

# SMOKY HILL E.A.A. CHAPTER #1127

**2023 DUES ARE NOW PAYABLE**

**BRING YOUR \$20 DONATION TO THE  
MEETING OR SEND IT TO:  
JIM HOMOLKA  
1035 16<sup>TH</sup> RD, ELLSWORTH, KS 67439  
- DON'T MISS BEING A PART OF THIS  
GREAT AVIATION ORGANIZATION -**

**CHAPTER LETTER - DECEMBER, 2022**

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## NEXT MEETING

### CHAPTER MEETING -

**Program:** Dave Ward, CFI McPherson, "Working with the FAA on Medical issues"  
**Host:** Larry Adamek  
**Where:** Ellsworth Municipal Airport  
**Who:** Members, Families and Guests  
**Time:** 1400 / 2:30PM

## CALENDAR OF EVENTS:

<b>1<sup>ST</sup> SATURDAY</b>	<b>PONCA CITY, OKLAHOMA &amp; YORK NEBRASKA PANCAKE BREAKFAST</b>
<b>2<sup>ND</sup> SATURDAY</b>	<b>BEAUMONT HOTEL, BEAUMONT KS (Starts again in April)</b>
<b>3<sup>RD</sup> SATURDAY</b>	<b>BENTON AIR PARK</b>
<b>3<sup>RD</sup> SATURDAY</b>	<b>ALVA OKLA, CRETE NEBRASKA FLY IN BREAKFAST</b>
<b>4<sup>TH</sup> SATURDAY</b>	<b>AUGUSTA KS &amp; ENID OKLAHOMA BREAKFAST</b>

## **Secretary's Report- November 5th, 2022**

EAA Chapter 1127 met on November 5th, to host a Young Eagles Fly-in at Ellsworth (9K7). We had a very successful day of flying with a grand total of 66 kids flown with just 4 airplanes. A big thank you to our pilots and ground crew for running a very well-oiled machine.

Larry motioned and Max seconded that the previous meeting's minutes be approved. Motion carried.

### **Young Eagles:**

**Larry:** Larry wanted to thank everybody for another great Young Eagles Day. He thought we did a good job of keeping the pilots rolling with Red Signing logbooks and having the paperwork being brought out to the pilots. He did say he'd like to have more airplanes for future Young Eagles.

**Keith:** It came to a consensus that the group would try to do a Young Eagles Day at Beloit (K61) in the Spring.

### **Flight Advisor Reports:**

**Keith:** Has a contemporary who is a 787 Dreamliner Captain who had to skud run from (55KS) to the East Coast. Moral of the story is, the weather is starting to get bad for the year.

### **Old Business:**

**Dale:** Said we'd be getting a poster from the National Aerobatic Competition.

### **New Business:**

N/A

With no further business Larry moved to adjourn the meeting, Darwin seconded.

EAA Chapter 1127 Secretary  
Anthony Henke

## **FROM YOUR PRESIDENT:**

Well we have had some winter days already, and it won't be long until they get colder and more often. Thanksgiving is over, and I hope you all had a great one. At our December meeting we will look back over what was a great year, and look forward to 2023. Dues for 2023 are payable, still \$20. Send your check to Jim Homolka or pay at the meeting. Jim's address is 1035 16<sup>th</sup> Rd, Ellsworth, KS 67439. You won't want to miss 2023 at EAA #1127.

Looking back to last month only, we had a great Young Eagles Rally. We flew 66 Young Eagles, that could be a record. Our system worked great. Thanks Keith, Larry Farmer, Patti, and everyone that organized and worked. From a pilots perspective it went very smooth. Also special thanks to the pilots, Tom Mahoney, Larry Gourley, Mike Olson. We also want to express our thanks to Jim Price for allowing Tom Mahoney to fly his Tri Pacer. We had a total of 4 airplanes including yours truly. The pilots were kept in the air pretty much for the entire 4 hours. The weather cooperated well until about 11:30 and then the winds started picking up, and

around 12:30 it got even higher. My last landing the AWOS was reporting winds at 20 gust to 28 at 240, so you had to keep on top of it. I passed my last plane load to Mike, it was a bit easier for him in the Arrow vs me in the 172. But what a great day. We had one parent so happy that he donated to our chapter to help with fuel expense. The community really looks forward to this event. I have heard many comments. Hopefully we will get something planned for Beloit after the first of the year. THANK YOU EVERYONE!!

Since the first of the year is approaching, we need to discuss where everyone wants to hold our January Social. Think about it and come with ideas. We were at the Barn in Wilson last year which was great. But, there are other places, and there is nothing wrong with passing it around. So bring your ideas to the meeting and we will decide.

Also, any program ideas, be sure and bring them up at the meeting, or contact Milton Wehrman the new VP. Max finish's his term as program chairman with what appears to be a great program for the December meeting. We will welcome Dave Ward who is the CFI at McPherson. He will speak about the medical difficulties he had with the FAA, and also visit about other things going on in the CFI world. Dave will also offer his services for Bi-Annual reviews and instruction to any prospective students.

Personally I got in a little flight time since the YE flights. Took a little trip to Abilene and visited with Jim Curtis. It was a very enjoyable flight, weather was beautiful. So it was short, but very nice. Also had to air up the strut a bit, happens every year when the weather gets cold. Also had some shimmy recently, so I greased the linkage... that always seems to help.

Our host airport is slowly getting done. Taxiway is now painted with permanent stripes. North 1,000 ft still closed as they are waiting on parts for some of the lighting, and Papi's are still not operative, but it is coming together. I looked at the diagonal today. I think it will be closed for some time as grass needs to grow. The new grass diagonal will be 13/31 a bit of a change.

Well, that's it for me. Looking forward to seeing all of you on the 11<sup>th</sup>. Here is wishing all of you a Merry Christmas in advance. FLY SAFE AND OFTEN!!!!

***Dale Weinhold, President, Smoky Hill EAA Chapter #1127***

***"In soloing - as in other activities - it is far easier to start something than it is to finish it."***

***Amelia Earhart***



## **Pilot's tip of the week**

### **Airplane IPC vs. Simulator Practice**

Featuring [Doug Stewart](#)

## Subscriber question:

"I like the idea of regular Instrument Proficiency Checks (IPC) to stay sharp, and I like the idea of using the school simulator to do realistic failures. But my CFI says I can't do an IPC on a simulator because we can't do the landing and the circle-to-land. Is it better to get a real IPC in the airplane, or to practice on the sim and just log enough approaches to stay legal?" — Chris B.

## Doug:

"First off, I commend you for recognizing the value of regular, periodic instrument training, irrespective of your currency or proficiency. I find it odd that the FAA does not mandate recurrent training for all instrument-rated pilots flying under Part 91. They do for pilots who fly for the airlines or as charter pilots. Why not for those of us who fly for business or recreation? In fact, it is quite possible to maintain IFR currency per FAA rules without ever getting another inflight evaluation after taking the instrument practical test.

I also applaud you for recognizing the value of using a simulator, or aviation training device (ATD), to aid you in your recurrent training.

There are so many ways of using the sim for scenario-based training that would be hard, and/or unsafe, to replicate in a real aircraft. Further, the sim allows us to conduct 'deep practice,' repeating different parts of a scenario with the push of a button. And once all those individual parts are mastered, they can be stitched together into an entire scenario. This allows the most efficient use of the allotted time for training—and saves a lot of gas.

Whereas the myopic viewpoint of the FAA does not allow the use of ATDs in the conduct of an instrument proficiency check, do not let their nearsightedness prevent you from taking advantage of this great technology.

Remember that an IPC is an FAA requirement for pilots that do not maintain their currency. But for pilots like you that are logging regular approaches and other required items while maintaining real proficiency, the IPC will probably never be needed. So don't worry. Keep on doing what you are doing on the sim, whatever you choose to call it."



## **AVIATION PHOTO of THE MONTH;**

- Photo courtesy of member Kevin Lundy



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