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EAA Chapter 231

Richmond, VA

www.231.eaachapter.org



Chapter Newsletter-Jan 2015

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In This Issue

Welcome all to 2015. Editor. Our newsletter is sparse this month. We do have a little humor courtesy of Tom Tyndall. Thanks Tom.

Merry Christmas and Happy New Year to all! The editor.

Topics: January Meeting

New Meeting Day in 2015

For January, March and April, the member meeting will be on the second TUESDAY of the month (Not Friday as before). This is a trial.

New Meeting Date:

January 13, 2015-Tuesday at 7:30P-RIC Aviation Museum

Program

We will investigate goals, program and activities for 2015. We will need everyone's ideas and input. Please attend as we need your help moving forward.

A New Cap?

If you are interested in obtaining an EAA231 ball cap, let us know so that we can place a significant order.

Next Meeting

January 13, 2015-Tuesday
Time: 7:30P
Where: RIC Aviation Museum



IAN'S HUMOR PAGES

Ian's Humor Pages "Santa's Flight Check"

My variation of a longstanding aviation holiday tradition...

Santa Claus, like any air carrier, gets regular visits from Federal Aviation Administration inspectors. And it was shortly before Christmas when the FAA inspector arrived. This inspection would involve a flight check renewing Santa's status as the chief pilot at his air carrier.

In preparation, Santa had the elves wash the sleigh and bathe all the reindeer. Santa made sure his logbook and all his paperwork were in order. The elf A&P mechanics made double sure all the required inspections and Airworthiness Directives for the sleigh were up to date and properly logged.

The inspector checked Santa's pilot logbook, determining he was qualified and current. He checked the maintenance logs, and found them to be in perfect order. Then he walked slowly around the sleigh. He checked the reindeer harnesses, the landing gear, and Rudolf's nose. He especially painstakingly reviewed Santa's weight and balance calculations for the sleigh's enormous payload. The payload was a primary concern on the visit, since no other operators fly with anywhere near as much cargo on a single flight. And Santa operates with a special FAA waiver to fly the craft with only one pilot. So they keep an eye on him.

Finally, they were ready for the flight check. Santa got in, fastened his seatbelt and shoulder harness, got out the checklist and powered up the shiny new GPS navigation system. Then the inspector hopped in, carrying to Santa's surprise, a shotgun.

"What's that for?" asked Santa incredulously.

The inspector said sternly, "Any multi-engine rated pilot should know to expect this. You're gonna lose an engine on takeoff."

See you always have to prepared. Editor

This article was provided by Tom Tyndall