



*The Leader In Recreational Aviation*

## Chapter 736 Newsletter for February 2008

### Minutes of Past Meetings

#### **Minutes of meeting 11/20/2007**

The November meeting was called to order at 7:30 PM, November 20<sup>th</sup> 2007. Election of officers was held and the following positions were nominated and voted on:

President: Mike Watson  
Vice President: Wilkes Harper  
Secretary: Ben Brown  
Treasurer: Ed Roy  
Membership Chairman: Al Yarberry  
Newsletter Chairman: Bob Gembala  
Web Master: Bob Gembala  
Young Eagles Coordinator: Mike Watson

Al Yarberry and Mike Watson held a training seminar on the various types of clamps available for the aviation industry. Clamps that are used for fuel line and electrical connections were introduced and the various methods of using these were demonstrated. It was an informative and educational seminar appreciated by all.

Our next meeting is the week before Christmas so it was decided we would have a regular meeting and a small Holiday gathering at the hanger of Ben and Linda Brown of BLB Flight in Pittsfield.

Meeting was adjourned at 9 PM

#### **Minutes of meeting, 12/18/2007**

Approximately 25 members and guests attended our regularly scheduled EAA meeting. Guests included spouses of members and potential new members, Ben Hawthorne, Ron Apel, Fred DeLano and Caleb Curtis, all based at the Pittsfield Airport. Several awards were presented to those that served as officers during the 2007 year.

After general discussions the meeting was adjourned and we all enjoyed a small party to celebrate the upcoming holidays. Food and beverages were supplied by the members with a special food entrée of moose meatballs and venison stew. Salads, cookies, cooked chicken, lasagna and more desserts then necessary were enjoyed and appreciated by all.

Submitted by Ben Brown, Secretary, EAA Chapter #736

## **Item Received from EAA Chapter 193**

To Maine EAA Chapters,

I'm Milford Shirley president of #193 in Jacksonville, Florida. Along with fellow EAA'er Brian Kraut we have started a General Aviation radio show, Flighttime Radio. It airs at 9am EST on am1320, WBOB. You can also listen at our web site [www.flighttimeradio.com](http://www.flighttimeradio.com).

The goal we have is to create a show that will be entertaining to homebuilders, GA pilots and non flyers through stories that anyone can relate to. One main objective we have is to encourage new student pilots by promoting the Sport Pilot option. We are planning on having a Sport Pilot segment each week with reports of my pursuit of a Sport Pilot CFI rating, then an on the air personality from the station will report on his quest of a Sport Pilot Certificate with me teaching him. (Hopefully we will both survive the ordeal! )

Of major interest to your chapter will be the chance to get our show broadcast in your area while at the same time making money for your chapter. We are structuring a program that will allow **ANY** size chapter to do this and receive monthly money. If you would like to know the details please get in touch with me and I can show you how easy this is.

If you feel that it is appropriate we would appreciate it if you could forward this to your membership so that they can give us a listen. We look forward to getting our first call from Maine!

Thanks,  
Milford Shirley  
[www.flighttimeradio.com](http://www.flighttimeradio.com)

## **A Bruce Patten Saga**

Here's a little tale that I wrote down on Jan 28, that I call Sunday flyer:

I went out to OWK around 8:00 for breakfast. While there, Jack Fickett was telling about the runway he had packed down in front of his house on the Kennebec River, so I had to go right over and try it. I shot two touch-and-goes as the trees at the end were coming up fast, and I didn't think I could stop in time.

Back at the airport, I waited for Chuck Boyer to show up. I got restless and left without him for Windsock Village. I got beyond Oxford, where the really poor visibility turned solid IFR. I did a 180 on instruments and returned to OWK. Chuck had showed up, and already had his plane mostly apart. I helped, but mostly watched as he removed his starter. We connected jumper cables from his starter cable to Bill's starter and tried it; spun good. Then we tried his starter; dead. So the score is his electrical system is good, and his starter is crap.

We packed up the tools, and jumped in my plane, headed for Jackman for lunch. Some of the clouds had spilled into the mountains, but the flying was smooth. Coming into

Jackman, we noticed that snow on the lake was well packed down by snowmobiles close to town, so we landed there. We came to an abrupt stop.

About then I realized I hadn't taken my anti-stupid pills that morning. We got out and pushed the plane out of the ruts. I got back in alone and firewalled it, continuing north towards town, but I couldn't accelerate and was running out of lake. I got back out, and Chuck and I pushed the plane out the ruts again and turned it around. I put my back out in the process. I got back in and firewalled it again heading back south. There wasn't a lick of wind to help. As I plowed through the snow, I had played the elevators to keep from nosing over, but eventually after a long run I got airborne.

I flew over town to the airport, while Chuck walked into town. On my landing roll out, I found I didn't have any brakes, and my snow-covered boots kept slipping off the heel pedals anyway. Before I got to the ramp turn off, the plane swerved 90 degrees to the runway, rolled up on a snow bank and stood up on its nose. This wasn't turning out to be such a good day.

I shut off the switches, fished my hat and mittens out from around the rudder pedals, flopped the door open, and stepped out onto the snow bank. It was a spectacular sight, with the tail sticking straight up in the air. It really looked like someone had augured in. Well, there was nothing to be done for it, so I walked into town. The temperature was mild, in the 20's. The sun was shining brightly, but I had dark thoughts. I met Chuck on the main street of town, shades of "Gunsmoke".

Chuck was all for going right back to the plane, but I needed sustenance and time to reflect, so we headed back towards town, and settled into a pub. After our lunch we walked back to the airport, where a local in his pickup was admiring my handiwork. Fortunately he had a tow strap, and by standing on the very top of the step ladder from the gas pump (OSHA be damned), I was able to hook onto the lift handle on the tail. A half dozen snowmobilers had stopped, so we had all kinds of help. Chuck pulled the tail down, and we pushed the plane out the snow bank and back on to the runway.

My worst fears weren't realized, as the propeller wasn't bent. Both wheel pants were broken at their attachments, so I took them off. One grille was bent and the other was pushed out, and the cowling was pushed in on one side, just cosmetic damage. It started right up. Chuck insisted that we put some more gas in it, so I taxied gingerly to the gas pumps. Whoever had last gotten gas had let the gas hose run off the reel upon retraction, and the hose was solidly jammed down beside the hose reel. Everyone else had left. We fought with it for over a half hour, finally prying the hose loose with a couple of pieces of pipe that we'd found. In the process, Chuck slipped once, smacking me in the face, and knocking one lens out of my glasses. I was able to pop it back in.

I had had enough for one day, so we flew home. I went up to 3500' and followed Rt. 201, just being cautious. It was a pleasant, smooth flight, and we watched the sun set beyond the mountains. As we came in crosswind to 33 at Norridgewock, a departing 182 turned on the runway lights. The landing was uneventful, and some braking action had returned.

Today I'm convalescing. I've really got to get out of the shanty more often, as I tend to cram too much into one day when I do.

## **Sebago Lake Fly-In**

There will be fly-in and ice fishing derby at Sebago Lake, Feb 23-24. If you're interested and want more information, go to the web site listed below.

[www.icefishingderby.com](http://www.icefishingderby.com).

## **Next Meeting**

Our next meeting will be held on Tuesday, February 19 at 7:30 p.m. at the Waterville Airport terminal.

Ben Brown will be doing a show and tell from his recent trip to the Sport Aviation Expo in Sebring, FL.

We will also be discussing the upcoming Gathering of Eagles event planned for March 15.