



The Leader In Recreational Aviation

April 2007  
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Inside this Issue

- 1 Vice Presidents Message
- 2 Young Eagles  
Executive Board Meeting
- 3 Chapter Officers  
Treasurer's Report  
Secretary's Report
- 4 Calendar of Events  
Secretary's Report (cont.)
- 5 Hosed !
- 6 Hosed ! (cont.)

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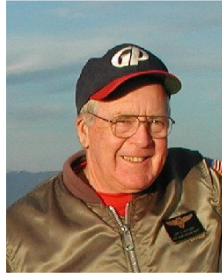
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# ARIZONA OUTBACK FLYERS

## EAA Chapter 1144

Salome, Arizona

### Vice President's Message



We were all glad to see our president, Fred Allen, make it to the last meeting. Unfortunately, he suffered a serious setback shortly thereafter when an infection set in. At the time of this writing, he is in Grandview Terrace Rehabilitation Center, room 223A, 14505 W. Granite Valley Dr., Sun City West, AZ 85375, telephone (623) 975-8100.

However, there is a strong possibility that he will have to be re-admitted to the hospital in the near future. We will have updates as to his progress at the next meeting. Our thoughts and prayers are with you Fred for a speedy and complete recover.



Our planned flyout to Needles on March 20<sup>th</sup> failed to materialize due to high winds along the river. We will try again on April 17<sup>th</sup>, to Marana (AVQ). I understand that there is a nice restaurant on the field. Let's try to have a good turnout as this will be the last activity until the fall.



Thanks again to Don Witt for the very interesting program he presented at our last meeting. Don shared many of the experiences he had during his career as an airline pilot. He flew for several airlines as he worked his way up from engineer to captain. Many of his stories brought back old memories to us "old" folks.

Our April 14<sup>th</sup> meeting will be the last until the snowbird members return in the fall. I want to wish you all a pleasant and safe summer and look forward to next year being the best one yet.

*Chuck Schilder*

# Young Eagles



Our members who have flown young eagles for other chapters:

Fred Allen	239
Dick Brehm	2
John Hong	75
Eldon McDaniel	10
Howard Smith	6
Total	332

Last month I only reported our members who have flown for our chapter:

Art Anderson	2
Jerry Breeyear	178
Ted Bryan	487
Wayne Fletcher	53
Bonnie Powell	5
Ed Powell	2
Chuck Schilder	44
Joel Werre	2
Total	773

If we add that number to the total number flown we get a total of 1105. That in itself is pretty impressive. We do make a difference. Keep up the good work. Thanks guys for doing your part.



*Ted Bryan,  
Young Eagle Coordinator*

## Executive Board Meeting

MARCH 10, 2007

An executive board meeting was held immediately following the regular meeting. President, pro-tem, Chuck Schilder presided. The following members were present: Ted Bryan, Elizabeth Bryan, Suzanne Hong, Gil Lerma, Judy Breeyear, Jerry Breeyear, Marge Skites, Ron Skites and Fred Allen. The purpose of this meeting was to discuss how to get members to fill out and return the questionnaire survey. After discussion our recommendation was to have blank ones ready at our next meeting, April 14, and ask members to complete them and have Elizabeth collect them. She will type the results for April's newsletter.

Yearly budget was approved for 2007 at our regular meeting of March 10, 2007. Suzanne presented a bill for Newsletter supplies for the amount of \$15.60. Elizabeth wrote her a check # 1028 for this amount. Elizabeth received an application for membership for Jerry Larson. He paid his dues of \$20.00 for himself and his wife, Dee. A Wendendale Days Booth was discussed. Bev Sullivan volunteered to get everything ready to sell sloppy joes and will get members to help. Some members thought that it would be too much work and that we should give our women a rest as they have done so much. Others felt that if our women have volunteered and thought that it would be another way to make some extra revenue that we should support this. Elizabeth will let Bev know after this meeting.

A meeting for May was discussed as to whether there would be enough members in the area to have one. We will put this on the agenda to discuss at April's next meeting. Fred A. thought that he would be recovering well enough to preside over our next meeting. Meeting adjourned at 2:40 pm.

*Submitted By: Elizabeth Bryan/Secretary*

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**Treasurer's Report**

March 10, 2007

Beginning Balance For February 1, 2007 \$1217.67

DEPOSITS:

02/13/07 Dues/50/50/Lunch \$ 209.00

DEBITS:

CK # 1022 Suzanne Hong Newsletter \$ 91.00  
CK # 1023 Judy Breeyear Food \$ 17.09  
CK # 1024 EAA Banner \$ 20.00  
CK # 1025 Judy Breeyear Supplies \$ 12.66

TOTAL DEBITS: \$ 140.75

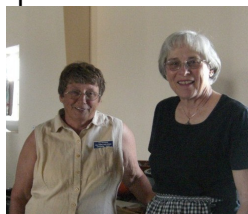
Ending Balance As Of February 28, 2007 \$ 1285.92

*Respectfully Submitted,  
Elizabeth Bryan Secretary/Treasurer*

**Secretary's Report**

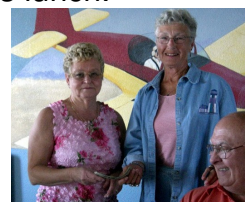
MARCH 10, 2007

The regular meeting for EAA Ch 1144 was called to order by President pro-tem, Chuck Schilder, in the absence of Fred Allen, president, at 12:55 pm. Fred Allen was able to come to the meeting so gave an update about himself. He will take over his duty as president in April as he is doing quite well.



The Pledge of allegiance was recited. Chuck welcomed 33 members and 1 guest, Jerry Larson from Ft. Wayne, Indiana. He thanked Judy Breeyear, Marge Skites, and those who contributed to today's lunch.

**ANNOUNCEMENTS:** 50/50 tickets were sold by Irene Lerma and thanked by Chuck & Elizabeth. \$37 was won by Clarisse Dieter and \$37 will go to our bank account.



**MINUTES:** February minutes were approved as printed in our February newsletter.

**TREASURER'S REPORT:** Elizabeth gave the following beginning balance for 02/01/07 as \$1217.67 & an ending balance for 02/28/07 as \$1285.92. Treasurer's report was accepted for filing.

## CALENDAR OF EVENTS

**April 14, 2007**

\*\* No Lunch at Noon \*\*

EAA Chapter Meeting at 1:00  
IHA Great Room  
Ice Cream Social following  
the meeting. Cost: \$3.00

**April 17, 2007**

Flyout to Marana, AZ (AVQ)  
Arrive at 9:30 am  
Breakfast at the cafe

**October 13, 2007**

Meeting at 1:00  
Program - TBA  
IHA Great Room

**November 10, 2007**

Meeting at 1:00  
Program - TBA  
IHA Great Room

**December 8, 2007**

Meeting & Program - TBA  
IHA Great Room

**December 2007**

Christmas Party – Date TBA  
IHA Great Room

### COMMITTEE REPORTS:

**AIRFRAME TECH:** Jerry Breeyear and Ron Skites reported that we have two new Experimental projects: Wally Dieter bought a new IV-1200 Kit Fox and Roger Thistle bought an 85 Taylor Kit.

**ACTIVITIES:** Chuck announced that our Fly-out for Feb. 20 to 29 Palms did not take place due to some weather problems. Our next fly-out will be to Needles on March 20. Bring a lunch and plan to be there around 11 am.

**HOSPITALITY:** Judy B. reported that our food booth at the Chili Cook Off was a great success and that she will do it again next year. She thanked all of her workers and presented \$1029.75 to Elizabeth for deposit. Expenses came to \$406.51 which left a profit of \$623.24.

**MEMBERSHIP:** Complimentary Membership was discussed for those who choose not to join National EAA. They will not have a vote but will be a member of our chapter. Discussion was favorable. Motion was made, seconded, and passed to do this. Dues are \$10 per member and are due now. Pay Elizabeth.

**YOUNG EAGLES:** Ted Bryan read the number of young eagles that have flown for Chapter 1144 and will submit names for Suzanne to print in our next newsletter for all members who have ever flown young eagles for other chapters. Ted gave an update on how the impact of FAA's new proposal would affect the young eagle program. Art Anderson and Skip Schipper spoke up and said that the FAA will not include EAA's Young Eagle Program.

**OLD BUSINESS:** Gil Lerma talked with Indian Hills Airpark Association at their last meeting and they are willing to go half with us on a PA system. Gil has made one for us to use as long as we want.

**NEW BUSINESS:** Bev Sullivan suggested that we have a food booth at the Wendendale Days on March 24 in Wenden.

**NEWSLETTER:** Suzanne Hong sent a questionnaire along with February's newsletter to each member and asked that we fill them out and give them to Elizabeth. She has extras if anyone needs one. We hope to have some results by our April meeting.

### OLD BUSINESS:

**NAME TAGS:** Elizabeth handed out Name Tags and will take any new orders. They are \$5.00 each.

**PROJECT:** The Kit is now in Joel Werre's hanger waiting for our members to decide what the next step would be to begin working on it.

**OTHER:** Jerry B. announced that Tammy Price will have T-shirts & hats for sale and that we might want to look into

ordering some from her. Members favored this idea and Jerry will pursue this.

**PROGRAM:** Don Witt gave a talk about his career in flying and had pictures of the air planes that he has flown. He passed the pictures around for us to observe.

**NEXT MEETING:** Our next meeting will be held on April 14 and will be an ice cream social inviting other chapters to Fly-in. Chuck asked our members to have their aircraft on display.

**EXECUTIVE BOARD MEETING:** Held immediately following our regular meeting.

**MEETING ADJOURNED TO EXECUTIVE SESSION AT 2:15 pm**

*Respectfully submitted, Elizabeth Bryan,  
Sec/Treas*

## Hosed!

*By Rory Hansen*

The aircraft carrier was doing operations off Okinawa, Japan. It was the time of typhoons and one was churning its cauldron towards Okinawa. I had a night A-7 tanker mission over the ship. Weather was scattered rain showers, courtesy of the typhoon's far reaching effects. My A-7 airborne filling station topped off the ever-thirsty F-4 Phantoms. Once the F-4s got their fill and slipped away in the inky darkness, it was time to reel the refueling hose back into the "buddy store", which looked like another drop tank, but with a refueling hose and basket tucked neatly in its tail end. Switch on to retract the hose ..... No retraction ... Recycle switch .... Nothing ... Maneuver the airplane a bit to unstick whatever's stuck .... Still nothing. Time to radio the ship and tell them my problem, and get the go ahead on giving the hose the guillotine, literally a small cutter activated by two explosive cartridges to sever the hose and send it to Davy Jones' locker.

I get vectors to a safe drop area so the hose doesn't end up being a souvenir on someone or something far below. I fire the

guillotine charge by pressing a button on the refueling panel. Hopefully the hose and my airplane have parted company, but I have no way of knowing whether the hose and drogue basket have detached without another aircraft checking me over. So the plan is to fly a low pass across the ship's deck for visual verification that the hose and drogue basket are not still attached. If they are, I can not make a carrier landing because of the hazard to personnel on the carrier deck as I land. A refueling hose skipping across the deck brings to mind broken or detached body parts as my airplane lands aboard and catches a wire, bringing everything to an abrupt stop except the refueling hose. The hose could possibly come loose at precisely the wrong time, hitting flight deck personnel.

I fly a low approach to the deck so the LSOs (landing signal officers) can take a look at my airplane as I fly by. I receive unwanted news from the LSOs. The hose is still attached. Ship control radios me to proceed to the "Bingo" field, Kadena Air Force Base, Okinawa, Japan. I think to myself, "Why do these things always happen at night in terrible weather? " Well, at least Kadena has long Air Force runways to land on and a precision approach guidance system.

As I climb to a more fuel efficient altitude, I'm greeted by the spooky phenomena of St. Elmo's Fire. It looks like streaks of electric spider's webs creeping across the windscreen and causing a glowing static charge on the nose of my airplane. As I get within approximately 100 miles of Okinawa, I try to establish contact with Kadena control. Due to the St. Elmo's Fire surrounding my aircraft, all I can hear in my earphones is static. The weather keeps getting worse as I proceed into the typhoon's fury with continuous turbulence and rain.

I finally establish contact with Kadena control, but the news does not give me comfort. The air base is closed. Winds of 70 knots steady with higher gusts directly

across the parallel runways are reported. This night has not gone well. However, Kadena control relays that the Japanese air base "Naha" has a runway with the wind almost directly in line with it and only a few miles away. Naha sounded good to me since I now had no choice, what with my low fuel quantity, and Okinawa being only an island in a very large ocean.

The instrument approach to Naha was "non precision" meaning you had to follow a course to the runway and, at designated points, you would descend to lower and lower altitudes as the terrain below you permitted. Hopefully when you got close to the runway you would be low enough to get below the clouds and see the runway.

Kadena control vectored me to the final approach course, then cleared me to fly the approach and contact Naha tower. The wind, rain and turbulence made for an entertaining approach. A couple minutes before landing I contacted Naha tower. The Japanese controller gave me landing clearance. His English pronunciation would have given me a good chuckle if I hadn't been so busy wrestling the airplane through the murk. Had it been an American controller, it would have sounded like, "Navy november foxtrot four zero five, you are cleared to land". But the Japanese controller's version was, "Navlee Novembler foxtrot zelo five you ah creered to rand". No matter how it came out it sounded good to me. Now all I had to do was spot the runway lights and land.

Glancing up from my instruments through the rain streaked windscreen, all I saw was murky white clouds, illuminated by my aircraft landing lights. One more step down altitude to go would hopefully get me below the clouds for a safe landing. Slowly I descended to the minimum altitude. By now I was just a couple miles from the runway. The murk outside began to flicker in my

landing lights. I was escaping the cloudy murk, and I had runway lights ahead! After I touched down on the runway, I hardly had to use my brakes because with 70 knots of headwinds, I was landing at about half the normal landing speed.

After clearing the runway I had an interesting time trying to understand where I was being told to park. The Japanese controller was speaking sushi to a hot dog eater. I shut down my trusty A-7, opened the canopy, and was immediately buffeted by the wind. I post-flighted the A-7E Corsair II and all the parts were there, minus one. The refueling hose and drogue basket had disappeared somewhere between the ship and where I was now parked.

I followed my Japanese escorts across the ramp to air operations. We looked like bugs hunkered down getting buffeted left and right as we fought the gale. Now my concern was that the refueling hose may be lying out on the runway, having detached itself when I landed, so I tried to explain that possibility to my Japanese friends. I hoped they would understand and make a sweep of the runway in their truck so another airplane wouldn't run over the hose and cause damage to their aircraft. After 15 minutes of gestures with my hands, slow English-speaking and many bows from my friends, I saw this effort was futile. Time for the illustration method. I drew an airplane on a runway with a hose coming off one side, and then another illustration with an airplane on a runway with the hose left behind. Finally they were clear on the concept and with much head bowing and nodding, I think they all came to the conclusion that this American Navy pilot had lost his noodle!

*Editor's Note: Rory Hansen was in the Navy for 6 years. He Currently is a Captain for Southwest Airlines. Rory and Donna, his wife are members of EAA Chapter 810 in Payson, AZ.*

