

RUNWAY 29

EAA 1522 News

<https://chapters.eaa.org/EAA1522>

November 2021

Chapter News—This side of the fence

EDITOR'S MESSAGE

It's my one year anniversary, it's been exactly a year since I passed my checkride and a little over 2 years since I started taking lessons. I wasn't sure what I would be getting into, when I finally decided at the age of 55 to get started learning how to fly. Like a lot of people I had very little experience with general aviation. No one in my family had ever flown, we never knew anybody that did, and Young Eagles obviously wasn't around back then.

I had always wanted to fly since I was a kid, but without knowing anybody on the "inside", it always seemed too hard, too expensive, too insulated. Once I started taking lessons and got on this side of the fence, it amazed me how wrong most of my preconceived notions were. It wasn't as hard as I thought. (Well it was at first!) It wasn't as expensive as I thought. (Thanks to those people that make it so!) And it's not insular. People were always inviting me to fly with them. Doug would put me in the left seat of his Cherokee and have me practice landings and refuse to let me put gas in it! Bobby, Brian, and other people I'm sure I'm forgetting would take me up. I just wish I had known all this years ago. That's why Young Eagles is such an important part of getting more people involved. It lets them inside the fence to see what things are really like.

It seems there is always something new going on. For instance, I had no intentions of ever owning a plane, but less than 2 months after I had my license, James is calling me and telling me I'm going to be buying a 1/3 share of a 172 and I can't say no. He was right, I couldn't say no and I couldn't ask for better partners or friends than the two of them.

I'd just like to thank all of you for making my family and myself feel welcome. My wife and I have both made a lot of new friends and really enjoy the time we spend at the airport. I look forward to many, many more years of fun at OI8.

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Chapter News—Happy Landings!

PATTI'S 1880's SETTLEMENT Grand Rivers, KY (KY Dam State Park Airport M34) June 15, 2021

This was such a fun trip!! Earlier this year we camped at Hillman's Ferry at Land Between the Lakes. During that trip, we went to Patti's for lunch and moseyed about the Settlement. I immediately wondered if we could fly back there sometime. The good news was that there is an airport close by and Patti's provides a free Shuttle Van service!



Jill Baty

Weather for June 15, 2021 looked great for a longer flight, so when Mark asked where I'd like to go, I said, let's go to Patti's! I made lunch reservations for 11:30 CST (12:30 EST). There is a time change. I recommend reservations because this is a tourist destination, and it can get crowded. 270-362-8844 When I made the reservation, I told them that we would be flying in, and they said to call Patti's restaurant when we were 10 minutes out, but we waited until we landed. This seemed so ritzy ditzy, haha! Like jet setters!

For this trip, I didn't want propeller hair while we waited with the canopy open, so I wore a scarf, like a movie star in a convertible. I just looked dumb, but it served the purpose!



The RV9A was in the air by 10:45am EST out of Georgetown (27K). Interestingly, it was clear and the wind was only N 6 knots, but it was a little bumpy. This did not bode well for the afternoon. Would I get queasy? Mark (hubby and pilot) climbed to 6500 ft where we had a 17 knot tailwind, and thankfully, it was much better.



Mark decided to do this thing called flight following mostly because he hadn't done it for a while. I enjoyed it very much! I brought a kindle book to read, but I got such a kick out of the flight following I didn't open the book. Flight following goes something like this (remember, I'm not the pilot). Mark tells the first traffic controller where he wants to go. That controller tells him what radio frequency to use which may or may not match the one on the map. He also gets the barometric pressure reading for that airport so the altitude is corrected. The fun part is when you approach the next airspace. Would the last traffic controller come on and hand off to the next traffic controller? I liked listening for our N number. The frequency gets changed for each new airspace as well as the barometric pressure reading. One controller talked like an auctioneer, ridiculously fast. Mark had written the airspaces down and the possible frequencies in advance except for one. We hunted for that one on the map because it wasn't exactly on our route. Anyway, Mark used his sexy airplane voice, and it was lots of fun!



There was 30 miles visibility when we landed at 11:12 CST (about a 90 minute flight). The strip and FBO had some upgrades done recently. Bathrooms were OK. I called Patti's for the shuttle and the van arrived quickly while Mark was still talking to a guy out by the tie downs. Our driver was very nice. She lives behind Patti's, and the owners are like her family. We were at Patti's in no time.

Chapter News—Happy Landings!



We had to wait under 5 minutes for a table because we arrived before the crowds. Mark had to find me—I was getting a preview of the gift shop. We were seated in the Peacock Room.



Trying to figure out what to order was tough. Should we be healthy with a salad, share something, go for an entrée, or a sandwich. Last time we came, we had the famous pork chops. This time we both had grilled chicken sandwiches which came with coleslaw and homemade potato chips. I brought half home. We knew we wanted pie, too. Mark tried the Sawdust pie for something different, and I had the Mint Sinker. I thought the Sawdust was aptly named. It was too dry for me but Mark liked it. I loved the Mint Sinker. Very refreshing. The meal and service was great but a bit pricier. My tea was refilled multiple times without asking.

Chapter News—Happy Landings!



After lunch, we walked through the Settlement. There are boutiques, putt putt, a playground, and a café which is less pricy than the restaurant. I stopped to talk to the gardener. There are 7 gardeners that maintain all of the flowers and shrubs. It is very pretty! I tried on a romper. They may be in style, but it reminded me of the one piece navy gym suit I was forced to wear in high school! Not something for a 63 year old!

We also got a tip from the van driver. She joked that every dish in the kitchen uses Patti's Seasoning, and she is waiting for it to go into the dessert someday! They even add it to their cole slaw. So I bought some of the "famous seasoning". We have been using it on everything since we got home: chicken, Brussel sprouts, green beans, cauliflower, rice, broccoli...

When we were done looking around, Mark went to the hostess stand and asked for a ride back to the airport. The van was there by the time I got to the lobby. We left around 3:00pm CST, so I still had time for evening pickleball. On the way back, I would have liked to have flown higher. We went to 5500 feet. Why 5500 and not 6500 feet you may ask? There is a rule that when you are flying east with VFR you must fly at an odd 1000 feet plus 500 feet. This gave us a choice of 5000 plus 500 or 5500 feet or 7500 feet or 9500 feet. We had to stay below the clouds which were 6500 feet or above the clouds. The tops of the clouds were quite high and for time and fuel economy, we started heading east at 6500 feet.

I finally decided to try flying the RV9A for the first time. That thing is sooo sensitive. First, I tried looking at the instruments- up 300 feet, down 500 feet, up 100 feet, down 200 feet. And it climbs incredibly fast. That didn't work. Then I tried looking at the distance between the horizon and the front of the plane. That worked OK for elevation, but not so good for heading. As soon as I glanced at the heading, the altitude changed. Then I tried aiming at a spot way out on the ground. That worked OK as long as I picked a new spot every now and then, but if I focused on the same spot too long, it would disappear under the plane or I would point the nose down to be able to see the spot. Poor Mark! Flying kept me distracted through the more bumpy flight home. I wasn't queasy at all. In college, when friends flew me in their Bonanza, I would get nauseous. I don't know why I don't get an upset stomach now. Maybe I got used to it over the years? Anyway... even if I did get a bit sick, I'd suffer to land at Patti's again. We landed back in Gtown around 5:30 EST.

I highly recommend this trip. I'm already planning to go again. It would be fun to fly down early in the morning with a group and rent a pontoon at the marina for the day, do some swimming, pack a lunch, have pie at Patti's and fly home!

Happy Landings!

Jill Baty

Chapter News—Help us complete a list

We are trying to put together a comprehensive list of everyone who has earned their pilot's license here at our Cynthiana Airport. We want to have a display somewhere with all the pilots names listed.

Here are the names we could all come up with while we sat around and talked about it. If we've missed you, or if you know of somebody we've missed, please call or email myself or Gordon and let us know. We really don't want to leave anybody out, so we appreciate your help. Thanks

We got our tickets in Cynthiana!

Justin Barnes
Nick Anderson
Dereke Clarke
Seth Truitt
Jeff Taylor
Wyatt Sayler
D.J. Peyton
Gabe White
Corey Fryman
Brennan Stanley
Steve Ewalt
Brian Simpson
James Profitt
Bob Sharp
Emily Smith
Will Smith
Nate Yoder
Tony Stoeppel
Bill Young
Thomas Ware
Darrell Whiteneck
Christopher Davis

Chapter News— Illuminated Wind Tee

Our airport manager Bobby Craft had our wind tee hooked back up this week. It's wired to a photoelectric switch so it comes on automatically around dusk and stays on till daybreak. Doug Jackson put a new coat of orange paint on it this summer, so it's in tip top shape.



For new pilots, or people who forgot, when you see it from the air, the top crossbar of the T will be facing into the wind.

Chapter News—RV-12 Update

What you see below is what we've all been working towards. That is the signed airworthiness certificate for the RV-12! **Thanks to everyone that helped out, this really was a team effort!** I'll be doing a bigger writeup on it soon, after we get some things done and it gets into flight testings.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE	
CATEGORY/DESIGNATION Light-Sport	
PURPOSE Airplane	
MANUFACTURER	NAME N/A
	ADDRESS N/A
FLIGHT	FROM N/A
	TO N/A
N213UD	MODEL RV-12
	SERIAL NO. 120964
BUILDER VANS AIRCRAFT INC	DATE OF ISSUANCE 27/Oct/2021
Unless sooner surrendered, suspended, revoked, or the termination date of Unlimited, this airworthiness certificate is effective under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.	
SIGNATURE OF FAA REPRESENTATIVE //Signed by/Victor francis Syracuse,11:20 AM, October 26, 2021	DESIGNATION OR OFFICE NO. 311463827
<small>This airworthiness certificate is issued under the authority of Title 49 United States Code 44704 and Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by the certificate revocation, fine and/or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.</small>	

--Conditions and Limitations--

U.S. Department of Transportation
Federal Aviation Administration

Operating Limitations for N213UD
VANS AIRCRAFT INC, RV-12, SN#120964
27 OCT 2021

1. This aircraft does not meet the airworthiness standards of Annex 8 to the Convention on International Civil Aviation. Operations in airspace outside of the United States will require the permission of the applicable foreign authority. That permission must be carried aboard the aircraft together with this U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the applicable foreign authority in the country of operation. Operations may be further restricted by the applicable foreign authority. This may include not allowing use of an airport, requiring specific routing, and restricting flight over specific areas. The operator must comply with any additional limitation prescribed by the applicable foreign authority when operating in its airspace. (1)
2. These operating limitations do not provide any relief from any applicable law or regulation. This aircraft must be operated per applicable regulations and the additional limitations prescribed herein. Note that a clearance from air traffic control (ATC) is not authorization for a pilot to deviate from any rule, regulation, operating limitation, or minimum altitude, or to conduct unsafe operation of the aircraft. If ATC issues a clearance that would cause a pilot to deviate from a rule, regulation, or operating limitation, or in the pilot's opinion, would place the aircraft in jeopardy, it is the pilot's responsibility to request an amended clearance. These operating limitations are a part of FAA Form 8130-7 and are to be carried in the aircraft at all times and to be available to the pilot in command of the aircraft. (2)
3. This special airworthiness certificate is not in effect during public aircraft operations (PAO). Concurrent public/civil operations are not permitted; the aircraft cannot be operated as a civil aircraft and as a public aircraft at the same time. No weapons or special military mission systems may be added to the aircraft. This airworthiness certificate is not in effect during flights related to providing military services (that is, air combat maneuvering, air-to-air gunnery, target towing, electronic countermeasures simulation, cruise missile simulation, and air refueling). These activities are inherent military, not civil activities. The FAA makes the distinction between the authorized flights for experimental purposes, and PAO. Before operating this aircraft under this special airworthiness certificate following a PAO, the aircraft must be returned to the condition and configuration at the time of inspection for the issuance of this airworthiness certificate. The operator must have written procedures for returning the aircraft to the civil configuration. This action must be documented in the maintenance records. The maintenance records and entries must clearly differentiate between a civil experimental flight per this certificate and any other flights. (3)
4. Application to amend this certificate must be made to the local Flight Standards District Office (FSDO) or Manufacturing Inspection District Office (MIDO). (4)
5. The pilot in command must hold Airplane category and Single Engine land class certificate or privilege. The pilot in command must hold all required ratings or authorizations and endorsements required by part 61. (7)
6. When filing a flight plan, the experimental nature of this aircraft must be listed in the remarks section. (11)
7. This aircraft must not be used for banner towing operations or intentional parachute jumping. (12)

FAA Form 8130-7 (11/2016) Previous Edition Dated 04-2011 May be Used until Depleted Page 1 of 3

Chapter News—Video of the month

It's 2 videos of the month this time

Brian Austein designed and built his own light sport and his own twin engine ultralight. Some really interesting engineering he put into both of these.

[Brian Austein's Woodpecker](#)

[Brian Austein's Twin Engine Ultralight](#)

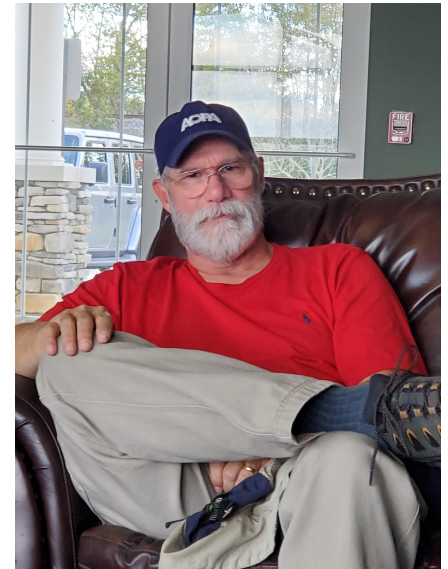
Chapter News—Meet & Greet, Fred Scheffler

Question 1. How long have you been a pilot and where did you get your license?

I got my license in 1986 at EKU. I had first started working on it in 1975

Question 2. What got you interested in aviations?

Like most pilots, I've been interested in planes and flying since I was a young child.



Fred Scheffler

Question 3. Tell us about your family.

Married to Alice for 42 years. Two daughters, Loren and Jalyn. 4 grandchildren ranging in age from 2 years old to 15.

Question 4. What do you do for a living?

I am a retired college professor. I taught network engineering at Kentucky State University. I sit on the solid waste management board in Grant County, along with being on the Grant County Water Rescue Team and Chairman of the Corinth Rural Fire board.

Question 5. What hobbies do you have?

Besides flying, I scuba dive a lot, will take trips occasionally to different places to dive. I also enjoy woodworking and shooting sports.

**Next Meeting
Dec.4th
2021**

[Visit our website: https://chapters.eaa.org/EAA1522](https://chapters.eaa.org/EAA1522)

UPCOMING EVENTS

December 4 - Christmas Banquet