



# "122.0 - UNICOM!"

EXPERIMENTAL AIRCRAFT ASSOCIATION  
CHAPTER 122 – HARRISBURG, PA

*Late Summer Edition*

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## Chapter Checkpoints

*April's Gathering (40)* focused on "Technology in the Cockpit," with an extremely informative discussion led by our resident FAA Safety Team (FAAST) Program Manager, John Sibole.

*May's Gathering (33)* featured a "Cutting Edge Test Programs" presentation by Jerry Lockenour. Jerry shared his knowledge and experience gained as an Aerospace Engineer, to include his time as the Integrated Product Team Leader for the Joint Strike Fighter (F-35) at Northrop Grumman Corporation.

*June's Gathering (32)* included our own Ed Womer demonstrating techniques for fiberglass layup, repairs, and other applications entitled "Fiberglass — You Can Do It!" *Note: Our annual Young Eagles Rally, originally scheduled for June 22nd, was postponed until 21 September due to cancellation of Capital City Airport's 'Community Day' event*

*July's Gathering (32)* highlighted some tried-and-true flight planning considerations, as well as the latest tools for planning those long cross-country flights. We also had a 'first reading' of our proposed ByLaws update.

## Upcoming Programs

*Saturday, 17 August — Annual Chapter Picnic.* Fly or drive to Bermudian Valley Airpark to share in a smorgasbord of food, drinks, and desserts while enjoying the wonderful smells of freshly-cut grass and AvGas!

*Tuesday, 17 September — "The Air Academy"* Our annual scholarship winner, Micah Betts, who attended the EAA's Air Academy Basic Camp in Oshkosh from 28 June—3 July, will share his fantastic experience with us.

*Tuesday, 15 October — "Building the Zenith"* After our usual evening eats, Bob May will talk to us briefly about his Zenith project, then open up his hangar so we can view the progress he has made on his Zenith 701.

*Thursday-Sunday, 17-20 October — "Tin Goose!" Visit to Capital City Airport* Join the fun as we host the EAA's 1929 FORD Tri-Motor and share this national treasure with the public, providing tours and rides from our hangar Headquarters. *For more info, see page 3.*



## President's Corner

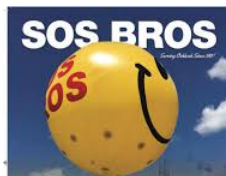
Well... *AirVenture Oshkosh* has come and gone once again. For many of us, July marks an annual pilgrimage (sometimes just a dream) to aviation's Mecca in Oshkosh, Wisconsin. I was personally excited to attend this year's event for several reasons:

1. My 14-yr old daughter, Laurin, attended with me for the first time. Her Oshkosh experience kindled in her some of the same excitement that I experienced when I first visited the event at a similar age.
2. I had the opportunity to attend a North American Trainer Association (NATA) formation clinic in Dubuque, Iowa for the three days prior to *AirVenture*, and earn a FAST (Formation and Safety Team) qualification card to legally fly in group formations in FAA-waived airspace (i.e., at airshows like *AirVenture*).

A good number of our other members attended as well, and we even had a few chapter "mini-gatherings" while there. As usual, the event was busy, and with everyone attending at different times of the week, it was difficult to get folks together in one place, but we did manage to gather a group of the Keystone Corps at the 'SOS Brothers' tent on Monday evening, as well as at the Brown Arch on Tuesday.

For those who couldn't make it this year, keep an eye on our chapter 122 FaceBook page for posts and pics from the event... And start planing for next year!

Cheers,  
Jon



L-R: Jim Haunstein, Rick Lamb, Laurin & Jon Still, Ed Womer, & Mike Parks



## It's AIRSHOW SEASON!!!

All around the country—indeed, the world—regional & military airports open their doors to aviation enthusiasts for fun in the sun. From young kids to old salts and everyone in between—it's difficult *not* to have a great time at an airshow — they're just good, wholesome family fun! Just a few of reasons why:

1. Precisions performances are a thrill to watch.
2. Static displays allow you to get up close.
3. Lots of yummy eats to indulge in.
4. Hats, shirts, & other aviation merchandise.
5. You never know what lasting effect attending an airshow may have on a young one!

Such experiences can irrevocably alter the trajectory of a child's life. See for yourself: take your son or daughter, grandkids, or other young ones, to an airshow and watch their imaginations take flight!

Of course, there can also be some minor... umm... downsides, to attending airshows: performances can be quite loud (bring earplugs!); too much sun exposure can be damaging to your skin (bring sunscreen!); food, drink, and merchandise can be bit a pricey (bring cash!); and traffic getting in and out of the venue can be heavy (bring patience!). But these challenges are easily overcome and well worth it for the experience. So, if you haven't already attended one this season, do yourself a favor and go to an airshow — it's not too late! Airshow season runs well into October here in the Northeast, and that can be some of the best water for attending. Schedules are available online for major headliners like the Navy's [Blue Angels](#) and Air Force [Thunderbirds](#), but even the smaller shows feature exciting performers. See you on the circuit!

## The 'Tin Goose' is Coming!!!

It's official — we're on EAA's schedule to host the 1929 FORD Tri-Motor this fall at Capital City Airport! The aircraft is scheduled to arrive by Wednesday, 16 October, with media day set for Thursday morning the 17th, and public rides available from **Thursday afternoon through Sunday, 17-20 October**. This will be an all-hands event, and volunteers will be needed to give tours, sell food & merchandise, and load/unload passengers. As in past years, this event has the potential to be a HUGE fundraiser for our chapter, and volunteers can usually expect to be rewarded for their efforts with a free ride(s) on the Tri-Motor. Come help us celebrate the FORD Tri-Motor's glorious history and share its legacy with the public! *For more information or to volunteer for the tour stop, contact our Tri-Motor Chairman, Paul "Doc" Whippo, at [vetmph@yahoo.com](mailto:vetmph@yahoo.com).*



A little history: Following WWI, Henry Ford's Tri-Motor became the first aircraft designed from the start to carry airline passengers. To overcome reliability concerns, Ford specified three engines and added features for passenger comfort, such as a fully enclosed cabin. From 1926 to 1933, Ford Motor Company built 199 Tri-Motors. The EAA's model 4-AT-E was the 146th to roll off the assembly line, and first flew on 21 August 1929. It was sold to Pitcairn Aviation's passenger division, Eastern Air Transport, whose paint scheme is replicated on EAA's Tri-Motor (NC8407). When not touring, NC8407 resides at Pioneer Airport in Oshkosh, Wisconsin. With two 450-hp engines and one 550-hp engine, it was most powerful Tri-Motor Ford ever flown. During its storied history, NC8407 has seen duty as a transport for both Eastern and Cubana Airlines, a service aircraft for the Dominican Republic, an aerial firefighter, a lift aircraft for smoke jumpers, and a crop duster. In 1973, EAA purchased it and began an arduous, 12-year restoration, restoring it to perfection and revealing it to the public in 1985 at Oshkosh. Most recently, EAA performed a \$1M rebuild of its large and unique wings, partially funded by chapters like ours.

## 'AIM for the SKY' Initiative & Youth Outreach

Our new 501(c)(3) partner organization — 'AIM for the SKY' — is off to a great start! Its first fundraising event at the beginning of June was a huge success, and raised over \$22,500 in net funds to support outreach activities designed to excite youth about STEM skills through exposure to aviation.

On Thursday, June 6th, local business leaders gathered at Central Penn Sporting Clays in Wellsville, PA to enjoy a unique outdoor experience through their sponsorship of this event. Activities included a challenging 20-station sporting clays course, helicopter rides, and a delicious barbecue reception and networking session. Underwritten by RKL Professional Services in Camp Hill, and with the support of over 20 local sponsors, all proceeds raised benefit the AIM for the SKY's initiative to exposes Central PA youth from all demographics to educational STEM components. A special thanks to Central Penn Spring Clays and the many RKL and EAA 122 volunteers that dedicated their time and efforts to making this day a huge success!

One of the many ways 'AIM for the SKY' intends to make an impact is through its support of Chapter 122 efforts to send area youth to EAA Air Academy summer camp sessions. Additionally, the organization has purchased a high-end flight simulator that it will house in our Chapter HQ Education Room. This will allow our chapter — in coordination with AIM for the SKY — to further engage kids during Young Eagle Rallies and other youth outreach events.

If you would like to learn more about AIM for the SKY, support their efforts through sponsorship, or volunteer to help organize and run future events, contact Wade Becker at: [WBecker@rklcpa.com](mailto:WBecker@rklcpa.com).

*Pay it forward... help us set the spark in a kid today!*



## Young Eagles' Nest

For some folks, the act of flying is simply a convenient way to get from point A to point B. And to many of those same folks, flying on an airliner is about as much fun as having dental work. But despite the hassle of TSA, I still look forward to airline travel, as I suspect many readers of this article do as well. I enjoy big airports, the sound and smell of jet exhaust, and the chance to get up close to some of the largest aircraft flying. And it's hard to argue that the speed with which you can move from one side of the country to the other is anything less than astonishing!

My earliest recollection of seeing a jet airliner was around 1979, at age 8. My dad was flying out of our hometown regional airport in Peoria, Illinois, which had an observation deck. The sight of an *Ozark Airlines* DC-9 taxiing to the runway, the sound of the engines winding up, and the trail of black smoke as it climbed away was almost too much for a young boy to handle. Earlier that same year, I'd viewed the original *Star Wars* movie for the very first time from the balcony of a downtown theater. Watching X-Wings & Tie Fighters zip through the Death Star was also thrilling, and I believe that these two experiences combined to light the spark for flying within me. *(Little did I know at the time that I would later get to experience the thrill of piloting high-performance Navy jets through "Star Wars Canyon" on the VR-1266 military training route in Southern California!)*

Several years later, while on a family vacation, my parents booked a scenic family flight over Lake Michigan in a Cessna 182 on floats.

*(Be the first member to email "Aviore" to [jsviking@icloud.com](mailto:jsviking@icloud.com) and win a chapter mug!)*

I wish I could remember more details of that flight, but what I do clearly recall is the excitement of sitting behind the controls...and my disappointment with how quickly the flight was over! I still get those same feelings today, even after 4000+ hours in all sorts of aircraft.

Finally, in 1986, our family visited the EAA Fly-In Convention at Oshkosh for the first time. We only spent 2 days there, but I got to see the the Blue Angels fly their iconic A-4 Skyhawks. I was hooked, and came home from that trip knowing what I wanted to do with my life. Each of the above experiences by themselves were powerful, but taken together, they were phenomenally influential.

Each time I take a youngster for a Young Eagle flight, I wonder if it will be the event that sparks a flame for flying in them — whether as a future profession, a hobby, or just as a joyful passenger on some airline flight. You never know what experience(s) will prove to be pivotal to a young person. The Young Eagles program provides those of us lucky enough to have already found the joy of flying to in turn, share our passion with the next generation.

For those of us who find ourselves inexorably drawn to the sky — for whatever reason — this is one of the many great things that EAA is all about.

To become a Young Eagles pilot or ground volunteer, contact the Program

Coordinator:  
[jsviking@icloud.com](mailto:jsviking@icloud.com)



### Chapter Officers / Directors

**President** - Jon Still, [jsviking@icloud.com](mailto:jsviking@icloud.com)

**Vice President** - Wade Becker, [WBecker@rklcpa.com](mailto:WBecker@rklcpa.com)

**Secretary** - Ed Womer, [edwomer68@yahoo.com](mailto:edwomer68@yahoo.com)

**Treasurer** - Mitch Reisinger, [mitchellreisinger@gmail.com](mailto:mitchellreisinger@gmail.com)

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**Young Eagles Coordinator** - Jon Still

**Technical Counselor** - Paul Furst

**HQ Committee Chair** - Bob May

**Simulator Committee Chair** - Mitch Reisinger