



Local Chapter 713

EAA 713 Club Officers

President – Fred Breisch  
Vice President – Karl Lampe  
Treasurer – Vicky Leroux  
Secretary – Cebe Sue Breisch  
Newsletter Editor – Fred Breisch

# EAA 713 Newsletter April 2021

## President's Briefing:

I thought we might include a picture of the latest “large” hangar project underway here at YRA. There is certainly lots of new construction and activity on the Cody airport. These latest projects are well outlined by Chuck’s “Some News From Chuck” column this month. Heidi has arranged for Scott Bell and Tim Wick from Morrison-Maierle to attend this month’s meeting and brief us on the latest news regarding the proposed Airport Lighting System. For more information and details on this and other airport developments read Chuck’s column which follows.

We are looking forward to a good turnout this month: the lasagna and salad has been excellent in the past, so we elected to do a repeat!



Things are happening at the Cody Airport - the airport is growing!



*Downwind for KCOD runway 04!*

Fly Safe!

## Some News From Chuck:

### Notes from the March YRA Board Meeting

Six new hangar lot leases were approved, four to Kevin Button and two to a new tenant coming from the East Coast. Kevin has already built six new box hangars and is currently working on the seventh, which is being assembled on the west end of the existing corporate hangars. All have been built on spec, with most already sold. Design work is underway for taxiway extension and utility services (electric, gas, water and sewer) to the new GA hangars. The engineers were also given the planning go ahead for two rows of T-hangars (10 aircraft each) to be built with CARES Act funding. They will be owned by YRA and rented by the airport to tenants.

Following the meeting, I visited with Phillip Bowman, City Public Works

Director, about the potential of adding water and sewer service to the southern-most hangars which back up to the Greybull Hwy. The main water line runs between the hangars and the highway, is 50 years old and needs to be replaced. He indicated that the City plans to replace the line within the next 2-3 years and could put taps in for each of the hangars. Hook up would be at the hangar owner's expense. Sewer is much more problematic. Phillip indicated that the distance required between a water line and sewer line is greater than what is available. Furthermore, lift stations would be required due to lack of sufficient grade. There appears to be no easy solution. Water without sewer is of limited value.

At Heidi's request, Scott Bell and Tim Wick from Morrison-Maierle will attend our April EAA meeting to discuss the Airport Lighting System currently under review for YRA. If you are an active instrument rated pilot flying IFR approaches into YRA, you are encouraged to attend. In fact, anyone who has flown for the airlines is encouraged to attend. For most of us, this is an academic discussion, but it is critical for airline service into Cody. If you've ever been on a commercial flight returning home and had to divert due to the field being below minimums, you'll understand the problem. This should be an interesting discussion.....don't miss it!

Chuck

## **Fly-Out to Rexburg, ID KRXE:**

Ken Foote, Mike Martin and Chuck Walker flew over to Rexburg, ID to check out the aircraft and museum located on the airfield, the "Legacy Flight Museum".

Chuck sent me some pictures, but no first hand additional information about their flight; however, they do have a webpage at [www.rexburg.org/area-info/page/legacy-flight-museum](http://www.rexburg.org/area-info/page/legacy-flight-museum) so, for the latest information and schedule of events this year at this interesting airport, have a look!







members. This month we have the pleasure of a visit by the engineers involved in the Approach Light improvements proposal. This should be very informative and educational on what is involved in designing such a system for the type of approaches applicable to the Cody airport. This is an expensive undertaking and has other ramifications to the community. Bring your questions, insight, and open mind next Tuesday. Dinner is at 1800 with Lasagna on the menu.

Sunday breakfast continues to bring out the best in stories, humor, and always good food.

Remember to come and enjoy Sunday breakfast. You cannot beat John Elgin's blueberry pancakes. It is every Sunday at 0700 in the EAA hangar's meeting room.

See you Tuesday,

Karl

### **Secretaries Report:**

EAA Board Meeting  
March 23, 2021

Fred opened the meeting with all present except for Karl. The February minutes were read and approved. The treasurer's report showed the checking at \$6840.44, the CD unchanged and the Leroux scholarship remains at \$10,000. Vicky reported that the renewal notice for the CD was issued and pursuant to our January meeting motion to close out this account when it came due, Vicky

*Thanks for the pictures Chuck!*

### **Vice Presidents Korner:**

Spring is in the air or is it spring into the air. It is both this time of year. There have been some good opportunities to take advantage of the longer days and warmer weather. Enjoy it all and be safe.

We had a fantastic meeting last month with the presentation of the state of the airport facilities update from the representatives of the airport board

proceeded to do that task. Since Vicky could not find our paperwork for the CD she went to Pinnacle and they found their paperwork with Vicky's name on it as the authorized one to sign. She also signed another paper indicating that this process is now complete. So the CD was cashed out and placed in our checking account. Next month an exact amount will be known. The treasurer's report was accepted as presented.

The March club meeting had 26 people present with 5 of those guests. The new airport manager Aaron Buck was there with Heidi and Harold YRA board members. Heidi presented the information on the hanger-lease agreements that are being analyzed for revision. A good discussion came from this presentation. Hangar owners will be invited to a meeting when the agreement is more firmly revised.

Old Business: No new scholarship activity, although Braedon Sersland who came last month and became a member did request a Hawk scholarship. Fund raising for scholarships is still uncertain. Choice Air Fair is still a possibility but it would be cut back because the FAA has frozen many activities they have done in the past. A decision will be made in April. They do know we are willing to provide a pancake breakfast. Currently we are in a wait and see for fund raising activities. However, John L suggested we put in the club meeting room a specific scholarship jar for our members to add some extra \$\$\$bills\$\$\$ at will, to keep some contributions coming in for scholarships.

New Business: YRA Board Meeting update from Chuck: 6 new hanger lots have been leased and 2 sets of T hangers with 10 each have been approved. Next month the engineers Scott and Tim will be here to discuss the new proposed approach lighting system. Heidi, Harold and Bob Redman will also come to our club meeting for an open discussion with us. Could be another lively meeting of exchange of ideas. Due to the possibility of another large group with many guests we will do another meal of lasagna and salad, as that works well. Karl will show the A10 video if time allows. Lastly the next board meeting is rescheduled for Monday, April 26 instead of Wednesday, due to conflicting schedules. Meeting adjourned. Respectfully submitted,

Cebe Sue Breisch

### **From Your Editor:**

Not too much from me, but make sure you check-out Jereme Carne's report on his 1<sup>st</sup> flight and certification of his RV!



Picture taken by Bev Shaw at Oshkosh  
EAA Fly-In 2019...excellent composition  
Bev! I think it's a keeper!

### **Project Reports:**

Jereme Carne submitted this excellent report on the final inspection, approval and 1<sup>st</sup> flight! of his RV project. His complete report follows, enjoy. He included some links, so take a look:

Jereme sent me this email with his report, with links to his website and videos of his RVs 1<sup>st</sup> flight – well done Jereme:

*Fred,*

*Here is some more content you can put in the next newsletter. Let me know if you need anything else!*

*Jereme*

*[Here is link](#) to the website if makes it easier.*

Well I suppose a build log wouldn't be complete until the bird flies and I suppose it wouldn't technically be an aircraft until she flies.

3/9/2021 marks the day that N187E became a true airplane.

After getting back from transition training I had some last minute things to do to the aircraft to get her ready for flight. I had a slight brake leak on the right side so I changed out the o-ring

and bled the brakes again, put the cowl on (which takes longer than a guy might think), cleaned the canopy, adjusted the seat belt and cushions, and fueled her a little less than half full. The plan was to taxi to runway 16 and not dilly dally before adding power for the roughly 30 minute flight. In total the time was a little longer but hey, you will understand why when it's your own! 🍷

After the run-up I lined up on the runway and was mentally prepared for what to expect thanks to the transition training which was still fresh on my mind. I gave it a slow smooth application of power to full throttle and before I knew it we were zipping down the runway and it was time to rotate. She flew off on her own and the pitch axis was almost perfectly in trim. She has a heavy right side right now but honestly I didn't notice it until I was at altitude.

[Here is a video of the takeoff.](#) Thanks to my dad for filming and for the many, many hours he spent behind the bucking bar!

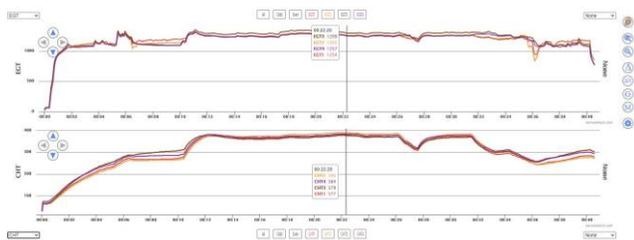
You probably couldn't hear it in my voice on the radio call but trust me, before takeoff is a whirlpool of emotions that will very very quickly change! I climbed at about 100 KIAS and the anxious feeling remained the same until I knew I was at an altitude in which I could glide back to the airport. At this point my emotions changed

instantly to pure joy and of course the "Grin". I am not an overly emotional person but trust me when I say I was pretty dang happy at that point!

I continued to circle the airport at about 6500' (about 2000 AGL) and around 75% power which worked out to a little more than 23" MAP and 2600 RPM.

I had a blast zipping around the sky just practicing some coordinated turns. [Here is a video](#) from the ground that shows how fast I was going. My average indicated airspeed was around 155 knots.

I was pleasantly surprised with all of my engine temps as well. I fully expected to see some ridiculous CHTs but they were awesome! My highest was #2 at 390 F. For pretty much all of the flight the average CHT was around 370s and I kept the EGTs around 1250-1300. The Savvy analysis tool does a great job at showing the data graphically.



[data](#) by [Jereme Carne](#), on Flickr

I even managed to snap a couple of pics at altitude.



[IMG\\_0491](#) by [Jereme Carne](#), on Flickr



[IMG\\_0494](#) by [Jereme Carne](#), on Flickr



[IMG\\_0495](#) by [Jereme Carne](#), on Flickr

I didn't know at the time how to take a screenshot on the HDX so here is my

quick and dirty version. haha



IMG\_0496 by [Jereme Carne](#), on Flickr

After a bit of fun circling the airport I set up for a quick slow flight close to stall to see what my indicated airspeed was; right on the money. Back to 75% power for a bit and then I worked on getting her slowed down and into the pattern. I flew the pattern just like I did during transition training and the approach was perfect.

[Here is a video of the landing.](#) It was one of my best landings to date, pretty much perfect! I didn't invite anyone but my dad to this first flight as I didn't want a crowd with expectations. As you can see in the video though the crowd will show up anyways when they hear on the radio it's the first flight of a new aircraft. Our local corporate guys (Pepsi pilots) even stopped what they were doing to come watch. In total there were 8 other people watching that I know about. haha

[Here is some more taxi action](#) if anyone is interested. Got the thumbs up of

approval from one of the corporate guys. 😊

[Lastly, the turnaround next to my hangar.](#) I like the sound in this one. lol

Long story short the emotions were high and even more surprising to me was how quickly they changed throughout the flight. I couldn't be more happy with the way this flight went and with the temps on the engine!

Here she is safely back in the hangar. (and yes I took the bottom cowl off too) 😊

Thanks to everyone that has helped me along the way and I look forward to sharing some more adventures with you all! I hope that this build log continues to help others! Stay tuned for flight testing next!

## **"Sunday Morning Breakfast"**

***Breakfast at 7:00 AM Sunday Morning—bring your appetite and a few tall tales...or tails!***

*That pretty much wraps-up this month's news.*

\*\*\*\*\*

I'll be seeing you around the airfield, just remember:

***Keep the shiny side up,***

**A Final Reminder:**  
**The April 13<sup>th</sup>**  
**Meeting will take**  
**place at the EAA**  
**Hangar – start time is**  
**6:00 PM – the club**  
**will be providing**  
**Lasagna**  
**AGAIN!**

***Come to the meeting***  
***and enjoy John***  
***Broulette's and***  
***Cebe's freshly baked***  
***Lasagna, Cebe's***  
***fresh, Mixed Green***  
***Salad, some excellent***  
***fellowship and maybe***  
***a few tall tails!***

***Remember, we will be***  
***having special guests***  
***this month that will***  
***be briefing on the***  
***proposed airport***  
***lighting systems!***

***All the best,***  
***Fred***



***Looks like the sun is setting***  
***on this month's newsletter.***

***Fly Safe!***

***(If anybody has some news or would like to make a contribution to the newsletter [submit or write an article, send pictures, etc., please send me your material and I'll work it in. Please use Microsoft Word and I will reformat as needed to utilize the material.]***