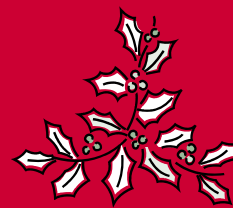




EAA CHAPTER 582
TOLEDO, OH

PLANE TALK

VOLUME 06, ISSUE 12
DECEMBER 2006



SPECIAL POINTS OF INTEREST:

- LET IT SNOW?
- NEW YEAR?
- WINTER IS HERE?
- YES!
- PARADE OF LIGHTS
- ACES OF WWI

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You Had To Be There... by Dan Wiese

You Had To Be There !

Twa's a month before Christmas and all through our minds,
The Chapter was building a float, we worked off our behinds.

Ideas were flowing but no plan was secure,
Folding wings, and fire? Things were looking unsure!

With time running out and members galore,
Hirzel lit the flames and it damn near burnt to the floor.

The wings were now working as the cables were in place,
We cranked them up and the look on Bills face.

Like a kid with a bike all shiny and new,
Folding wings on an "N3N"?.... We knew there were few.

Now packed up and ready we headed for town,
The highway patrol just passed with a frown.

We got to Maumee to assemble the plane
Too wide for the roads, We're all insane!

The members were smiling when Bill lit the gas,
Then screams filled the air, when he fried Santa's Ass.

We did it again and took second place,
Thanks to the members who kept up the pace.

Ok Let's set the stage for the poem,

Two weeks before November 24th EAA Chapter 582 set forth to build another award winning float. This year the Theme "The Flight Before Christmas" What started out as a fun filled idea to bring the members together became a deadline of determination to have the most unique float yet to date. "The Flight Before

Christmas" was a work of ingenuity. Experience from past parades told us we were going to be in trouble due the width of the roads compared to the wingspan of the "N3N Doodlebug". Bill Hirzel, Dave Shessler, and Lonnie Prince decided that folding wings would be the ticket. So off to work they went. Meanwhile the girls, Joni Walsh, Traci Wiese, Joy MacLeod, Beverly Hirzel, Denise Knotts and many others started building and decorating the People mover into Santa's workshop. Wrapping presents, hanging lights, and stringing garland. The membership turnout came out in full spirit and lights were fasten and flickering in no time. Lights had to be changed on Brian MacLeod's 582 sign board, and then it was off to the lights on the Santa's Flight. Thoughts of how to pull the trailers behind the "N" was nothing short of calling Sportys and ordering certified trailer hitch for a WW I Navy Trainer, Thank goodness! They had one in stock! Complete with a 2" ball. The last one on the shelf! Next , let's hook it up and....OH Wait, we need a tow bar! Called Sporty's, Darn! No N3N tow bars in stock. Quick, Bill David (*note the two first names, never trust a guy with two first names) start building a tow bar. Thanks to Dave, he ran home and brought a welder back. OK done, at the last minute. But it works! Final touches on the wings and voila! Lights! Camera,Wait! We're missing something....Fire! we need Fire! Now everyone has a Hot Air Balloon right? Wrong. But we know someone who does, Curtice Samonea! He provided the burner that was mounted on the top of the firewall and thanks to Bob Robson for building the chimney disguise. It went TOTALLY undetected, (remember this part) because we sat a stuffed Santa atop of it. Not knowing if burning the phone wires and trees down throughout Maumee would be acceptable we thought hiding the burner from inspectors would be trouble free. We thought wrong.

All completed projects require some pre-flight
Continued on Page 4...

President's Corner with Joe Deaton



Well, this is it for me. This will be my last column as this chapter's president. As of January 1st, Dan Wiese, a long time board member who has served as secretary and vice president of the chapter will be taking over as president.

Dan and I have talked quite a bit about his plan for the chapter's future, and I'm quite confident that I'm turning the keys over to someone that has the drive to take this chapter to new heights.

Those of you that know me know I like to kid around saying that I'll be glad when my tenure is over as president, and I assure you that it was only a joke. I truly enjoyed leading this chapter through a year of many great accomplishments. It was fun to put together programs, set policies, and to finish the hangar. There's great sense of personal accomplishment that comes from this job. Seeing our ideas come to life, seeing members enjoying themselves at events, and making new and wonderful friends is all part of the rewards that come with this job.

As wonderful as these accomplishments were, I believe the most wonderful thing that happened this year was the strengthening member involvement in chapter activities. I have never seen as many members at parties, work days, programs, builder's meets, and just hanging at the airport, as I have this year. For me, this is 2006's greatest achievement, and was my primary goal as president.

I, of course, can't take all of the credit for the accomplishments of 2006. I certainly didn't do it alone.

Dan Wiese, our 2006 vice president, was a great sidekick throughout the year. His building experience was instrumental in getting the hangar built, and his undying enthusiasm for chapter activities was certainly

appreciated.

Tom Lawrence took on the job as treasurer and used his skills to keep records, pay the bills, track the financial status of our events and to provide a financial statement each month, which certainly helped in the business decisions that the Board had to make.

Shirley Sturgill, well, what can I say? My job would have been nearly impossible without her. Her dedication and hard work not only as secretary, but also as party coordinator, food preparer, and a host of other duties that she took on this year was more appreciated than she will ever know. For Dan's sake, I'm glad she is staying on as secretary!

Tony Kirk stepped up to the plate this year not only as webmaster, but also took on the job of coordinating out builders meets. Tony has a lot of energy and a lot of good ideas to enhance the chapter. Great job!

Chris Doty, our Café 582 chairperson and another hard worker, is an invaluable member of this chapter. Until I took the job as president, I really had no idea just how hard she worked for 582. I want to tell you, she gives every event 100%, and she went into overdrive at Plane Fun this year when Café 582 was overwhelmed with customers. She also, along with Shirley, does the shopping for the food we enjoy at our events, penny pinching, looking for bargains, and coming up with meals that are both tasty and economical.

Tom Swigart took on this newsletter, and for 2006 gave it a new look and style. Part of the increasing member participation I've seen are the articles I've seen coming in. This is the kind of participation that is most important to the chapter. These articles provide the insight, the information, and set the tone of the chapter. Thank you Tom for a great job!

Bob "Mayor Bob" Robson took on the role as facility director for 2006 and was instrumental in getting our facility out of the

ground and getting it finished and his extra effort helping put together the Air Show was also very appreciated.

The rest of the 2006 Board of Directors did a great job as well. We had a lot of fresh faces with fresh ideas, as well as the "old timers" that kept us in line with their experience from years on the chapter board.

I'd like to thank them all! Ron Sturgill, Tom Walsh, Dave Shessler, Jim Davis, Bob Robson, John Schramm, Brian MacLeod and Bill Hirzel, all of these people worked hard, expressed ideas, and helped to make 2006 one of the best years ever for this chapter.

Lastly, I'd like to thank the membership for your support. Your help throughout the year, and your trust in my decisions and ideas were truly appreciated.

2007 is already looking like another banner year. We have David Hipschman, editor of Sport Aviation booked as our keynote speaker at the Awards Banquet in February, builders meets are being booked, and Dan has some wonderful ideas for new and exciting events. I hope the momentum keeps rolling, the member involvement reaches new heights, and that 2007 will go down in chapter history as one of our best ever!

Latest News

Speaking of our new president, Dan took on the role once again as "Float Coordinator" and led a team that built a really unique float for the 2006 Maumee Light Parade. Thanks to the hard work of our members, we took second place in the contest!

Congratulations to Dan and everyone who participated in this event. It was really a lot of fun!

I'd also like to thank Denise Knotts and Joanie Walsh for putting together a great Christmas party this year. The food and decorations were wonderful and I believe all that attended had a great time.

These two events were great fun for everyone in the chapter, and I hope we see more like them in 2007! - Joe

"As wonderful as these accomplishments were, I believe the most wonderful thing that happened this year was the strengthening member involvement in chapter activities."

Let Us All Dance Together In The Sky *continued* submitted by Tom Walsh

CONTINUED FROM NOVEMBER...

In the U.S. Eugene Bullard eventually ended up employed an elevator operator in Rockefeller Center. America never recognized his truly outstanding accomplishments, but he is warmly remembered in France. In 1954, the French government requested his presence to help relight the Eternal Flame of the Tomb of the Unknown French Soldier at the Arc de Triomphe in Paris. He died in 1961 and was laid to rest with full honors by the Federation of French War Officers in New York.

George Guynemer

George Guynemer is by far the most revered aviator of the First World War. Even today his name stirs great emotion among the French. This may be because he is such an unlikely hero, a quiet, mild mannered, almost frail man. He stands in stark contrast to more prototypic hell raisers the likes of Jean Navarre, Charles Nungesser, or Eddie Rickenbacker. Guynemer was considered to be a sickly child and young man, at the outbreak of the war he was turned down by the air-service on five occasions as physically unfit. He finally entered as a mechanic in November of 1914 at the age 20. He became a pilot in April of 1915. Despite his frail physical appearance took part in 600 aerial combats, and was shoot down and survived on seven occasions. Guynemer flew with what became the most elite group of French pilots, "Les Cigognes... The Storks". He inherited his first mount from another pilot emblazoned with the name "Vieux Charles" (Old Charlie). Guynemer kept this name, and used it as his trademark on his future aircraft.

Guynemer gradually accumulated experience and victories, he was a lone hunter like Albert Ball, and Werner Voss, and many of WWI's leading scorers. Early on he frequently attacked head-on into enemy fire. He felt he could inflict the most damage to man and machine in this manner. After his introduction to the SPAD, an aircraft he didn't initially care for with its more cumbersome turn rate, he change to a stalking, hit and run tactics that took advantage of the later SPAD's climb rate, speed, rapid diving capability and inherent stability. Guynemer had frequent absences from combat flying, incapacitated by wounds, profound fatigue, or "nervous exhaustion". Perhaps the most intriguing story about Guynemer comes from the famous German ace Ernst Udet.

Udet was Germany's youngest (only age 22 at wars end), and second leading ace with 62 victories. Udet once downed a young Canadian pilot named Roscoe Turner (later of air racing fame) by skimming over Turner's upper wing with his landing gear loosening it enough to force him to the ground. He was one of the most skilled aerobatic pilots of the war. He was Jasta Richthofen's most successful pilot after Von Richthofen's death. Following WWI Udet spent much time in the U.S. as a barnstormer, air racer, and show pilot, and even acting and flying in Hollywood movies. He is the inspiration for the character Ernst Kessler in the movie "The Great Waldo Pepper." Udet returned to Germany in the thirties, at the urging of his friend and former squadron commander Herman Goering, to lead the Luftwaffe's office of development and procurement. He was a great fighter pilot, but a poor administrator,

and even a poorer politician. He was ultimately used by Goering and Erhard Milch as a scapegoat for their, and the Luftwaffe's poor performance. He was killed in 1941, "testing a new weapon", in what most believe was really a forced suicide. Udet often told the story of his and George Guynemer's "dance in the sky" which purportedly occur early in Udet career:

Udet and Guynemer

There was some activity along the lines and rumor had it that the other side was preparing a big offensive. Every day we could observe, silhouetted against the summer sky, long series of fixed balloons, like a string of monstrous sausages. These balloons were dangerous for our troops and it was decided to do something about them.

I started my job early, so I would have the sun in my back while attacking the balloons. I was flying at high altitude, higher than ever before. The altimeter indicated 4500m (15,000 ft) ; the air was thin and glacial. Down below, the world looked like an enormous aquarium. Right over Lierval, where Reinhold was brought down, I observed an enemy plane which, from far away, could have been taken for a dragonfly.

Next I saw a bobbing black dot coming from the West. It rapidly took shape and I could identify it as a SPAD, probably looking for intruders like me. I fastened my braces and immediately sensed a dogged struggle. We were at the same altitude, a sunray on the hull of my adversary revealed its light brown paint. At once we engaged in circling combat, each one watching for the right moment. Seen from below we were probably taken for birds in spring courting, but we both knew it was a matter of life or death. The first of us to get at other's tail would be victorious. That's the law of the single-seaters; you can only fire ahead, taken from the back you're lost.

During the fight, we sometimes came so close to one another that I could observe in detail the face of my adversary, or in any case what was visible under his casque. At the side of the plane was a stork and two words in white paint. At the fifth pass, he came so close that I felt the air of his propeller, and I could read the letters of the word V-I-E-U-X. Everybody knew then that the "Vieux Charles" was the plane of Guynemer. I should have noticed: there weren't two allied pilots handling a plane with such dexterity. Like most predators, this man loved to go hunting alone. It was Guynemer who affected the tactic of attacking with the sun. That's the way he had downed my buddy Puz. At the times he was already credited with 30 victories, and I sensed this would be the combat of my life.

I tried an "Immelmann" to get him from above, but he grasped at once my intention and escaped with a half roll. I ventured another trick and Guynemer foiled it immediately. The hide-and-seek game dragged on. At one moment, while coming out of a turn, he got the advantage for a fraction of a second and a hail of bullets surrounded my cockpit. I went all out, anything I could do, turns, loops, rolls, glides, but he stuck to the slightest movements with incredibly fast and precise reactions. Little by little I realized I didn't measure up to him. Not only was his plane superior, but the pilot was a peerless fighter. However, I had no choice but to fight; breaking off the combat and turn my back would mean my death

sentence.

I got into a sharp turn and for a split second I had him within range. I pulled the trigger and... nothing. My machine gun misfired! Holding the stick with my left hand, I shock the gun vigorously with the right one. In vain... For a second I felt tempted to escape in a nosedive, but with such an adversary the manoeuvre was hopeless. In four seconds at my tail he would have downed me without trouble. Hence, the circling combat continued. For me it was the most extraordinary flying lesson - the risk aside of course - and I admit momentary forgetting that my partner was Guynemer, and that he was my enemy. It occurred to me I was training with a friend over a field. But this impression didn't last. We were circling for 8 minutes already, the longest 8 minutes of my flyer career. Suddenly, Guynemer turned over and in inverted flight passed by head down. Immediately I released the stick beating the damned gun with two hands. The approach was primitive but sometimes it worked.

Guynemer had watched me doing and knew for now I was his defenseless victim: he made another pass just over my head in almost inverted flight and to my amazement made a sign with his hand and left westward.

Startled I got to the field. Afterwards some people suggested that Guynemer's machine gun had the same problem while others thought he was afraid of me hitting him in my distress. But I don't buy that. For me, Guynemer displayed some perennial element of old chivalry that outlasted modern fighting methods. Therefore, I feel committed to contribute this personal testimony as homage to the unknown tomb where he rests...

At 8:25 am September 11, 1917

George Guynemer and Lieutenant Verdurz, his number two took off on patrol. They later maneuvered to attack a two-seater as eight Albatrosses climbed to the two-seater's defense. Lieutenant Verdurz broke-off, thinking Guynemer was doing the same. Guynemer never returned. The Germans claimed a week later that a Leutnant Kurt Wisseman had downed Guynemer. Wisseman was also soon killed in action. As with the death of Manfred Von Richthofer there is still much mystery, and speculation about the loss of Guynemer. The area of Guynemer's crash was decimated by artillery bombardment the next day leaving no trace of "Vieux Charles" wreckage. Guynemer died after 53 conformed victories, many authors would place the true number at closer to 100. He remains Frances most beloved defender.

You Had To Be There *continued...*



A glimpse of the flash and the thunder that is the EAA Chapter 582 "Flight Before Christmas" holiday float.

taxi time so all hooked up and ready, out the hanger door we go on our first test run. 24 degrees out into the darkness, the trailers pull fine straight and level, hands off! We are ready for Maumee. Members packed in the parking lot at the staging area did the final assembly and it was time sit back wait for the lineup to begin and have some pizza. All's well....or is it? When out of the crowd people are yelling and screaming, I run from my truck and to my surprise (not really), Bill is firing up the burner and our Santa disguise is on fire! That's OK because Maumee doesn't allow more than one Santa in the parade. A huge thanks goes out to Bill for eliminating this concern. The parade is now underway. I (Dan Wiese) at the command center (behind the wheel of the tow vehicle) enlighten Bill (P.I.C.) "We are ready to Taxi". Everyone brought kids and

loaded the "workshop" for the en-route flight to downtown. With wing walkers and candy droppers watching the tips as we strolled down the narrow streets. I radio to Captain Bill, "Maumee traffic, Navy Trainer, your clear to Taxi, Main Street. Captain Bill doesn't answer because one hand is on his cup of "Hot Tea" and the other is on the throttle of the burner. I hear the crowd cheering as the flames scorch through the low, dry tree branches and hanging phone wires. Some cheers of laughter and other screams of fear. Fortunately, probably by the Grace of God, we make it through the entire parade without incident....we think. Afterwards, we assemble back at the staging area and dismantle, pack up and light up the trailers and meet for a great dinner out.

I would like to thank all those members, family, friends and kids and the City of Maumee for making this successful event possible. Some of the names in this event have been left out only to protect the innocent. But you know who you are as nobody is to be unrecognized or unappreciated for their valuable efforts. The list is longer than the story. Special thanks to Dale Foster who donated several pounds of candy for the event.

Two weeks later on December

8th, the town of Blissfield Michigan enjoyed "The Flight Before Christmas" in their annual Parade of Lights. Chapter 582 was stirring up the crowd within 60 to 70 floats and was surely the crowd favorite. Although no awards were given for this parade we were made aware by local media, TV, and the Chamber of commerce for a well-done float. The Chapter owes special thanks to the following that participated in this extravaganza Saturday night.

The round trip Flight Crew for Blissfield included; Bill Hirzel and his nephews two boys, Joe, Jake, and Zack Deaton, Bob Robson, Traci and Chris Wiese, Tom Swigart and his girlfriend Amy.

Again we disassembled in record time and we were off to celebrate. Ending up at "The Fire House", a restaurant not because of Bill, we had a great time sharing stories, some new, some old but a whole lot of fun none the less.

My appreciation goes out to everyone for supporting these events. We can achieve amazing results with the support of amazing people.

Sincerely,
Dan Wiese



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COLD STARTS

Submitted by Bill David



My last article on how to start your motor described the controls that manage the mixture for your engine to burn, as well as just what the, "mixture," is. Now we will focus on cold starts. There are quite a few factors to consider when attempting to start when you're your engine is cold. First off, what does, "cold," mean? It means that the temperature of the engine matches the ambient air temperature, which can be quite warm in Florida. In other words it can be quite warm outside, but you are still performing a cold start. A good rule of thumb to figure if your engine is cold is that it hasn't been run for some time, like three hours or more. If this is the case the next factor is ambient air temperature. If it is between approximately 30F and 90F the motor will start "normally." That is to say that the manufacturer has metered the fuel so that the engine will start quite easily provided everything is set up correctly. It will require little or no priming and only a slightly opened butterfly or, "cracked," throttle.

Now if the ambient temperature is either very warm or very cold we have to compensate for the limitations of the induction system. The induction system is the system that delivers the fuel and air mixture for the engine to burn whether it is via a carburetor or an injector. Remember our theoretical mixture was 10 parts fuel to 100 parts air. That was figured under more standard like atmospheric conditions. Cold air is denser than warm air. If it is really cold out the air is really dense. It may be so dense that 200 parts of air can fit in the same space or volume that 100 parts occupied when the ambient air was much warmer. Understand this concept. In other words even though the cylinder is drawing in the same amount or volume of air, the air is much thicker when it is cold. This makes the mixture relatively lean, meaning too much air for the amount of fuel.

How do we compensate for these cold conditions? Well we need to make the mixture right for the conditions. By using the controls in the airplane we can prepare the air for combustion. Lets say its freezing cold out, 20f. We know we need to increase the fuel and much more importantly, limit the air the motor gets, because the air is so thick. The primer is the best tool for getting the motor the gas it needs to run. It is also the safest since the fuel is delivered directly to the intake ports and gets sucked into the cylinders when the engine is turned over. Excessive priming can lead to a pool of gas under the cowl, but to a lesser extent than the accelerator pump. If your engine has a carburetor with an accelerator pump be careful. Never pump the throttle unless you are turning the engine over. This way you will be sucking the raw fuel up from the carb into the intake tubes and then into the cylinder. If you pump the

throttle without turning the motor over you will most certainly build a puddle of fuel in the cowling area. Next thing to understand is that fore fires occur most often under these conditions. Bingo! A fire under the hood!

If you have a fuel injection system the only way to prime is to pump fuel into the system while the engine is not running. You do this by turning on the aux pump, check fuel pressure, mixture full rich, and then open the throttle all the way. Since the butterfly is linked to a fuel metering device that delivers more fuel the wider it is opened you need to open the throttle all the way to allow the maximum fuel into the cylinders. Let it run longer than normal, then shut the pump off, and close the throttle all the way. Hit the starter button and as soon as the engine catches turn the pump back on. You turn the pump off while cranking to unload the battery. You turn it back on immediately after releasing the starter so motor catches because there is no float bowl fuel to run on. You have to supply the fuel by auxiliary means until the engine driven pump starts putting out fuel which may take a few seconds. **DON'T TOUCH THE THROTTLE.**

So us carburetor guys judiciously prime the engine and then we hit the starter button. The engine turns over and we pump the throttle in order to have the accelerator pump squirt raw fuel into the intake tubes. The only problem with pumping the throttle is that every time you push the throttle in you open the butterfly and let more air in. A little air at 20 degrees is way too much air.

When starting you need to keep the throttle closed when it's very cold outside, period. Closed all the way. The system is designed to let some air in even when the throttle was closed all the way. If you open the butterfly even a little bit you let tremendously thick air in and ruin the mixture and probably even "frost" the plugs. Frosting occurs when the raw fuel in the cylinders of a very cold engine is mixed with thick cold air because you opened the throttle too soon and it causes the plugs to frost over. You might as well as forget about getting this engine to run now. You will definitely need preheating. I tell guys to clamp their right hand firmly on their knee and keep it there and off the throttle until the motor is hitting on all cylinders.

If you have a carb you can add more fuel after the engine has started to run but is still stumbling. The best way is to add more shots of prime. Another is to make very short but quick strokes on the throttle if you have an accelerator pump. These short strokes squirt small amounts of fuel while keeping the butterfly mostly closed. These are advanced techniques that require some practice to find

the right amount. The motor should begin to run and due to the firing of the cylinders the ambient temperature of the motor will climb to proper operating temperature quickly as far as mixture is concerned. Fuel metering will become automatic with the increase in temp. The oil temp will take much longer.

There are other factors to consider when starting in cold weather. First is the battery is not nearly as powerful when it is cold out. The colder the battery is the less cranking power it will have. We take the battery out of our jets on overnights at out stations and keep it at the hotel with us. A warm battery is a happy battery. Turn off all electrical stuff, radios, lights, etc. This includes the electric fuel pump. Once you fill the float bowl on the carb, which only takes several seconds, it does you no good at all. It just runs an already compromised battery down. The second factor is the difference in the thermal expansion and contraction of the dissimilar metals in the engine. This condition tends to make the engine constrict on itself and make it more difficult to turn over when it is very cold outside. Thick oil can also add to the difficulty of cranking the motor over. Like many radial engine airplanes the Beech 18 has an oil dilution system that adds fuel to the oil in order to dilute to and make it thinner so it will crank more easily. This fuel evaporates as the engine warms up.

Of course the best thing to do is to keep your engine at 70F in a heated hangar. The next best thing is to have the motor warmed up with some kind of a pre heater. Bare in mind that even though you have taken these steps you may still be pulling your airplane out into some very cold thick air so you will still need to understand the principals and employ these techniques in order to perform a successful cold start in cold weather. Prime and pump accordingly. Keep the throttle closed or barely cracked. If you do get a fire under the cowl all is not lost. The fire actually warms the induction air considerably and makes the mixture much closer to a normal start. Keep cranking with the throttle opened 1/4 and suck that warm air into the induction system and most probably the motor will start and keep running like it was warm outside and suck all the fire out with no damage to the airplane.

Next article we will talk about hot starts. Good luck and happy cranking!

P.S. the worst place to learn how to fly is in the cockpit of a flying airplane

CAPTION CONTEST



LAST MONTHS WINNER: DALE FOSTER with "Aircraft Restoration for Dummies" Good one Dale! -Ed.



President Elect Dan Wiese on his way to the Parade of Lights... any takers?

Submit your own caption for the picture to the left. The winner of this month's contest will receive a free breakfast at our chapter's next pancake breakfast.

Submissions can be sent to Dan Wiese at dwiese@RLCOS.COM

Put "Caption Contest" in the subject line...

HANGAR NEWS



582 Holiday Float pre-flight

President Joe Deaton has talked with Paul Toth from the Port Authority this week and he informs us that we will need to lay a 35' x 55' piece of concrete in front of our hangar and the port will complete the taxiway. This taxiway will have lights also. Lyle is retiring in March and the maintenance building will be moved to the Blue Horizon building. Do we still want the job?

Paul also told Joe that the gas line has been

approved and couldn't believe that we didn't have it yet. He is also checking on the water and sewer lines.

We have the steel for the mezzanine and Hirzel has the support beams. This is another project to be completed. The area is 25' x 50' with plywood on the floor. Dan is contacting the building inspector as to what is needed for bathrooms.

The Awards Banquet is set for February 24th at the Carpenter's Hall. Our speaker is from Sports Aviation. Dinner will be \$15. / person. We need nominations for Women of the Year, Helping Hand Award, Completed project awards, broken prop (or something similar). If you have a name that needs to be nominated, bring it to the board next meeting.

Gwen will need a hangar to complete her project in the near future and we need some guild lines for use of the hangar.

GOT NEWS? Submit it to the Editor!

Eaa582Newsletter@bex.net

EVENTS ON THE HORIZON

>December 31st: **New Years Eve Party at the EAA582 Hangar!!! Details below...**

>February 24th: Annual Awards Banquet at the Carpenter's Hall... More details available soon

>January's Issue: Look for Mike Whitescarver's Builders Meeting and a fresh new look for the newsletter!

Have a Safe and Happy Holiday!!!

▶ December 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
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31 X						

HAPPY NEW YEAR EVERYONE!!!

Hey Everyone!

Tired of that same old sit around the house and watch Dick Clark in Time Square thing for New Years? Well, Chapter 582 has a better idea, Come on out to the Chapter hanger New Years Eve for a night of hospitality, friendship and a good time celebration for New Year's. Bring a snack to share and BYOD (drinks). We will have a heated bathroom facility for those of you who may drink too much. For those of you who can not take your eye's off Dick Clark, we will have him on the TV during the night. We will have our very own Airplane drop, This is much better than a ball! Music, dancing, Disco ball, lights, decorations and more!

The party will start at 8:00pm Dec. 31st and open Buffet throughout the night. We will have Champagne Toast at Midnight, That's 12:00am, to celebrate ending the year 2006 and bringing in 2007. Casual dress, formal dress, or whatever floats your boat! We just want you there!

If you have any questions or have ideas to suggest for don't hesitate to call,

See Ya There!

For Details CONTACT DAN WIESE @

dwiese@RLCOS.COM His phone # is on the back page



