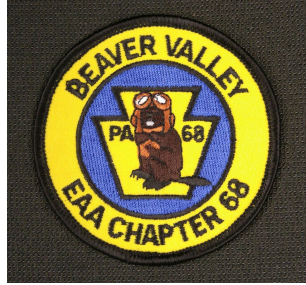


Newsletter



Beaver Valley EAA Chapter 68 founded 1958

July 30, 2020

Vol.4 Issue 41

The July regular meeting was held on July 7th and was held at Tony Pavilonis's hangar on the eastside at BVI.

The meeting was lightly attended by six current members, one new member and three guests.

After business was reviewed members and guests sat around , had refreshments and listened to Roy Early provide an introduction to magnetos. Thanks Roy.

The August meeting will again be at Tony's hangar at the east end on Tuesday, August 4th, at **6:00 P.M.**

We'll have the grill hot so bring your favorite food to enjoy.

The topic for the after meeting crowd will be about 3-D printing by our VP, Dave Brunberg.

The Saturday morning breakfast, or unofficial "meeting" will be at Lances Port. It's located on Rt. 51 N, specifically 3407 Constitution Blvd, Darlington. (put it in your GPS) We gather at 9:00 A.M.

7/30/2020 stk

a note from our treasurer....

“Ever wish you had a set of chocks that weigh next to nothing? A pair that you can carry in the plane and they neatly stow away? And they fit under your wheel pants, where the monster chocks at the fuel pumps don’t even come close? Come on out and win a set of ultra light, portable, guaranteed to fit under the slimmest wheel chocks. These weigh in at 3 oz. They nest together so they will stow away easily.

We will raffle off 4 sets of these marvelous chocks at the meeting Tuesday eve. \$5 gives you four chances to win one of these marvelous chock sets. If you can’t make it to the meeting Tuesday, send me an email and I will throw your name in the hat for you.

I might even eat a donut for you too.”

Dewey

As a special feature Dewey will conduct one of his almost famous raffles consisting of super lightweight wheel chocks for your airplane. Proceeds will benefit the chapter.



There was one new member in attendance, Kevin Wees.

Kevin presently is flying, yes, you guessed it, an RV-7, that he constructed. All I can share with you is that Kevin keeps his RV housed at the west end hangars, and flies it alot.

He and I have been playing phone tag so I did not get the opportunity to talk with Kevin in detail to share his profile, but I'll make a better effort to do this in the near future.

Speaking for all of the current members of chapter 68 I want to welcome Kevin to the group. Welcome aboard!

7/30/2020 stk

The Pres sez...

Another Oshkosh Airventure has come and gone. As always, the week after I come home my head is swimming with inspiration and incentive to get back to my own project and take it to the next step. I'm excited about the new avionics and equipment that I saw. Always looking for the bargain, the show special, made this week the right time to make a purchase. Trying to find a way to afford all of it and keep my marriage intact. Every year I fall into the same routine, get there early, stay late, see old friends, watch the airshow, look overhead and see the B-29 flanked by a B-17 and a P-51. Then you have the airplanes. All the beautiful airplanes from every corner of the world, brought here for one week so all three quarters of a million of us can see them up close. There is nothing like it. Can't wait to do it all again in 52 weeks.

Oh wait.

That was all a dream and we continue with a nightmare. This year will forever be known as the year when things didn't happen. Lakeland, Sentimental Journey, Airventure, and many others were closed up tight and hunkered down because of a virus. For the sake of a virus we walk around wearing a mask instead of a smile. Size and scope boggle my mind. We're talking about microns here. Pretty small.

A micron is one twenty-five thousandth of an inch. Somebody put it all in perspective and said that if a white blood cell is 30 microns, a human skin cell is 20 microns, a red blood cell is 6 to 8 microns, this thing is way less than one micron. A tenth, a hundredth, a thousandth of a micron, doing all this destruction to our way of life and our well being. If a baseball stadium full of people can be likened to the size of one human cell, then the virus would be the size of the baseball. The mosquito is doing a pretty good job of bringing down a civilization. We all pass through this life at our own unique pace. There is a time and season for everything. Once a particular time passes we will not see that time again. We are haunted by the things we didn't do as well as the things that we did. We have all been robbed of something here, and we will never get it back. I say that and I think of what my dad would say. He would remind me of other sacrifices in other times. World War One and World War Two, the Great Depression for example. Events that robbed a generation of opportunity and fulfillment. The hopes and dreams that were lost in the stock market or the battlefield that could never be regained. We have our own challenge for our own time. Determined to get through this, we will survive and we will flourish.

7/30/2020 stk

Spending time at home has given me the opportunity to finish things that I've started. We all have projects that we started but for lack of an essential ingredient they never got done. That ingredient could be something as simple as time or money. Lack of resources of whatever kind become an impasse that threatens momentum. I have found that working every day, no matter what, will eventually lead to tying up all the loose ends, and getting the job done. It is a good way to think about our projects. We need to remember where we were the last time we visited the project and we need time to get back into the rhythm that leads to completion. The more time we spend away from the job the more time it takes to pick up the pieces.

We have had spectacular flying days the last few weeks. Bright mornings, still air, uncrowded sky, and an airplane that becomes your own magic carpet and the main ingredient for fun. I am always amazed at how the RV is a fingertip airplane. Getting the right combination of pitch and power and the airplane is this wondrous balanced machine. I love the transitions the RV brings. I can go fast, and I can go slow.

I can be frugal with the gas or I can burn it up like there is no tomorrow. The other day I was burning six gallons an hour at 140 miles per hour. Take that, Cessna 150! I am always practicing and getting closer to an understanding of this beautiful machine that I built in my garage. I like the way it stalls. It occurs to me that we all learn how to stall so we can get through our checkride by practicing and demonstrating the FAA mandated technique. Shove the nose forward, jam on the power, recover with a minimum loss of altitude. Lately, I've been trying something different. I have been practicing what I call the simple stall.

This time I am not trying to impress an inspector or instructor who is demanding a certain kind of enthusiasm in the recovery. Instead, I am interested in exploring the change of state the airplane demonstrates as it goes from cruise configuration to stall and back again. It is interesting to note that the airplane talks to you aerodynamically loud and clear as you ask it to go from a beautiful harmonized symmetry of cause and effect to full alpha. The airplane becomes this lumbering, bobbling drunk that is unable to stand up on its own two feet. Speaking of feet, I am reminded how important and effective the rudder is keeping the wings level. When the stall happens, reducing the angle of attack just a little bit and the wing starts flying again and the airplane becomes that familiar old friend that you know so well. I do it at altitude. Airspeed is money in the pocket, altitude is money in the bank. Get plenty of it and forget about the power recovery for now, just recover with pitch, feel the ailerons come alive, see the wing dropping tendency disappear, feel the pitch response return to your fingertips without the distraction of the noise and complication of power. Try it yourself, or let me show it to you, you will enjoy it as much as I do.

7/30/2020 stk

I look forward to seeing everyone at our meeting this Tuesday, August 4, at 6:00 pm at Hangar 79 on the east side of Beaver County Airport.

Tony



On the lighter side...

I ran across these tower to pilot comments and thought you'd enjoy them. And since I didn't have to sacrifice a tree (or in this case many trees) here goes..

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Pilot and Tower

Controller to aircraft that just landed: "Bear right, next intersection"

Pilot: "Roger, we have him in sight"

True conversation heard at Hanover Airport. The young woman in Tower has recently finished her training and is still not completely at ease. BA XXX is at holding position runway 09R. Another aircraft is doing approach procedures for a landing on the same runway. Tower wishes to expedite take-off for BA XXX:

Tower: BA XXX, are you ready for a quickie ?

BA XXX: Lady, I'm always ready for a quickie, but first I have to fly this plane to Helsinki !

ATC: "Cessna G-ABCD What are your intentions? "

Cessna: "To get my Commercial Pilots Licence and Instrument Rating.

ATC: "I meant in the next five minutes not years."

(Transmission as a DC-10 rolls out long after a fast landing...)

San Jose Tower: American 751 heavy, turn right at the end if able. If not able, take the Guadalupe exit off of Highway 101 back to the airport.

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(Heard on the radio - Really)

Cessna: "Jones tower, Cessna 12345, student pilot, I am out of fuel."

Tower: "Roger Cessna 12345, reduce airspeed to best glide!! Do you have the airfield in sight?!?!?"

Cessna: "Uh...tower, I am on the south ramp; I just want to know where the fuel truck is."

Tower: "xxxx, clear to land"

XXXX: "roger"

Tower: "xxxx, I can not see any landing gear. Is your gear down?"

XXXX: "Say again, I can't hear you because there is some darn horn blaring in my ear!"

Tower: "Your landing gear is NOT DOWN"

XXXX: "Say what, I can't understand you"

Tower: "Your landing gear is aw shit."

Cessna 152: "Flight Level Three Thousand, Seven Hundred"

Controller: "Roger, contact Houston Space Centre"

Beech Baron: Uh, ATC, verify you want me to taxi in front of the 747.

ATC: Yeah, it's OK. He's not hungry.

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Tower: "Eastern 702, cleared for takeoff"

Eastern 702: "Tower, Eastern 702 switching to departure...by the way as we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "National 63 cleared for takeoff...did you copy the report from Eastern?"

National 63: "Roger, Tower, cleared for takeoff... yes, we've already notified our caterers."

ATC: "N123YZ, say altitude."

N123YZ: "ALTITUDE!"

ATC: "N123YZ, say airspeed."

N123YZ: "AIRSPEED!"

ATC: "N123YZ, say cancel IFR."

N123YZ: "Eight thousand feet, one hundred fifty knots indicated"

Pilot: Oakland Ground, Cessna 1234 at Sierra Academy. Taxi, Destination Stockton

Ground: Cessna 1234, Taxi Approved, report leaving the airport"

Controller: "AAL235 contact tower on 117.30"

Pilot: "Roger, tower on 123.50"

Pilot: "Bratislava Tower, this is Oscar Oscar Kilo established ILS 16."

Tower: "Oscar Oscar Kilo, Guten Tag, cleared to land 16, wind calm and by the way: this is Wien Tower."

Pilot: (short break) "Bratislava Tower, Oscar Oscar Kilo passed the outer marker."

Tower: "Oscar Oscar Kilo roger, and once more: you are approaching Vienna!"

Pilot: (short break again) "Confirm, this is NOT Bratislava?"

Tower: "You can believe me, this is Vienna!"

Pilot: (once again short break) "But why? We want to go to Bratislava, not to Vienna!"

Tower: "Oscar Oscar Kilo, roger. Discontinue approach, turn left and climb to 5000 feet, vectors to Bratislava"

Reminders.....

The monthly regular meeting will be held on August,4th, 6:00 P.M. East Hangar 79

Officers: President Tony Pavilonis, Vice-President Dave Brunberg, Treasurer Dewey Clawson, Secretary Stan Kocuba

Board Members in addition to the current officers: Ed Campbell and Kenny Gray.

Newsletter Editor: Stan Kocuba

7/30/2020 stk