



# The Marlboro Antiquer

**Meeting date:  
Nov. 11, 2008**

*Program: Balloonist  
Jim Ellis (see page 3)*

*Open meeting – 7:00 PM*

- Officer’s reports
- New members and guests
- Mail/info for the chapter
- News from around 9B1
- I learned about flying from that

*Old Business*

*New Business*

- 50/50 raffle

*Close meeting*

*Program*

**Holiday Party!**  
**Tuesday, Dec. 9**  
Juniper Hill Golf Course



## The Long and Winding Flight Path of a Chapter President

*by Beverly Lieberman*

Christine asked me if I would mind writing something about my time as President of our EAA Chapter 673. To do this I need to take you back in time...

As a child, flying would fire my imagination as I’d watch my pilot heroes on TV. I loved to hear the roar of a plane climbing; it was a symbol of all things technical and futuristic. Those early pilots were unmistakably remarkable people and because of them I became a pilot.

My younger years had me in California dating a pilot and instructor. It was fantastic to fly and have the power of flight in my hands. Unfortunately, the power of money was not going to let my dreams come true – well, not at that time. Working and going to school took more of my time and money.

I moved back to Massachusetts in 1978 – yes, *the blizzard of 78* was my welcome wagon. My life was about to take shape, although maybe not the shape I had expected. Flying was not quite as close as I had once hoped. I worked in Field service on mainframe computers, a line of work dominated by men. I was the only woman in my field at that time. Training and on-call support took over and

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## You Can Meet Some Interesting People in Aviation

*by Dudley Darling*

You can meet some interesting people in aviation, and some are just around the corner. One of those interesting people is Harland Avezzie of Westfield, MA.

If you are looking for someone to fix the ball turret on your B-17 bomber, he’s your man. If you are looking for a replica of the Dukes of Hazzard car to terrorize your neighbors with, he’s the one to go to. If you have an old warbird that has been resting on the bottom of a lake for years and want it restored, call Harland.

As a boy Harland was interested in building model airplanes (mostly military) and then became interested in flying free-flight and radio-control model airplanes. He also had an interest in cars as he got older. He couldn’t afford a new one, so he bought an old one and fixed it up. That got him started in his career of auto restoration.

Last fall, he was working on a replica of the Duke Boys’ car the “General

*(continued on page 4)*



# Calendar of Events: Nov/Dec 2008

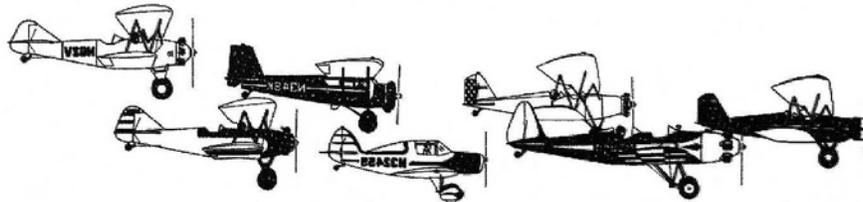


## November

- Tues 11 **Chapter 673 meeting**, 7:00 pm, Quonset hut, Marlboro Airport. Speaker Jim Ellis will present "A Hot Air Ballooning Sampler: Adirondack Balloon Fiesta, Letchworth State Park, and Miscellaneous Hot Air Stuff." See page 3 for details.
- Sat 15 **Young Eagles rally**, 9:00 am, Marlboro Airport (weather permitting). Pilots and ground crew volunteers are always welcome. Call Bob Hanlon for more information: (508) 509-2296.
- Sat 15 **Pancake breakfast**, 8:30 – 11:00 am, Skylark Airport (7B6), Warehouse Point, CT. All you can eat for \$5. Sponsored by EAA Chapter 1310: <http://www.eaa1310.org/>

## December

- Tues 9 **Chapter 673 holiday party**, 6:00 pm onward, Juniper Hill Golf Course, 202 Brigham Street, Northborough, MA. Tickets approx. \$25 per person.
- Sat 13 **Young Eagles rally**, 9:00 am, Marlboro Airport (weather permitting). Pilots and ground crew volunteers are always welcome. Call Bob Hanlon for more information: (508) 509-2296.
- Sat 13 **Pancake breakfast**, 8:30 – 11:00 am, Skylark Airport (7B6), Warehouse Point, CT. All you can eat for \$5. Sponsored by EAA Chapter 1310: <http://www.eaa1310.org/>



### The Marlboro Antiquer

Volume 14, Issue 6  
Nov./Dec. 2008

*Editor*

Christine Pulliam  
750 Farm Road, #120  
Marlborough, MA 01752  
(508) 481-1063  
cpulliam10@hotmail.com

EAA Chapter 673 – Marlboro Airport (9B1), Marlborough, MA 01752  
[www.eaa-673.com](http://www.eaa-673.com)

**Monthly meeting:** Second Tuesday of the month, 7:00 p.m. at the airport  
**Dues:** \$20.00 per year, payable November 1 to EAA Chapter 673

#### Officers – FY 2007/08

**President:** Beverly Lieberman, (508) 393-1460  
**Vice President:** Deb Cahill, decahill1@verizon.net, (978) 368-1512  
**Secretary:** Maurizio Izzi, maurizio.izzi@gmail.com, (508) 634-6865  
**Treasurer:** Rich Olsen, (508) 877-7054  
**Membership:** Richard Dupée, rdupee@gmail.com  
**Young Eagles Coordinator:** Bob Hanlon, (508) 509-2296  
**Webmaster:** Ken Sherman, (508) 839-5277

**Board of Directors:** All officers, plus Bob Cooper, Fred Cygan, Dudley Darling, Jim Grenier, and John Weigel

**EAA National HQ:** Experimental Aircraft Association, P.O. Box 3086, Oshkosh, WI, 54903 • (920) 426-4800 • [www.eaa.org](http://www.eaa.org)



## Chapter 673 and 9B1 News



**November Program and Speaker Bio:** Jim Ellis will present “A Hot Air Ballooning Sampler: Adirondack Balloon Fiesta, Letchworth State Park, and Miscellaneous Hot Air Stuff.” Jim is a commercial-rated hot air balloon pilot with more than 25 years of ballooning experience. He has flown at a number of locations, including New Zealand, Montreal, New Mexico, New York, and New England. He served as crew chief for the lead American balloon at ceremonies commemorating the Bicentennial of Flight held at Annonay, France, in 1983. He and his wife had the honor and good fortune to meet and become good friends with Ed Yost, the inventor of the modern hot air balloon. Jim writes a column for the *Atlantic Flyer* titled “Hot Air, Wings, and Flying Things.” He also is a commercial and instrument-rated single-engine land and sea pilot with nearly 2,500 hours of flying time in over 200 different aircraft.

**Pilot/Student Progress:** On Saturday, September 20th, **Tim Ryan** soloed in Cessna 172, N19648 (see photo below). **Kevin Norby** is Tim’s instructor.

**Election Results:** Chapter officer elections took place at the October meeting. Newly elected officers and board members will take on their respective duties in January 2009. The results were: President – Christine Pulliam; Vice President – Dudley Darling; Secretary – Maurizio Izzi; Treasurer – Rich Olsen; Membership Coordinator – Richard Dupée; Young Eagles Coordinator – Bob Hanlon; Web Editor – Ken Sherman. Board members: all officers plus Beverly Lieberman (ex-President), Bob Cooper, Deb Cahill, and Kevin Norby.

**Dues Are Due!** We held off as long as we could, but now chapter membership dues have increased to \$20 per year. In return, members receive this newsletter as well as the opportunity to participate in cookouts, flyouts, and a variety of aviation-related activities. We encourage you to renew so that you will receive prompt notice of all chapter events.

**Air Rally Results:** Six teams participated. The top three were: **Bart Bartelsman** & co-pilot Donna; **Richard Dupée** and co-pilot Sherry Grobstein; and **Rich Olsen** & co-pilot **Don Thompson**. See page 9 for a full report.

**Gone West:** Two former 9B1 pilots passed away recently. Doug Bugley of Southborough died on Sept. 5th. Funeral services were held on Sept. 8th. Bob Schneider died in the first week of October. He was Dudley’s first passenger in the Aerobat. A celebration of life in honor of Bob took place on Oct. 25th in Framingham.



*Student pilot Tim Ryan (left) and instructor Kevin Norby were all smiles after Tim’s first solo on September 20th. (Photo by Bob Stetson)*

*(continued from page 1)*

Lee.” The car was on the “rotisserie,” a frame support device that clamps to the front of the car and the back of the body, which allows the car to be rotated to work on the top, sides, or underneath at any time.

Right beside the replica, Harland was doing a wiring repair to one of the “General Lee” cars from the movie *Dukes of Hazzard*. The owner of the movie car also owned the sheriff’s car from the movie. So Harland divides his time between working on cars and aviation restoration.

Harland’s interest in model airplanes led him to get his pilot’s license. After earning his license, Cessna 150’s and Piper Cherokees were not of interest to him. He was looking for something that would better fit his personality. He found an SNJ, the U.S. Navy version of the T-6 Texan trainer. That brought Harland into the world of warbird restoration. He sold the SNJ and found a 1943 Fairchild PT-23A stored in a barn in Somers, CT.

Harland dismantled the PT-23 and moved it to his six-bay shop in Westfield. From 1984 to 1988 he carefully restored that PT. In 1988, he flew it to the EAA AirVenture in Oshkosh. He displayed the plane with other warbirds, and to his surprise won an award for his restoration.

Harland recently treated me to a flight in the PT-23. He meticulously preflighted the plane (this was not a check the gas, check the oil, walk around the plane and go). He then got out a crank to spin up the flywheel, which turns the crankshaft to start the radial engine. Not your usual turn on the mags and hit the starter switch. After a flight around the area (Westfield and Springfield at 1000 feet) in this open-cockpit wood, metal and fabric beauty, I believe Harland has found a plane that compliments his personality. When he has to do some major work on the PT, he treats Westfield to a one-plane parade, as he taxis his plane (with police escort) from Barnes

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*“General Lee” (Photos by Dudley Darling)*



*1943 Fairchild PT-23A*



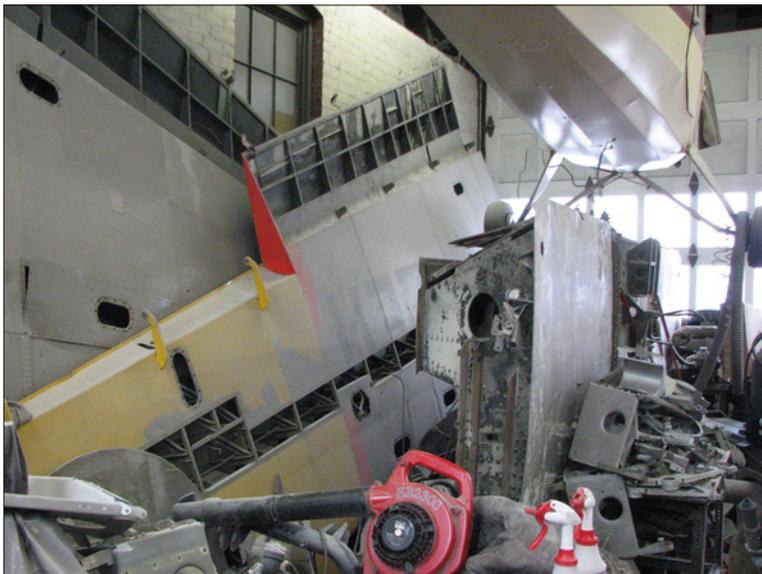
*Works in progress*



*Avenger frame*



*Turret bits & pieces*



*Pieces-parts*

Airport down the city streets to his shop near the center of town.

Presently at his shop is another PT-23 being restored, and hanging from the rafters is a 1946 Aeronca and frames of a PT-19 and a PT-26. The PT-19 might have been flown by Charles Lindberg, but that has not been confirmed.

Sharing the bay with those projects is a more ambitious warbird project – a Navy Avenger TBF ([www.warbirdregistry.org/avengerregistry/avenger-05954.html](http://www.warbirdregistry.org/avengerregistry/avenger-05954.html)). There are a few TBM models around, but this is one of only five known TBF models in the world. And when he is finished (in the year 20??) it may be the only flying TBF in existence. What makes this more interesting is that this plane was recovered from the bottom of Lake Michigan about 20 years ago after being ditched there in December of 1943. It was off the aircraft carrier Wolverine, a civilian Great Lakes, coal-fired, side-wheel touring boat that was taken over by the Navy and converted to an aircraft carrier.

Working from original parts, microfilm drawings and plans, as well as his knowledge of the Avengers, Harland is slowly getting the plane back together. Not an easy job – they don't sell Avenger parts at the local NAPA dealer. He has to get parts wherever he can – a museum with extra parts, a vendor at Oshkosh or Sun-n-Fun, a swap meet at one of the airports, over the internet (eBay and [www.barnstormers.com](http://www.barnstormers.com)), or one of his many friends and contacts throughout the warbird community. Otherwise, he has to get them made or make them himself. When you stop to realize that there are thousands of pieces going into one of these planes, not to mention all the sheet metal, Plexiglas, rivets, nuts, bolts, and washers, and miles of wiring, this is a daunting project. But Harland is up to it.

One of Harland's recent projects is building a gunner's turret for an Avenger TBM for the Carrier *USS Intrepid*, Manhattan, NY. Working with corroded pieces of scrap, he carefully

*(continued on next page)*

revitalizes what he can and makes or has made what he needs to produce a working (though not firing) machine gun turret. Harland is also working on three other turrets, including the one for his TBF, and turret rings for a couple of B-17's.

Among his other restoration projects, he has helped Tom Reilly with the 15-year restoration of the B-17 Liberty Belle, which flew again in 2004 and is now on tour through the United States ([www.libertyfoundation.org](http://www.libertyfoundation.org)).

Harland is also the vice president of the Pioneer Valley Military and Transportation Museum ([www.pvmtm.org](http://www.pvmtm.org)). This non-profit organization is in the process of establishing an "active" museum at the Westfield-Barnes Airport. They intend to have flying airplanes, driving trucks, and working vehicles, not just static displays. It will also be at a vantage point to watch the F15's from the 104th Fighter Wing.

So if you need a turret, or have a spare Norden bombsight, or just want to have a Daytona Charger suped up, call Harland Avezzie (NA Restoration, Westfield, MA). ←



*Harland preflighting the PT-23A*



*The PT-23A with a couple of WWII-era jeeps*

For more information, Dudley suggests the following:

- The now-closed Tom Reilly's Flying Tigers Warbird Restoration Museum, with photos of the Liberty Belle during restoration: <http://rides.webshots.com/album/287569227uppsFb?start=0>
- Florida travel info about the former museum: <http://www.floridareview.co.uk/air-museums/flying-tigers.asp>
- Tom Reilly sold his museum and restoration business in Florida. He works for Don Brooks now, currently on a P-40 and two B-17 projects; one in Urbana and one in Douglas. If you want to check on the restoration of the B-17 in Urbana, there is a website you can go to with a webcam set up: [www.b17project.com](http://www.b17project.com)

## Presidential Farewell

*(continued from page 1)*

my dreams of flying were fading fast. In addition to work, raising a daughter took time and money.

Would my dreams ever come true?

In 1995, thanks to Mark pushing me, my dreams were taking hold. It was great, a new husband and realizing my dream of flying all in one year. What more could one ask for? Maybe owning our own plane, so we did it, we bought Jack Harris's C150 Aerobat. Now things were looking up, and I asked myself what could be better than this? We would spend afternoons flying and cleaning our plane.

One day a group of people called to us... it was an impromptu cookout and the regular crew were inviting us to come over and join them for food and fun conversation. Well, Mark was interested but not me: "We don't even know these people and we didn't bring anything," so let's not look over at them and we'll be done soon. What a silly thought, people being nice with no ulterior motive, hmm...

Well this group turned out to be an amazing bunch of people. Pilots are truly in a class of their own. We joined in that sunny afternoon and had a blast. These people became a part of my life and are no longer acquaintances but friends, and this is how I see each of you.

Now it was time to actually join the EAA Chapter and see what all the fuss was about. My first meeting had John Weigel as President and I remember thinking how does he do that? – he was so

smooth at running the meetings. Mark and I started attending all the meetings and joined everyone at the Little Pub afterwards; it was fun and interesting for me.

Here comes the amazing part: after a few years, I was asked to run for President so I decided ok, let's give it a try. I won the election (yes we had more than one person running for each office that year). My first meeting was soon approaching, so I made an agenda and put down everything we needed to cover: 50/50 raffle, news around 9B1, I learned about flying from that, old business, new business, etc. This was a lot to remember and I was so nervous. After a few more meetings I felt right at home. Remember, I did say this is a great group of people; everyone made me feel so comfortable that after the first few meetings it became old hat. I loved what I was doing and so the story goes for 4 terms and 8 years. Together we achieved accomplishments, one of which I am proud to say was our Toys for Tots program and our fun and exciting holiday meeting/party.

My time as president is coming to an end. I realized that with the world being round, what seems like the end may also be the beginning. You have a new beginning with an excellent new president, Christine Pulliam, who I know will do an incredible job. Along with Christine is Dudley Darling as vice president, and the officers and board members, all of whom are here for you.

So I say farewell, not goodbye, with fond memories and the knowledge that life is about knowing and having

the chance to make a difference. For a while I was able to do that, and it was quite a ride. So I thank each and every one of you for your help and support during my time as your chapter president. Now I'm on to the next adventure and the next chapter of my life. ←

# Impromptu Columbus Day Cookout: Oct. 12, 2008



*Attendees included Greg Berghorn, Shirlee Purcell, Paula Skog, Bob Cooper and Beverly Lieberman*



*Karen demonstrated her dog's repertoire of tricks*



*(Photos this page by Christine Pulliam)*



*Surprise! Mark Lieberman was treated to a cake in honor of his 62nd birthday.*



*Fred Cygan and George Seaman watched Mark blow out the candles*

## Air Rally Report

*by Doug Stone and Deke Kennison*

The chapter's annual Air Rally, hosted by last year's winners, Doug Stone and his cousin Deke Kennison, was held Saturday, October 25. Six participating teams braved the gathering clouds, which favored morning VFR operations in eastern Mass. The surprise Search and Rescue (SAR) exercise – what to do if you are asked to employ your aircraft in an initial search effort – was well received, and the day's objective – to expose participants to the unique combination of flying, navigational, and observational skills demanded by a SAR mission – was met.

The weather forecast suggested that winds would be picking up around noon, so after a short briefing (with mission still unknown), crews were dispatched with an envelope in-hand, to be opened during flight at local initial fixes primarily due north and due south of 9B1. While in flight, crews were about to discover what this mission was all about – how would they react as ordinary pilots to a sudden call for help with limited instructions which were now being provided? Inside the envelope, an exercise sheet with instructions told them what to do next. The mission: Proceed to a last known position, or datum, and fly practice search patterns to simulate looking for a downed aircraft, lost hiker, or overturned canoe. Various search patterns were illustrated, leaving that to the discretion of the pilots. The exercise sheets were to be filled out with flight data, observations, and a simulated off-station report to a fictitious relieving aircraft and then returned for scoring. Most crews were eager to return to base in due time, with most returning within two hours.

Upon landing, participants experienced Doug and Deke's highly detailed Air Search Scientific Evaluation and Scoring System (ASSESS) designed specially for this rally. They:

1. Drew a card from a deck (its face value a potential tie-breaker!)
2. Took a written quiz involving both aviation trivia and FARs, and
3. Had their exercise sheets evaluated and scored.

After a debriefing from Deke, a retired naval helicopter pilot and SAR instructor who used to do this sort of thing for a living, objectives were met and the rally wrapped up by noon.

Scores were close, but Bart Bartelsman & co-pilot Donna flying a Navion down from Hampton, NH, edged out the competition in all three categories: field exercise, quiz, and poker draw. Second place (mis-reported at the rally due to a glitch in ASSESS – Deke apologizes for inputting a wrong score in the spreadsheet which we discovered later) goes to Richard Dupée and co-pilot Sherry Grobstein, also in a Navion. In third place (unchanged) were Rich Olsen & co-pilot Don Thompson in a Superhawk. Also participating were Bryan Douros & co-pilot George Bell in a J-3 Cub, Beverly & Mark Lieberman in their Cessna 150 Aerobat, and Kevin Norby & Christine Pulliam in a Cessna 150. All agreed it was a positive learning experience.

Bart added that our recent rallies have posed the types of challenges that he will endeavor to match with whatever he plans for next year. We all look forward to learning more about flying, so see you next time! ←

## Cold Weather In-flight Hazards & Tips

by Dave VanDenburg, Technical Counselor, EAA Chapter 439

I would like to cover cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms, which we don't see much of in the winter, and the other is icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ATC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop), suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temperature gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change

mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power-off letdowns. A high speed, idle descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees Fahrenheit per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo-supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off-airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling

mirror (a CD works great) and warm clothing including a hat and gloves. Also carry a handheld radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints," which is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com). Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions. ✈

*(This article reprinted with permission.)*

## Meeting Minutes – Sept. 9, 2008

Meeting was called to order by President Beverly Lieberman at 7:02 pm with 13 members in attendance.

- Secretary minutes – Approved as published in the newsletter
- Treasurer's report – Approved as published in the newsletter, with note that income also included \$311 from Yard Sale
- Upcoming speakers – None confirmed
- Membership report – No update
- Young Eagles report – Expecting two Scout troops, 30 kids total. Weather is questionable.
- Newsletter report – Correction to date of Columbus Day cookout: Sunday, not Monday. Thanks to Ken Sherman for his article. Beverly thanked all officers and board members who contributed – it makes Christine's job a lot easier. Hopefully the new slate of officers/board members will continue this tradition.
- Guest: Audrey Murphy, David Clark's daughter

### *Mail-in Information*

- Pitts project for sale. Note that HighMax project mentioned last month was taken by a Fitchburg mechanic.
- Sept. 17: Safety seminar at Marlborough Holiday Inn
- Sept. 21: Simsbury fly-in
- EAA hotline requests comments on FAA's proposed new guidelines for the "51-percent" rule

### *News Around 9B1*

- Any wildlife encounters should be reported to Bob Stetson so he can pass along to State fish & wildlife division. This means any time you have to "adjust behavior," e.g. aborted takeoff or landing, in addition to bird strikes. Reporting is for information-gathering purposes only.

- Stetson has permission to use pyrotechnics to harass the geese and keep them away from the runway. Expect loud booms.

- Steve Miller came through hip surgery with flying colors. Chapter will send a get-well-soon greeting card.

### *I Learned About Flying From That*

- If you violate the floor of class B airspace, expect to spend lots of time on the phone. Also expect to enjoy an impromptu, personalized safety seminar. Not recommended procedure (the violation, that is).

### *Old Business*

- Trailer windows still on hold
- Ken Sherman is still looking for web site suggestions
- Thanks to Bill Greenberg for the invitation to the Stow cookout

### *New Business*

- Trailer improvement project: \$350 received in donations and \$310 spent on supplies, so there is some cash left (plus additional \$100 from treasury if needed). First work session on Saturday, Aug. 30 made good progress on removing paint from front of trailer. Additional work planned on Sept. 13 and 20.
- Block Island fly-in this weekend by the Mid-Atlantic Pilots Association
- Long discussion on holiday dinner and whether chapter should cover more of the costs from the treasury, thereby reducing price attendees are charged. However, the holiday party is not the focus of the chapter, so shouldn't devote a large fraction of assets to it. The chapter already covers some costs, so ticket price is only \$20-25 per person. Consensus was to continue this practice.
- Holiday dinner will be held at Juniper Hill again. They offer good value and the staff is incredible.
- Beverly cannot commit the time & energy needed to organize the raffle

we typically hold during the holiday dinner. The raffle pays for the DJ (for the following year, technically). Question if it is cost-effective for the chapter to donate items – will we get more in return than we invest? Diane suggested that Beverly send the names and numbers of places she usually calls so other members can divvy up the work. The chapter also voted to purchase two \$50 gift certificates from DFS for the raffle.

- Board voted to send holiday card to members & chapter friends. Beverly will do this – officers should sign the paper she brought.
- All are urged to attend the October meeting – chapter elections, no absentee ballots. Beverly will be on the board as ex-president. Only other board member interested in running again is Bob Cooper.
- Ideas for recruiting new members? Suggestion to designate a new member ambassador was followed by general agreement that it's a job for all members. Beverly will create a display sign and chapter brochure.
- Shirlee reported \$77 income and \$60 expenses from the Labor Day cookout, for a net of \$17.
- Former 9B1 aviator Doug Bugley passed away. We will have to add wings to the memorial plaque before we can add more names. Ask Doug Stone to inquire. Chapter voted to donate \$50 to appropriate charity in his memory – Paula will send info to Rich.
- 50/50 raffle won by guest Audrey Murphy

Meeting adjourned at 8:30 pm.

## Meeting Minutes – Oct. 14, 2008

Meeting was called to order by President Beverly Lieberman at 7:00 pm.

- Secretary minutes – Read and approved
- Treasurer's report – Income of \$464.04 (thanks mainly to Yard Sale) and expenses of \$138.90. Current balance is \$2,642.28. Report approved.
- Election start – Reminder that only paying chapter members can vote. Quick overview of officer and board responsibilities. Ballots handed out. It was noted that Greg Berghorn also is running for the board.
- Upcoming speakers – None
- Membership report – None
- Young Eagles report – None
- Newsletter report – Articles from Dudley Darling in November, Bob Cooper in January

### *News From Around 9B1*

● Bob Schneider, Dudley's "Old Eagle," died last week. He was Dudley's first passenger in the Aerobat, and they had an electrical failure on that flight. He stayed calm, which let Dudley concentrate on flying the plane. A nice guy who will be missed.

### *I Learned About Flying From That*

● N3RW experienced an electronics failure while in the pattern. Rich Olsen did the right thing and paid attention to flying the airplane. Got down fine. He also realized he hadn't checked the ammeter, which showed a strong discharge.

### *Old Business*

● Trailer update – All white primer on, time to paint. Christine fessed up to improperly storing rollers to drip-dry, leading to paint drips on the interior. She was punished with 10 lashes, and promised that she (and her assistants) would be more careful. Spill will be painted over with gray.

### *New Business*

- Chapter membership dues are due to Richard Dupée.
- Air Rally scheduled for Oct. 25, rain date of Oct. 26. Let Doug Stone know if you want to participate.
- While ballots were counted, John Weigel offered a show-and-tell of an auto engine that shredded a cylinder. That's one reason why many pilots prefer air-cooled over water-cooled engines.
- Election results: President – Christine Pulliam; Vice President – Dudley Darling; Secretary – Maurizio Izzi; Treasurer – Rich Olsen; Membership Coordinator – Richard Dupée; Young Eagles Coordinator – Bob Hanlon; Web Editor – Ken Sherman. Board members: all officers plus Beverly Lieberman (ex-President), Bob Cooper, Deb Cahill, and Kevin Norby. The newly elected will take over their positions in January.
- Beverly offered a heartfelt thanks to everyone for all of their help during her tenure (and before). It has been her pleasure to serve the chapter.

● Christine seconded Beverly's thanks to outgoing and incoming officers & board members. She asked that members talk to her or the other officers about what they would like to see the chapter do more of, less of, or differently.

● Dudley asked if the chapter wants a speaker every month or continue with every other month. Consensus of those present was that every other month is okay. Reiterated request to keep length of the business meeting to a minimum when we have a speaker. It was also suggested to avoid speakers in July/August due to the heat.

● 50/50 raffle won by Shirlee Purcell

Meeting adjourned.