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# EAA Chapter Two

FT. WAYNE, IN

## Minutes

"Secretary's report for March get together: David Dewald called the March get together to order, which was held at Magnum Engines at FWA on Saturday, March 17, 2007. Approximately 30 members and friends attended. Gene Svoboda gave us a tour of his facility. He explained many aspects of how engines are torn apart, inspected, cleaned, repaired, and put back together. His tour was even more interesting as he shared a few stories while giving the tour. We enjoyed pizza in the hanger. Submitted by Laramie Resler for Mark Beck"

## YOUNG EAGLES FLIGHT RALLY

We are looking forward to another good year with Young Eagles. Our first Young Eagles Flight Rally is May 12. The total number of Young Eagle flights for our chapter is 3,897. If we fly our normal amount at the May Rally, we will reach our 4,000th flight. Plans are under way to make this a special event.

We need a volunteer or volunteers to help with food. If you can organize refreshments for the pilots and ground crew for one or any of the Rallies, please let us know as soon as possible. Some things that need done are making coffee, bringing donuts, picking up the sandwiches, and having drinks and other items to eat there for lunch. We need help with set up and tear down. If you can help with either or both, it would be greatly appreciated. Just show up and help.

**The Chapter Charitable Flights (Golden Eagles) rules have changed** this year because of The National Air Tour Safety Standards. For complete information go to: [www.eaa.org/chapters/resources/charitable\\_flights.asp](http://www.eaa.org/chapters/resources/charitable_flights.asp). Following is part of the information from the website. Letters b. and c. are the items that we need from each pilot wanting to fly the Charitable Flights.

- a. FAR 91.146(d)(1) – A signed letter detailing the name of the sponsor, the purpose of the event, the date and time of the event, the location of the event, and all prior charitable sightseeing flight events conducted by this sponsor during this current calendar year; and
- b. FAR 91.146(d)(2) – A photocopy of each pilot in command's pilot certificate, medical certificate, and logbook entries that show the pilot in command is current per FAR 61.56 and FAR 61.57, and that the private pilot has at least 500 hours of flight time; and
- c. FAR 91.146(d)(3) – A signed statement from each pilot that lists all prior charitable sightseeing flight events in which the pilot has flown in as a pilot in command.

If you are interested in doing this for the May or June Rally, we need the above information by the April get together.

David and Laramie Resler, Chapter 2 Young Eagles Coordinators

## April, 2007

### Chapter 2 Flight Plan For 2007

**\* April 13<sup>th</sup> is our regular get together at Smith Field 7:00 p.m. with a WAAS seminar and presentation by our own Craig Brown. Don't miss it!**

**\* Sun 'n Fun Fly-In April 17<sup>th</sup> through 23<sup>rd</sup>**, in Lakeland Florida.

**\*EAA AirVenture Oshkosh 2007  
July 23 – 29 2007**

### YOUNG EAGLES Rallies

We have set the dates for the 2007 Young Eagle Rallies. They will be:

- **May 12,**
- **June 9,**
- **August 11,**
- **September 8.**

All are on the second Saturday of May, June, August, and September. Tickets are now available at SMD.

## Presidents Message-

One great calling of every pilot is to fulfill the dreams of those countless millions of earthbound individuals who only gazed upward and wondered "If only I could fly" Yes we experience sights, sounds, and feelings that so few comprehend and so many more never even apprehend. Still, what a thrill to drink in the joy of watching the earth sink below, as we soar into the heavens, ride on the wind, and embrace the great pleasure of flying.

This year like so many before we have the opportunity to share that joy in the Young Eagles program and for those beyond childhood we offer the Golden Eagles experience. We offer the people of our community such a unique and positive introduction to flying and the wonderful aviation community that we all love and appreciate so dearly. May 12<sup>th</sup> is the date we launch this year's first Young Eagles rally. It would be a wonderful time to invite your friends, family, fellow employees, or anyone else to come see what all of us have come to know and enjoy. When it comes to flying their really are no strangers, just friends we haven't met.

See you, here, there, or in the air! --David DeWald

## Homebuilt Corner - By Larry Zepp

This month's Homebuilt Corner is a tribute to the founder of our organization, Paul H. Poberezny. The existence of recreational sport flying as we know it and the FAA "Experimental" aircraft rule and the new "Sport Pilot / Sport Light Aircraft" rule is due in very large measure to the quiet diplomacy, tenacity, persistence and vision of Paul Poberezny. Many do not realize that Paul's tireless work with the CAA and then FAA formed an effective working relationship and mutual respect that has allowed the fledgling homebuilt movement to become a major force within aviation. Without Paul's perseverance, it is probable that recreational aviation in these United States would resemble the highly regulated and costly atmosphere that exists in Europe. Enclosed are a few highlights of Paul's continuing career in the many facets of aviation.

As a boy in Milwaukee, Paul's interest in aviation started early. Building airplane models quickly progressed to full size airplanes. By the time he was 16, he had restored a battered Waco glider and taught himself how to fly. Paul joined the U.S. Air Force and served for 30 years, with active duty in WWII and Korea. He retired with the rank of Lieutenant Colonel. Paul became the only man in the armed forces to attain all seven aviation wings the military had to offer. Paul was able to accomplish this feat without ever having the benefit of military aviation training, a truly remarkable achievement in itself. In addition to his military flying, he continued to build and fly personal single engine aircraft in his spare time.



## Dues are due!

Bring your dues to the April 13<sup>th</sup> get together at Smith Field 7:00 p.m. and save 39 cents postage! Remember, dues for 2007 are \$20 per member. We are including one last membership form for the year with this newsletter.



On Jan. 26, 1953, Paul organized 36 aviation enthusiasts to meet at Milwaukee's Curtiss-Wright Field to discuss forming a club. At that first meeting, a vote established the group's name ... Experimental Aircraft Association. Paul was elected as the first president. A newsletter, called the *Experimenter* was published. It evolved into EAA's flagship publication *Sport Aviation*. EAA now publishes five magazines per month.

The first EAA Fly-In was held in September of 1953, in conjunction with the Milwaukee Air Pageant, which Poberezny had helped organize in 1950. Fewer than 50 airplanes were registered at the inaugural event — a far cry from the 12,000 airplanes the week-long event attracts today at Wittman Regional Airport in Oshkosh.

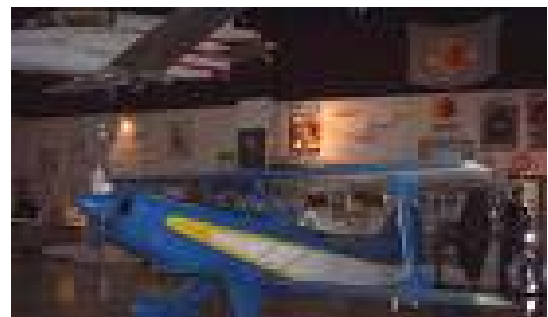
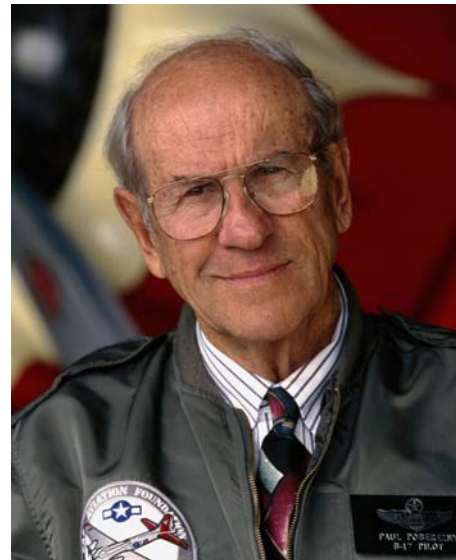
Early feature articles about EAA begin appearing in *FLYING* magazine and *MECHANIX ILLUSTRATED*. These feature articles were responsible for drawing early attention to EAA significantly boosting its membership. Many publications have since devoted entire issues to EAA and its activities. In 1955, *MECHANIX ILLUSTRATED* magazine featured a series of articles on the construction of the "Baby Ace" airplane. Paul Poberezny modified and improved the design of the original Corben Baby Ace when he obtained control of the defunct Corben Airplane Company.

The "Baby Ace" was a suitable project for amateur homebuilders. Articles on the airplane and its construction generated intense interest in EAA, Paul Poberezny and the "Baby Ace" by the many "do-it-yourselfers" in America, which again increased membership.

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For the first 11 years, Paul and Audrey Poberezny administered the fledgling organization in the basement of their Hales Corners, Wis., home as volunteers. Often, while Paul was absent on military missions, Audrey handled many of the day-to-day operations during those early days. From the basement of his Hales Corners (Wis.) home, Paul and his wife, Audrey, nurtured the small group and watched it grow each year. Paul toured the U.S. and other nations on behalf of EAA, spreading a “grass roots” aviation message far and wide. He made frequent trips to Washington, D.C., to speak to Congressional leaders and federal aviation authorities, where he defended the rights of amateur aircraft builders and sport aviation enthusiasts.

Paul H. Poberezny is one of the most decorated men in the international aviation community, having received literally hundreds of trophies, awards and honors for his countless contributions to the world of flight. He is a 1999 inductee to the National Aviation Hall of Fame in Dayton, Ohio, America's place of honor for its most legendary aviators, and in 2002, received the prestigious Wright Brothers Memorial Trophy from the National Aeronautic Association. Paul is best known, however, as founder of the Experimental Aircraft Association (EAA), which has often been described as the world's most dynamic aviation organization. A collection of his “Homebuilder's Corner,” which he has written since 1953, would be considered a homebuilder's bible. The memoirs of his early years, titled *Poberezny ... The Story Begins*, were published in 1996 and chronicles Paul's background and dedication to aviation.



Top left: Paul in the early years, Top right: Paul in the present, Lower left: Paul I P-51 Mustang, Middle right: Super Ace, and Bottom right: Acro Sport. Pictures and information are courtesy of EAA.



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**EAA Chapter Two Promotes Sport Aviation and Aeronautical Education in Northeast Indiana**



**Don't miss our next get together Friday April 13<sup>th</sup> at Smith Field at 7:00 p.m.!**

Craig Brown will conduct a seminar on Wide Area Augmentation System or WAAS. WAAS means more to pilots than just a more accurate GPS position. Come to this presentation and hear what it is, how it works (in simple terms), what else it gives to pilots, and how to use it in the National Airspace System. This meeting will be a FAA safety seminar for the Pilot Proficiency Award Wings Program.

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**Think summer! Think summer camp! Think EAA Aviation Camp at Oshkosh!**

If you know a young person or persons from 12 to 18 years of age encourage them to apply to our chapter for the opportunity to attend the **EAA Air Academy!** The week long camp is divided by age for 12-13 year olds, 14-15 year olds, and 16-18 year olds. If you or someone you know is interested in becoming a sponsored candidate by Chapter Two contact President David DeWald by email at [djd@realclean.net](mailto:djd@realclean.net) or by phone at 260-489-3774.

For more information visit <http://www.young eagles.com/programs/airacademy/> online.

