



PROPWASH



EAA Chapter 766

April 2020

Meetings are cancelled until further notice

On Wednesday, March 25, 2020, Governor Tony Evers issued a Safer at Home order. It will be in effect from Wednesday, March 25, 2020 at 8:00 a.m. and run until Friday, April 24, 2020 at 8:00 a.m. (or later if necessary).

In this Newsletter

Information	1
Chapter 766 & AHC Events	2
IMC Club	3
Member Spotlight - NEW	4
COVID-19	5
Coping with virus through humor	6
Movies at AHCW	7
FAA Safety Team	8,9
Submissions / Future Meetings	10

Sheboygan County Memorial Airport - KSBM

Elevation - 755.2 ft. CTAF/UNICOM - 122.7 Pattern Attitude - 1555.2 ft. Wind Indicator - Yes

Runway 4 / 22 (037 / 217 Magnetic)
Dimensions - 6800 x 100 ft.
Surface - Grooved Concrete
Traffic Pattern - Left

Runway 13 / 31 (132 / 312 Magnetic)
Dimensions - 5002 x 75 ft.
Surface - Asphalt
Traffic Pattern - Left



(920) 467-6151
After hours (920) 207-9126



Airplane Maintenance
Mike and Troy
(920) 467-8611



Please "like" EAA Chapter 766 Sheboygan Falls WI

2020 Events at EAA Chapter 766 and AHCW

As you are aware, our world is changing hourly. The COVID-19 Task Force keeps us informed how FEMA is directing the fight against coronavirus. The CDC has given guidelines to slow down the spread of COVID-19. Many unsung heroes work daily to battle the viral war.

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All events will be cancelled until further notice.

During this time, Wisconsin residents will still be able to get services and supplies necessary for staying at home. Read the entire "Safer at Home" order [here](#).

Please check the website at <https://chapters.eaa.org/ea766> for any changes.

Saturday Morning Hanger Talk with Coffee at the AHC

The EAA Chapter 766 has "Hanger Talk" with coffee and sweets will be cancelled at the Aviation Heritage Center until further notice.

In Memory of Jacqueline E. Brotz

The Aviation Heritage Center of Wisconsin and members of EAA Chapter 766 express their condolences to the family of Jacqueline E. Brotz.

EAA Chapter 766 Membership

EAA Chapter 766 currently has 42 members. If you know of someone who is interested in joining, please contact our membership Director, Luiz Cordeiro at lcordeiro@att.net or 920-457-4590.

Please view the Chapter 766 Membership Page on our new website - <https://chapters.eaa.org/EAA766/Chapter-766-Membership>

EAA Aviation Adventure Speaker Series

<https://www.eaa.org/ea-museum/museum-events/aviation-adventure-speaker-series>

Free for EAA members / \$5 for non-members
(Thursdays starting at 7 pm)

Will be canceled until further notice. Please check the EAA website.

EAA Chapter 766 IMC Club

EAA Chapter 766 IMC Club held a safety meeting on March 2, 2020. Tony Kolar, CFII and Dave Rudd, IMC Club Coordinator, facilitated the meeting.

Tony reminded attendees, as the PIC, your priorities in order are **Aviate, Navigate and Communicate**. When contacting the ATC, you need to tell them: **Who** you are, **Where** you are and **What** you want to do. An aircraft stalls due to **loss of lift** which is caused when the **air speed is too slow for the aircraft configuration**. Most loss of control accidents happen at the turn from base to final and after take-off in the turn to crosswind. In most cases, approach should be stabilized by 1000 feet AGL IFR and 500 feet VFR.

Question: What is a False Course on an instrument approach and how to avoid it?

Answer: According to the Instrument Flying Handbook (FAA-H-8083-15B) on page 9-40 under "ILS Errors"...

In other words, do not try to intercept your ILS glideslope (GS) from above!

Takeoff Minimums, (Obstacle) Departure Procedures

MANITOWOC, WI MANITOWOC COUNTY (MTW) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 09071 (FAA) TAKEOFF MINIMUMS: RWY 17, 300-1½ or std. with a min. climb of 254' per NM to 1000.

DEPARTURE PROCEDURE: RWY 7, climb heading 072° to 1200 before proceeding on course. RWY 25, climb heading 252° to 1200 before proceeding on course.

IMC Scenario: Below the Glide or Not: A 2008 Cirrus SR 22 Turbo flew to (KMSN) for Garmin inspection. The Garmin needed to be rebooted three times before it worked. The pilot flew to (KPWK) for business. The flight was at night with low IFR conditions and problems occurred with the Garmin.

Group Suggestion: The group thought; one good idea was to test the Garmin locally before flying to another destination.

Tony Kolar showed the green/blue book with Tony's instructions for startup to operational steps of the **Redbird FMX, three-axis, full motion flight simulator**. The simulator recently had a new computer installed to enhance flight simulation. For more information, call Simulator Manager Jay Hoogstra at 920-698-0850 or Tony Kolar, CFII at 920-698-6142.

Member Spotlight

In this time of isolation and physical distancing, we find ourselves socializing with family, friends and members through the internet. With that in mind, the EAA Chapter 766 Newsletter will now have a new section called "Member Spotlight". This article will allow EAA Chapter 766 members to share their life experiences with other members. Possible areas you may wish to share include:

- Aviation Interest
- Education
- Favorite Vacation
- Work History
- Retirement
- Hobbies or Interest
- Volunteer Service
- Best Vacation
- Military Service
- Favorite Plane Trip
- Other

Please email the information you want to share and include a photo of yourself to joepilot766@gmail.com. This email account has been created for members to send articles or photos to the newsletter editor of EAA Chapter 766.

Please use Word or Google Docs for the article and JPG or JPEG for the photo. If you prefer, just type your information in an email and I will copy and paste it into a WORD document. If the document you are attaching is completed the way you want it published, it can be in PDF format.

COVID-19 (coronavirus)

As you are aware, our world is changing hourly. The COVID-19 Task Force keeps us informed how FEMA is directing the fight against coronavirus. The CDC has given guidelines to slow down the spread of COVID-19. Many unsung heroes work daily to battle the viral war. More information about COVID-19 can be found at the following sites:

<https://www.fema.gov/coronavirus>

<https://www.cdc.gov/coronavirus/2019-ncov/about/index.html>

<https://www.fda.gov/emergency-preparedness-and-response/mcm-issues/coronavirus-disease-2019-covid-19>

<https://www.usa.gov/coronavirus>

<https://www.dhs.wisconsin.gov/covid-19/index.htm>

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During this time, Wisconsin residents will still be able to get services and supplies necessary for staying at home. Read the entire “Safer at Home” order [here](#).

“COVID-19, the novel coronavirus, has turned the world we once knew, upside down. But make no mistake, we will make it through by following the CDC guidelines, the advice of health care professionals and the direction of local authorities. But also understand we each have personal responsibility here. This is serious and much bigger than ourselves. We need to stay home if we can, practice social distancing; but not social disengagement. Meaning, do your part to help slow the spread down. And remember to thank all the unsung heroes, who battle daily on the front lines of the viral war. They are the healthcare workers testing and treating your symptoms...the cleaning staff disinfecting and killing germs...the farmers providing food and dairy...the truck drivers hauling supplies...the grocery and pharmacy workers restocking shelves with all the paper and cleaning products customers are hoarding. The non-profit workers helping those in need and the journalists working 24/7 to keep you informed. These are the workers who can't stay home because they are still working against time to keep you safe. So do your part, it's a big one and we'll soon come out ok.” Jan Wade, WISN President, March 21, 2020

The following YouTube is a father and daughter duet that shows how people are coping: <https://www.youtube.com/watch?v=AETS8s54JK8>

“Coping with virus through humor”

“Some people will say this is not a time for laughter. The bottom line is, there is always a time for laughter,” LaRoche said. “We have 60,000 thoughts a day and many of them are very disturbing. Laughter helps the brain relax.”

That explains why social media feeds are peppered with coronavirus-themed memes, cartoons and amusing personal anecdotes.

Neil Diamond posted a video of himself singing “Sweet Caroline” with the lyrics altered to say: “Hands ... washing hands ... don't touch me ... I won't touch you.”

There's Fox News anchor Julie Banderas tweeting: “How long is this social distancing supposed to last? My husband keeps trying to get into the house.”

Novelist Curtis Sittenfeld, shared a photo of herself eating lunch in her wedding dress after her kids asked her to wear it “and I couldn't think of a reason not to.”

For those millions of parents struggling to work from home and teach their housebound children, she's preaching to the choir. There is a photo of an elderly, white-haired woman with the caption: “Here's Sue. 31 years old, home schooling her kids for the last 5 days. Great job Sue. Keep it up.”

Michael Knight, a 29-year-old musician and a caseworker for people with mental disabilities, has been breaking the tension by posting memes like: “They said a mask and gloves were enough to go to the [grocery store](#). They lied. Everyone else had clothes on.”

“Just a month ago, who would have appreciated being given a roll of toilet paper?” Erica Rhodes said. “I mean, the whole world is upside down.”

“Even during the Holocaust, people told jokes,” Rhodes said in a telephone interview with The Associated Press. “Laughter is a symbol of hope, and it becomes one of our greatest needs of life, right up there with toilet paper. It's a physical need people have. You can't underestimate how it heals people and gives them hope.”

Aviation History Through Film at the AHC

An Educational and Enlightening Journey led by instructor, Dan Miller
Second Friday of each month
Doors open at 6:30pm Classes begin at 7pm
Cost: \$2 per night or \$20/annually, payable at first session
2020 Aviation Heritage Center of Wisconsin Movie Night Schedule

Aviation History Through Film will be cancelled until further notice.

January 10 - *1941* is a 1979 American comedy film based on what has come to be known as the [Great Los Angeles Air Raid of 1942](#)

February 14 - *Island in the Sky* is a 1953 American drama film considered one of the "classic" aviation films with John Wayne

March 13 - *PT 109* depicts the actions of [John F. Kennedy](#) (JFK) as an officer of the [US Navy](#) in command of [Motor Torpedo Boat *PT-109*](#)

April 10 - *A Guy Named Joe* ([Spencer Tracy](#)) is the reckless pilot of a [North American B-25 Mitchell](#) bomber flying out of England during [WWII](#)

May 8 - *Test Pilot* is a 1938 film that tells the story of a daredevil [test pilot](#) (Clark Gable), his wife (Loy), and his best friend (Tracy)

June 12 - *Flight of the Intruder* is a 1991 [war film](#) based on the novel by former [Grumman A-6 Intruder](#) pilot [Stephen Coonts](#)

July 10 - *First Man* is a 2018 American [biographical drama](#) film based on the book [First Man: The Life of Neil A. Armstrong](#)

August 14 - *The Bridges at Toko-Ri* is a film about the [U.S. Navy pilots](#) assigned to bomb a group of heavily defended bridges in [North Korea](#).

September 11 - *Behind Enemy Lines* tells the story of Lieutenant Chris Burnett, an American [naval flight officer](#) who is shot down over [Bosnia](#) and uncovers [genocide](#) during the [Bosnian War](#)

October 9 - *Thirteen Days* is a film that dramatizes the [Cuban Missile Crisis](#) of 1962, seen from the perspective of the [US](#) political leadership

November 13 - *Bombers B-52* is a film describing the introduction of the [Boeing B-52 Stratofortress](#) bomber into the US [Strategic Air Command](#) (SAC) inventory during the [Cold War](#) era of the 1950s

December 11 - *Midway* is a 2019 American [war film](#) based on the [attack on Pearl Harbor](#) and the subsequent [Battle of Midway](#) during [World War II](#)

FAA Safety Team | Safer Skies Through Education

Advanced Preflight After Maintenance

Conduct an Advanced Preflight / Notice Number: NOTC9758

The GAJSC and the NTSB have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service.

As the final authority for your aircraft's fitness for flight, it's important you know how to properly preflight your aircraft after maintenance. Enhancing your relationship with both your aircraft's history and your mechanic are both critical components of an advanced preflight.

For tips on how to conduct an advanced preflight after maintenance, check out our #FlySafe fact sheet: [Download Fact Sheet](#)

Runway Safety through Stabilized Approaches

Notice Number: NOTC9729

Maintain a Stabilized Approach! It's a critical, lifesaving way to approach every flight.

There are several criteria, but generally, a pilot is flying a stabilized approach when he or she establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. Every runway is unique, but a commonly referenced glidepath follows the "3:1" principle. That is, for every 3 nautical miles flown over the ground, you should descend 1,000 feet. This simulates a standard 3-degree glideslope. Data shows that the further out from the runway threshold you establish a stabilized approach, the lower your risk of loss of control, wrong surface landings, or runway excursions.

Tips for Staying Stable:

- If it's not right, GO-AROUND! Execute a timely go-around decision when a stabilized approach cannot be made, or for any other condition that may result in an unsafe approach or landing.
- The further from the runway that you establish a "3:1" flight path profile, the greater your probability of successfully flying a stable approach.
 - NOTE: Every runway is unique and the published glidepath should be flown when available.
- A method to estimate the appropriate descent rate in feet/minute to maintain a 3-degree glidepath is to multiply the groundspeed in knots by 5.

- When available, use a visual approach system such as a VASI or PAPI, or precision instrument approach to help maintain glidepath.
- Increase your knowledge on stabilized approaches. Some resources include:
 - The [GAJSC website \(www.gajsc.org/loss-of-control\)](http://www.gajsc.org/loss-of-control)
 - [AC 979A \(www.faa.gov/regulations_policies/advisory_circulars\)](http://www.faa.gov/regulations_policies/advisory_circulars)

FAA Transitions to Mandatory Use of International Flight Plan / Notice Number: NOTC9616

The FAA has successfully completed system testing and will transition to mandatory use of the international flight plan format for all IFR and VFR domestic and international civil flights on August 27, 2019. The change is part of an effort to modernize and streamline flight planning and supports the FAA's NextGen initiatives.

Several improvements to the international form make it easier and more intuitive for pilots to use and will increase safety, which include:

- An increase in the size of the departure and destination fields to allow a greater variety of entry types, including Special Flight Rules Area (SFRA) flight plans
- A wake turbulence category (maximum certificated take-off mass)
- H – Heavy (300,000 lbs. or more)
- M – Medium (less than 300,000 lbs. but more than 15,500 lbs.)
- L – Light (15,500 lbs. or less)
- Transmission of the supplemental pilot data field, which contains pilot contact information, along with the VFR flight plan to the destination facility, to reduce Search and Rescue response times
- Air traffic control gains access to detailed equipment codes to identify aircraft capability
-

The international format will also allow for integration of Performance Based Navigation (PBN) and enhance air traffic control services by allowing for easier identification of equipage, which can make greater use of airspace. When using flight plan filing services, all features available today will be part of the new format and provide an additional level of detail required for deployment of the FAA's NextGen technologies and procedures.

Please use the international format now. Simplified guidance on how to complete an international flight plan is available at bit.ly/2JiUkQN.

Please contact Flight Service on our feedback email 9-AWA-ATO-SYSOPS-FS@faa.gov if you have any questions.

EAA Chapter 766 Earns EAA Silver Recognition for 2019



Newsletter Submissions

Please send news, original articles and/or photos by email to:
joepilot766@gmail.com

Acceptable format for text is WORD, EXCEL and PAGES. The editor reserves the right to edit text or adjust layout to meet newsletter format requirements. Photos should be submitted in JPG or JPEG file format and of high resolution with a minimum of 3 megapixels. Deadline for submission is the 20th of month prior to publish month.

Future Membership Meetings

May 18, 2020 with "Hanger Talk" at 6 pm and meeting at 7 pm
June 22, 2020 with "Hanger Talk" at 6 pm and meeting at 7 pm

Disclaimer

Be aware that as always, in past, present and future, any communications issued by Experimental Aircraft Association, Chapter 766, regardless of format, and/or media used, includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing-house of ideas, opinion, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association, Chapter 766, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

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