



September 2023

From the Prez:

The September meeting is scheduled for Saturday, September 9, 9:00 – 11:00 am in the airport terminal, coffee and donuts provided.

We will be revisiting our brand-new second Saturday of the month meeting schedule. Feedback received is that Saturday mornings do not fit well with all our members so we will again discuss date/time schedules for chapter meetings. If you cannot attend but have a preference for meeting dates and times, please send me an email or call me or let me otherwise know. I myself prefer a weekday evening meeting preferably Tuesday or Thursday, to be held in the terminal starting with a sociable half-hour potluck dinner.

Reviewing some history: “Jersey” Joe Guiazda moved to Sierra Vista several years ago from New Jersey. He was a friendly, colorful, entertaining fellow. He had back and other health problems and was often seen pedaling his recumbent bicycle back and forth on the ramps at the airport. His home-built airplane was a Pazmany. He flew west a year or so before the pandemic struck that closed down our Young Eagle activities until mid 2022. He very generously bequeathed part of his earthly purse to



EAA Chapter 776

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Upcoming Events

EAA Ch 776 meeting September 9th, 9am
at the Terminal Building

[Buckeye Air Fair](#), 16-18 February 2024

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

[APA Newsletter](#)

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

[This Day in Aviation](#)

the Chapter 776 Young Eagles program.

As our Young Eagle program lay dormant with no significant expenses for Young Eagles activities, the chapter voted to sponsor scholarships in 2021 and 2022 to the EAA Summer Air Academy Scholarship Fund through the offices of the Arizona COPPERSTATE Education Committee chaired by EAA Chapter 538 in Phoenix. We will be considering continuing this sponsorship again for 2024.

To distribute our Jersey Joe education dollars on the preferred local level, the Board decided to see if local candidates could be identified in need of financial assistance to whom we could provide assistance. The Board succeeded in identifying two candidates and the chapter has now provided both of them with scholarships to help pay for their final certification costs. You are familiar with this activity that occurred this summer during the June-July-August time frame using the Internet and email as our primary means of communication. The email vote for these scholarships were both unanimously yes with no negative votes. The two scholarships have been approved and are now being administered.

The successful candidates are Isabelle Snyder, 19 years old and a Cochise College student. She has completed her private pilot's certificate and instrument rating and is now making final preparations to take her commercial license qualifications and Michelle

Snodgrass who started her flying career in 2018 but had to put her training on hold due to the birth of her youngest daughter and the beginning of the Covid epidemic. In 2022 Michelle successfully restarted flight training and has completed all the requirements for her private pilot certificate and is currently preparing for her check ride.

Congratulations to Isabelle and Michelle.

Looking forward, the Board anticipates recovery of our Young Eagles activities which will require expenditures of Jersey Joe's benevolence but, in addition, all chapter members are encouraged to find candidates in need of assistance. The candidates will be asked to submit letters of application for initial Board review before referring the requests to the membership for in-person approval/disapproval voting.

The Short Wing Piper Club will be holding their annual Southwest Regional get-together September 26-October 01 in Green Valley, AZ. We have tours planned for Thursday September 28 to the Pima Air Museum and Friday September 29 to the Titan Missile Museum. The nature of these tours will be such that if any of you wish to join us just let me know and I will provide additional information related to joining up with us at the two museums and seeing the sights.

Information just released by AOPA is they will again be a co-sponsor of the Buckeye Air Fair February 16-18, 2024. The URL listed here provides

their notification. Remember, Buckeye motels tend to be pricey and will be in high demand, so let this enter into your planning, Everyone should aspire to at least a day trip to the event on Friday or Saturday. Beware of the airport being closed for the air show practices and performances. See you there.

[AOPA Buckeye Air Fair](#)

Fly Safe and Soon,

Cliff



Young Eagles

Rumor has it that the heat will break this fall. Consequently, we are planning a Young Eagles rally for Saturday, 28 October and an alternate date the following weekend, 4 November. If you have been a pilot in the past, I will be contacting you via email. If not, and you would like to fly, please email at the address below. This is all impossible without ground support for marshalling planes, paperwork, and kid-herding. We still need a volunteer that can serve as the ground trail-boss to keep things synchronized. We really need someone to step up for this role.



Jan 2d, 2022 Sierra Vista Young Eagles Pilots



EAA CHAPTER 776 THE SKY ISLAND EAGLES Minutes



Education Corner

- 1) An aircraft leaving ground effect during takeoff will
 - a. experience an increase in induced drag and a decrease in performance.
 - b. require a lower angle of attack to maintain the same lift coefficient.
 - c. experience a reduction in ground friction and require a slight power reduction.

- 2) What action, if any, is appropriate if the pilot deviates from an ATC instruction during an emergency and is given priority?
 - a. File a report to the FAA Administrator, as soon as possible.
 - b. Take no special action since you are pilot in command.
 - c. File a detailed report within 48 hours to the chief of the appropriate ATC facility, if requested.

- 3) Which of the substances below almost always negatively affect your flying performance?
 - a. Antibiotics.
 - b. Over-the-counter analgesics.
 - c. Prescription analgesics.

- 4) Responsibility for collision avoidance in an alert area rests with
 - a. Air Traffic Control.
 - b. all pilots.
 - c. the controlling agency.

5) An aircraft departs an airport in the central standard time zone at 0845 CST for a 2-hour flight to an airport located in the mountain standard time zone. The landing should be at what coordinated universal time?

- a. 1645Z.
- b. 1345Z.
- c. 1445Z.

6) An operable 4096-code transponder, Mode C encoding altimeter, and ADS-B-Out are required in

- a. Class D airspace.
- b. Class B airspace and within 30 miles of the Class B primary airport.
- c. Class E airspace below 10,000 feet MSL.

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

[Uncommon VFR Chart Symbols on Bold Method.](#)

[Short IFR reg quiz from Bold Method.](#)



Safety Corner

(We are looking for a regular author for this section of the newsletter. If you would like to take this on, please contact your friendly neighborhood editor.)

Ideas for things to explore in your next flight review:

- What is the designated minimum maneuvering speed (DMMS) for your plane? DMMS gets GA's horrible stall/spin record at low altitude. $DMMS=1.404 \times VS$ in each configuration.
- Practice accelerate/stop at various abort speeds and note the distance required.
- Emergency descent? What is the fastest way to get down in our plane?

- Have your reviewer call 'go around!' at any time in the flight review.
- At altitude, reaction time and altitude loss to an abrupt power loss at V_x and V_y .

[Icing Forecast Tools.](#) It is just around the corner and is just as important for VFR as it is IFR.

[FAA Compliance Program \(CP\)](#) and interacting with the FAA after a deviation.



News and Links



- This year's [Christmas Navajo Airlift](#) is a go for 9-11 November. Because of the rapidly

growing success of this event, we will be flying to Gallup, NM and Winslow, AZ this year. The ramp at Gallup was overtaxed last year. This is a great cause. If you have donations of clothing or toys, or want to fly this year, please contact Larry Portouw [HERE](#). Good [AOPA Airlift video](#).

- 100LL and Jet A are now available at Tombstone, as well as a courtesy car (pickup truck).
- We have published this before, but news indicates renewed FAA interest in this. If you have a [VA disability rating and haven't reported it during a flight physical](#), recommend you contact AOPA and/or an AME ASAP.
- And, [getting medical info out of uncooperative medical practitioners](#).



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 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 are in need of an author for a Safety Corner column submission each month.



Propping a B-17!



A Good Monsoon Year (NOT this year)