

Pittsburgh-Butler Region Experimental Aircraft Association - Chapter 857

EAA 857 NEWSLETTER



One of my First AirVenture Photos in 2006

This, I believe, is a Steen Skybolt, taken on opening day on my first entry into AirVenture 2006.

This of course was in the SteenAero showcase near the main entrance to the show.

Take a look later in this issue at a newly available Steen Skybolt Project being offered for sale.

Presidents Message

EAA 857 Members,

Bob Santolla suggested last month that we meet once again at his hangar at Butler Farm Show in September, so come on out on Tuesday the 15th for the next chapter meeting and his presentation on Painting your project. We may attempt again to video stream this meeting and I promise to forward the connection information to you much sooner this time. Bob said he would fire up the grill again before hand, beginning about 5.



Please let us know if you will be there, and please bring a chair. The weather is looking great again for Tuesday. We are in essence outdoors, mask at your personal discretion.

I will remind you that at the Board Meeting on June 23 we decided that we will cancel the public events we had on our schedule for August and September. It appeared to us that the physical conditions and requirements for conducting such large events were not viable for us to follow at this time.

I would ask again; any Pilots with current YPP status and who are willing to provide a one on one YE ride with appropriate health precautions, please let me know. I have had some inquiries about the possibility of doing individual YE rides.

Thanks to Chris McGeary for submitting this months continuing saga on his Western USA trip!

Thanks also to former member Tim Weber for the notice regarding availability of his Steen Skybolt project. Please contact me if you are interested in this opportunity and I will pass that on to Tim.

Please everyone take care of yourselves and your families! See you Tuesday!

Ted Merklin,
President, EAA Chapter 857



Minutes of August 18, 2020 Meeting

Opening: President Ted Merklin called the meeting to order at 19:00 and led the members in saying the Pledge of Allegiance. This meeting held in person at Bob Santolla's hangar at Butler Farm Show Airport.

Meeting Attendees: 16 members. 2 visitors also were present.

Program: Bob Santolla presented an excellent program on electrical system components and design.

Previous Meeting Minutes: Approved the minutes from the July 21, 2020 held at KBTP.

Treasurer's Report: The current bank balances were reported and approved.

Newsletter: The newsletter was distributed August 16, 2020 and uploaded also to the chapter website.

Website: The new website went live on 4/1/2020. enter <https://chapters.eaa.org/ea857> in your browser.

Business:

- **Membership status:** 33 paid members.
- **Young Eagles:** Are any pilots willing to fly YE individually at this time? One pilot to date has offered to do so.
- **Event Dates for 2020:** All public events have been cancelled for 2020.
- **Air Academy:** Candidate Zach Jordan had a reservation for late June Basic: Zach indicates desire to go in 2021, however he will be 16 for the Advanced camp and would be waitlisted now. We have \$220 in YE Credits we can apply in 2021. EAA has provided registration paperwork to Zach for the 2021 Basic Session Camp.
- **Chapter room:** We will need rolling carts for the transport of tables and chairs sometime in 2021 before the first fly-in
- **PA Charitable status:** We expect a correction to our exemption notice from registering as a public charity in PA due to our low level of monies received in year 2019. (<25K). The reference to our incorporation year 2019 was incorrectly shown as 2018.
- **Chapter Activities:** it was suggested to have fly-outs for Lunch at select local airports.
- **Nominations for Chapter Officers:** Nominations will be taken in October with a vote in November.
- **September Meeting:** Bob Santolla offered to meet again at Farm Show; planning to discuss painting. Jason Frazier from the NOAA office is delayed until further notice.
- **Adjournment:** A motion to adjourn at 20:15 was made by Frank Feczko, and seconded by Bob Tedesco.

Respectfully submitted,

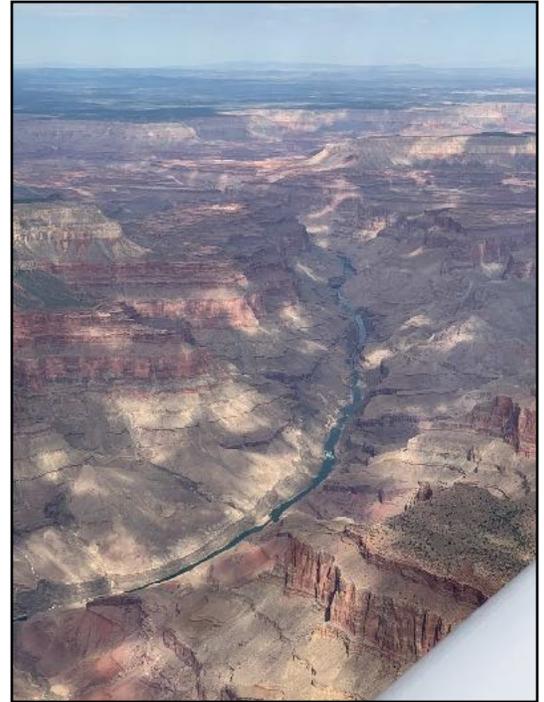
Richard Schubert, Secretary

A COVID Cross Country Adventure (Part 2)

by Chris McGearly

When I left off last month, we had just gotten out of Sedona on a hot morning, heading northwest to skirt the high peaks in Kendrick Mountain Wilderness Area. We were in a cruise climb, both to keep the engine cool, and to get to the altitude required to do our first Grand Canyon flyover.

The south rim of the Grand Canyon is only a bit over 30 minutes flight north of Sedona, but you can't just fly over it anywhere. Due to noise restrictions and helicopter tour traffic, general aviation is limited to a floor of 10,000' MSL, much of it through 4 mile wide corridors. Northbound flights are to be at 11,500 and southbound at 10,500. The corridors are named, and there are checkpoints at each end. We did 3 trips across; the first thru Dragon Corridor going north, then through Fossil Canyon headed back south, and finally through Tuckup to the north again. Note that the north rim is about 1,500 ft higher than the south rim, and generally greener. It's quite an impressive sight. The corridor flying is quite straightforward. You just announce your location and intention at the mouth of the corridor, and again as you leave it. Frequencies are assigned by sector, with the two eastern corridors at 120.05 and Tuckup at 127.05. It's best to study the maps well, as the monitoring frequencies vary from place to place.



From the Grand Canyon we headed north past Colorado City, Canaan Mountain Wilderness Area and the west side of Zion National Park (the original plan was to head for Moab, Utah, but Canyonlands and Arches were both still closed). From the air, Zion is amazing! Columns of rock stretching hundreds of feet into the air, many with trees on their flat tops. Unfortunately, the west entrance to Zion was closed. Past Zion, we followed Rt 15 north to Cedar City (KCDC), our highest airport to date at 5622 ft MSL. When you look at the 8650 ft runway, you think: What is he worried about? But, half of the runway was closed for resurfacing, leaving only about 4000 ft for operations. Still, Utah was cooler than

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Arizona, and we didn't have any issues. Cedar City is a very busy place. They had at least a dozen Cirrus Cirrus's? Cirri? there for training and at least that many Robinson helicopters. It's said they train 10% of the helicopter pilots in the US there. All I know is that there was lots of traffic.

We taxied up to Sphere One Aviation and they brought our rental around so we could load up. We then took the plane over to their maintenance hangar so that Kim (the mechanic there) could reattach the trim block that had been knocked off the rudder at Tucumcari. Kim secured it with epoxy and a couple of flat head screws, and let it dry over the weekend. We then headed off to our local AirBNB for the night, a comfortable little farm apartment with pigmy ponies in the pasture!

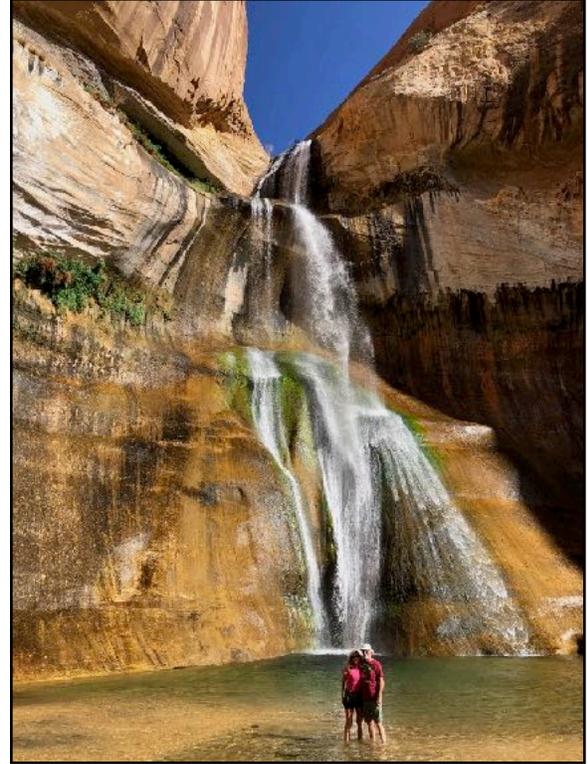


The next morning we drove east through Cedar Breaks National Monument and up to Panguitch for lunch. From there we caught Scenic Highway 12 east to Bryce Canyon, went hiking among the hoodoos, and drove down to the south end of the park for the views. We followed Scenic Highway 12 east to Cannonville, then south to Kodachrome Basin State Park (which, like many other places, was closed when we got there). It was getting dark at that point, and we had seen a two-track heading over a hill a little ways back. Sure enough, the Ford Fusion we had rented had enough ground clearance to get over the rise with out scraping bottom, so we camped out among the scrub pine (and the bugs that wanted to eat us alive). It was overcast when we ate a cold dinner (that never ending picnic basket again) and sacked out, but when I awoke at about 3AM to a clear, moonless sky, it was glowing with stars! Definitely worth waking Margot up for.



After breakfast, we struck camp and headed back to Cannonville and east again toward Escalante. Just before the town was the Escalante Petrified Forest State Park, which was OPEN! Yeah! More hiking, then on to Boulder, Utah. Kim, the mechanic in Cedar City, had recommended Highway 12, and kept sending us places we should visit. I have to say: That highway has some amazing views. We got into Boulder for lunch and learned more about the area.

It's known as "The last blank spot on the map", because this part of Utah was the last area of the lower 48 states that was surveyed (around 1870). In fact, Boulder, Utah didn't get an all season road until 1940. Before then, it was mule trains in the winter. There is an Anasazi museum in town, with some excavated ruins. There are also roads going off into the various canyons. Lots to explore and not enough time. We drove down one of the roads and explored a slot canyon. We stayed in a nice lodge in town that night (a balcony over a pond to watch the sunset), and got up early to drive back down Highway 12 to another of Kim's recommendations: the hike to Lower Calf Creek Falls. This is a 3 mile hike along Lower Calf Creek to a beautiful waterfall. Along the way, if you're observant, you can spot Anasazi granaries in clefts high on the canyon walls. We got there early to miss the crowds, and I'm glad we did. By the time we got back, the parking lot was full and there were cars parked up and down Highway 12. We headed back through Boulder and north over the mountains to Torrey, then into Capitol Reef National Park. We spent a couple hours gawking and taking pictures, then headed back west to Cedar City and another little AirBNB apartment. This was someone's converted garage, and was actually very nice and cozy for the price.



We got back to Sphere One early Monday morning; too early actually, as there was no one there! Gotta learn to inquire about changing hours, especially in these COVID times. Someone showed up after about 20 minutes, and we returned the car, got refueled and loaded up. I was concerned about the 4000 ft runway, but the RV handled it just fine. Slightly cooler temps and NOT leaning for altitude made the RV much happier. It's one of those things where what's best for one type of aircraft isn't necessarily good for another. (Yet another) Lesson learned.

MOAs are a big thing out west. Yes, we have DUKE and EVERS and others back east, but they are maybe 30 or 40 miles across. DESERT MOA in Nevada is 120 miles across, extending from the surface right up to 18,000'. I figure the safest thing is to just stay out of them where possible. We headed northwest to stay north of the DESERT and REVEILLE MOAs, climbing to 10,500. There are a couple of mountain ridges we needed to fly over, but we were high enough not to worry about climbing further, just make sure to fly through the passes.

The next thing to watch out for is something called a Special Military Activity Area (called an SMAR for some reason). We encountered our first one at the east edge of REVEILLE MOA, but were able to get in touch with Salt Lake City Center to find that it was not in use. However, there is a second one just east of Hawthorne, NV that no one seems to have information on. Since it extended from ground to 14,000, we weren't going to get over or under it. We zipped across its 6 mile width as fast as possible, with all lights on and our heads on swivels. Hawthorne itself is

interesting. It is surrounded to the north, east and south for miles by munitions storage bunkers. Supposedly, the bunkers were built during WWII as a place far enough inland so as not to be easily attacked (or even found, I'm thinking)

From Hawthorne, we angled a bit north toward Lake Tahoe. We flew directly across the center of the lake, going east to west, then headed down slope, staying north of Beale AFB. Tahoe is every bit as beautiful from the air as it is from the ski slopes, even in the summer. Our route west took us south of the infamous Donner Pass (how close they were to safety). We crossed California's



Central Valley, and descended into Lamson Field (1O2), just south of Lakeport on Clear Lake. Wine Country, but none of the vineyards had tasting rooms open. However, less than 1000' from the ramp was an AirBnB, a villa with views of the fields of grapes. Our room also had a great view of the approach to Runway 28, as we found out at 2AM when the



local Search & Rescue helicopter seemed to be flying in our window on its way to land. The airport also had a pair of Canberra bombers and a pair of Grumman S-2s on the field, along with a Grumman Albatross. I assume the Grummans were old firefighting aircraft. We walked down the road to the nearest working vineyard, and though we couldn't have a tasting, we bought a nice bottle of red and spent about half an hour talking to the owner about types of grapes, the history of the vineyard, etc. The next morning, the owner of the AirBnB showed up (she had been out of town when we checked in) and gave us a nickel tour of Lakeport in her ancient Chevy Suburban, windows open, most of the interior missing and a brightly patterned cloth for a headliner. She said that, the previous year, the flames from the Mendicino Complex fire could easily be seen on the mountain ridges less than 2 miles to the west.

As we flew west out of Lamson Field, we could see the scorched earth from the fires the previous summer, no longer black, but no green either, just dull brown. We climbed out to 4500' and made the coast in about 15 minutes, then settled down to 3000' about a mile or so off shore and headed north. It was a clear day over the ocean, with occasional clouds obscuring the forested mountains above the shoreline. The ocean was mostly a deep blue, with occasional rocky spires. Beautiful, and a complete change from the rocks and deserts in Utah. Our goal for the day was Astoria, Oregon, with a stop for gas and a conference call along the way. Our plan was to stop at Gold Beach (4S1), but as we were descending, we were told they were out of fuel, so we headed further north to Bandon State (S05). After fuel and a pee stop, we got back up to altitude off the coast again. By the way, there are MOAs all the way up the California and Oregon coasts, but they all have a floor of 11,000', so no problems.

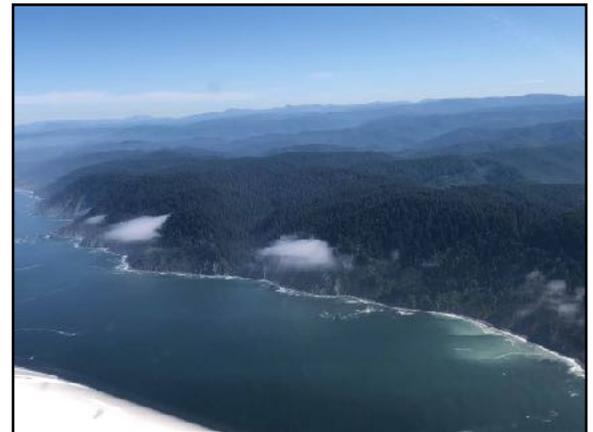
It was getting close to the time for my 2PM conference call, and it was clear we weren't going to make Astoria in time, so I landed in a sleepy little airport called Siletz Bay State ((S45). The place was pretty empty, just a few old hangars and a pilots lounge that was a roof, 3 walls, and a few plastic chairs. But it had good cell service, so I could make my Zoom call. About 10 minutes into my call, we heard this beeping, like a backup beeper on a truck. I look around the corner, on the back of



the "pilots lounge" was a PortaPotty, and the truck had come to pump it out!

Needless to say, I quickly left and found a hangar wall to lean against. With my conference call complete, we headed the remaining 75 miles up the coast to Astoria Regional (KAST). Astoria is an old airport, old enough that the painted runway numbers no longer match the sectional (RWY 13-31 is now 14-32). They had self serve fuel and a car, so we fueled up, tied down and loaded up the trunk. Fueling out west is a little easier than back east.

Most of the self serve pumps are linked, so as soon as you put in your credit card, it pre-fills your aircraft information. One less thing to type in.



Astoria was like a ghost town, but with cars on the roads. We walked around the street, seeing almost no one, looking in shop windows and following the boardwalk tour stations. The stations give you a history of the town, and have artifacts and photos of early life there. Many of the shops had the names of graduating high school students



painted in the windows. It was rather surreal. We finally found a place to eat (a almost empty Chinese restaurant) and to stay, but it wasn't easy, not because there were no rooms, but because no one was allowed to rent them. We ended up in an apartment on a pier, right next to the pilot boat dock. When the pilot boat headed out in the middle of the night, the whole apartment was lit up from the spotlights on the dock. Pretty neat! All of early Astoria was built on piers, and the foundations of the canneries are now used for hotels, business offices and the Rogue brewery, where we had lunch (great chowder!) while listening to the seal lions complain

to each other on the breakwater.

We had hoped to fly out the next day to Aberdeen, Washington, but we were unable to rent a car up there, so we just kept the plane at Astoria and drove north along the Washington coast. After a few miss-steps (lots of restaurants either closed or with reduced hours), we found a good seafood restaurant with outside seating for dinner, and later found Grayland Beach State Park where we could camp along the shore, or rather, close to the shore. You might expect a rocky shoreline with cliffs, but here, we probably walked for 5-10 minutes



across windswept sand to get from the campsite (which was barely into the trees on



shore) to the actual water. Still, camping on the Pacific Coast! We broke out some wine and toasted the west-most point of our trip.

The next morning, we packed up and headed inland to hike among the old growth trees in Washington's Olympic Rainforest.

To be continued in Part 3

A Steen Skybolt is now available!

“Tim Weber here, I am not an EAA 857 EAA member currently but was a while ago. Anyway, I have a Steen Skybolt Project that's in my garage and I am wanting to see if someone is interested. Is there a way to post on the chapter site? Have lots of photos. Ribs made up, no spars. Also have streamline tubing 4130 for the "I" struts, fuel tank wheels and brakes. Expense of an engine is prohibitive. She's collecting dust.

Anyway, let me know.

Thanks

Tim Weber



So If any of you have an interest in taking on this project, please let Ted Merklin know so he can put you in touch with Tim Weber.



EAA 857 - Chapter Meetings and Events for 2020

Meetings are held on the third Tuesday of the month at 7:00 PM
in the Conference Room at the Pittsburgh-Butler Regional Airport.

Chapter Meetings	Tuesdays	January 21	
		February 18	
		March 17	[CANCELLED]
		April 21	[CANCELLED]
		May 19	[CANCELLED]
		June 16	ZOOM Meeting
		July 21	at KBTP
		August 18	at Farm Show
		September 15	at Farm Show
		October 20	
		November 17	
EAA 857 Chili Cook Off -	Sunday,	February 9	
International Young Eagles Day -	Saturday,	June 13	[CANCELLED]
EAA 857 Fly-In and YE -	Sunday,	August 9	[CANCELLED]
EAA 857 Fly-In and YE -	Saturday,	September 13	[CANCELLED]

2020 National Events

Sun 'n Fun -	May 5 - 10	[CANCELLED]
Sentimental Journey -	June 16 - 20	[CANCELLED]
AirVenture Oshkosh 2020 -	July 20 - 26	[CANCELLED]

EAA 857 Chapter Officers for 2020

Use contact@eaa857.org to email the Chapter President.
Your request will be forwarded to the appropriate individual.

President	Ted Merklin
Vice President	Phil Kriley
Treasurer	Frank Szczerba
Secretary	Rick Schubert
Newsletter / Web Page	Ted Merklin, Ed.
Young Eagles	Phil Kriley
Technical Advisors	Chuck Potts Bob Santolla
Board Members	Dan Hood 2020-2022 Bob Santolla 2020-2021 Gary Marsico 2020