

Chapter 77 Flypaper



February, 2010

Volume 1, Issue 62

The Ralph O. Helgeby Chapter 77 of
Greater Flint Michigan

President?

Rod Curtis has resigned his presidency. Chapter 77 is sorry to see him leave, but his life has taken a different direction, now. We thank him for all that he has contributed to our Chapter and wish him well wherever he goes.

In the meantime, we need to fill the balance of his term. One year remaining. Anyone who has an interest in leading our group for the balance of Rod's term, please attend our meeting on Thursday, February 11, 2010. We will be taking nominations from the floor and voting at that time. We have a busy few months ahead of us and need someone who is interested in moving us along.

Your Board of Directors

Flushing Walleye Festival

March 13, 2010

Location: St. Roberts Catholic Church

Time: 4:30 to 6:30

Need: 10 volunteers

Chairman: Gary Hopcraft —

The Club has agreed to cook and serve 300 chicken dinners Saturday evening during the Walleye Festival. We will supply the food, prepare and serve. The Church Hall has a great kitchen that will make the job efficient. The profit from these dinners will go into our Chapter treasury to help defray expenses.

We will have a vendor booth as well, where we can promote our 2010 Dawn Patrol, FJFC and Young Eagles.

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 9 days prior to the regular meetings at 7:00 P.M.. Please come!

2009 BOARD MEMBERS & OFFICERS

President:	Rod Curtis	732-0185	Tech Counselors:	Walt Hancock	634-5250
Vice President:	Greg Palinsky	659-9711			
Secretary:	Cindy Truesdail	869-4716 (cell)	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:

Hangar Space for Rent - in Chapter 77 hangar on **Dalton Airport**. \$100 per mo. Rod Curtis(810) 449-6972 (cell)

Luscombe AE, Price reduced. Call Hoppy (810) 348-5968.

Sonerai Project: Aircraft on its wheels, wings 90% and most items for completion including 3 engines. \$500. Located in Gaylord. Call Ken Schlemmer (989)939-8664.

1950 PA-18 Super Cub 140.22 TTAF engine, 0 SMOH. Total rebuild with many mods. New Univar fuselage with float fittings. New Univar wing struts. Vortex generators. 8.50 tires. New Scott 3200 tail wheel. Atlee Dodge safety cables. Auto gas STC. Current annual, mint condition. \$69,500. Call Tom Holton 810-636-7037.

Service: Annual Inspections, Condition Inspections, General Maintenance and Service. 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

Cessna 140 Newly rebuilt engine, 4 hours since MO. Interior good shape, needs headliner and TLC. Best Offer. Call Gayle (810) 733-6213.

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Home on Dalton Airport (3DA): 1,490 sq. ft. includes 48x56" aircraft hangar and runway access. \$225,000. Details at www.jzantop.remax-mi.com/29088631

Lycoming engine 0320, 150 hrs. (SMOH) and a list of **Aircraft Building/Restoration materials.** Contact Cathie (Drum) Hutchinson 313-598-2615, or email Pilot Dream @yahoo.com

Father John Flying Club Learn to Fly!



"Father John Flying Club" has purchased this **Taylor Craft** to add to their "fleet". Renew your interest in flying. They have **immediate openings** for students, pilots who want to stay current, and pilots who want to renew their passion. Instructors and 3 aircraft available. Inexpensive rates. Contact Jim Plourde jim-plourde@comcast.net

Flowers and Cards



Do you know of a member who is ill or has had a death in the family? Call Cindy Truesdail (810-869-4716) or email ctruesdail@gmail.com. She is our point person for EAA Chapter response.

Dates to Remember . . .

Next Meeting

Thursday, February 11, 2010

Voting for President and preparation for Walleye Festival

— Refreshments served —

Flushing Walleye Festival

Saturday, March 13, 2010

St. Roberts Church Hall

4:30 pm to 6:30 pm

Chicken dinner prepared by EAA Chapter 77

Tickets: \$8.00

Flushing Festival Parade

Wednesday, June 9, 2010

Chairman: Gary Hopcraft & Greg Palinsky

2 floats— Set up 4:00 at the Clubhouse

Gayle's picnic - 5:00 at the Field

EAA Chapter 77 Dawn Patrol

Sunday, June 13, 2010

Co-Chairmen: Sandy Matthews & Jeff Spinney

Michigan's best breakfast and Aviation event

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Chapter 77 Website

Sonny Webster has made a new website for us. Take a look at

www.eaa77.org

It is similar in content to the original, but the structure and formatting has given it a cleaner look and includes a "blog" where members and visitors can share ideas. It is also where the "Flypaper" will be available for viewing.

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

To All Members: For many years you have been receiving the “Flypaper” by snail mail. In an effort to save money and time, the Board has voted to discontinue the mailing. The “Flypaper” will be available on your email, and on our Web site at www.eaa77.org

We will continue the mailing this month but in order to receive future “Flypaper”’s we will need your email address. Please give it to Jim Plourde (jimplourde@comcast.net) or include the information when mailing your dues.

The Board appreciates your cooperation during our period of transition.

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2010 Dues

Annual Chapter Dues

\$12.00 per member

or \$18 for member/spouse

*Dues will be collected at the
February meeting*

or

Mail to:

EAA Chapter 77

P.O. Box 265

Flushing, MI 48433-0265



*** My email address is: _____**

**This information is required, if you want to receive the “Flypaper”.*

DO YOU USE YOUR CHECKLIST??

On October 30, 1935, at Wright Air Field in Dayton , Ohio , the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition.. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.

A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (thus Hill AFB , Ogden , UT).

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.

While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas 's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany.

Submitted by Gary Hopcraft