



VORTEX

MICHIANA CHAPTER 132

MAY 2010

VOLUME 46 NUMBER 4

2010 CALENDER

May 13, 2010	Board Meeting Chapter House 7:00 PM
May 14, 2010	Set up for the Breakfast
May 15, 2010	EAA Fly In/Drive In Breakfast - Elkhart Municipal Airport
May 27, 2010	Chapter Meeting
June 5, 2010	Flying Young Eagles - Elkhart Municipal Airport
June 10, 2010	Board Meeting Chapter House 7:00 PM
June 20, 2010	Mishawaka Pilots Club Fathers Day Fly In Breakfast
June 24, 2010	Chapter Meeting
June 27, 2010	Niles Chapter Fly In Breakfast - Niles Michigan
July 8, 2010	Board Meeting Chapter House 7:00 PM
July 26 – August 1	AirVenture – Oshkosh, WI
August 12, 2010	Board Meeting Chapter House 7:00 PM

August 15, 2010 EAA/Duck's Picnic –
September 9, 2010 Board Meeting Chapter House 7:00 PM
September 30, 2010 Chapter Meeting
October 14, 2010 Board Meeting Chapter House 7:00 PM
October 28, 2010 Chapter Meeting
November 11, 2010 Board Meeting Chapter House 7:00 PM
December 4, 2010 Christmas Party

BREAKFAST – Every Saturday morning – 7:30 to 9:00 – Chapter House -- Pancakes, Eggs, & Sausage – Lots of Coffee & Hanger Talk!! Come join us.

Some Saturdays - We are going to Sam's Hanger after Breakfast to work on the Plane.

THURSDAY – Chapter House & Sam's Hanger – Airplane work night & Hanger Talk.

ITEMS OF INTEREST:

REMEMBER!! Our Pancake Breakfast is May 15 at the Elkhart Airport. We will need help from everyone. Thursday night, May 13th we will meet at the Chapter house to work on getting the food. Then Friday night we will set up. Help could be used at those times also.

REGULAR CHAPTER MEETING: Chapter House, May 27 at 7:00
Meet is still to be determined! These "surprise" meetings can be very interesting meeting - we will see you there.

JUNE 5th. YOUNG EAGLES. We will be flying Young Eagles starting at 9:00 AM at the Chapter House. We need Pilots and Ground Crew. Let Mike Hershberger know if you can help. Phone: 574 259-2785 or e-mail:

MRHershberger@comcast.net

Dear Sir,

Allow me to introduce the FAA Safety Team (FAASTeam) Mr. Lewis Owens (FAASTeam) Program Manager (Operations) and George Ballard FAA Safety Team (FAASTeam) Program Manager (Airworthiness) We are the FAA Safety Team (FAASTeam) Program Managers for the Indianapolis and South Bend Flight Standards District Office areas.

I would like to introduce you to the FAASTeam's web site, www.faasafety.gov

. The web site contains information that will be of interest to those involved in all aspects of aviation including Amateur-Built, Light Sport, and Sport Pilot Operations. I also have a packet of safety information that I would like to send to your EAA Chapter. I need a mailing address to send it to.

(See attached file: ALS Card.pdf)

George M. Ballard

FAASTeam Program Manager

Phone 317-837-4418

Fax 317-837-4423 Toll Free 877 204 2342 ext 4418

The Great Lakes Region FAA Safety Team (FAASTeam) values your input. We would appreciate your feedback using the website below:

<http://ww.faa.gov/go/afsfeedback>

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Congratulations Jim Butler

If you missed our Honoree Banquet - here is the 2010 Honoree. We did a good job of surprising Jim, he had no idea. He had been worrying about the Plaque because no one had asked him to order and pickup the Plaque as he always does this job every year. He kept thinking “Poor Honoree, he would not be receiving a Plaque this year” For any new members that may not know Jim, at one time he was our Treasure, our News Editor, headed up the rebuilding of Steve Linton’s plane, and many other projects. Jim was well deserving of the Honoree for 2010. Thanks Jim for all you have done for the Chapter.

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Ted Woodill sent this in for anyone interested in Fly-Ins within a 100 miles area. We will try and keep it updated. For anyone who wants to go to this site, it is:

<http://eaa.org/calendar/eventlist.aspx?>

Dates Event Name Location Distance

Jun 13, 2010 Dawn Patrol Pancake Breakfast Mason, MI, USA 98 miles

Jun 25-27, 2010 Wings and Wires 2010 Marshall, MI, USA 65 miles

Jul 3-4, 2010 EAA Chapter 585 Steak Fry And Pancake Breakfast

Fly-In Watervliet, MI 29 miles

Aug 7-8, 2010 2nd Annual Michiana Fly-in Plymouth, IN, USA 34 miles

Aug 21, 2010 Mason Aviation day Mason, MI, USA 98 miles
Sep 4, 2010 Fly/In Cruise/In Marion, IN 87 miles
Sep 18, 2010 EAA Chapter 1028 Fly-In / Swap Meet Dowagiac, MI, USA 14 miles
Oct 17, 2010 EAA Chapter 585 Chili Hop Fly-In Watervliet, MI 29 miles

Let's meet our members

Name: Jerry Hostetler

City/State: Nappanee, IN

Wife: Beth

Family: Son Mark, Daughter Heather

Work: Elkhart County Auditor's Office (*****I got a Job!!!*****)

Hobbies: Flying, building, camping

Pilot: Yes FAA rating: Private/instrument

Plane: Mooney 201 and Glastar

Years Flying: Started lessons in 1971 and got my license in 1972. When I bought a house in 1977, the flying slowed and stopped by the time I moved back to Elkhart in 1981. I didn't fly again until my Glastar was nearly finished in 2000.

How did you get into flying: As a kid I was always interested in flying. One weekend the airport was offering rides for one penny for each pound you weighed (I'm sure they lost a lot on that even in the early 60's) I don't remember much about the flight, but it was exciting. In college, I had a roommate that was an Aero Tech major. He was working on an instructor's rating and asked me if I would mind being his guinea pig for some instruction. I jumped at the chance. We did some takeoff and landings and things went well. Then he wanted to go on a night cross country from Terre Haute to Bloomington which isn't very far, but as soon as we were in the air and pointed east, he fell asleep (he told me to wake him when we got there). This was WAY before GPS and I really didn't know how to use the VOR but somehow we got there and back. The experience made me want to learn to fly so I enrolled in a ground school and flying classes offered by the college.

Any past experiences to tell about? There were a few times in my early flying that I only survived by dumb luck. But those happened too long ago to have a clear memory of (plus there are some things the mind would rather forget). I am MUCH more conservative in my flying now. I did however have vapor lock in the Glastar on a hot day. I was climbing over the Goshen airport (so I had a place to land, but the thought of a real dead stick landing was still upsetting) and while I was using auto gas to save money I also had a tank of avgas available. I switched tanks and after what seemed like 5 minutes, the engine came back to life.

On another occasion, I took my brother-in-law to Ames, IA for a day trip. We left early in the morning and spent the day at the farm progress show. At the end of the day back at the airport, I was paying for the fuel and answering questions about the Glastar and unusual engine. I was going on and on about how easy it was to start, hot or cold. Of course when we jumped in to go....it wouldn't start. We got the mechanic out and he was very helpful, but he had never seen an engine like the LOM so he had nothing to go on. I tried to contact the LOM service center, but they were in Tennessee and with the time difference they had gone home. We worked for several hours that night but no luck. We seemed to be getting sparks out of the shower of sparks buzzer, but they weren't getting to the plug. It seemed like it was a mag problem but the mechanic (and me) was reluctant to tear in to an unknown magneto. We decided to try to contact the service center in the morning. Now we needed a room, but because of the farm progress show, all the rooms were taken. The very helpful FBO people called around and found us a room. The motel donated a toothbrush, tooth paste and deodorant for the poor travelers who didn't have anything. The next morning back at the airport we called the LOM service center and they were no help at all. After a few more hours of trying, by accident we touched the buzzer while cranking and the engine fired. Now how to get the cowling on with the engine running. After scratching our heads (and some other places) we found out that if we bent the points on the buzzer, it would start. So we were able to close everything up and still start the engine. Later I found out that the points on the buzzer were

slightly worn and while they created a spark, it wasn't strong enough to jump the gap on the spark plug. I learned from that experience not to brag too much on my plane because that's when something is sure to go wrong.

Don Duck's Thoughts on Sun-n-Fun and More ~~~~

Another year for your Newsletter Editor and I in Florida. After some brake problems on the motor home we made it to Sue and Steve Gerenscer's front yard in Fort Myers. They were very gracious in letting us camp in their yard for 3 weeks. After enjoying their company, and one trip to the Hospital for 4 hours traveled to Lakeland. We got to Sun-n-fun about 2 weeks before it started. Steve & I helped Eugene put up the 'snow' fence. It was still cold enough that about every morning we used the furnace to warm the motor home. Ted and Eleanor Woodill joined us about 1 week before the show started. Ted worked for Transportation getting the trams ready to transport all of the people. About 4 days before the show I started to work for the EAA and Ron Wagner. The first day Ron and I took a rental truck to Sebring for the materials left from the Light Sport Expo. After that this "Duck" turned into a "gopher". I spent a lot of time and was very honored to be able to talk with Paul, Audrey, and Tom as I worked in the EAA building which was also their offices. I spent a lot of time talking with Audrey because Paul was always out on his golf cart. I really enjoyed the time spent with both Paul and Audrey ~~ I did work also when they needed some thing done.

This last week end we were in Oshkosh for the Ford Tri Motor Training when on Saturday we were done training, we were with another couple, and we happened to see Paul and Audrey so we stopped to say "Hi". Paul ask if we would like to see what they were doing at the "old Mini-Museum? I couldn't turn him down so we went. When we got done, he asked if we wanted to see the 'clipped wing Cub' that his Grandson was building? I couldn't turn him down so we went. His Grandson is doing a really great job on the building of the 'Cub. Then we went to see his Mini-Museum over by his Home -- what an interesting building with all of Paul and Audrey's Memories from thru the years. He also showed us his and Audrey's beautiful home. Which also had a story behind it. It was such an enjoyable afternoon spent with Paul and Audrey, one that Karen and I will never forget. Thank You Paul and Audrey!!



HUGS!!!

I want all of you to know that Paul's does keep his word! Last month's newsletter was a letter from Paul and he promised me a hug for our newsletter ~~ As you can see I did get my hug at Sun n Fun. I HAVE NOT BEEN RECEIVING "YOUR" QUESTIONAIRS BACK! Those of you who have forgotten PLEASE fill out and get to me.

This is not hard to do - Please fill out and return to me: momduck29@verizon.net

If you need the form e-mail to you, just let me know and then you can just forward it back to me - filled in. Thank you.

"LET'S MEET OUR MEMBERS"

NAME _____

CITY/STATE _____

WIFE _____

FAMILY _____

WORK _____

HOBBIES

PILOT yes / no **FAA RATING** _____

PLANE _____

? YEARS OF FLYING _____

HOW DID YOU GET INTO FLYING

.....

ANY PAST EXPERIENCES TO TELL ABOUT? _____

ANY OTHER INFORMATION THAT WOULD BE OF INTEREST TO THE MEMBERS?

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Edwardsburg, MI

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Board Meetings: 2nd Thursday of each month

7:00 at the Chapterhouse

Directors: Michael Hall (574) 675-0644
Vic Pixey (574) 264-0880

7:00 at the Chapterhouse
Don Duck (269) 699-7721

Thursday of the month
Michelle Wantz (574) 825-7718

7:00 at the Chapter house or
Chapter George Watts (574) 293-6496

watch the Calendar

Historian

meetings in November or December.

Building Meetings: Thursday s

Regular Meetings: Last

Other planned events -

No regular

GUESTS AND NEW MEMBERS ARE ALWAYS WELCOME

Karen Duck
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