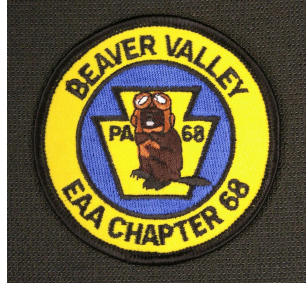


Newsletter



Beaver Valley EAA Chapter 68 founded 1958

August 25, 2020

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The August regular meeting was held on August 4th and was held at Tony Pavilonis's hangar on the eastside at BVI.

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

Prior to the meeting the grill was fired up and we all enjoyed the food we brought along.

As usual, at least lately, we had to shelter ourselves from the rain that seems to find us much too frequently.

After the meeting adjourned Dave Brunberg discussed and demonstrated his recent acquisition, a 3-D printer. Thanks to Dave for setting his equipment up at Tony's hangar so that we all could catch a glimpse of it printing a part.

The September meeting will be at Dave Brunbergs's hangar #65 on Tuesday, September 1, at **7:00 P.M.**

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

The topic for the after meeting crowd will feature a tower rep from BVI and talk about tower /pilot ops at BVI.



There was one new member in attendance, Jim Ursitti.

Speaking for all of the current members of chapter 68, I want to welcome Jim to the group.

The Prez sez...

The Chapter meeting will be held September 1, 2020 at Hangar 65 of Beaver County Airport at 700 PM. Dave Brunberg has graciously made his empty hangar available for our use while his Mooney is elsewhere getting an annual inspection.

This month our guest speaker will be Brett Steinle from the Beaver County Airport Tower. Come with your questions about the operations and activities associated with our very own airport environment.

Due to the current conditions, a tower tour will not be possible, but Brett will bring us the next best thing.

This month I have been thinking about perspective. I have just returned from a relaxing week on the beach in western Michigan and find that sand between the toes helps to clean the cobwebs of the mind.

With a few adjustments, life at the beach is pretty much the same as always. Those waves keep pounding the shore, kids have fun, fish get fished, and the sun rises and sets on a dependable schedule.

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Old friends are seen again as friendships are renewed. The seasons go “round and round as we are all captives on the carousel of time...” as Joni Mitchell says.

I was given an article recently that I thought I would pass along:

“ For a small amount of perspective at this moment, imagine you were born in 1900. When you are 14, World War I starts, and ends on your 18th birthday with 22 million people killed. Later in the year a Spanish Flu epidemic hits the planet and runs until you are 20. Fifty million people die from it in those two years. Yes, 50 million. (U.S. population 95 million)

When you are 29, the Great Depression begins. Unemployment hits 25%, global GDP drops 27%. That runs until you are 33. The country nearly collapses along with the world economy. When you turn 39, World War II starts. You aren't even over the hill yet.

When you are 41, the United States is fully pulled into World War II. Between your 39th and 45th birthday, 75 million people perish in the war and the Holocaust kills six million. (U.S. population 142 million) At 52, the Korean War starts and five million perish. (U.S. population 161 million)

As you turn 75, the VietNam War finally ends. Fifty thousand deaths. (U.S. population now 220 million) Think of everyone on the planet born in 1900. How do you survive all of that? A kid in 1985 didn't think their 85 year old grandparent understood how hard school was. Yet, those grandparents survived through everything listed above.

Perspective is an amazing art. Let's try and keep things in perspective. There has never been a storm that lasted. This too, shall pass.”

That article helped me think about this crisis in relation to others that we have endured in our recent history. In the lifespan of our aviation industry the U.S. population has increased from 76 million in 1900 to 331,303,997 as of last Thursday August 27, 2020. We live in the third most populous country in the world, yet, first place China, and second place India dwarf us by nearly a billion people each. When talking about a crisis, numbers can be used to inflate or deflate our perspective on that which we face. If two people are now involved in something where only one was before that would be a 100% increase! News at eleven! Stop the presses! Everything on lockdown! Our forefathers have endured what we can only imagine. Perspective will help us weather this storm.

I have once again finished my Flight Instructor renewal. Every two years we flight instructors are required to complete a renewal course or a checkride to keep our instructor tickets current. Failure to do so causes the loss of our ticket and loss of privileges. At that point, the only way for reinstatement is a checkride with an

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FAA representative. One might ask why it is necessary to go through a renewal curriculum every other year. After all, don't we have the knowledge and skill to continue on indefinitely without ever having to hit the books again? The answer of course is no. Even if it was possible to retain all the skill you possessed when first certificated it is doubtful that any or all of that skill remains. The most important airplane we will ever fly is the one we happen to be strapped in at the moment. Thousands of hours and \$2.97 will buy you a cup of coffee at Starbucks. So we keep on learning. It's all about the process.

The other thing that happens with great certainty is that the world changes. Whether we like it or not. Airport traffic areas, TCA's, control zones, and the like are right there with yesterday's bell bottoms, disco music, and mutton chops. There are things to be learned about the airspace system, aircraft control, mitigation of risk and the like that we never knew before. Last month I talked about learning and understanding stalls. There is the FAA standard prescribed that must be demonstrated for successful completion of a checkride. Yet there is so much more that we can learn beyond that minimum standard. The placard prominently displayed in the cockpit of our experimental aircraft says that "this aircraft does not meet the standards of a certified aircraft". We all know that our experimental exceeds those standards. Know the minimums and then strive to take your understanding beyond. Perhaps one of the unintended consequences of the lockdown and sequestering is the time available to put efforts in that direction.

I hope to see everyone at Hangar 65 on Tuesday. The grill will be hot, bring your favorite food, and we will hope that the rain will give us a break.

Tony



On the lighter side...

I found a few more of these...

Tower: "Delta Zulu Romeo, turn right now and report your heading."

Pilot: "Wilco. 341, 342, 343, 344, 345..."

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Tower: "Hotel Papa Oscar climb four thousand to six thousand and maintain."

Pilot: "Hotel Papa Oscar, climbing flight level 100."

Tower: "Hotel Papa Oscar, climb to flight level 60 and maintain."

Pilot: "But four plus six is ten, isn't it?"

Tower: "You should climb, not add up."

A beautiful summer day with good thermals, near Billund airport, Denmark:

Billund ATC: "Gliders 82 and D5, state position and altitude?"

82: "Overhead Coal Lake, 6400 feet."

D5: "Same position, same altitude."

ATC (cool, dry voice): "So should I go get my collision report form?"

Tower: "Aircraft on final, go around, there's an aircraft on the runway!"

Pilot Trainee: "Roger" (pilot continues approach)

Tower: "Aircraft, I said **GO AROUND!!!!**"

Pilot Trainee: "Roger"

The trainee doesn't react, lands the aircraft on the numbers, rolls to a twin standing in the middle of the runway, *goes around* the twin and continues to the taxiway.

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Tower: "Mission 123, do you have problems?"

Pilot: "I think, I have lost my compass."

Tower: "Judging the way you are flying, you lost the whole instrument panel!"

Controller: "CRX600, are you on course to SUL?"

Pilot: "More or less."

Controller: "So proceed a little bit more to SUL."

Pilot: "Good morning, Frankfurt ground, KLM 242 request start up and push back, please."

Tower: "KLM 242 expect start up in two hours."

Pilot: "Please confirm: two hours delay?"

Tower: "Affirmative."

Pilot: "In that case, cancel the good morning!"

Radio Check?

GFK APPROACH: "Sioux-114, would you mind switching to 118.1? We'd like to check that frequency."

SX114: "Grand Forks Approach, Sioux 114, frequency change approved as requested. Switch to my frequency 118.1."

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A decade ago or so I was in the back seat of a motor-glider being flown to a local airport for some repair work on a noisy muffler.

Control: You're unreadable, say again.

Us: I've turned off the engine, is that better?

Control: L..o..n..g pause

Female terminal controller to a male pilot after a lengthy request: "Last time I gave a pilot everything he wanted, I was on antibiotics for three weeks."

Unknown Aircraft: "I'm f...ing bored!"

Air Traffic Control: "Last aircraft transmitting, identify yourself immediately!!"

Unknown Aircraft: "I said I was bored, not stupid!"

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

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

Controller: "Roger, contact Houston Space Centre"

Reminders.....

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The monthly regular meeting will be held on September 1, 7:00 P.M. East Hangar 65. The Board Meeting will precede the regular meeting and will commence at 6:00 P.M.

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

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