



Shorelines – January 2017

Happy New Year!

This is the last month I will be subbing for Bill Costello. I am happy to say he is back on his feet so the newsletter will be back to normal.

Upcoming dates:

- January 13 – Chapter Meeting at the WHF. 1930 - Aviation Movie Night – Flight of the Phoenix. The Jimmy Stewart Classic – Bring family and friends!
- January 18 – IMC Club 1900 at Skill Aviation
- January 26th – Board Meeting – 1900 at the President’s Skunk Works

From the President

What a great end of the year party. I would like to thank Jeff and Ileana for stepping in and making it happen and Dave for letting us use his hangar.

I have a lot of people to thank for their work in the last year. I am sure I will miss some, but the chapter would not be a functioning entity without volunteers to help run the various activities. I would however like to make a special shout out to the following people. Sam Bataglia, Mike Fazio, John Cecelia, Dave Smith and Jim Hull for keeping the board running. Ed and Deb Willgess for working with Young Eagles and The IMC Club coordinators led by Bob Hamilton.

Normally I ramble on here about whatever pops into my head, but this month I am going to pass on a little gem sent to me by one of my fellow CAP pilots. I hope you will enjoy it as much as I did.

Pilots are people who drive airplanes for other people who can't fly.

Passengers are people who say they fly, but really just ride.

*Fighter Pilots are steely eyed weapons systems managers who kill bad people and break things. However, they can also be very charming and personable. The average fighter pilot, despite sometimes having a swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring.
(However, these feelings usually don't involve anyone else.)*

Flying is a hard way to earn an easy living.

Both optimists and pessimists contribute to society. The optimist invents the airplane; the pessimist, the parachute.

Death is just nature's way of telling you to watch your airspeed.

As a pilot only two bad things can happen to you (and one of them will):

- a. One day you will walk out to the aircraft, knowing it is your last flight.*
- b. One day you will walk out to the aircraft, not knowing it is your last flight.*

There are rules and there are laws:

*The rules are made by men who think that they know how to fly your airplane better than you.
The laws (of physics) were ordained by God.*

You can and sometimes should suspend the rules, but you can never suspend the laws.

About Rules:

- a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.*
- b. If you deviate from a rule, it must be a flawless performance (e.g., if you fly under a bridge, don't hit the bridge.)*

Before each flight, make sure that your bladder is empty and your fuel tanks are full.

He who demands everything that his aircraft can give him is a pilot; he who demands one iota more is a fool.

There are certain aircraft sounds that can only be heard at night and over the ocean. Most of them are scary.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.

*"If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs."
(President, DELTA Airlines.)*

In the Alaskan bush, I'd rather have a two-hour bladder and three hours of gas than vice versa.

An old pilot is one who can remember when flying was dangerous and sex was safe.

Airlines have really changed ... now a flight attendant can get a pilot pregnant.

I've flown in both pilot seats. Can someone tell me why the other one is always occupied by an idiot?

You have to make up your mind about growing up and becoming a pilot. You can't do both.

Nieuport 28 Progress

Construction on the Nieuport 28 is progressing at a fast pace. Since taking delivery of the kit in November, parts have been inventoried, missing parts replaced, and construction has begun in Jim Goodman's KUGN hangar. Jim's hangar was selected as the preferred building site instead of the original hangar because A: it is well heated, B: has good lighting, and C: there is a complete machine shop inside. Did I mention it's heated? Construction began in November, and there has been good progress in the last 6 weeks. When the weather warms and the aircraft is ready for rigging, we will move into our original hangar.

Construction of the fuselage tube frame is nearly complete. Bob Hamilton and Mike Racette have put in many hours measuring, coping tubing, and riveting this assembly. With the final riveting of a few remaining gusset plates, this portion of the assembly will be complete. Jim Goodman formed and assembled the horizontal stabilizer. He has also completed major work on the landing gear assembly. John Cecilia, Bob Herrick, Jim Hull, have spent hours forming the rudder assembly, drilling wing spars, and bending at least 500 wing ribs (well, it seemed like that; maybe only 100). Paul Alleman, Bill Costello, Mike Fazio, and Joe Shea have all put in time helping on these and other portions of the project.



Our next major task is to build a structure to hold the fuselage stable while we assemble and rig the wings onto the fuselage. The rig should be completed by mid-January, and the wings in place by the end of the month. The project is on schedule for completion before the next Northern Illinois Air Show (9/9/17). We current meet Monday and Friday days to work on the project. For more information, contact Jim Hull.

