

Flite Lines

[Official Newsletter of the Manitow Flyers - AMA charter 1008](#)
[Address reply to: 1218 New York Avenue, Manitowoc Wisconsin](#)
[54220, EMAIL \[vhickel41@yahoo.com\]\(mailto:vhickel41@yahoo.com\)](#)

New Meeting Place
Two Rivers Fire Department
2122 Monroe St.
North Entrance

Next Meeting is Tuesday
October 16th 7:00 PM
Two Rivers fire department
2122 Monroe use the north
entrance.



Note from Prez:

Well we all know when the wind is blowing all the leaves off the trees, nobody is out flying an airplane. Hopefully we will have some nice days yet, before our hands get too cold, that we can fly yet. I did email Mishicot school already to see if we will be able to get the gym on Wednesday nights in January, looks pretty promising, so dust off those electric airplanes, or build some new ones. Don't forget we have a new meeting place, don't go to M'M Lunch, nobody will be there, we are now meeting at the Two Rivers Firehouse, enter through the north doors, hope to see everyone there. Happy Flying



Cody Federer hanging on tight!

From the Billings Flying Mustangs, Billings, Montana **The Benefits of a Logbook by David Nuetzel, RCAM President**

I started a log, which started the whole world crying! A joke, right? No, not a joke. I hope the Bee Gees don't mind me misusing a line from one of their songs, but my memory of the past is in constant flux if I don't write it down. The memory of crashing an airplane could very well become a "halfway decent save" a couple of years down the road. History always has a way of changing. There is no stopping that.

As long as people are willing to study it, it will keep changing. Someday that long sought after, critical piece of evidence will surface that proves either the Australians or Lieutenant Brown shot down the Red Baron. Until then, you can take your pick. With each different viewpoint taken, George Washington's historic image can go from semi-god to great leader, but would his image have been diminished if his personal letters to Martha were not destroyed?

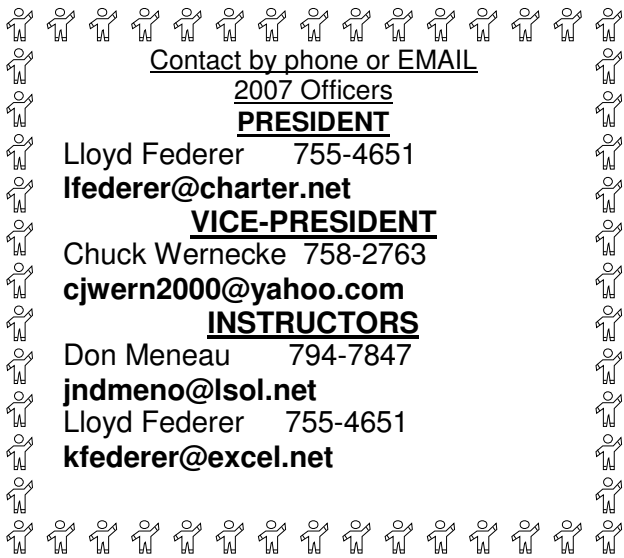
The term historiography is not in my 20-year-old dictionary, so my unofficial definition of the word is that it is the study of historical viewpoints that make up history. History is therefore made of viewpoints that are voiced and heard or read by the historian.

Who is to say that there wasn't an irritated farmer near the western front taking pot shots at the red triplane and exclaimed, "I got him!" His story will never muddy the history of the death of the Red Baron because he only told the story to his wife, and she didn't believe him anyway.

Accurate history is hard to come by. The most accurate history is recorded immediately after the event and includes as many viewpoints as possible (or at least the viewpoint that has the greatest following). Then we record the history of that event to give praise to the good and study the bad to learn from our mistakes.

We all make mistakes and would probably rather forget them. The downside is that we will most likely repeat those mistakes if we don't deal with them.

The most costly mistakes are those we deal with the quickest. A series of little mistakes that lead to a bigger mistake is much harder to correct or learn from because the first couple of mistakes become insignificant in our memory and forgotten. We find ourselves thinking, "If only I had re-



Contact by phone or EMAIL

2007 Officers

PRESIDENT

Lloyd Federer 755-4651

federer@charter.net

VICE-PRESIDENT

Chuck Wernecke 758-2763

cjwern2000@yahoo.com

INSTRUCTORS

Don Meneau 794-7847

jndmeno@lsol.net

Lloyd Federer 755-4651

lfederer@excel.net

Manitwo Flyers Schedule

Bong Eagles Annual Fall Indoor

WI

11/11/07 - Racine, WI (AA) Bong Eagles Annual Fall Indoor for Cat II 208, 215, 220(JSO), 219(J)(S)(O). Site: Memorial Hall. Joseph Adams CD, 306 E Kendale Dr Oak Creek WI 53154 PH:414-762-3492 email: jadams8405@wi.rr.com. Sponsor: BONG EAGLES

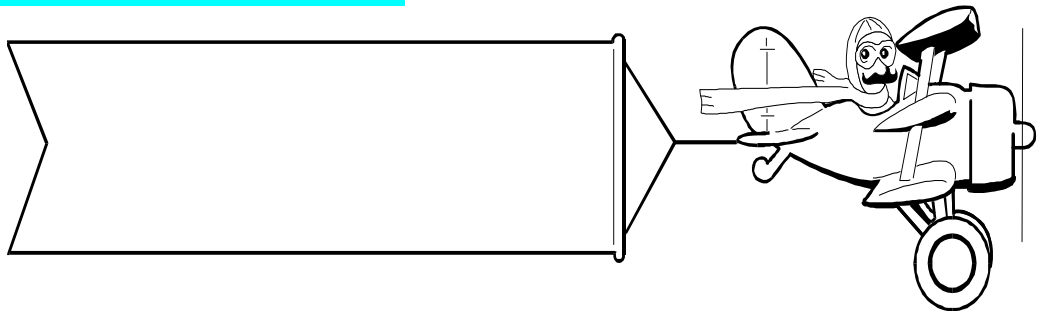
35th Annual Swap Meet and Auction

WI

11/11/07 - De Pere, WI (E) 35th Annual Swap Meet and Auction. Site: Van Vehgel's Hall. For Info: Mick Warning PH:920-788-0162 email: mwarning@vcawi.com. Located at 2050 Profit Place. 100+ tables! Swap all morning, auction at 11am, raffle at noon. \$5 admission, no table feels. Food and bar on site. Sponsor: CALUMET FLYERS

Vince Hickel
1218 New York Avenue
Manitowoc, WI 54220

Flite Lines



(Continued from page 1)

corded these events with their minor problems, I could figure this out.”

Logbooks or journals are not for everyone. It would be another obstructive task during the flying day (such as cleaning the airplane.) Then there is the problem of forgetting to write in your logbook/journal. Here’s a tip to help keep you from forgetting: If you rubber band your wing on, put one of the cleaner bands on your wrist when you disassemble the airplane at the end of the day. Don’t take the band off until you have written in your logbook.

You can record what you like, but I like to record an overall view of the day including what field I flew, weather conditions, and what airplanes I flew—a couple of sentences about each flight and how long they lasted. The more accurate the information, the more it can help you later on. Knowing how humidity levels effect the mixture setting on your engine from past experience, can allow you to set your mixture properly before you take off.

It can also give you an accurate record of usage. You’ll know if an engine has had 1,000 flights or if a flight pack has been fast or field charged more than 100 times. You could keep a record of how your batteries have performed on the cyclor in the back of your logbook instead of sticking Post-It notes all over your workbench.

Information such as this can add a level of safety to your flying. It’s also a fun way to look back. Going back in your log and finding a picture that your flying buddy gave you brings a smile to your face instead of wrinkles on your forehead from trying to remember.

Now this is time well spent, and it’s not just another task at the end of the flying day. I started my logbook this year, and have recorded the first flight of my Fokker D.VII. Now, I won’t have to remember how my inexperience and lethargic left thumb let that airplane wiggle down the runway before it took to the air on its first flight because I wrote it in my logbook. ➔