



March 8, 2025 Chapter 1570 Newsletter



Tomás started the meeting at about 9:20am in the War Eagles Conference Room with a lively discussion about the upcoming Young Eagles Event to be held on April 12th (next meeting date). Elliott is coordinating the Event, he is asking for at least 6 pilots with aircraft and the necessary EAA qualifications. The Event will be insured by the EAA National, so everyone involved needs to go through them to be qualified.

The Chapter currently has 5 pilots committed and Bill Worth said he wants to fly and will be trying to adjust his schedule to be there.

Elliott said that the EAA has revamped their website and would like for all the registrations and check ins to be done online. But, the process has to be done through an app on an iPad.

Vanessa offered her support to do the IT administration And have a backup plan of a paper method. Thank you, Vanessa!



Elliott spoke at length about the upcoming Young Eagles event. We have 5 pilots confirmed, including Mike, who will be giving helicopter rides.

Bill Worth expressed a strong interest in participating, however he is having scheduling conflicts with a prior commitment. He is really keen on doing the event, so he assured the group that he would work on getting things sorted out.

His help would be really appreciated by all concerned and the Chapter thanks him for his efforts!

Elliott said that as he looks at the list of past pilots, he sees a lot of red 'X's, indicating that those folks need to do the little on-line courses to be qualified. Qualification is important, as it is needed for the insurance that is provided by the EAA. If anyone would like to participate, please contact Elliott at: ebwagw@cs.com

Vanessa took the floor and recounted a scary incident she had while practicing with her helicopter CFI Floyd Ingram. During the landing, the helicopter suffered some sort of mechanical failure and it looks like the tail rotor assembly and the tail boom separated from the fuselage and the helicopter descended about 100 feet to the ground. Both Vanessa and Floyd were unhurt, although shaken up pretty badly. The aircraft was taken by the insurance company and driven to the NTSB so they can help find out what happened. All the Chapter is grateful and relieved that Vanessa and Floyd are okay!

To conclude the meeting, Tomás discussed the qualifications he looks at to rent the Red Arrow aircraft. Being very careful, he has a Qual Card that he asks potential renters to fill out and if necessary, he will ask them to take a check-out flight with a CFI.

He also told the group that he had brought the school's newest purchase: a 1974 Piper Twin. It has counter rotating props, and 200 hp per engine. It weighs 4200 pounds, so is a bit heavy for this altitude (not to mention Summer's high Density Altitudes!). The aircraft has manual flaps, and retractable landing gear. He is planning on offering it for complex, multi-engine training.

All the while, Nadette and team were busy making pancakes and bacon for breakfast. So, Tomás concluded the meeting with an invitation to go down to the apron to see the new Piper Twin and enjoy the Breakfast!



Here is Fred Moreno (Nadette's Dad) ready for Breakfast

Thank you, Nadette and Team!

