

# Chapter 77 Flypaper



February, 2009

Volume 1, Issue 50

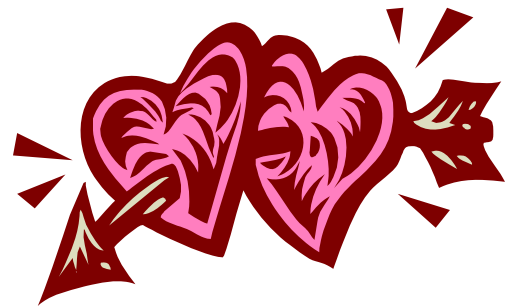
The Ralph O. Helgeby Chapter 77 of  
Greater Flint Michigan

## A Note from the President . . .

Wow! I just finished my first board meeting and my head is swimming. We have a great group of dedicated members serving this year. I am thankful for their commitment and willingness to serve. On my way home I heard on the radio a quote from John F. Kennedy when he was sworn into office: "Ask not what your country can do for you, but what can you do for your country." This year when the Board of Directors needs your help on a project, please consider giving us some of your time. Apart we can only accomplish little, but together we can accomplish much for our club and the community. Please help us out and volunteer when needed. Thank you!

Rod

## Happy Valentine's



## Day

***Chapter 77 meets the second Thursday of each month, except January, at 7:30 P.M. in the hangar at Dalton Airport. Board meetings are 8 days prior to the regular meetings at 7:00 P.M.. Please come!***

### 2008 BOARD MEMBERS & OFFICERS

President:	Rod Curtis	732-0185	Tech Counselors:	Walt Hancock	634-5250
Vice President:	Greg Palinsky	659-9711			
Secretary:	Cindy Truesdail	695-9288	Flight Advisor:	Jerry Zerbe	720-6042
				Walt Hancock	(248)634-5250
Treasurer:	Dan Willoughby	629-4868	Sports Center Director:	Gayle Talhelm	733-6213
Board Members:	George Stevens	789-2232	Dawn Patrol Directors:	Jeff Spinney	230-0973
	Andy Shaw	810-208-0422		Sandy Matthews	659-3501
	Bob Carlson	810-625-3602			
	Jim Plourde	233-7505			
Newsletter Editors:	Peggy and Jack Irwin	659-6672	Fly Out Coordinators:	Kerry Matthews	659-3501
	e-mail: Jirwin34@comcast.net			Blake Doyle	659-4476
			Young Eagles Coord.:	Tim Harwood	810-964-9827
Program Chairman:	Shared by Board Members		Project Center Director	Mike Padisak	

## Classifieds:

**Service:** Annual Inspections, Condition Inspections, General Maintenance and Service. Call Dan Liming (810) 938-5556

**Cessna 175** –1956 Skylark N7390M, Ser. 55690, T.T. 1,773.9, O.H. at 1,368, King 800L, Hush Com with push to talk with 2 head sets, Narco Com 810 and AT 15 Trans. \$27,500 with annual. Call Roy Grace (810) 631-4070

**Hangar Space for Rent** –1 opening in Chapter 77 hangar on Dalton Airport. \$100 per mo.. Jim (810) 938-2010 (cell)

**Garmin** 430 GPS update? Call Kerry at (810) 659-3501.

**Wanted** –Anything to do with World War II aviation: parts, supplies, manuals, relics, etc. For usage or display with World War II airplane. Please call Paul and Bob Epke at 989-725-5771 (*corrected number*)

**Murphy Rebel** Empennage (tail). Complete kit expertly assembled. Good head start for your project. Kit retails for \$3,800, make offer. Call Jim Plourde 233-7505.

**1948 Cessna 140** Newly rebuilt engine, 4 hours since MO. Current annual. Interior good shape, needs headliner and TLC. \$22,000 OBO. Call Gayle (810) 733-6213.

## Chapter 77 Documentary

We have a great, professional DVD of our ***Dawn Patrol*** and ***Young Eagle flights*** on June 14 & 15, 2008. We are selling them at cost for \$10 each. They will be available at Thursday's meeting. Greg Palinsky, the Flushing Public Relations liaison for Chapter 77, will be presenting this DVD in several schools during the winter to continue our efforts to attract youth to aviation and Dalton Airport.

## Yankee Air Museum

The speaker at our Chapter 77 Annual Banquet—Bob Hynes, gave us an interesting account of the Yankee Air Museum. They have created a lively website, [www.yankeeamuseum.org](http://www.yankeeamuseum.org). It has a list of "needs" if you are cleaning out your hangar and would like to make a donation. Of special note for this summer—they will again have ***"Thunder Over Michigan"*** at Willow Run Airport. They welcome back the U.S. Navy's ***Blue Angels*** for their only 2009 visit to Michigan. The date will be announced in a later ***"Flypaper"***

Contributions to the ***"Flypaper"*** are welcome and can be made by contacting Jack Irwin at 659-6672 or email to [Jirwin34@comcast.net](mailto:Jirwin34@comcast.net). Deadline: 1st of each month.

## Dates to Remember . . .

### Next Meeting

**Thursday, February 12, 2008**

**Speaker: Kerry Matthews, "Icing"**

7:30 p.m. — Refreshments served

### Young Eagles Day

**April 11, 2009**

8:30 Pilots meeting, 9:00-11:00 flights

### Sun N' Fun

**April 21, 22, 23, 2009**

See Kerry Matthews for more details

### DAA Annual Membership Meeting

**April 26, 2009**

2:00 pm—EAA Clubhouse

### Dawn Patrol

**Sunday, June 14, 2009**

*Plan ahead—don't miss this great show !*

\* \* \* \* \*

## -2009 Young Eagles -

Tim Brooks reports the following schedule of flights:

Saturday, April 11th

Saturday, June 13th

Saturday, August 15th

Saturday, October 17th

***Get ready, get set—spring can't be far away !!***

### **Taxiway Upkeep**

During the next few months, while the ground is soft, please try not to drive off the taxiways onto the grass. It creates unsightly holes that will have to be filled in come spring. Your attention to keeping our airport taxiways in good repair is important.

## -V G Grocery Receipts-

Dan Willoughby reports that even though the VG stores are under new management, Spartan has agreed to accept our collection of grocery receipts where they, in turn, will donate to our Chapter, a percentage refund. The VG collection canister is in the meeting room, so bring your receipts.

### Dalton Seniors Sun-N-Fun 2009

10 rooms (8 double and 2 king) have been reserved for our Chapter. They are \$109.00 +tax per night for April 21,22 & 23, 2009. To reserve your room, you must call Fairfield Inn Tampa/ Brandon at 813-661-9559 with your credit card information before **March 20, 2009**. After March 20 2009 Fairfield Inn will not hold the rooms for us. This is different from years past when they held the rooms with a rooming list. If you want a room you must call. Any questions call Kerry Matthews at 810-659-3501

## BIRD STRIKES

The recent Airbus ditching in the river off New York City underscores how serious bird strikes can be. Fortunately for the passengers and crew, a great pilot was at the controls and everyone survived.

I have had some interesting experiences with the birds, as have many pilots. This past summer on a trip to Mackinaw Island, wife Nancy and I landed at Pellston for lunch. When it was time to go again, we got an assist from the airport manager to clear the gulls off the runway. He took his big yellow truck out ahead of us onto runway five, making all kinds of noise and commotion. The gulls were a hard sell. I saw him dispatch a few of them as an example to the rest. We finally found a piece of runway fairly well cleared and the RV-6 managed to get airborne without getting hit. Kind of scary though and I wouldn't want to fly off there under those circumstances day in and day out.

Once on the way to see my sister in Bellaire, level at forty-five hundred feet, I saw what looked like a gray wisp of smoke right ahead and at my altitude. Suddenly I realized it was a big flight of Canada Geese. Both they and I took evasive action, and not a second too soon.

Another time, letting down to an airport that had a land fill nearby, circling gulls played chicken with me. When I reported this to Approach Control, they advised I should have read the Notams which instructed pilots not to approach over the land fill.

In the late 1940's, flying a J-3 Cub, a flight of ducks passed me! Someone said they were Canvas Backs, known for their speed and determination to get places fast.

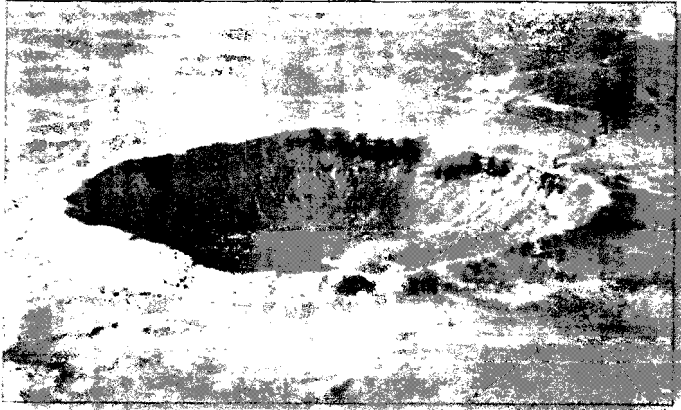
The one experience that I will never forget was on my only ride in a B-29. This was Bell Aircraft's launch ship for the X airplanes. My usual rides were in the B-50 which was the launch ship for the Rascal missile. However on this particular day I was asked to crew for a maintenance flight on the B-29. The day before the flight there had been a heated argument between a couple of pilots as to whether a B-29 could get airborne with one of the four engines out. I didn't hear this argument first hand, but when I heard about it, I was told not to worry as the B-50, with bigger engines certainly could, and that was the plane I would be riding in. Well, anyway, there I was, sitting in the scanner's position in the waist on the port side of the B-29, looking out on number one and two engines. There had been trouble with number two engine and I was to watch it very carefully for any sign of a malfunction. We had just began to roll down the runway when a big black crow leapt off the concrete and stuffed himself right into the intake of number one engine. That engine quickly quit, the prop windmilling in flat pitch. The pilots up front knew right away that we were not accelerating like we should. They started yelling at the flight engineer that it must be that darn number two engine again, but he was yelling that number two was putting out just fine and it was number one that was dead and he was trying to feather the prop. By now we were past the point of no return, all out of runway, skimming along about three feet off the ground in ground effect. I was the only one on board who knew what had happened but I couldn't get a word in edgewise on the intercom. Finally, the number one prop got feathered, we gained about a hundred feet, and that allowed a very shallow turn back to Niagara Falls Airport. I was allowed my five minutes of fame while explaining what I had seen happen. Once back on the ramp, we got a ladder and pulled the remains of the crow out of the intake. My only regret, fifty-six years later, is that I didn't save any crow feathers to pass around to the grand-kids. Bruce Beckert. January 2009.

Editor notes: It is great to see the positive publicity that has surfaced for the US Airline pilot. A water ditching is very delicate, the right angle, the lowest speed possible. Because an airline uses power with full flaps due to high drag, the pilot had to use partial flaps. It is fortunate he had sailplane experience, and probably understood energy conservation very well

## Dubious C150 Achievements by Royson Parsons

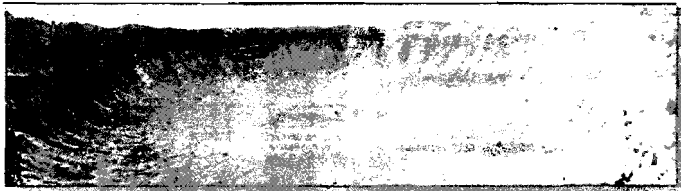
In the 50 year history of the 31,533 Cessna 150's built, there are undoubtedly thousands of interesting stories. Here are some that have come to our attention during our Club's 28 year history.

### Into the Crater



Our story begins long ago, about 50,000 years ago or so, when a meteorite struck the desert in what is present day Arizona. The meteorite was a big one, about 150 feet wide, and it made a big bang. Scientists estimate the impact was equivalent to 150 times the energy of the atomic bomb dropped on Hiroshima. It left a huge crater, 4,000 feet in diameter, and 570 feet deep.

On August 8, 1964, at 2 o'clock in the afternoon, two commercial pilots in N6050T, a 1964 Cessna 150D, decided to have a little fun and try flying around inside the meteor crater which is near Winslow, Arizona. Once they got below the rim they discovered that there was a mean venturi downdraft inside, and they were unable to climb out.



The PIC had 19,000 hours total time, but only 50 hours in the C150, still, he should have known better. 44 years later, it's hard to know exactly how this ill advised flight played out, but not hard to imagine how the pilots must have felt. According to witnesses, they circled round and round inside the crater. Imagining ourselves in their ever tightening seats, we suppose that they hoped the airplane would lighten sufficiently as fuel was burned off. Unfortunately, this was not the case. They flew until the engine quit from fuel exhaustion, then landed inside the crater. In

those days the NTSB accident reports did not include a narrative, so we are left to guess at the severity of the landing. We do know that both occupants escaped with their lives, but the airplane caught fire. According to local legend, remnants of the wreckage are still visible inside the crater. Going to see it might make an interesting field trip someday.

I have a couple more of these "dubious articles" for future issues. I thought you would find them interesting. Ok now, moving on... Breakfast fly to has changed. Some better, some not better. Owosso is Sat. / Sun. 8a -2p. Rita says, "If Wx is good she is there". Sebewaing at the bridge is shut down. However bikes seem to be in good working condition. Ride to bridge and head North 1 mile. Napoleon(3NP) was ok, but, now better. "Chili Willys" has opened up nice place adj. runway. Park at So. end. Probably be several planes there. Mt.Pleasant to me was dissapointment. No more phone hot line, or Breakfast at Motel. So...unless you want Casino menu, I suggest forget Mt. Pleasant. We returned to Arpt. and flew on to Harrison (80D) name is changed but Yvonne is still there as usual with good food. White Cloud (42C) is couple block walk, full family restaurant. Mecosta (27C) park, walk across street. Breakfast and or lunch is terrific. Jackson was off limits with construction. I did not make it to Mio, Houghton Lk. Hgts. and I've not been to Moorstown for several yrs. can't vouch for current situation. Hope to have additional comments next month.

Fly out coordinator N9138U