



## August 2023

### From the Prez:

As promised at our May chapter meeting, here is a mid-summer newsletter.

**First** is my report on Carole's and my [SWPC](#) convention trip to North Carolina in June. Then a request to spend some money on scholarships. Then information on the September 2023 chapter meeting.

The 43rd annual SWPC convention was another successful meeting of the SWPC clan that, incidentally, affected this author this year in a couple of special ways – read on.

We drove instead of flying. 2,500 miles in 4+ days each way to avoid anticipated aviation weather delays which did not occur as bad as I feared but still bad enough to justify our driving. Tim and Julie Wilson, Prineville, OR, made the same decision and drove 3,000 + miles to Elizabeth City, NC to attend! = Outstanding demonstration of their desire to gather together and partake in Six of our SWPC Four Fs of Flying, Family, Friends, Fellowship, Fun and Food.

Per the hype, the featured attraction was visiting Kitty Hawk, NC, and Kill Devil Hill, the birthplace of powered flight in December 1903. Kitty Hawk should be on the bucket list of all aviators. We were not disappointed. But wait, there's more! Steve Culler, convention chairman, managed to sweet talk park rangers to allow the Short Wing airplanes stopping on their poker run on Kitty Hawk's runway to taxi off-airport and through an automobile/pedestrian gate and onto the greensward in front of the large Stone Monument atop Kill Devil Hill. We understand this is the first and only time this has ever



## EAA Chapter 776

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## Upcoming Events

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

Young Eagles: 28 October. Alternate 4  
November at KFHU.

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

[APA Newsletter](#)

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

[This Day in Aviation](#)

happened – what a privilege -- and imagine the surprise of the normal vacationers that day to be able to see up close and walk amongst real tube and fabric airplanes on the



[Click the picture for a larger picture](#)

grounds of Kitty Hawk upwind of the actual flight paths flown by Orville and Wilbur in 1903.

This caper was greatly appreciated by those



[Click the picture for a larger picture](#)

who taxied their Short Wings onto the hallowed grounds and proudly showed them off to the attending public = truly a one-and-only exclusive International [SWPC](#) Fly-In.

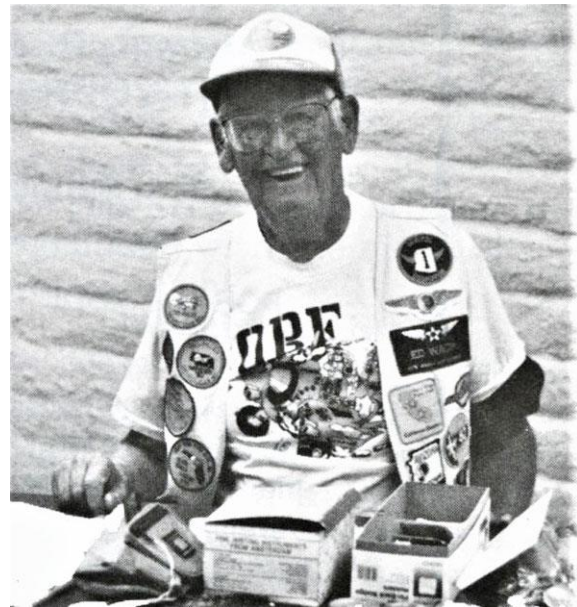
A second significant tour was through the TCOM Corp. (Tethered Communications) blimp hangar factory in Elizabeth City, NC where the tethered balloons flying over Fort

Huachuca, Deming, NM, Yuma, AZ and elsewhere in the world are/were built. It was interesting and educational to walk amongst several different sized balloons being cut and pasted, assembled then fitted out in the great hangar, however, seeing them in this fashion did not reduce my disagreement with Gen'l Page allowing them to fly over my neighborhood in Sierra Vista.

**Second Topic:** "It is déjà vu all over again"  
Yogi Berra

Imagine my surprise when walking amidst the Short Wing Pipers parked on the grass in front of the Kill Devil Hill Monument at Kitty Hawk when I read the number N9592D on a very pretty PA-22 Tri-Pacer now owned by Robert "Bobbie" and Jenna Jackson from Gallatin, TN. Since leaving Sierra Vista, 92D has gone through at least three owners from the late '90's through 2022.

WOW! N9592D is the first Short Wing Piper airplane I flew 33 years ago in 1990 courtesy of Edwin F. "Mr. Ed" Wach.



[Edwin F "Mr. Ed" Wach](#)

Mr. Ed was a large part of Chapter 776 from 1986 until 1995, serving at times as both president and newsletter editor and mentor and always as opinionator.

This re-introduction with N9592D triggered memories of Mr. Ed so much so that I have decided to make our newer SWPC and EAA Chapter 776 members aware of who he was and the large contribution he made in the first decade and a half of the Short Wing Piper



Club through Mr. Ed's lens during the 1980s and early 1990s.

In 2003 the club published a 235-page anthology I compiled of Mr. Ed's writings "Touch and Go, A Collection of Mr. Ed's Irreverent, Opinionated, Heartwarming Writings as Published in the Short Wing Piper News 1981-1995". Now, twenty years later after my reconnection with N9592D at Kitty Hawk, I have decided to do a second printing of this anthology allowing newer members of both the SWPC and EAA to review history.

As I did research for the technically oriented stories in the SWPC series of books "Tips and Techniques," I was continuously sidetracked reading the multitude of articles that Mr. Ed contributed to the Short Wing Piper News. In addition to his 156 articles included in "Tips and Techniques," Mr. Ed wrote close to 300 more that were not included. These articles are a wealth of information about the history of the SWPC and Mr. Ed's attitudes and opinions about our Short Wing Piper airplanes, the Club and General Aviation, all written in Mr. Ed's straightforward, honest writing style.

From his total contribution to the Short Wing Piper News, I selected his most interesting articles to share with the SWPC membership in an anthology. What I came to learn was that his contribution combined to 380 pages of text which I high-graded to pick out the best to finally arrive at 195 stories and 235 pages of text.

"Touch and Go" printing number two will be available for purchase through the [SWPC Store](#) in both hard copy or electronic media and EAA Chapter 776 through me. The electronic media is saved in pdf format. Mr. Ed was a mover and shaker in establishing the SWPC Educational Foundation and our annual scholarships honor him with the proper name "Ed Wach Memorial Scholarship". Proceeds from these sales will go to the Ed Wach Scholarship fund.

For those of you who do not know, Ed Wach was an early mover and shaker of the SWPC and EAA Chapter 776 until he went to be with his Lord in 1995. Mr. Ed had many outstanding qualities. Although not physically robust, he had great energy which coupled with his ability to write and use the telephone made him a prodigious communicator. He was also a very giving and forgiving person.

He was an avid aviator, having taken his first flight in 1931, later taking his first instruction in a 1928 Parks Biplane powered by the venerable OX-5 engine. After a couple of interesting careers in the military and as an educator he retired as a newspaper editor and publisher in Nebraska and bought a PA-22 Tri-Pacer for his personal enjoyment.

His Chapter 776 EAA history includes stints as chapter president and newsletter editor in addition to faithfully volunteering at the EAA Copper state and CAA Antique Classic Fly-ins every year.

As a member of EAA pre-1980, he joined the Short Wing Piper Club in 1981 and immediately assumed the job of Short Wing Piper News Editor. He wrote two continuing



columns each issue, one titled "Touch and Go," and the second titled "Shop Talk."

His SWPC service included presiding as SWPC Club President, Vice President, Education Foundation Director, and Education Foundation Board Member, and, finally, he was our greatest Ambassador of Good Will, having proselyted an untold number of new members into our SWPC and EAA ranks, me included.

Mr. Ed and his wife Dorothy moved to Sierra Vista, AZ from Nebraska in 1986. I met him in 1989 at the EAA Copper state Fly-in when he was president of EAA Chapter 776 and a devout Short Wing Piper Club evangelist. I visited their home many times during my lunch hours, and we sipped coffee while he talked (I listened) which allowed me to get to know him in a very personal way. In short, my fate was sealed by his friendliness, personality, and persuasiveness.

I was between airplanes in 1989 flying Joe Mica's Cessna 172 and Cherokee 140. In 1990 Mr. Ed introduced me to N9592D and gave me a once around the patch flight review at the Whetstone Air Park of its characteristics. He then made it available to me to fly as much as I desired with no coordination required but with the caveat of listening to him extoll PA-22 virtues trying to convince me to purchase one for myself and to join the Short Wing Piper Club and get involved with Arizona Chapter members as well as national members.

To shorten a long story, Mr. Ed actually brokered my purchase of N3344B during a noon hour coffee visit in 1991 when he picked up his current Short Wing Piper News and looked in the classified ads and saw it listed for sale by a dentist in the Denver area. He simply picked up the telephone, placed the call and handed the phone to me to pursue the prospect. I wound up purchasing the airplane which we have now owned for 32 years. I joined the Short Wing Piper Club

as an ancillary duty to owning a Short Wing airplane.

These stories will provide many hours of reading pleasure in addition to an education into the early years of our Club and general aviation as only Mr. Ed could describe.



**Third Topic:** This spring I floated a balloon with the chapter board on how we might use Jersey Joe's endowment in additional ways than simply giving Young Eagle rides but still retaining Jersey Joe's desire to assist youth in their pursuit of aviation careers.

The way the board agreed to float this balloon to chapter members is on an ad hoc basis (no direct set of guidelines) allow chapter members to entertain subsidizing worthwhile applicants further along in their training or aviation careers. It was *not* Joe's intent for the endowment to directly subsidize primary flight training expenses (plane and instructor cost) so these were ruled out as application criteria.

Two candidates have been found and have submitted applications asking for whatever support the chapter chooses to provide to assist them in pursuit of their aviation plans.

The first applicant, Isabelle Snyder, 19 years old and a Cochise College student, is training at Copper City Aviation in Bisbee and has completed her private pilot's certificate and instrument rating and is now making final preparations to take her commercial license qualifications. Quoting from her application: "I plan on finishing my commercial rating, then

finding ferrying work or other work to build hours. I also hope to be able to volunteer at Civil Air Patrol. Once I've built enough hours, I have an interest in pursuing several fields of work in aviation including search and rescue, missionary aviation, or U.S Customs and Border Protection Air and Marine."

The board is recommending Chapter 776 provide a \$1,500 scholarship to Isabelle.

The second applicant, Michelle Snodgrass, EAA #1283671, and a member of Chapter 776, 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. During 2020 and 2021, vocational relocations due to job instability brought her and her family to Sierra Vista from Indiana where she now works as a clinical pharmacist for Canyon Vista Medical Center. She supplements her flying income picking up jobs as a quarterly pharmacy consultant for the Southwestern Eye Center and the Coronado Surgery Center and house cleaning 2-3 days a week for a private client.

She has assisted with the registration duties for the Chapter 776 2022 Young Eagles Program, serves as the treasurer for the Tucson 99s, AOPA's ASN representative for Bisbee Airport and a member of the Friends of the Bisbee Airport.

In 2022 she successfully restarted her flight training and has completed all the requirements for her private pilot certificate and is currently preparing for the check ride.

She desires to make a career change and become a commercial pilot and/or instructor.

The board is recommending Chapter 776 provide a \$500 scholarship to Michelle.

The board is requesting chapter members approve these scholarships via expedited email response. It is requested your email aye or nay responses be sent to Secretary George and President Cliff Van Vleet, at [eea776@portouw.com](mailto:eea776@portouw.com), no later than one week after receiving this newsletter. No

response by that date will be construed as concurrence. This fast response is required to enable the applicants to meet their currently scheduled program financial obligations.

Looking forward, all chapter members are invited to seek and find candidates for scholarships. Jersey Joe will look upon this favorably.

**The next meeting is scheduled for Saturday, September 9, 9:00 – 11:00 am** in the airport terminal. Coffee and donuts to be provided. We will be revisiting our brand-new second Saturday of the month meeting schedule. It seems that Saturday mornings are not working well with all our members so we will be discussing another date/time rescheduling for chapter meetings.

Fly Safe,  
Cliff



## Young Eagles

We tentatively have a rally scheduled for Saturday, 28 October at KFHU with 4 November as an alternate.

Please notify Cliff and/or Larry if you fly YE flights outside of rallies.



## THE SKY ISLAND EAGLES

### 20 May 2023 Minutes

### Sierra Vista Terminal

Those attending were George Clarke, Chris Ireland, Paul Brick, Marvin Hurd, Joe Spurgeon, Angelo Petropolis, and Cliff and

Carole Van Vleet. The guests were (first time) Vince Pujalte, (returning) Sam Vaughn, and Mrs. Vaughn. Coffee, cookies, and donuts were provided by Carole Van Vleet.

After the Pledge of Allegiance, it was time for a welcome to our guests, and a brief introduction from Vince Pujalte. It turns out that Vince is a lapsed aviator/A&P whose last aircraft was a Bonanza which he sold around eight years ago. Vince is ready to get back into general aviation with maybe a light sport type of aircraft. He presently owns a high performance, single-seat glider/with trailer that he would like to divest himself of.

There was no Treasurer's report this month. Secretary George Clarke asked that the April minutes, as reported in the May newsletter, be accepted and the attending members voted to do so.

Our Young Eagle Coordinator was not able to attend this meeting, but he had previously reported that there would be no group/chapter Young Eagle flying until next fall. In the meantime, Cliff reported that Rick Tutor has communicated that next October some more of his kids would like to fly if we can put together a Young Eagle fly day. Pilots are therefore on notice to make sure the EAA requirements to act as a Young Eagle pilot have been met.

Joe Spurgeon reported that the City has officially eliminated the Airport Committee and reorganized some of their function into having one representative from the airport join the Transportation Committee. Several chapter members reported they had seen a report on a local TV channel addressing the City's request for a volunteer to be that committee member.

Next item was the suggestion that the chapter set one day a month as the meeting day and then publish this change on the EAA national Chapter 776 information site. After some discussion as to the pros and cons of several different days, times, and venues, it was decided to continue meeting on a

Saturday morning at the city terminal at 0900. It was also decided to meet on the second (2nd) Saturday of each month, unless that conflicted with holidays and/ or a majority of the members attending the previous meeting voted to propose another Saturday.

Cliff reminded everyone that the chapter would be in hiatus for June, July, and August; our next chapter meeting would be in September. After a brief discussion about having newsletters published during the summer, it was proposed and accepted that we only needed one in August to remind members that we would be meeting in September and that we might be flying Young Eagles in October.

For general information, Cliff said that the weekly bag lunches at his hangar I at Libby at noon would remain in place throughout the summer. (In the terminal when the mercury is hitting the top of the glass. -ed)

Cliff then turned the floor over to George Clarke for a short reminder about what kind of fire extinguisher you should have in your aircraft and your hangar. George reported that a recent article (May 8, 2023) by Jeff Simon through AOPA, and sponsored by Aircraft Spruce, had caught his attention. This article was mainly about what not to use in your hangar and your aircraft and why. The use of the common ABC class extinguishers should never be used in either setting because of the chemical induced corrosion by these extinguishers. Only Halon (halogenated hydrocarbons) should be used in aircraft. In the hangar itself you can use a Class B type as it will not cause aluminum corrosion and the area is open enough that the use of CO2 or "clean agents" that remove oxygen from the surrounding air will not harm humans. Halon is still available as recycled material and can be purchased through Aircraft Spruce and others.

As he had threatened to do in his May newsletter column, Cliff then asked the

members attending to give a brief report on what everyone's summer plans were. Three of us had nothing planned at all for the summer, one hoped to complete his experimental and fly it, another was going up to Idaho, one would be traveling back and forth to his Colorado cabin and /or sightseeing in the four corners areas of Indian lands, another having recently graduated from high school, intended to take some time off prior to starting the college grind, and finally, two were planning a trip back east for a Short wing Piper convention and to visit aviation places of interest.

At this point Cliff showed a movie entitled "Cole Palen's Flying Circus about the Old Rhinebeck operation in upper New York state.

At the movie's conclusion, we wished each other a fun, wet and cool summer and adjourned the meeting.



## Education Corner

1) An airplane has been loaded in such a manner that the CG is located aft of the aft CG limit. One undesirable flight characteristic a pilot might experience with this airplane would be:

- a. difficulty in recovering from a stalled condition.
- b. stalling at higher-than-normal airspeed.
- c. a longer takeoff run.

2) Drag is produced by:

- a. Moving the airplane through the air.

- b. Starting the engine on the parking area.
- c. Turns and glides only.

3) The correct method of stating 5,500 feet MSL to ATC is:

- a. 'FIVE POINT FIVE'.
- b. 'FIFTY-FIVE HUNDRED FEET MSL'.
- c. 'FIVE THOUSAND FIVE HUNDRED'.

4) A constant-speed propeller is more efficient than other propellers because:

- a. It has the pitch of the propeller blades in a fixed position.
- b. It allows selection of the most efficient engine rpm for the given conditions.
- c. An airplane so equipped will produce a faster speed at cruise altitude.

5) A pilot experiencing the effects of hyperventilation should be able to restore the proper carbon dioxide level in the body by

- a. breathing spontaneously and deeply or gaining mental control of the situation.
- b. slowing the breathing rate, breathing into a paper bag, or talking aloud.
- c. increasing the breathing rate in order to increase lung ventilation.

6) Time-critical aviation information can be found in:

- a. NOTAMs
- b. Advisory Circulars (ACs).
- c. Chart Supplements.

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

Have you ever wondered what you can put in your hangar at an airport that receives FAA federal airport improvement grant money? [Click here.](#) Paper by Rick Durden.



## Safety Corner

[Selecting a Fire Extinguisher.](#) AOPA

Normally Fisk arrival safety items proliferate before Oshkosh-Air Venture, but in this case... don't be "that guy." Wrong direction landing at Air Venture 2023. NOTAMs are really a pilot's friends, even if they are tedious. [Wrong Way Landing - YT](#)



## News and Links

The FAA released a draft of its MOSAIC rules at Air Venture opening a 90-day comment period. Most of the aviation press is focusing on general descriptions of what it will do for LSA and Sport Pilot, but there are many other provisions to include space support vehicles, noise, and more. You can find plenty of pontification but little detail via your favorite search engine. Your editor was disappointed to find that his Mooney was about 4 knots too fast to fall into this rule's Vsi limitation of 54 knots for light sport. It looks like a C182 just qualifies. Dive in.

[Federal Register: Modernization of Special Airworthiness Certification.](#)

Navajo Airlift: This year's airlift is tentatively scheduled for 9-11 November. It is becoming a victim of its own success, and this will be the first year going to two airports because of the number of participants. Planning is still ongoing, but we will probably go to Winslow and Gallup. If you are planning on going, please email Larry to be added to the list at [aviator@portouw.com](mailto:aviator@portouw.com). Background info can be found [HERE](#) or by emailing Larry. Past participants and ride seekers are already on the mailing list.

NOAA Aviation Weather has a BETA site up and running that is worth a look. [Aviation Weather](#)

And, an op-ed on the unleaded fuel quagmire. Politics once again trumps good policy. [AvWeb.](#)



## For SALE

### 1959 PA22-160

**Project.** 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](mailto:aviator@portouw.com)

Editor's notes: Please submit input, to include articles, pictures, and upcoming events before the 10<sup>th</sup> of the month to Larry Portouw, [aviator@portouw.com](mailto:aviator@portouw.com). *We would also like to identify an author for a Safety Corner submission each month.*