

Volume XXVI, Number 6

June, 2012

Our chapter website address: <http://www.640.eaachapter.org/>

Our 33rd Year!

This Month's Meeting: Saturday, June 9th, 2012, 12 noon.

Wayne & Dana Podeweltz Airstrip

W2810 County Hwy C

Merrill, WI 54452

Phone 715-536-6791

Wayne's strip is 2200 feet x 80 feet, north and south, with no obstructions at either end. Coordinates 45-14-09-49 north, 89-34-07-93 west. Elevation 1470 MSL. The trees on both sides make it look narrow. It slopes downhill to the north and can be wet at the north end if it has rained recently. If in doubt, call Wayne before departure. If you are driving, the strip is about 1 mile east of the intersection of Hwy 17 and County Hwy C, on the north side of the road.

***Please Note – 2012 dues are now due. Still only \$8/year.
(a bargain!)***

Last month's meeting minutes:

EAA CHAPTER 640, HAYMEADOW FLYERS

Meeting May 14, 2011 at Don & Katy Winch's grass strip

Only 16 members were present, so we could only hold an informational meeting, due to the fact that we didn't have a quorum. We need at least 18 members for a quorum and for any official business to be conducted.

Meeting: Called to order by President Keith Mathews at 12:40 pm, after the lunch provided by Katy Winch.

Keith asked for corrections or additions to the April minutes. There being none it was accepted as printed in the May *Haymeadow Flyer*.

Member Information Books were made available to the members, both paper books and CD's.

Keith reminded everyone to pay their 2012 dues.

Keith announced that the suggestion period for the use of the Bob Payzer gift is still open.

Young Eagles Report: Syd said that he still needs pilots and ground helpers for the Harold Straw Memorial Young Eagle Flights on Saturday, May 19 at the Merrill Airport. He said that pilots would be reimbursed for their fuel from the Harold Straw Fund. No one responded.

Weekend Work Parties on the AirVenture Grounds: Keith asked if anyone was interested in going to a work party on the AirVenture grounds in May 19 & 20, June 2 & 3 or July 7 & 8. No response.

Keith said that he is attempting to schedule a Board of Director’s meeting to discuss the Payzer Gift, but so far has had no luck getting Board members together.

Activities Committee Report – Keith said that the Activities Committee has decided not to plan events outside of the meetings due to the lack of response of the membership to the Events Questionnaire that was sent out.

I Learned About Flying from That! – by Joe Norris. Joe talked about springtime proficiency and airplane checks due to winter non-activity.

Special Recognition – Bob Wylie suggested that we should recognize Joe Norris, who has been appointed to the Vintage Airplane Association (VAA) Board of Directors at EAA. Joe said that lots of changes are coming to the Vintage area at Oshkosh. A new grass runway will be built at the south end of the grounds, a bit to the west of Runway 36. This will make it easier for the antiques to arrive and depart the grounds. Further improvements are coming later, Joe said.

Next meeting – will be in Wayne & Dana Podeweltz’ hangar at their airstrip east of Merrill.

Young Eagles Report



We flew 43 kids at the Harold Straw Flight Rally in Merrill May 19. Ground helpers were Dody Neubauer from Merrill, Tom Malato from Wausau, Mary Jo Schnur from Merrill, Robert Smith from Merrill and Lois Cohen from Wausau. Pilots Mike Weinfurter from Rhinelander, flying his Cessna Bird Dog, Mike Melau from Rhinelander flying Dave Kroll’s Cessna Skyhawk, Mike Tamburrino from Minocqua flying a Cessna Skyhawk, Arden Krueger flying his Ercoupe, Steve Dieck from Lake Villa, IL flying his Mooney M20 and Syd Cohen flying his Ercoupe. Thanks very much to all the helpers.

Some statistics from EAA:

Young Eagles flown in 2011.....	77,252
Number of Young Eagles to become pilots since the beginning of the program in 1992.....	18,800
Number of EAA Student Members	15,466
Number enrolled in Sporty’s Next Step online flight training course.....	12,659
Number of completions of the Sporty’s Next Step program.....	452
Number of first flight lesson vouchers awarded.....	392
Number of Flight Training scholarships awarded	29

In spite of all of that good news, getting Young Eagle pilots and ground helper any more for Chapter 640 flight rallies has been like pulling teeth.

Therefore, I am hereby resigning as Young Eagles Coordinator for EAA Chapter 640.

I realize that I've burned the members out with my many requests for pilots over the 20 years we have been flying Young Eagles. We have flown a total of 11,703 kids in those 20 years. We should be very proud of this. Many of these kids have gone on to become pilots, and some of them are giving Young Eagle flights.

I will continue to do Young Eagle flights, but not as a chapter activity, since I think it is a very important program for the future of aviation.

Treasurer's Report for May, 2012:

Beginning balance.....	\$236.19
Plus dues & donations received.....	162.00
Plus checking account interest.....	0.02
Minus postage	13.86
Minus copies	<u>21.83</u>
Ending balance.....	\$362.52
which is.....	\$164.24 in checking
plus.....	\$198.28 in cash

Payzer Gift Fund Report for May, 2012

Beginning balance 12/31/2011.....	\$100,951.86
Plus interest 1/1/2012 to 1/31/2012	<u>72.06</u>
Balance 1/31/2012.....	\$101,023.92

Harold Straw Young Eagles Fund Report for May, 2012

Beginning balance.....	\$1,057.36
Plus interest.....	0.10
Minus reimbursement for fuel at YE flights.....	441.30
Minus payment for pizza lunch at YE flights.....	56.73
Ending balance.....	\$559.43

OUR LANDING AT SUN N FUN

Not included in last month's article due to space considerations

By Syd Cohen

Zach Freiberg and I had flown my Ercoupe from Wausau to Florida for Sun N Fun 2012 and now we were approaching the big event in Lakeland, following the NOTAM exactly. The weather was warm, and I had Zach lower his sliding window and I had slid mine up over the top, so we each had fresh air on our sides. As in other years, we followed Interstate 4 westward from Lake Parker, and had turned south just after we passed a golf course and flew between a round water tower and a wedding cake shaped water tower and now headed straight for the Lakeland airport, just as the NOTAM instructed. As apposed to approaching the Oshkosh airport during AirVenture, where the tower people see each airplane in profile before giving out instructions, the Lakeland tower person sees each approaching airplane straight on, because the NOTAM instructs us to fly straight at the tower. So instead of calling out color and type, as they do at Oshkosh, the Lakeland tower person can only identify a plane by saying, "Low wing" or "High wing." A poor idea, in my opinion.

We had been listening on tower frequency since passing the approach controllers at Lake Parker, and heard the tower controller telling the planes ahead of us to enter a left downwind for Runway 9, so we had a good picture of

what was ahead. Lakeland uses both Runways 9R & 9L when the wind is from the east, and Runways 27R & 27L when the wind is from the west. The wind at Lakeland is usually from the east.

We didn't have any planes in sight in front of us as we flew south toward the tower. The controller was talking to a pilot on base, and we kept flying directly at the tower, flying about 1,000 feet agl. In other years, the controller picked us out about a third of a mile away and told us to make our turn to downwind, but now he was talking to the pilot now on final. We kept going south, and would soon overfly the tower if we didn't do anything. I told Zach we would make our right turn to downwind in 10 seconds even if we weren't told to do so. Just then the controller called us out and told us to make our right turn to a left downwind for Runway 9L. Finally! We made the turn, and were fairly close to the runway in our downwind and had flown only about half way toward the end when the controller said, "Silver Ercoupe! (Wow, he actually identified us!) Turn your base now! Land on the orange dot!" I glanced down to the left and saw that we had just passed the orange dot, and there was no way we could land on it unless we continued our downwind another 1,000 feet or so, so I didn't start the turn. There was still

about 3,000 feet from the end of the runway, so why was he telling us to turn now? “Silver Ercoupe, TURN YOUR BASE NOW! YOU CAN DO IT!”

There is no way to slip an airplane without rudder pedals, and my Ercoupe doesn't have any, just like most Ercoupes. “Zach, put your arm out the window!” Zach put his right arm out his window, and I pulled the carb heat out and the throttle all the way back and put my left arm out my window. We held them straight out, producing quite a bit of drag, causing the plane to sink as I turned to the base leg. This is a technique I've been using to lose a lot of altitude on final for about 25 years. It works great, and could be called a vertical slip.

We kept our arms out and I kept the airspeed at 80 mph, well above the stall speed, and we turned final, now only about 200 feet above the runway. We kept descending, but we passed over the orange dot, still about 75 feet up. Oh well. When we were about 40 feet agl we pulled our arms in and I glided nicely to the runway. The controller said, “Great job, Silver Ercoupe!”

Gee, thanks. What the heck was that all about? As far as we could see there were no planes behind us for quite a ways. We sure had our excitement for the day. Actually, that was the most exciting event of the whole trip. *Do you have a flying adventure that you'd like to share with the other chapter members? Please submit it to Syd, by mail or email.*

WHAT OUR MEMBERS ARE BUILDING/RESTORING

None submitted this month.

Please submit your articles about your restorations or building projects. Don't wait until the projects are done. Progress reports are fine.

UPCOMING EVENTS

(All distances measured from Wausau in statute miles)

Jun 2	Planning Meeting for 36th Annual Fly-In Breakfast	Bay City	141 miles
Jun 2	Volk Field Open House	Camp Douglas	76 miles
Jun 2	Young Eagle Rally	Hayward	117 miles
Jun 2	Chapter 18 June Young Eagles Event	Pewaukee	139 miles
Jun 2-3	Thunder on the Lakeshore	Manitowoc	110 miles
Jun 3	Wings & Wheels Breakfast Extravaganza	Fort Atkinson	144 miles
Jun 3	EAA CHAPTER 897 WINGS AND WHEELS FLY-IN BREAKFAST		
Jun 3	Stevens Point Airshow	Juneau	116 miles
Jun 3	Annual Breakfast/Pig Roast	Stevens Point	27 miles
Jun 8	Free Movie Night - One Six Right	Wild Rose	56 miles
Jun 9	International Young Eagles Day	Sheboygan Falls	122 miles
Jun 9	Chapter Meeting and Cookout	Fond du Lac	99 miles
Jun 9	Young Eagles Rides	Juneau	116 miles
Jun 9	Young Eagles Flight Rally	La Crosse	109 miles
Jun 9	EAA Chapter 640 Monthly Meeting	Plainview, MN	136 miles
Jun 10	Breakfast fly-in	Merrill	18 miles
Jun 10	Pancake Breakfast & Airport Open House	Eau Claire	91 miles
Jun 10	Cluckenarten Fly In	Watertown	128 miles
Jun 11	EAA Chapter 992 Meeting - June 2012	Wautoma	61 miles
Jun 14	Rotor Motors/Whirly birds/Rotorcraft	Medford	40 miles
Jun 16	Young Eagles Rally	Oshkosh	83 miles
Jun 17	Wings & Wheels	Bay City	141 miles
Jun 21-28	EAA Chapter 1158 Air Camp	Sheboygan Falls	122 miles
Jun 23	Young Eagles Rally	West Bend	128 miles
Jun 23	Donut Day	Friendship	66 miles
Jun 23-24	EAA SportAir Van's RV Assembly Workshop	Neenah	76 miles
Jun 24	EAA Chapter 307 Fly-in/Drive-in ChickenQue	Oshkosh	83 miles
Jun 24	Strum Fly-in breakfast	Holmen	104 miles
Jun 28	EAA Chapter 252-Board Meeting	Strum	90 miles
Jul 7	11th Annual Hangar Dance	Oshkosh	83 miles
Jul 9	EAA Chapter 992 Meeting - July 2012	Madison	126 miles
Jul 14	Fly Out	Marshfield	35 miles
Jul 14	Young Eagles Rides	Bay City	141 miles
Jul 15	Fly-In, Drive-In Pancake Breakfast	La Crosse	109 miles
Jul 15	EAA Chapter 1389 Fly-In Breakfast	Marshfield	35 miles
		Middleton	125 miles

Jul 17	FAA UL 41 General Meeting	Neenah	76 miles
Jul 21	Young Eagles Rally	Bay City	141 miles
Jul 21	Brennand Old Time Airport Days	Neenah	76 miles
Jul 21	Burnett County Airport Fly-In	Siren	146 miles
Jul 23-29	FAA AirVenture Oshkosh 2012	Oshkosh	83 miles
Jul 24-25	FAA SportAir Sheet Metal Basics Workshop	Oshkosh	83 miles
Jul 26-27	FAA SportAir Sheet Metal Basics Workshop	Oshkosh	83 miles

STEVENS POINT AIRSHOW

On Sunday, June 3, 2012, the Stevens Point Airport will once again be the site of a fantastic day of celebrating aviation. Brought to you by the Stevens Point Pilots Association, planned events include aerobatic displays, World War II warbirds, helicopter and airplane rides and much more.

FREE PARKING AND ADMISSION! Rain or shine, come to the Stevens Point airport for a fun, action-paced day celebrating all things aviation!

There will be lots of action at the 2012 Stevens Point airshow. Planned activities include:

- Static displays including helicopters, firefighting aircraft, corporate jets & military aircraft from WWII to the present.
- Breakfast and lunch provided by local charitable organizations.
- Airplane and helicopter rides.
- Airshow with nationally recognized aerobatic performers.

The 2012 Stevens Point Pilots Association Airshow would not be possible without the generous support of the following sponsors:

- The City of Stevens Point
- Sentry Insurance
- Delta Dental
- Noel Group

For inquires about the 2012 SPPA airshow, please call:
Jim DeWeerd at (715) 572-9037
or email info@stevenspointairshow.com

B-29 *FIFI* Returns, Offers Flights at AirVenture 2012



B-29 Superfortress *FIFI* was a crowd favorite in the sky and on the ground at AirVenture 2011. [View photos](#)

The Commemorative Air Force's iconic Boeing B-29 bomber *FIFI*, the world's only remaining flying example of the aircraft, will return to Oshkosh this year for EAA AirVenture Oshkosh 2012. Along with the airplane's usual appearances in static and flying displays at Oshkosh, AirVenture attendees will be able to purchase flights in the aircraft for the first time.



AirVenture flights will be based at Outagamie County Regional Airport in Appleton - just 20 miles north of Oshkosh - and will be available July 22-29. Complete information and registration details are available on the [CAF website](#).

First flight of Boeing's Superfortress was in 1942, with active service starting in 1944. It was the B-29 *Enola Gay* that dropped the first atomic bomb on Hiroshima, Japan, in August 1945. B-29s were also used in the Korean War in the early 1950s and were a staple of the U.S. Air Force until the late 1950s.

A once-in-a-lifetime "bucket list" package will be made available for auction on Thursday, July 26 at EAA's Gathering of Eagles, the annual gala that draws more than 1,000 people and raises funds for EAA's youth programs that help grow participation in aviation. The winning bidders will fly in the B-29 on Friday, July 27, with Dutch Van Kirk, the B-29 *Enola Gay* navigator that flew the first atomic bomb mission over Japan in 1945, and with the CAF's B-25 with Doolittle Raider Dick Cole in the cockpit.

CHAPTER 640 T-SHIRTS

If you have not yet ordered yours, but want to have one, please use the handy order blank below, or contact Syd with your preferences.



Name _____

Address _____ City _____ State _____ Zip _____

Please circle your choices:

Size: SMALL MEDIUM LARGE XL XXL (ADD \$3)

Shirt color: WHITE (\$13.60) GRAY (\$17) LT. BLUE (\$17.19) YELLOW (\$25.20)

Prices include shipping.

(In order to get the above price deals, I have to have orders of 3 or more shirts at a time. If you order a shirt you may have to wait a while until other orders come in.)

Want Ads

(send me a list of anything you want to sell or buy)

FOR SALE -- 1990 Kolb Firestar, 503 Rotax \$4,500. David Breger 920-410-4671.

FOR SALE - KX-99 handheld radio. Contact Dick Mork 715-891-2157 or lamplite29@gmail.com

FOR SALE - 1947 LUSCOMBE 8A - HALF INTEREST, \$8,000. QUALIFIES LIGHT SPORT s/n 5689, N2962K, Continental A-65-8, 65 hp, Aluminum/blue exterior, Cleveland brakes, skis, Sporty's A300 transceiver, external antenna, push-to-talk, intercom, airframe TT 3164 hours, engine 787 SMOH, autogas STC, current annual, due in June 2011, hangared in Stevens Point. Charley White, 715-3454-5646

FOR SALE - Acrosport biplane. Bill Knutson, eyepilotwausau@gmail.com or 715-842-7573.

FOR SALE - Garmin GPSMap 96C, with external antenna. Asking \$250. Syd Cohen, 715-573-7063.

FOR SALE - 1964 Piper Short Wing, needs paint and interior work. Asking \$8,500 (\$10,000 invested). Have all logs. Rob Pichelman, 715-536-1386.

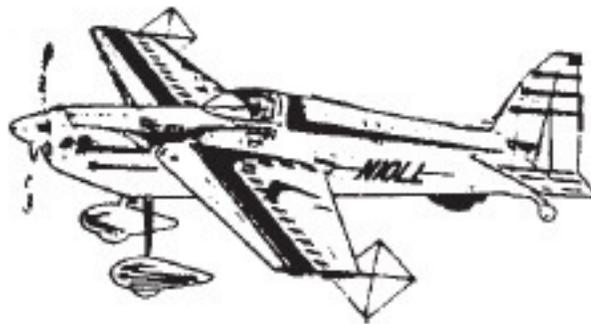
FOR SALE -- LYC. 290 D2 ENGINE. Contact Dick Mork 715-891-2157 or lamplite29@gmail.com

Chapter Library -- You are invited to borrow aviation-related books and videotapes from the Chapter Library, which is located in Syd Cohen's hangar. Look them over at the next meeting or call Syd at 842-7814 and the hangar will be opened for you. They are all available for free loan.

Email -- If you prefer to receive the Chapter newsletter by postal mail and now are receiving it by email, please email me at sydlois@charter.net and indicate such. Please bear in mind that postal mail is more expensive, though. If you are receiving the Chapter newsletter by postal mail, but do have email capability, please email me and I'll send it to you by email from now on.

Dues reminder: Check your mailing labels if you're receiving the newsletter by postal mail. It will tell you if your dues are paid for 2011 or not. Dues are \$8.00. If you can't make it to the meeting please mail it to Syd's address, which is at the top of the first page of the newsletter. Checks should be made out to "EAA Chapter 640." Those of you receiving the newsletter by email will receive an email reminder.

*Money isn't everything,
but it sure keeps the kids in touch.*



**The Haymeadow Flyer
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