



One Degree West

The Newsletter of EAA Chapter 992

Volume 1, Issue 2

April 2010

Special points of interest:

- Next Chapter Meeting will be on Monday, April 12, 2010, 7:00p at the Marshfield Municipal Airport
- Young Eagles will be flying on Saturday, May 2, 2010 at Marshfield Municipal Airport. Time to follow.

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Marshfield Young Eagle Flies Solo!

By Christopher Owens

On the evening of Thursday, March 25, 2010, at approximately 6:00p, Tyler Stargardt took to the skies with his family and friends providing moral support from the tarmac. Taking command of Cessna N5241J, Tyler performed three perfect takeoffs and landings.

Says Tyler, "I did great! AND I am super excited! Three perfect takeoffs and landings! Now I can really start putting in hours."



Tyler and Instructor Dave Wells after the big event.

Having kept the wheels on the bottom and the wings on the top, Tyler is ready to continue with his training. Participating in the Sporty's Private Pilot training course available to all Young Eagles, he is preparing for his FAA Written Exam as well.

Tyler also received a personal phone call from Brian O'Lena, EAA's Youth Programs Manager from National Headquarters in Oshkosh congratulating him on his success.

Newsletter Format Feedback Received

Thanks to those who have offered feedback on the new newsletter format. The primary concern was the smallish size of the text made it difficult for aging eyes to read the printed page.

In response to that feedback, the text size has been significantly increased, and should be more easily read for those who still print their newsletters to paper. For the technically savvy, as the newsletter is provided in Adobe PDF format (with the exception of a few that only receive paper copies in the mail), Adobe Reader's zoom functions allow for easy reading when on screen.

Please send any other comments to newsletter@eaa922.org.



The Round The World Saga of the "Pacific Clipper", Part 2

By John A. Marshall

Ford planned to take off and head straight northwest, across the Queensland desert for Darwin, and then fly across the Timor Sea to the Dutch East Indies (now Indonesia), hoping that Java and Sumatra remained in friendly hands. The next day, as they droned into the tropical morning the coastal jungle gradually gave way to great arid stretches of grassland and sand dunes. Spinnifex and gum trees covered the landscape to the horizon. During the entire flight to Darwin the crew didn't see a river big enough to set down the big flying boat should anything go wrong. Any emergency would force them to belly land the airplane onto the desert, and their flight would be over.

They approached the harbor at Darwin late in the afternoon. Massive thunderheads stretched across the horizon, and

continuous flashes of lightning lit up the cockpit. The northernmost city in Australia, Darwin was closest to the conflict that was spreading southward like a brushfire. A rough frontier town in the most remote and primitive of the Australian territories, it was like something out of a wild west movie. After they had landed, the Pacific Clipper crew was offered a place to shower and change; much to their amusement their "locker room" turned out to be an Australian Army brothel.

Ford and his crew set about fueling the airplane. It was a lengthy, tiresome job. The fuel was stored in five gallon jerry cans, each one had to be hauled up over the wing and emptied into the tanks; it was past midnight before they were finished. They managed a few hours of fitful sleep before takeoff, but Ford was anxious to be underway. News of the

"Ford and his crew set about fueling the airplane. It was a lengthy, tiresome job. The fuel was stored in five gallon jerry cans, each one had to be hauled up over the wing and emptied into the tanks; it was past midnight before they were finished."

The Round The World Saga of the "Pacific Clipper", cont'd.

progress of the Japanese forces was sketchy at best. They were fairly certain that most of the Dutch East Indies was still in friendly hands, but they could not dally.

Early the next morning they took off for Surabaya, fourteen hundred miles to the west across the Timor Sea. The sun rose as they droned on across the flat turquoise sea, soon they raised the eastern islands of the great archipelago of east Java. Rude thatch-roofed huts dotted the beaches; the islands were carpeted with the lush green jungle of the tropics.

Surabaya lay at the closed end of a large bay in the Bali Sea. The second largest city on the island of Java, it was guarded by a British garrison and a squadron of Bristol Beaufort fighters. As the Pacific Clipper approached the city, a single fighter rose to meet them; moments later it was joined by more. The recognition signals that Ford had received in Australia proved to be inaccurate, and the big Boeing was a sight unfamiliar to the British pilots. The crew tensed as the fighters drew closer. Because of a quirk in the radio systems, they could hear the British



pilots, but the pilots could not hear the Clipper. There was much discussion among them as to whether the flying boat should be shot down or allowed to land. At last the crew heard the British controller grant permission for them to land, and then add, "If they do anything suspicious, shoot them out of the sky!" With great relief, they commenced a very careful approach.

As they neared the harbor, Ford could see that it was filled with warships, so he set the Clipper down in the smooth water just outside the harbor entrance. "We turned around to head back," Ford said. "There was a launch that had come out to meet us, but

instead of giving us a tow or a line, they stayed off about a mile and kept waving us on. Finally when we got further into the harbor they came closer. It turned out that we had landed right in the middle of a minefield, and they weren't about to come near us until they saw that we were through it!"

When they disembarked the crew of the Pacific Clipper received an unpleasant surprise; they were told that they would be unable to refuel with 100 octane aviation gas. What little there was severely rationed, and was reserved for the military. There was automobile gas in abundance however, and Ford was welcome to whatever he

"At last the crew heard the British controller grant permission for them to land, and then add, "If they do anything suspicious, shoot them out of the sky!""

The Round The World Saga of the "Pacific Clipper", cont'd.

needed. He had no choice. The next leg of their journey would be many hours over the Indian Ocean, and there was no hope of refueling elsewhere. The flight engineers, Swede Roth and Jocko Parish, formulated a plan that they hoped would work. They trans-

ferred all their remaining aviation fuel to the two fuselage tanks, and filled the remaining tanks to the limit with the lower octane automobile gas. "We took off from Surabaya on the 100 octane, climbed a couple of thousand feet, and pulled back the power to cool off the

engines," said Ford. "Then we switched to the automobile gas and held our breaths. The engines almost jumped out of their mounts, but they ran. We figured it was either that or leave the airplane to the Japs."

"Then we switched to the automobile gas and held our breaths. The engines almost jumped out of their mounts, but they ran."

Secretary's Report

Minutes of the March 8, 2010, EAA Chapter 992 meeting held at the Hurd Hangar, Taylor County Airport, Medford, Wisconsin.

The meeting was opened by President Dave LeVoy at 7:00p.

Dave reported that no minutes or financial reports are available. The secretary and treasurer are not present.

Dave reported the Chili Feed produced a profit of \$73.31. Chris Owens had provided details about the fly-in aspect of the event in the March 2010 newsletter. Twenty one aircraft had flown in, five on skis.

Chris Owens opened a discussion about an International Learn to Fly Day event on May 15, 2010. Events being held at other airports being considered for our event:

- Open House
- Static Displays
- Fly In
- Professional pilots available for visits with the public
- Seminars — e.g. steps to take to

- learn to fly, buy or build an airplane
- Flying instructors available for visits with the public
- Young Eagles rally
- Radio controlled aircraft demos
- Ultralight club attendance

All attending voiced their eagerness to hold an event. The number of pilots who can provide Young Eagles flights needs to be determined, as well as a list of kids who wish to participate. Advertising for the event will need to be decided upon. All available media should be used, possibly in conjunction with other EAA chapters.

Details to be confirmed at the April 12, 2010 chapter meeting.

Chris Owens suggested we arrange a work day at the Weeks Hangar in Oshkosh. He will contact EAA Maintenance Supervisor John Hopkins to determine a date for the visit.

Dave LeVoy adjourned the meeting at 9:15p

Respectfully submitted,
Noreen Moen

From the Vice President: Inspiration from Your Friends

As I put together this month's newsletter, I think back to page one, and the time a week or so ago when I received an email from Tyler, ecstatic that he had flown solo in his aircraft. Feeling the excitement in his correspondence, it reminded me of the excitement I felt when I first took the yoke on my own. It also reminded me that there is more to flying than just

receiving your private pilot's certificate.

What can you do once you have your certificate? Perhaps the question is, what can't you do? Sure \$100 hamburgers are great. But there's so much more. You can fly search and rescue, charitable missions, Young Eagles (of course), go backwoods air camping, and have many other ad-

ventures. What are you going to do with your license today?

~Chris



Calendar of Events

April 2010

Monday, April 12, 2010 7:00p - 8:00p

Chapter Meeting
Marshfield Municipal Airport
Marshfield, Wisconsin

May 2010

Monday, May 10, 2010 7:00p - 8:00p

Chapter Meeting
Marshfield Municipal Airport
Marshfield, Wisconsin

Saturday, May 22, 2010 TBD

International Learn to Fly Day
Marshfield Municipal Airport
Marshfield, Wisconsin

June 2010

Monday, June 14, 2010 7:00p - 8:00p

Chapter Meeting, Project Lifesaver Planning Meeting
Taylor County Airport
Medford, Wisconsin

Saturday, June 26, 2010 TBD

Project Lifesaver Fundraiser
Taylor County Airport
Medford, Wisconsin

July 2010

Monday, July 12, 2010 7:00p - 8:00p

Chapter Meeting
Marshfield Municipal Airport
Marshfield, Wisconsin

Sunday, July 25, 2010 8:00a - 12:00p

EAA 992 Pancake Breakfast
Marshfield Municipal Airport
Marshfield, Wisconsin

Monday, July 26, 2010 - Sunday, August 1, 2010

AirVenture Oshkosh
Oshkosh, Wisconsin

Welcome to EAA Chapter 992

Chapter News

New Images Added to the Chapter 992 Gallery

March 21, 2010 —

Chapter Treasurer Harry Dolan contributed some additional photographs to our historical photo gallery in the [About Us](#) section. Stop on over and relive some of your favorite moments! If you have any photos you'd like to share from chapter events past, send them to newsletter@eaa992.org or burn a CD/DVD and bring them with you to the next meeting.

VSS Enterprise's first 'captive carry' flight

March 10, 2010 —

Virgin Galactic announced today that VSS Enterprise has completed her inaugural captive carry flight from Mojave Air and Spaceport.

This very first captive carry was a huge success and both the mothership and spaceship looked absolutely stunning against the blue back drop of the Mojave skies.

[Read more...](#)

EAA Chapter 992 Welcomes Young Eagle to the Chapter

March 7, 2010 —

Chapter 992 would like to welcome **Tyler Stargardt** to our organization. Tyler received his first Young Eagles flight on June 6, 2002 with Bob Bourke in a Cessna 182. Since then, he has flown twice more, in 2004 and 2006, with Starr LeVoy in Bob Bourke's beautifully restored classic Cessna 172.

Now that Tyler is 16 years old, his passion for flight has expanded into the left seat as he begins training toward his private pilot license. He has nearly completed the Sporty's online ground school training course, and will soon be ready for his FAA Written Examination. In addition to his ground training, Tyler has been flying a Cessna 172, as well as Microsoft Flight Simulator, under the watchful eye of Marshfield Instructor Dave.

Next Meeting:
April 12, 2010 at 7:00p
Marshfield Municipal Airport
Marshfield, Wisconsin

EAA
THE SPIRIT OF AVIATION™

YOUNG EAGLES
EAA

OSHKOSH 365

"If you would like to have your aircraft or project featured, please provide some photos and a narrative."

New Chapter 992 Web Site Is Alive!

Many thanks to those of you who sent along photographs and content for the new web site. We have a great pictorial history of our goings on, as well as some stories about past chapter events and items of aviation interest. Be sure to visit the site if you haven't yet seen it. You can find us at:

<http://www.eaa992.org/>

I'm always looking for content for both the web site and the newsletter, so if you have any to share, please send it to newsletter@eaa992.org.

The section that has the most potential is our Project & Planes area. If you would like to have your aircraft or project featured, please provide some photos and a narrative, if you choose, and we'll be sure that you're immortalized in the pages of EAA992.org!

And don't forget that web site will have the most up-to-date information of all upcoming events. If there is a change to an event date or time, it will be on the web site well before the next newsletter goes out. So check often!

Short Final—from *AvWeb*

I was flying with a friend and his 7-year-old nephew a few weeks ago. After take-off, I was talking to departure control and was given numerous vectors and altitudes in the busy DFW airspace. After a few minutes, the youngster piped in with, "Would you please stop talking on your phone and pay attention to your flying?"

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AIRPORT INFO

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[AOPA](#) | [AirNav](#) | [Fuel](#)

Taylor County Airport
Medford, WI
[AOPA](#) | [AirNav](#) | [Fuel](#)



Go fly something!

Classified Advertisements

If you have any aviation-related items or services you'd like to sell, donate, or barter, please contact the newsletter editor with information pertinent to your advertisement. We'd be happy to help you out! Send your requests to newsletter@eaa992.org.

The posting of classified advertisements are only available to members of EAA Chapter 992. We welcome buyers from all over the world!

About Us

EAA Chapter 992 is made up of a group of dedicated men and women, along with their families, from communities surrounding Marshfield and Medford, Wisconsin.

EAA Chapter 992 was chartered in 1992 at Marshfield Municipal Airport (KMFI), in Marshfield, Wisconsin.

In 2009, members from the Medford Airman's Association from Taylor County Airport (KMDZ), in Medford, Wisconsin, joined the ranks.

About the Newsletter

Marshfield, Medford and the surrounding communities served by EAA Chapter 992 are located in Central Wisconsin. Found on the Green Bay sectional chart near N45° latitude, W91° longitude, our communities border the Isogonic Line of Magnetic Variation labeled "1° W", hence the name *One Degree West*.