

EAA CHAPTER 1058

SECOND QUARTER NEWSLETTER

2022 Officer roster. President Jesse Allred, Vice George Roberts, Secretary/Treasurer William Varn.

We had a moderate turnout for our March meeting; however, they were all intelligent and good looking! We welcomed back Lee Marshall to the fold. His contact information was lost (??) when the chapter information was transferred to me.

EAA is a member centric organization. Belonging to a Chapter vs-a-vis just general membership offers many advantages. Social gathering at monthly meetings. A chance to do a group Young Eagles. Participation in Chapter sponsored events. Be the resident experts on aviation at the grass roots level. Hopefully we can remain a Chapter and do some exciting things like fly-outs, poker runs, Young Eagles day and a deluxe Christmas party.

Consider the following events and timeline:

July poker run and invite plenty of EAA Chapters and other pilots.

Aug Fly out to Walterboro and Tuskegee display/exhibits.

Sept Chapter cookout – assist with dedication of Terminal.

Oct Fly out to see fall colors.

Nov. Dignitary flights.

Dec assist with breakfast club, annual Christmas party (maybe a covered dish affair to involve family and friends).

George.

GAMBLING: Effective next meeting an option to gamble will be available. \$5 per raffle ticket. Winner gets 50% of the pot. Remainder goes in the Chapter Bank.

We are starting a new column for the newsletter entitled **SAYS**. Send you input to George. Anything that relates to flight safety or something you want to bring to the attention of the membership.

George SAYS: Survive to fly another day. See remarks below and video.

HOT WX FLYING: The human body and aircraft performance become issues in managing then GO/NO-GO decision. How to deal with (DA) is paramount to deriving at a decision. Tools and resources are readily available to assist us in processing temperature and pressure altitude. We all need refreshers - a jolt of the grey matter.

<https://www.youtube.com/watch?v=5yFIRHvoy4k>

Many thanks to Stephen Murphey for his excellent article detailing his journey to Glasgow, MT to pick his new tail dragger.

SOUTH CAROLINA CLIPPER

The first sighting of a Piper Clipper occurred for me several years ago around a Trade-A-Plane add. It was this add that triggered a conversation with me and Jim Wilson a member of EAA-VAA 3 that set me on the path of prebuy research. I have looked at many aircraft since that time and continue coming backing to the Piper Clipper as the aircraft that checks most of the boxes for my mission. One of those prerequisites being a tailwheel aircraft with a real stick and rudder.

With the runway done and roof on the hanger approaching completion, it was time to start looking for an aircraft in earnest. While the PA-16 was clearly the front runner of the search, I was still looking locally and online every week for a classic tailwheel aircraft. The moment finally happened in February this year. The research was done, an equitable price was established, and the remaining issue was this aircraft was located in Glasgow, MT.

I'll pause here to say, I can't thank the aviation community around me enough for helping and sharing information to assist in this adventure. I picked up valuable bits of information from many other owners and members along the way.

Prebuy agreement in hand, the airlines were the next challenge. Ended up booking four separate legs on three different carriers to navigate from KFLO, KCLT, KDEN, KBIL to KGGW in a reasonable amount of time. Now you may love or hate the name Donald J. Trump, but for the rest of this story it does not matter. You may even wonder how Trump could works his way into my trip. However, he did. Shortly after booking my tickets, Trump announced a rally at the Florence airport, and it was schedule for the night before my departing red eye flight.

Knowing this could be an issue with scheduling for the next morning, check-in and boarding passes were printed for all four legs prior to retiring for the night. Up at 3am, to the airport early, checked the monitors and all flights (both of them) were listed as on time. Settled in next to the TSA checkpoint and waiting on the evening morning shift to arrive, all seemed to be working to plan. The first TSA agent arrived and started the preshift equipment checks. A few minutes later two more agents came on shift and started talking about their day. One of them asks the other, hey did you know they canceled this morning's departure? Then there was panic in the terminal as passengers rushed the only counter attendant on duty at what is typically a quiet and sleepy smalltown airport in Florence, SC.

Learning that the connecting flight in CLT was still scheduled and there was just enough time to make a quick road trip, it was game on and the trip continued. The remainder of the commercial flights to Glasgow were uneventful. It was great flying weather and the trip out west was awesome.

Landing in Glasgow the former owner of the Clipper met me and had the curtesy car warmed up. Speaking of warmed up, leaving South Carolina in mid-March the weather was in the 70s. Arriving in GGW just after sunset, it had already dropped into the 20s.

With the prebuy inspections complete and the first orientation flights out of the way, it was decision time. Yes, I bought it. Most of this day was devoted to finishing all the paperwork, transition training and logging some extra time in the airplane before loading up for the ferry flight home.



The first leg was going to be short as there was only a couple hours of daylight left. With temperatures potentially swinging cold, Sidney was one option as services would be available for a hanger or deicing if needed the next morning. However, forecast showed warm air overnight with lows of 33 degrees. Dunn County Weydahl Field (9Y1) was just in the right location and reported a pilot lounge, WIFI and a curtesy car. Pulling into Dunn County was beautiful. The sun set over the tent and airplane for the first night of the flight home.



Within the first few minutes of the sun coming up in the morning, all evidence of the light overnight frost had disappeared. With clear skies and 10 kts of tailwind forecasted, the day was perfect for flying. Four hours later found me in Windom, MN (KMWM) for fuel and a picnic lunch. Reevaluating my fuel burn and looking at possible airports for the next stop Vermilion Regional (DNV) in Danville, IL, was selected. With a beautiful grass strip, reasonable fuel prices and a list of other services. It proved to be an excellent choice. Arriving shortly before sunset, the plane was checked over and fueled in preparation for the next day. The 24-hour accessible pilots lounge had a couch with my name on it and proved to be just as comfortable as my own camping gear.



Weather was starting to become an issue over the Southeast. A storm was over the gulf and headed northeast blocking the route home. In Danville, the sky was clear and the weather was great. The decision was made to hold in place for the morning and scout possible overnight locations that would be close enough, but clear of the weather; allowing time for the front to move out of the Carolinas.

6I2 Lebanon/Springfield ended up being one of the best airport choices on this trip. Mike met me at the fuel pump with a cold bottle of water and invited me into the FBO. Once learning I was overnighing for weather, he passed me the keys to the curtesy car and recommended several food options nearby. I asked about camping, and Mike said “no need for that, we have a pilot’s lounge and here are the fresh washcloths and towels. Feel free to use the showers at the back of the restrooms attached to the pilot’s lounge.” Mike was headed off shift but told me he was going to have some fresh cookies baked and waiting on me when I got back from town.



Waking early and watching the weather, the Great Smoky Mountain range was socked in with clouds. However, there were good openings reported at multiple airports on the other side. Calling home for a report at the field showed that the clouds were overcast but lifting. Departing 6I2, the Clipper climbed to 9,500 ft, and the mountain crossing was made VFR on top. Conditions were improving and an easy decent in VFR was made near Lure Lake in North Carolina. After dodging Charlotte’s Bravo airspace and ducking under the overcast layer that was covering the midlands of South Carolina, the final course was set for home.

Arriving at the home strip found the winds at a brisk 15 Kts. out of the west. This strip is typically a one-way strip due to the tall trees on the east end. A test pass was made with a slip over the trees and demonstrated a landing was well within the capability of the Clipper under the current conditions. Around the pattern, another slip over the trees and the Montana Clipper settled into its new home strip, hence forth to be known as the South Carolina Clipper.

