



October 2023

From the Prez:

As always, first things first.

The next Chapter meeting will be in the terminal 10 Oct 2023 at 1800 (6PM). We will meet in the area at the front of the terminal next to the baggage claim area where we used to meet. Please read the September meeting minutes elsewhere in this issue for dinner instructions.

Chapter elections are coming up in December, so it is time to start searching consciences and offering yourselves to be active in chapter leadership. I continue to desire someone to relieve me as President and Paul Brick has the same feeling for the Vice presidency. Other chapter officers similarly would like to stand down and let new blood lead the chapter. Please look inward and step forward to lead our chapter.

Several of us visited the Pima Air Museum and Titan Missile Museum as advertised this



EAA Chapter 776

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Upcoming Events

- **EAA Ch 776 meeting 10 October, 6 pm at the Terminal Building. Potluck**
- [Safford Air Fair 14 October](#)
- [Young Eagles @ KFHU 28 October](#)
- **Chapter Elections- December Meeting**
- [Buckey Air Fair 16-18 Feb 2024](#)

[Arizona Pilot's Association \(APA\) Calendar](#)

[APA Newsletter](#)

[New Mexico Pilot's Association Calendar](#)

[This Day in Aviation](#)

month. Since we last visited changes have occurred at the Air Museum. New hangars have been constructed protecting more airplanes (and people) from the hot weather. It would be great if all the airplanes could be similarly protected. The hot sun and desert weather really does a number on these priceless artifacts. One of our favorite airplanes, the Convair B-36 Peacemaker, which was moved to Pima a few years ago and put on display in primo show condition is showing lots of surface blemishes which grieves our hearts. Same problem for our favorite Convair B-58 Hustler and General Dynamics F-111 and all of the other outdoor airplanes. It seemed that the number of large airplanes has really increased with more cargo type airplanes on display. Summer hours closed the museum at 3 pm so we were spared more time in the afternoon heat. Our guide for the Titan Museum the next day was a fellow stationed at this Green



Valley site back when he was in his teens. He continues to enthusiastically lead tours and explain to tourists how the missile sites were staffed and maintained in 100% readiness conditions for instant "Mutual Self Destruction" launches of the Titans if America were to be attacked.

For entertainment after the business meeting, I am generating an anthology of airplane pictures that Carole and I have taken over the years to show on the chapter's TV. We have taken in the

neighborhood of 4,000 airplane pictures since the 1960s at several AirVentures/ COPPERSTATES/Air Shows/Open Houses/etc. from which I am selecting a few that I hope will stimulate conversation and storytelling. The number of pictures I have selected far exceeds the time I want to take to show them, so I am planning this to be a two-part show and tell with the first half shown this month and the second half shown in November. Come and join in remembering our airplane heritage.

Please keep the swiftly approaching October 28 date in your minds as we conduct our next Young Eagles Rally for the kiddoes of Veritas school. We need all hands to step up to make this another successful event.

Camaraderie: Airplanes bring us together, but friendship keeps us together. *Paul Poberezny*

Fly Safe;
Cliff



Young Eagles

Our next Young Eagles rally is **on Saturday, the 28th of October** at the KFHu terminal. We'll start at 8am. The response to a call for volunteers has been thin, so I will be reaching out to people individually for volunteers. We are still in need of someone to take on running ground operations for these events. Email or call to volunteer or if you have questions. -[Larry](#)

Reminder that if you fly a one-off, please let Cliff and Larry know for our stats.



EAA CHAPTER 776 THE SKY ISLAND EAGLES

Minutes

EAA Ch 776 9 Sep 2023 meeting minutes

The meeting was held in the City of Sierra Vista terminal with 10 members and one guest attending. Members were George Clarke, Cliff and Carole Van Vleet, George Pohlman, Jon Nelson, Joe Spurgeon, Marvin Hurd, Dave Dicky, Larry Portouw, Thorin Scott, and Taylor Snodgrass. Chris Daley was the guest. Coffee and donuts provided by Carole Van Vleet.

Following the Pledge of Allegiance and introductions, the Secretary (George Clarke) asked that the May meeting minutes be accepted as reported in the August newsletter and they were.

The Treasurers report by Jon Nelson included the scholarship donations to Isabella Snyder (\$1,500.00) and Michelle Snodgrass (\$500.00). Total in checking is \$1,195.14 and savings is \$22,792.67. Jon reminded us that 2024 dues are coming up and that they are still \$10.00 per person.

Isabella Snyder has passed her Commercial check ride and Michelle Shaffer (Snodgrass) passed her private check ride this morning (Sat 9 Sep 2023). This information was made known after the meeting adjourned. -Sec'y

Cliff informed us that he had had a conversation with a representative from the Cochise College/Flight Department and two things were discussed. First, they are having an Open House at the Flight Department on Thursday the 5th of October starting at 9AM

and invited us to attend. The College's runway is public use, and you should be able to fly in. Second, the Flight Department would like to take part in a Young Eagle Fly-Day, on the newly resurfaced Douglas runway, if and when our chapter decides to have one. Cliff explained that the local Rotary Club was the sponsor and that we would be happy to support any effort to have another Young Eagle Fly-Day at their Douglas airport.

AOPA will be back to support the Buckeye Air Fair next February 2024.

Joe Spurgeon and Thorin Scott have each purchased an aircraft. Joe's is a work in progress and Thorin's is to be used as a trainer at Benson.

The former Airport Commission update is that the City Council, in eliminating the Airport Commission and setting up a Transportation Committee that includes an airport representative, is having a hard time finding folks to be on the Committee. To make matters worse, those that have signed up are required to be at every meeting in order to have a quorum due to the small number of members. Joe Spurgeon tells us that the Committee is scheduled to have their next meeting in the City Council conference room on 2 Oct 2023 at 4:00 PM. It is open to the public.

The SWPC regional get together will be in Tucson at the end of September. Cliff invited anyone interested to meet at the Pima Air Museum on Thursday the 28th of Sep at 0900 and Fri the 29th at the Titian Missile Museum at 0900 also. Thorin Scott offered to drive over both days if anyone was interested in carpooling.

EAA national is offering a joint use site for Chapters to use.

The final item on the agenda was a discussion about changing the monthly

Chapter meeting day and time. Several folks (Angelo, Paul, and Ben) had made their personal wishes (because of other monthly obligations already committed to) to Cliff and with their input and those attending, it was decided to change the day to the second Tuesday of the month and the time to be 1800 (6PM). Thorin Scott, who already had a weekly Tuesday night commitment, graciously agreed to set that aside for one night a month. The meeting place was to remain at the terminal unless the chapter agreed to hold it at a hangar instead. Food was to be a resuming of the potluck format. Those not wanting to cook can always bring pizza, a bucket of chicken, grocery store prepared fresh fruit, or whatever you fancy. An alternative suggestion for food was to provide pizza for all and individuals would contribute to the total cost. It was agreed to evaluate this suggestion again next month when we have a better feel for the number that might attend and participate in this. The second Tuesday of the month meeting day will be evaluated again at the December meeting. The next Chapter meeting will be at the terminal on 10 Oct 2023 at 1800 (6PM).

With that item accomplished, the meeting was adjourned.



Education Corner

October 2023

1) Maneuvering speed is:

- a. Not marked on the airspeed indicator.
- b. Represented by the red line on the airspeed indicator.
- c. The top of the green arc on the airspeed indicator.

2) The four forces acting on an airplane in flight are *

- a. lift, weight, thrust, and drag.

- b. lift, weight, gravity, and thrust.
- c. lift, gravity, power, and friction.

3) Most midair collision accidents occur during

- a. cloudy nights.
- b. hazy days.
- c. clear days.

4) What is one of the neglected items when a pilot relies on short and long term memory for repetitive tasks?

- a. Checklists.
- b. Situation awareness.
- c. Flying outside the envelope.

5) Some nontowered airports have a Remote Communications Outlet (RCO) enabling you to:

- a. Substitute this frequency for the usual UNICOM frequency.
- b. Contact the airport's personnel.
- c. Contact ATC over the VOR.

6) When approaching a nontowered airport, when should you make your first position call?

- a. 10 NM from the airport.
- b. 15 NM from the airport.
- c. 20 NM from the airport.

Answers: 1) a, 2) a, 3) c, 4) a, 5) c, and 6) a.

* Your editor disagrees:



Safety Corner

It's been a tough couple of weeks for GA with several high-profile accidents, most in the takeoff phase of flight.

[Richard McSpadden & Russ Francis](#)- Lake Placid, NY takeoff crash. [AOPA Tribute](#)

[Three crashes in one day, October 1st](#).
Blancolirio on Your Tube.

Takeaways:

- DA and weight can kill you. Know the DA, know how your plane flies high, hot and heavy. If in doubt, go early (in the day), go light. [High DA Stinson crash](#).
- Practice engine failure at Vx and Vy at altitude with an instructor. A takeoff engine failure video [HERE](#). Be ready to push hard on takeoff. Have you studied your home field environs to know where to put the plane in a departure engine failure?
- Brief engine failure plan before takeoff, even when solo so that it is fresh in your mind.
- Calculate and know Defined Minimum Maneuvering Speed (DMMS) for your aircraft configurations. You won't find this in your aircraft owner's manual. It gives you a safe stall-spin margin in the pattern. It is 1.404 x stall speed. Rounded easy to remember numbers for my Mooney (IAS mph) are 95 clean (close to best glide), 90 with 1/2 flaps, 80 with full flaps. [DMMS and engine failure vid](#).

[Video](#) featuring Dan Grider (yes, he's a lightning rod -ed) on Advanced Qualification Program (AQP) and the stuff that kills us.

[Part 1 of a 6 part AQP](#) program on Aviation 101 (You Tube).

[Biggest causes of accidents in aviation](#)

Lastly, don't be "that guy." When you see unsafe practices at your airport, call it out. [Seven accidents in seven days](#)- same pilot.

News and Links

[MOSAIC proposal comment period extended](#).

[GPS Spoofing](#). ADS-B and GPS lack encryption and have very low power signals = easy to jam and spoof. GPS can easily be jammed with ground-based SATCOMs or locally with noise jammers. Meaconing (presenting false nav info) is tougher, but doable, especially for a nation state. It is also relatively straightforward to flood ADS-B with false targets to disrupt its use. Keep some healthy skepticism alive when it comes to what the black box is telling you.



For SALE

Project. 1959 PA-22/160 Tri-Pacer. This is a complete George Peace recover. Late model with the 2000# gross weight, split front seats and center stack radios in the panel. Engine is run-out. Needs assembly, updated radios, interior, and struts (I threw away small fork, unsealed struts). Yellow tagged gyros and an alternator conversion with STC included. Contact Larry Portouw, aviator@portouw.com

Editor's notes: Please submit input, to include articles, [pictures](#), and upcoming events before the end of the month to Larry Portouw, aviator@portouw.com. We would also like to identify an author for a Safety Corner submission each month.

