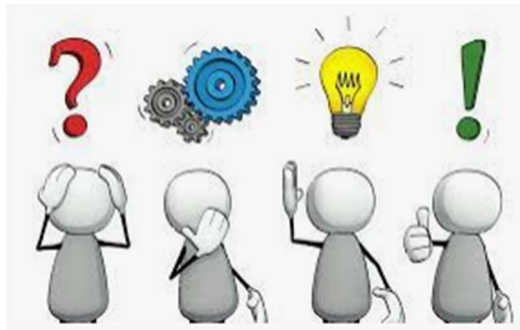
I look forward to working along side all of you and making some great memories this week.

Jake Carner

Looking for Program Ideas!

We are looking for programs for future membership meetings. Remember, these meetings are YOUR meetings and meant to be fun and engaging! So, share your ideas with us!

Send them to Sandie Carmer at EAA77Newsletter@gmail.com.



Did You Know...

From the earliest days of recorded history, man has envied the flight of birds, and Egyptian, Greek, and Roman mythology all contain tales of man's attempt to fly. That goal was not reached until 1783, when two Frenchmen sailed over the city of Paris in a Montgolfier hot-air balloon. The flight was witnessed by Benjamin Franklin, then the American ambassador to France, who later wrote "this experiment is by no means a trifling one. It may be attended with important consequences that no one can foresee." In the years that followed, balloon flights became a popular attraction in Europe and were used to deliver mail during the siege of Paris in 1870–1871.

The first balloon flight in America took place on January 9, 1793, when a French balloonist, Jean-Pierre Blanchard, went aloft over Philadelphia, sailed across the Delaware River, and landed in New Jersey. The takeoff was witnessed by Pres. George Washington along with Thomas Jefferson, James Madison, and other leaders of the American Revolution. During the 1800s, balloon flights became a common sight at fairs and exhibitions across America, and during the Civil War, both sides used tethered balloons for observation and artillery spotting. But balloons had their limitations, since they were at the mercy of prevailing winds. Eventually early experimenters attached a gondola equipped with a motor-driven propeller to an elongated gas bag, creating an airship that gave the aeronaut limited directional control.

But the ultimate goal was a fully-controllable, man-carrying, flying machine that would overcome the limitations of both balloons and airships. During the 1800s, numerous inventors around the world were trying to solve the dream of flight. Among the more prominent were Sir George Cayley and Hiram Maxim in England, Clément Ader in France, Otto Lilienthal in Germany, Alexander Mozhaisky in Russia, and in the United States, Prof. John Montgomery, Gustave Whitehead, Octave Chanute, and Samuel Langley. All were working towards one common goal, manned flight. Without a doubt, Lilienthal, a German engineer, was the most successful of those early experimenters. He applied a scientific approach to his study of gliders and kept detailed records of his flights. Photographs and articles about his birdlike gliders were widely published in American newspapers. Lilienthal had made over 2,000 successful flights, which were controlled by weight-shifting. He was planning to add a motor with a propeller to one of his gliders but unfortunately lost his life in 1896 when his glider stalled and crashed.

In Dayton, Ohio, brothers Orville and Wilbur Wright had read about Lilienthal's flights and had become intrigued by the challenge of powered-flight. They wrote to the Smithsonian Institution, requesting literature on the subject of flying machines and were referred to Octave Chanute in Chicago. Chanute, a French engineer born in 1832, had come to America at an early

age and eventually became one of this country's leading civil engineers. He, too, had become interested in the challenge of flight and had engaged in lengthy correspondence with Lilienthal and other aviation pioneers. In 1894, he published a booklet, *Progress in Flying Machines*, that soon became the bible for many of the early inventors. Too old to build or test fly his own creations, Chanute hired younger men like Augustus Herring and Paul Avery to build and test fly the gliders he had designed.

The Wrights corresponded with Chanute and other inventors and read whatever literature was available on the subject, but most of their ideas were original. Their approach to the challenge was methodical, starting with simple kites, then progressing one step at a time with man-carrying gliders to eventually reach the ultimate goal of powered flight. They built a wind tunnel to test airfoils and discovered that the data for lift and drag that Lilienthal had published contained errors, so they designed their own airfoils. Their first kite, a biplane-type that incorporated wing-warping for lateral control, was built in 1899 and tested at Kitty Hawk, North Carolina, where the steady winds provided ideal conditions for conducting tests.

Over a period of three years, from 1900 to 1902, the brothers built and flight tested a series of man-carrying gliders, making over 1,000 successful flights. The breakthrough in controlled flight came in 1902 when they interconnected the rudder and wing-warping controls so that their glider was fully controllable in all three axes.

After returning to Dayton, the brothers began planning the final step in their quest for powered-flight. Having solved the aerodynamic challenges of controllability, they now planned to add an engine and propeller to their basic glider design. After an unsuccessful search to find an existing engine suitable for their needs, the ever resourceful Wrights designed and built their own 12-horsepower, four-cylinder engine. They also built two remarkably efficient propellers that were chain-driven, an idea inspired by their bicycle-building background. Those components were assembled onto a new airframe, which was slightly larger than the 1902 glider. The Wrights referred to this new machine, the world's first practical airplane, as the *Flyer*. The genius of the Wright brothers became apparent on December 17, 1903, at Kill Devil Hills, near Kitty Hawk, North Carolina. On that day, Orville and Wilbur made four successful flights in the *Flyer*. The longest flight covered 852 feet and lasted one second shy of a full minute. The Wrights had taken off from level ground in a fully-controllable, man-carrying flying machine. On that cold morning in December, the airplane was born.

Join your fellow EAA77 members and families for some social fun!!

- ➔ **Dinners** on Saturdays at 5pm - Call Kerry & Sandy Matthews at (810)659-3501 or Mike Goulet at (810)845-6267 to find out where each week!
- ➔ **Ice Cream** Flyouts to Chesaning – Tuesdays at 7pm (on VFR days) – Call Jake Carmer with questions at (810)919-0121

Come join the fun!!

Upcoming Events – 2022

(All Membership Meeting programs are tentative)

EAA77 Chapter Meetings

- *Board of Director Meetings are the first Thursday of each month at 7:00 P.M. - - These are the chapter's business meetings. All are welcome!*
- *Membership Meetings are the second Thursday of each month at 7:00 P.M. (6:00 P.M. is social hour) These are the fun, social meetings. Come and have fun!*

Join us

June

8 – Flushing Parade, 5:30pm, Central Elementary

9 – Membership Meeting; Social hour, 6pm; Meeting, 7pm

(Presentation: Dawn Patrol Planning & Tom Schendel presenting on his Gyro training)

11 – Dawn Patrol Setup, 9am – Followed by potluck lunch!!

12 – Dawn Patrol, 7am

July

7 – Board Meeting, 7pm

14 – Membership Meeting; Social hour, 6pm; Meeting, 7pm

(Presentation: Oshkosh Airventure Hype)

August

4 – Board Meeting, 7pm

11 – Membership Meeting; Social hour, 6pm; Meeting, 7pm

(Presentation: TBD)

September

1 – Board Meeting, 7pm

8 – Membership Meeting; Social hour, 6pm; Meeting, 7pm

(Presentation: The Ninety-Nines)

October

6 – Board Meeting, 7pm

13 – Membership Meeting; Social hour, 6pm; Meeting, 7pm

(Presentation: TBD)

November

3 – Board Meeting, 7pm

10 – Membership Meeting; Social hour, 6pm; Meeting, 7pm
(**Presentation:** TBD)

December

TBD – Banquet

EAA Chapter 77 Activities June 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2 7pm – Board Mtg	3	4 Varies – Occasional breakfast flyout 9am - TCraft Restore work 5pm – Dinner Group
5 Varies – Occasional breakfast or dinner flyout	6	7 5:30pm – TCraft Restore work	8 5:30pm – Flushing Summerfest Parade (Central Elem)	9 6pm – Social hour 7pm – Membership Mtg (Dawn Patrol Prep and Gyro Presentation)	10	11 Varies – Occasional breakfast flyout 9am – Dawn Patrol Setup & Potluck! 5pm – Dinner Group
12 7am – Dawn Patrol Varies – Occasional breakfast or dinner flyout	13	14 5:30pm – TCraft Restore work	15	16	17	18 Varies – Occasional breakfast flyout 9am - TCraft Restore work 5pm – Dinner Group
19 Varies – Occasional breakfast or dinner flyout	20	21 5:30pm – TCraft Restore work	22	23	24	25 Varies – Occasional breakfast flyout 9am - TCraft Restore work 5pm – Dinner Group
26 Varies – Occasional breakfast or dinner flyout	27	28 5:30pm – TCraft Restore work	29	30		

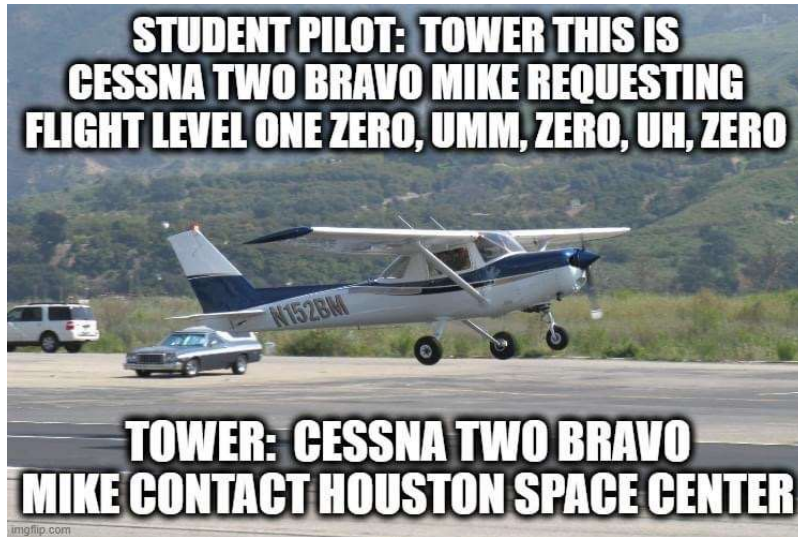
EAA Chapter 77 Activities July 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2 Varies – Occasional breakfast flyout 9am - TCraft Restore work 5pm – Dinner Group
3 Varies – Occasional breakfast or dinner flyout	4	5 5:30pm – TCraft Restore work	6	7 7pm – Board Mtg	8	9 Varies – Occasional breakfast flyout 5pm – Dinner Group
10 Varies – Occasional breakfast or dinner flyout	11	12 5:30pm – TCraft Restore work	13	14 6pm – Social hour 7pm – Membership Mtg (Oshkosh Hype)	15	16 Varies – Occasional breakfast flyout 9am - TCraft Restore work 5pm – Dinner Group
17 Varies – Occasional breakfast or dinner flyout	18	19 5:30pm – TCraft Restore work	20	21	22	23 Varies – Occasional breakfast flyout 9am - TCraft Restore work 5pm – Dinner Group
24 Varies – Occasional breakfast or dinner flyout	25 Oshkosh	26 5:30pm – TCraft Restore work Oshkosh	27 Oshkosh	28 Oshkosh	29 Oshkosh	30 Varies – Occasional breakfast flyout 9am - TCraft Restore work 5pm – Dinner Group
31 Varies – Occasional breakfast or dinner flyout						

Saturday Dinner Groups: Contact for location – Sandy & Kerry Matthews 810-659-3501 or Mike Goulet 810-845-6267

Saturday and Sunday Flyouts: Contact Flyout Coordinators for details – Kerry Matthews 810-659-3501 or Jake Carmer 810-919-0121

Aviation Humor



Father John Flying Club

Learn to Fly!

Renew your interest in flying "Father John Flying Club" has ***immediate openings*** for students, pilots who want to stay current, and pilots who want to renew their passion. Instructors and one aircraft available. Inexpensive rates. Contact Doug Smith at 810-444-7196 or alkaylc@gmail.com.

Flowers and Cards

Do you know of a member who is ill or has had a death in the family? Email Jake Carmer at EAA77President@gmail.com.

**** Still looking for someone to take this on. Please consider volunteering. Let Jake know.**



Ralph O. Helgeby EAA Chapter 77

Building Use Policy

Members are allowed to use the EAA Chapter 77 Facility in accordance with this policy ONLY.

Approval of use will be at the discretion of the EAA Chapter 77 Board of Director, on a first-come first-served basis, with EAA Chapter 77 activities ALWAYS taking precedence.

All use of the EAA Chapter 77 Facility must be an acceptable use per the current insurance carrier of EAA Chapter 77.

All uses of the EAA Chapter 77 Building Must Be Approved by the EAA Chapter 77 Board in advance of the Use. Application for Facility use will to call the current president, or vice president if the president is unavailable (out of town or unresponsive for more than 48 hours) for approval. Then put the requested event on the calendar in the EAA Chapter 77 meeting room.

Use of the EAA Chapter 77 Facility is restricted to the Meeting Room and Workroom ONLY; the hangar space cannot be used except by EAA Chapter 77 and those renting hangar space from EAA Chapter 77 without special Board approval.

EAA Chapter 77 use of ANY portion of the Facility shall supersede all other uses of the Facility.

All Use of the Facility will be placed on the Chapter Calendar.

Use of the Meeting Room will not exceed 75 occupants, 6.5 or 4.3 ft² per person.

Occupation of the Workroom will be approved by the Workroom Chairman in advance of occupation.

No Alcohol is allowed on EAA Chapter 77 property.

None of the Chapter Kitchen or Eating supplies shall be used; i.e. Plates, silverware, dish towels, etc. for anything other than Chapter activities.

No tape, pins or any adhesives are to be used on walls, doors, etc. when decorating or entertaining in any way. Magnets may be used on the Whiteboard. Tables, Chairs, etc. will be kept off the walls.

The used portion of the Facility shall be cleaned immediately after use, kitchen, towels, dishes, tools, floors and walls, etc.

A Donation is Expected for use of the Meeting Room and Workroom usage,

Any damage to EAA Chapter 77 property during the use will be billed to the using member.



Matthews Stump Grindings, LLC

Do you have unsightly stumps that need to be removed or have brush hogging needs? Contact Kerry Matthews at Kerry@matthewsstumpgrinding.com or visit their website at <https://matthewsstumpgrinding.com/stump-grinding/>



RV-12 Kits Available for Sale (Lost Medical)

Wing Kit, Tail Kit, Lighting Kit, and Tools. For details contact Paul Manners at (810) 730-7513.

Dalton Airport Hangar #28 For Sale

Built 1996, new roof around 6 years ago. 40' by 50'. Insulated and heated. Extra tall bifold door with 14'6" clearance. Lots of windows and overhead fan. Doors and parking on either side. Very good shape. I am happy to talk to any interested party and show the hanger.

Contact Bill Boike 810-287-6263 for more information.



Send your ads to Sandie Carmer at EAA77Newsletter@gmail.com

<https://chapters.eaa.org/ea77/join-or-renew-membership>

EAA77 Chapter Dues Information!

2022 annual chapter dues are just \$30.00 per member and includes immediate family members.

Dues can now be sent in three ways!!

1. Fill out Membership Form and send it and your \$30 to the address below
2. Fill out the Membership Form and email it to the email address below, then mail your \$30 to the address below
3. Fill out the Membership Form and email to the email address below and click the link here to pay by Paypal: [EAA77 Membership Renewal](#)

The Membership Form version was attached to the email, but can also be found by clicking this link: [EAA77 Membership Form](#)

A sample of Membership Form is below as FYI

Mailing Address: EAA Chapter 77, P.O. Box 265, Flushing, MI 48433-0265

Email Address: EAA77Treasurer@gmail.com

EAA Chapter 77
MEMBERSHIP INFORMATION SHEET

Date: 1 / 1 Member Number: 1 CSM

First Name: _____ Last Name: _____
Address: _____
City: _____ State: _____
Zip Code: _____
Phone: _____

EAA
SPONSOR
DO NOT WRITE IN THESE SPACES

Before: ☐ New/Returning Member? ☐ Yes ☐ No
Before: ☐ New/Returning Member? ☐ Yes ☐ No
Before: ☐ New/Returning Member? ☐ Yes ☐ No

Interested in volunteering?
Young Person: ☐ Yes ☐ No ☐ Grandchild: ☐ _____
Other: ☐ _____

Additional Information: _____

EAA77 Form 1000-1000-1000-1000-1000

EAA77 Membership Meeting Minutes

May 12, 2021

Minutes – March and April both approved

- Motion: Kevin Curtis
- Second: Gil Limbree

New members/ Guests

- New Members
 - Rachel McClellon – Pilot for Southwest and plane mechanic
 - Robert Koester – Navy veteran and radio comm
 - Gil Limbree – Interested in ultralights
- Not new, but returning – Eric Kerwood – Flew in in his Champ
- Visitor – Kirk Guberik – Flew in in a biplane

Program: Gyrocopter – Tom Schendel

Business - Dawn Patrol

- No kiddie cars or bounce houses due to EAA National insurance restrictions
- Having face painting and balloon art, and maybe some lawn games
- Cleanup Day – May 21, 9am
- Setup Day (including fruit cut up) – June 11, 9am, followed by potluck lunch
- Parade – June 8, 5:30pm at Central Elementary

Treasurer's Report: Delivered Verbally

Project Report

Chapter: Eric LaForest

Control cables are all done. Need to order a couple of pullies. Next working on luggage compartment

Dan Willoughby

Working on bracket for recoil pull start on inside of Kitfox Light

Ron Bader

Took brake calipers off to McClullens and now back on but needs to bleed them

Don Niles

Rans S7 – 10 hours on it flight testing program by EAA

Flight Report

Don Niles – Searay landed on Lake Fenton. Three lake landings, so current now.

Announcements

- Dalton runway 9/27 still closed as it is still soft, though firming up now
- MI aiprot directory doesn't show 9/27 as a runway
- Chesaning is being rolled out
- Ryan Isham is a Navy Sailor now!