

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
NOVEMBER 2013**



THE PREZ SEZ.....

Another year is coming to an end and this is the last Sez from this Prez. The Christmas banquet at the Houston Inn will be in place of the normal December 1 meeting, and then Mike will become president. I want to thank Roger and Brian for stepping up to become treasurer and Vice President for the next term. I also want to thank all of you for taking it easy on me during my term. See you at Pearls and around the airport. You know where to find me.

Kevin
(Sent from my magical messaging machine.)

DON'T FORGET!
EAA CHAPTER 974
CHRISTMAS BANQUET
SUNDAY, DECEMBER 15
6:30 PM
HOUSTON INN
PICTURES FROM LAST YEAR



SECRETARY'S REPORT.....MEETING MINUTES

EAA Chapter 974

President: Kevin Gassert
Vice President: Mike Wood
Treasurer: Berry Fear
Secretary: Caleb Schmidt

3rd of November 2013

Order of Meeting

New member: none

Secretary report: approved

Treasurer's Report: For October we profited \$72.00 from Ken Jones for hanger rent, and a total gain of \$466.00. There is around \$2000.00 total in the bank. Our total income was \$852.00 on the Ford Tri-motor but expenses were \$557.00 so we made almost \$300.00!

Young Eagles Report: There is one young eagle request but Bob Burkhardt is taking care of it.

Tech Counselors Report: Ray Parker helped Mark Wyss put 4 cylinders back on Marks RV-4 which had been eating more oil than desired, so Mark sent them to a shop to get them fixed.

Hanger Master's Report: none

Librarian/Newsletter Report: Bob Dombek is still looking for project reports. Bob also wants home builder hints.

Project Reports: Brad Ankerstar bought a Aerosport Quail that he is currently rebuilding. Bob Dombek's Tiger Moth is on its gear which will be at the airport soon. Kevin Gassert just finished riveting his Ercoupe. Scott Balmos brought his engine over to the hanger. (Gary Mullen put a camper in the hanger a few weeks after the meeting)

Old Business: Brian Charlton thanked Mark Wyss for finishing the counter top material for our 'kitchen'. Brad Ankerstar scheduled the Christmas party at the Houston Inn for Dec 15th at 6:30pm. The price for food (not including the exotic stuff) is probably going to be \$20. 00. If you want to take part in exchanging a gift you may bring a gift. You should give a gift valued around \$10.00.

The EAA calenders are \$9.00 each (not including S/H) if you want them contact Kevin Gassert

New Business: Roger Rose nominated himself for treasurer. Brian Charlton nominated himself for Vice President, no opposition for both.

January 4th meeting will be hosted at the hanger as usual and the December meeting will be at Christmas party.

Respectfully Submitted,
Caleb Schmidt,
Recording Secretary

CHARLIE CORDER FLYING IN THE EAST RIVER AND HUDSON RIVER SFRA... SPECIAL FLIGHT RULES AREA, NEW YORK CITY

This month's special feature is Courtesy of Charlie Corder flying the SFRA Corridor over the Hudson River in his Cessna 140 "Buddy". Charlie told me the original purpose of the trip was to attend the Cessna 140 convention near Clinton New Jersey. When you are this close, who could skip seeing the dramatic New York City Skyline. The corridor is 1/2 mile wide 300 foot deep band between 1000 and 1300 ft MSL. There are 6 reporting points along the corridor. Pilots are allowed to circle the Statue of Liberty in a counter-clockwise direction, at or below 1000 ft, and must keep a sharp eye for other aircraft, especially tour helicopters. In case you were wondering, all photos were taken by Mary Lou Corder. Can you imagine flying up the Hudson solo while taking pictures? It would be like texting and driving.....Scary! Great pictures Charlie and Mary Lou! Thanks for sharing your adventure with the chapter!



CHARLIE'S 1949 C-140A N9438A "BUDDY"



**APPROACHING 1ST REPORTING POINT, VARRAZANO
NARROWS BRIDGE, NORTHBOUND**



**2ND REPORTING POINT NORTHBOUND OVER THE
STATUE OF LIBERTY**



NYC FREEDOM TOWER NORTHBOUND

**CHARLIE CORDER FLYING IN THE EAST RIVER AND HUDSON RIVER
SFRA... SPECIAL FLIGHT RULES AREA, NEW YORK CITY
CONTINUED**



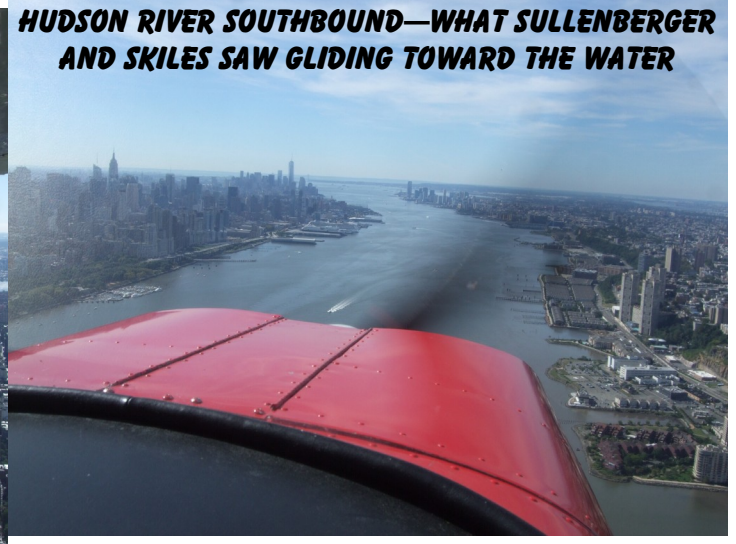
**9-11 MEMORIAL —NOTICE REFLECTION IN BUILDING
UPPER RIGHT CORNER**



VIEW OF CENTRAL PARK NORTHBOUND



EMPIRE STATE BUILDING



**HUDSON RIVER SOUTHBOUND—WHAT SULLENBERGER
AND SKILES SAW GLIDING TOWARD THE WATER**



**CIRCLING STATUE OF LIBERTY COUNTER CLOCKWISE
AT 700 FT MSL**



**UNITED AIRLINES FLIGHT 93 NATIONAL MEMORIAL
NEAR SHANKSVILLE, PENNSYLVANIA**



New York Class B Airspace Hudson River and East River Exclusion Special Flight Rules Area (SFRA)



Preflight Planning

- Be familiar with SFRA rules, procedures, and current charts

In BOTH Exclusions

- **Airspeed** - Not more than 140 knots
- **Anti-collision lights** - ON
- **Aircraft position/navigation lights** -ON
- **Landing lights** - ON (recommended)
- **New York TAC or Helicopter Route Chart** – Onboard (current edition)

SKYLINE ROUTE (Class B VFR Transition Route)

- **Obtain clearance prior to:**
 - Verrazano Bridge, Northbound – **127.85** (Newark Tower)
 - Alpine Tower, Southbound – **126.05** (LaGuardia Tower)

HUDSON RIVER EXCLUSION (CTAF 123.05)

- **Fly in proper altitude range**
 - **Transient operation*** [1,000 ft up to, not including, 1,300 ft MSL]
 - **Local operation**** [Surface up to, not including, 1,000 ft MSL]
- **Fly within the boundaries of the exclusion along the:**
 - Southbound - West shoreline
 - Northbound - East shoreline
- **Self-announce at mandatory reporting points (CTAF 123.05)**
 - You must include: aircraft type, current position, direction of flight, and altitude

🔊 **Example**
 "Cessna, GWB, 900 feet, southbound."

* Transient operation: Aircraft transiting the Hudson River Exclusion from end to end without intending to significantly change heading, altitude, or airspeed.

** Local operation: Any aircraft within the Hudson River Exclusion that is conducting an operation other than overflying.

EAST RIVER EXCLUSION (CTAF 123.075; LGA 126.05/263.00)

- **Fixed wing aircraft are prohibited unless authorized by ATC**
 - Contact LaGuardia Airport Traffic Control Tower prior to Governors Island on **126.05** or **263.00**
- **ALSO, monitor and report on CTAF 123.075**

Get trained at www.FAASafety.gov/
 Rev. 1 (11/09)

New York Class B Airspace Hudson River and East River Exclusion Special Flight Rules Area (SFRA)



Mandatory reporting points shown.
 Note: Not for navigational purposes.

Important Frequencies

East River operations	123.075
LGA Tower Authorization	126.05 or 263.00
Hudson River Operations	123.05
Skyline Route Southbound	126.05 (LGA)
Skyline Route Northbound	127.85 (EWR)



Circling the Statue of Liberty

- Do so at the highest practical altitude below 1,000 feet MSL
- Circle in a counter-clockwise direction
- Be aware that local helicopter tour operators fly an irregular pattern near the Statue of Liberty at approximately 500 feet
- Remain especially vigilant for other traffic in the vicinity of the Statue of Liberty

Get trained at www.FAASafety.gov/

HAMILTON HOME-GROWN HOMEBUILDERS HINTS

Here's an example of what I was talking about at the last meeting. It may not be original, but the inspiration came from our chapter. Paul Kurtz gets the credit (and my thanks!) for this one. While visiting Paul's Hanger in preparation for the feature on his Lancair project, I noticed a rather hastily put together light stand. It consisted of a base made from scrap materials and an inexpensive shop light screwed to the top of it. Paul just shrugged his shoulders and thought it was no big deal, but a big light bulb went on in my head. I had previously built three stands on casters for painting my Tiger Moth landing gear and cabane struts and associated fittings. Instead of cutting them up later as fuel for my wood stove, I screwed cheap fluorescent shop lights to each one of them. It just so happened that I was desperately trying to come up with a better way to provide light for spray painting my fuselage. I had been using a mixed bag of bright glaring utility lights and a hodge-podge of other lights to paint my project. Good, low angle lighting is so important for spray painting, and this was a god-send. I wish I had thought of it last year when I was painting the wings, but hey, better late than never. They will end up in my hanger as work lights. What could be better?!

OK Chapter 974. what's hiding out there in your hangers, basements, and garages that will inspire others to solve a project problem? Don't overlook anything because it seems simple or obvious. It may not be obvious to another builder.



Left—Paul Kurtz's light stand—a few pieces of scrap lumbar and some duct tape.

Below Left—My "Christmas Tree" stand for painting tubes and fittings

Below Right—"Christmas Tree" stands rescued from the wood stove and converted to light stands—awesome for painting!

