

2018 Calendar of Events

Meeting dates, all meeting at 2:00 pm at the Hawk Building

- Feb 18th
- Mar 18th
- Apr 15th
- May 20th
- Jun 17th
- Jul 15th
- Aug 19th
- Sep 16th
- SWORFI -
- Oct 21st
- Nov 18th
- Dec 2nd - Christmas Party and Meeting

News From Headquarters

EAA's Mission

Founded on January 26, 1953 in Milwaukee, Wisconsin, as a local club for those who built and restored their own aircraft, the Experimental Aircraft Association (EAA) quickly grew to become a vibrant and growing aviation community that includes all who enjoy flying for recreation and welcomes all aviation enthusiasts to participate.

Today, EAA is headquartered in Oshkosh, Wisconsin, as a non-profit 501(c)(3) corporation (legal name: Experimental Aircraft Association Inc.) that includes 200,000 members in more than 100 countries.

EAA's mission is dedicated to growing participation in aviation. We strive to make aviation easier, more accessible, more rewarding, and more fun – igniting and nurturing interest by embracing "The Spirit of Aviation" in all that we do. EAA encourages and supports:

- Clear pathways that ignite and nurture interest;
 - A welcoming and supportive environment;
 - Opportunities to participate in all aspects of aviation;
 - Making aviation more accessible;
- The camaraderie and community of aviators and enthusiasts



Young Eagles 2018 Schedule

The 2nd Saturday of each Month from April to October.

All dates are on Saturdays at 10:00 a.m. Rain date for all events is the next day (Sunday). If you can help either fly or on the ground please call me, Eric Carnahan (937-515-7453) or email me vamustang1@wildblue.net.

If you know of kids 8-17 that would like to experience flight please have them get in touch with me. Reminder, Kids must be registered to fly. Please do not just have kids show up. WWW.FLIGHTSQUID.COM to register.

Meeting Minutes —**Meeting Minutes —****EAA Chapter 174 Meeting Minutes from January 21st, 2018**

Call to Order – Holly Harper – President → Opening – Pledge of Allegiance

Treasurers Report – Phil Cady Total = \$ 7,609.95 (All Bills Paid)

- Taxes have been filed as a 501.3C and our Audit is complete
- Membership is approximately 40 members
- Chapter patches are available from Phil

Newsletter – Eric Carnahan – Send articles to vamustang1@wildblue.net

Young Eagles Report

- Will start Young Eagles flights for 2018, in March or April
- In 2017 Eric Carnahan and Mike Wolf flew more than 25 Young Eagles and received a pin from EAA

Project Updates

- The Hangars and Garages are cold !!
- Zenith 601 – Jim Gibbs – Doing the side rails
- Piper Tomahawk – Jim Gibbs – Interior restored and Canvas Cover added.
- Zenith 750 Cruzer – Leo Krebs – New Door has been drilled
- Sonerai 2L – Magneto Drive completed – Prepping engine to mount.
- Gyro Copter – Scott Biser – Rebuilding and restoring.
- STOL – Ray Knipp – Working on Rudder

JANUARY PROGRAM ON ADS-B BY ERIC CARNAHAN

The Next Meeting is Sunday, February 18th at 2:00 pm in the Hawk Building.

Young Eagles Report

Project Updates

- Young Eagles will Start our Flying season in April of 2018.

If you have kids that you like to fly please give them my email and have send me an Email so that I can put them on the waiting list.

I already have a few kids on our waiting list
If your interested in flying please let me know.

I had an this happen to myself and a student at lunken. The controller was getting a clearance for a jet that waiting behind us to take off. I quick call and we were cleared to depart.

Eric Carnahan

From the AOPA WebSite.

Waiting isn't always a bad thing. It gives any wake turbulence a chance to dissipate or drift away downwind. And it gives the student pilot a rare opportunity to take in the airport from this unique in-cockpit vantage point: the jet, now making its way along the parallel taxiway; the tower, almost a mile from the trainer's position; the midfield windsock; the expanse of runway ahead.

A thrilling vista, but this is supposed to be a flight lesson. Now the jet has reached the ramp, and a fuel truck has pulled up alongside. There's no other traffic. What's the holdup?

It would be tempting to prolong this "teachable moment" by sitting out here and waiting until the student pilot catches on that something's not right. However, an airplane sitting on a runway with no further instructions is an awkward scenario—one that requires immediate clarification.

Prompted by the flight instructor, the student pilot tentatively radios the tower to remind ATC that the Cessna is lined up and ready for takeoff.

\A takeoff clearance—and an apology—immediately arrive. (If you have ever seen how unobtrusive a single-engine airplane can look from the cab of a control tower a mile away, and how easily a white airplane blends in with large white runway markings, it may be easier to comprehend how your presence out there might come to be overlooked.)

Surprisingly perhaps, quiet times at the airport may be as likely, or more likely, than hectic "push" periods for something like this to occur.

And don't be surprised if a different voice responds to your request for clarification of your takeoff status. Air traffic controllers who have filed Aviation Safety Reporting System narratives about losing track of an aircraft on the ground or in flight have identified staffing changes, or the consolidation of air traffic control positions, as the backdrop for some lapses.

Such events are uncommon, but not unheard-of. They offer one more reason for you to know what's going on around you in the local airspace, and if something doesn't seem right, to be "proactive" and speak up about it.