



Ohio Region Chapter News

July 2020



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Have a Safe Happy 4th. We look forward to seeing you at Airventure next year!

As always, Some News from National.

EAA Spirit of Aviation Week™

While we can't gather in Oshkosh, we can still share The Spirit of Aviation. EAA Spirit of Aviation Week on July 21-25 will celebrate the entire aviation community by showcasing the spectrum of flight in a virtual way. Share your favorite aviation experiences on social using #EAAtogether!

Aviation Leaders

Hear from innovators, industry leaders, authors, and experts as they share their knowledge. Grow Your Knowledge

Learn about homebuilding, maintaining, repairing, and restoring aircraft, plus topics on various aircraft types.

Technology and Proficiency

Explore cutting-edge technology and get instruction on how to fly safer, better, and more proficiently.

Be sure to check the website for updates!!

[Guidance for Chapter Meetings and Events Regarding COVID-19](#)

Virtual Meeting Options:

Since it may be some time before Chapter Gatherings and Chapter Board Meetings can return to full attendance, you may want to look at alternatives.

WARNING: You need to test run any solution you settle on before going live with your chapter. Too much can go wrong on your first try.

Our Recommendation:

- **Webex:** Now has a FREE plan that could handle a chapter gathering or board meeting. We have tested it and find it relatively easy to use and it allows up to 100 participants for free. Overall, we feel it is a solid option for a chapter meeting.
- **ZOOM:** We have tested ZOOM and find it relatively easy to use, allows up to 100 participants on the base plan and affordable. Overall, we feel it is the best option for a chapter meeting. You can start off with a free version that is limited to 40-minute sessions. (At the time limit, you can simply shutdown and restart immediately which could work for a board meeting). The Monthly subscription is \$15/month.

Other Virtual Meeting Options:

- **GotoWebinar/GotoMeeting** – Great platform that EAA uses for webinars. However, basic plan is pricey.
- **Google Hangouts** – Limited to 26 people – Free
- **FreeConference.com** – Free **EAA Resources:**
- **Chapter Video Magazine** – Available each month. Consider adding your own video recording of updates for your chapter. • **EAA Webinars** – Both the upcoming live webinars and the recording.

If you have another suggestion to add to the list, please send it to chapters@eaa.org.

EAA Encourages Caution Regarding Aircraft Registration Renewal

January 16, 2020 - EAA is warning its members to regard any solicitation they may receive regarding aircraft registration renewal, especially those that call for using a search engine to find the registration site, with a healthy dose of suspicion.

EAA is aware of several businesses — with names, web URLs, and logos that may appear reminiscent of a government agency — that notify aircraft owners of impending registration expiration (mined from publicly available registration information) and direct them to use search engines such as Google to find the proper renewal site. These businesses then buy ads from search engines to make their site appear first, before the FAA website, in search results.

Such operations add little or no actual value to the transaction and charge a hefty fee for essentially duplicating the same process that the FAA directly administers for a mere \$5. EAA members should ensure they are on the [FAA's online registration portal](#) before filling out information and entering payment. Unless a business is known to be reputable and offers a tangible service above and beyond a simple registration renewal, such as expedited processing or automatic renewal, EAA members should deal directly with the FAA. If any members want EAA's help with registration renewal or any other issue, please contact us at 800-564-6322.

With all that is going if an event is listed, please contact the Chapter or FBO to make sure that the event is still going to happen.

EAA Chapter 1625 Chillicothe, OH Ross County KRZT

Please check out our Facebook page for the latest up to date information

<https://www.facebook.com/groups/2221359754604751/> or call our Google # 740-207-2954.

Currently meetings are on hold. If you have any thoughts or ideas please email us at

Chapter1625ofEAA@gmail.com

Locations of our meetings will be posted on the website and on our Facebook page. Our Chapter dues are \$ 10.00 year. Make checks payable to EAA Chapter 1625. Checks can be mailed to EAA Chapter 1625 P.O. Box 476 Chillicothe, OH 45601.

Our new website is up and running. Thanks to our Website editor Andrew Hale. The direct link is <https://chapters.eaa.org/eaal625>

We will be meeting in July to plan some events for the rest of the year.

[EAA Chapter 1629 Marysville, OH Union County KMRT](#)

Currently meetings are on hold.

In the June 2020 issue of Sport Aviation there is an article “Basically British” and pages 98 – 99. Our own EAA Chapter 1629 Member Steve Koenig wrote the article.

Saturday August 29, 2020 the Marysville EAA Chapter will host a Young Eagles Rally from 9:00 am to 1:00 pm.

As always you can visit our website at <http://eaal629.org> for the latest up to date information regarding the chapter.

Andrew Hale
Marysville EAA Chapter 1629 Vice President

[Here is an article that was wrote by the President of EAA Chapter 1629](#)



The Pulse Oximeter by Michael Francis Stretanski, D.O.

Blank stares. That’s what I usually get when I ask a pilot when they last calibrated it. After nearly three decades in healthcare, spanning the gamut from teenage first responder to the tenured medical director, the evolution of the PPO (Peripheral Pulse Oximeter) has gone from something locked inside the anesthesia cart – restricted from even the ER, to a \$15 item you can buy at Amazon.com. However, the comprehension of this misunderstood device, even among doctors, does not seem to have progressed with its availability.

This article should not be confused with emergent decompression and time of useful consciousness.

Pilots talk about common pitfalls while shooting approaches and interpreting GPS, VOR and other signals. However, understanding those pitfalls comes only after fully comprehending the basics to the advanced, not just passing a multiple-choice exam. Much like a printed screenshot of a 6-pack on a written test – you need to know what you need to know before you know what you are looking at. We can’t do that without reviewing some basic anatomy and physiology and we really need to shatter some myths and misunderstandings. Fortunately, pilots are some of

the most intelligent, diligent and receptive people on the planet, and it is this professor's confident intent that if you finish this article, you will be able to reasonably process the information the device is giving you.



So, here we go

PPO absolutely, positively does NOT measure oxygen in your blood and does NOT indicate if you are hypoxic. Please read that sentence twice. The O₂ (Oxygen) dissolved in your blood does nothing for you directly, but it is where the oxygen comes from that's important. (More on this later). Oxygen is CARRIED in a 4-seat taxicab called hemoglobin and the hemoglobin taxi is inside a ferry called a red blood cell. The ferries go through arteries, then smaller and smaller vessels until they line up single file in the smallest branches of the river – the capillaries. The people get out of the taxi as the hemoglobin “hands-off” the O₂ and it goes to work in the cells where they ultimately become CO₂ (carbon dioxide). The CO₂ diffuses passively in the blood, like carbonated soda, and makes its way to the lungs where it is rinsed out on exhalation. The CO₂ doesn't get back in the taxi to go home to the lungs. No, CO₂ walks home. This happens in all mammals.



So, what exactly are we measuring? It's fascinating that the shape of the hemoglobin changes with the 4 oxygen places filled and then folds back in on itself when they depart. The two forms of hemoglobin – saturated and unsaturated – have different shapes, sizes and weights. The light sent into the skin by the pulse oximeter, can easily tell whether the hemoglobin is saturated or unsaturated, by sensing the percentage of spaces filled. This percentage of filled spaces is known as the SaO₂. It is technically a “saturation percentage” of the hemoglobin.

It's an understatement to say there are a few problems that can distort this measurement. Every driver's silent enemy, CO (Carbon Monoxide), can jump into a seat in the taxi and refuse to leave for the 90-day life of the red blood cell. But guess what? It still gets measured as saturation. So, you can get an SaO₂ of 100%, but 10-20 % of that 100% might be CO and there is no way for you to know until the medical examiner performs the autopsy. 50% of our blood volume is supposed to be red blood cells (RBC). If we are anemic, (such as low-grade kidney disease, low grade GI bleed or a heavy menses), we might only have 30% red blood cells. So, there are ultimately fewer taxis and ferries. This means fewer oxygen molecules get moved. 100% of 30 is 20% less than 100% of 50. But, that pulse oximeter on your finger still reads 100%. Yes, you have 100% saturation of the four spots in all the hemoglobin in all the RBC's, but guess what? You're still hypoxic! Also, the water in the river upon which the ferries ride, needs to move. The heart and lungs need to be working well, which drives blood pressure and circulation. If the river is slow and shallow, the taxis are full, the pulse oximeter reading is 100%, but the oxygen isn't getting anywhere. The average healthy human heart only ejects about 55% of the blood in the heart with each beat. There's a lot of give and take, even in a healthy, strong human circulatory system.

The first “P” in PPO stands for “peripheral” (usually a finger). In surgery, we use the earlobe because it is closer to the central circulation. As you fly higher, there is less oxygen and it's colder. Cold fingertips might have low circulation and low cellular metabolism. They don't need much O₂, and from a cardiovascular standpoint, life is not physically demanding when you're sitting in a cockpit at a high altitude. Your blood pressure and heart rate might be up, but you're not exactly on a treadmill. So, you can have false low or high SaO₂ in your fingertip; a fingertip that isn't using much oxygen. Therefore, there's a lot that's left over in the taxi. No one gets out to do the work because there is no job to do. This number does not necessarily reflect the saturation and the amount of oxygen in the four big arteries to the brain. With such a wide range of Pulse Oximeter manufacturers, there doesn't seem to be a consensus. Have you ever borrowed all the PPO's at the airport and sat quietly with one on each finger? Even if they are all within 3% of each other, who knows what they would be if you were honestly in the 80's? You don't absorb all the oxygen you breathe in, and you don't breathe out every bit of CO₂ that you have in your lungs. It's a rinse and repeat process. Think about this: You can perform rescue breathing (mouth to mouth) on someone who

is not breathing and for a while, the oxygen that is left over in your exhaled breath is enough to keep someone alive. When the person passively exhales, he or she gets rid of some carbon dioxide. Blood is heavy and when it gets pumped to the lungs in an upright person, it usually only circulates the bottom portion. Therefore, shallow breathing, even at sea level, can cause hypoxia.

Analogy



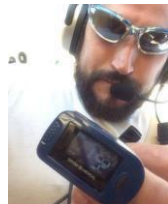
I want to get 1,000 people downtown, but there are only a few taxi cabs. Each cab has four seats filled, but not a lot of those people are getting downtown because of the number of cabs, and some of those cabs have a carjacker (carbon monoxide) sitting in a seat just going back and forth and never getting out. Some cabs are stuck in traffic and hardly moving. So, the seats are 100% saturated, which seems to be a good number on the surface, but the bad news is no one is getting to work.

Every pilot accepts the responsibility for every soul on board their aircraft. SaO₂ seems like a great quantitative way to make sure no one is hypoxic. But, with no apology for sounding like an arrogant doctor, the PPO is ultimately a medical monitoring device designed and intended for use by healthcare professionals in a controlled setting. Like an EKG machine, someone without extensive training/testing wouldn't be expected to read and interpret and make quick life and death decisions based on an EKG. Yet, a few keystrokes will bring a PPO to your door, which is why our culture needs to take a step back and understand what we just got in the mail. While it is true that in the practice of medicine, a low and/or dropping SaO₂ means something bad, it's meant to be used in a controlled environment. It's meant to be used with a patient in a hospital bed with steady temperature, metabolic demands, known pH and barometric pressure. We also know the medical issues, labs and imaging studies. That SaO₂ measurement goes along and is only a small part of a professional evaluation of the patient with the SaO₂ %, not the SaO₂% the patient has. This is hardly the situation when you're reaching in the back seats to "spot check" the kids' oxygen level. What might be the difference in quality, reliability and accuracy in the PPO built into a \$75,000 anesthesia machine that is checked and certified like a pitot-static system, compared to the one you got online for less than the price of a fast food meal?

Two simple exercises, if you are healthy:

1. The rods need O₂ for color vision more than the cones. That could be an article in and of itself. Take a safety pilot to 7,000 at night. Place your PPO on your finger and your O₂ mask on your face. With the O₂ off, pick a section of colors in the display and stare for one minute. Then, without taking your eyes off the colors, turn the O₂ on for a minute. Do you notice the colors jumping out? None of this should really surprise a trained pilot, but when you had a noted physiologic change in your vision and proved the O₂ sensitivity, did your PPO go up when the O₂ was turned on? There are implications for this when people can't see red warning lights, yet they are more likely to note motion and flashing. That's because the cones are more sensitive to the changes in the field, but not the colors. 2. There is a lag in SaO₂ drop. This is a mandatory exercise for every medical student that helps me sedate patients. Find a quiet place and time. Place your PPO on your finger and sit peacefully for a few minutes until the number stops changing for at least two minutes. Hold your breath and wait as long as you can. Notice that the SaO₂ never really goes down, but after you start breathing again, 30-60 seconds later, it might drop a few points. The O₂ that dissolved directly into the blood is jumping onto the hemoglobin, keeping the saturation percentage high, but the partial pressure of the actual O₂ gas that's dissolved in your blood is dropping. Think about how badly you needed to take a breath, but that \$15 machine was telling you that you were fine. The point is that by the time the SaO₂ does legitimately drop, you are already way behind the Eight Ball. Whether you are a pilot, passenger or a patient under sedation, if you are waiting for the SaO₂ to drop, you are waiting too long.

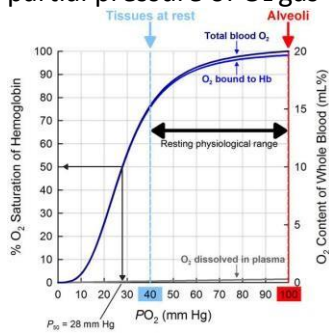
We all experience hypoxia a little differently. The FAA notes some 35+ symptoms of hypoxia, but a person's



hypoxia symptoms may be different on different days.

Note that the SaO₂ is reading 84%, this corresponds to being on the steep part of the curve with a partial pressure of oxygen in the blood around 50 mmHg. Anyone would have long been unconscious.

Let's move on to the dissolved oxygen in your blood. The reader needs to know the difference between SaO₂ and partial pressure of O₂ gas dissolved in the blood to understand the non-linear nature alluded to in the graph.



This graph might seem a bit intimidating at first glance, but it's got a lot less information than an approach plate. Notice if the partial pressure of the O₂ gas dissolved in your blood (bottom left to right) can drop all the way from 100 to 55 mmHg, but the SaO₂ only drops from 100 to 90%. Yet, on the steep part of the curve (where we don't want to be) a drop of only 40 to 30 mm Hg brings SaO₂ from 76 to 55%. For a point of reference when we are doing CPR in an ER and a blood gas comes back at this level, we know they are dead and there is no point to continue the resuscitation efforts. The slippery slope part starts around 89%, and this is one sled ride you don't want to take. Patients in this early high 80's range can get irritable, aggressive, confused and often don't remember the episode. It goes without saying that ADM will suffer and no one is going to make good decisions, let alone fly an approach in that SaO₂ range. And if you do end up safely at a lower altitude and/or oxygenated, you are not likely to remember the episode. If someone really wants a breakdown on the graph, there is one good article on the curve at <https://www.americannursetoday.com/decoding-oxyhemoglobin-dissociationcurve/>

This is a non-linear response curve. The difference between 88-90 is huge, but the difference between 100-93 is minor. Here's where my explanation gets dicey, can be confusing and not everyone agrees. The World Health Organization notes that below 95% is low, but Advanced Cardiac Life Support guidelines are aiming for 94-100%. Yet, you can find a dozen articles in the medical literature in disagreement.

As a flight instructor, I compare hypoxia to marginal IFR conditions or an emergency. If you can't quite tell if it's IFR or VFR, and you're not entirely sure, you should "act as if" you are hard IMC. In the same school of thought, if you think you might be hypoxic you can't quite tell, regardless of what the PPO is telling you. Assume you are hypoxic and take command of the situation. Put O₂ on and descend if possible. Don't wait for more sinister evidence to appear. If you are in early hypoxia, you cannot waste time any more than you can "philosophically ponder" an uncontrolled spin.

Yes, it should be noted that high-flow oxygen can be toxic and can potentially suppress respiration, but for the time frames we need at the flow rates we use in general aviation, this is not usually an issue.

The reader might conclude that there is almost no point in carrying a PPO in their aircraft. They are perfectly legal. It's a matter of personal preference. PPOs can be a distraction, or they can be misleading and lethal.

Pilots far wiser than I, who have flown high altitudes safely for half a century, will point out they also flew safely in GA, without this little gizmo, simply by using common sense.

EAA Chapter 1600

Mr. Steve Beavers gives us another update from the FAA. Thanks Steve.

June 25, 2020 – The FAA published [an amendment to its COVID-19 relief Special Federal Aviation Regulation \(SFAR\)](#) on Thursday afternoon that extends several provisions for relief from time-sensitive requirements.

Of particular relevance to the GA community, the FAA amended its original relief on medical certification to be significantly broader. Previously, all medical certificates expiring after March were extended to June 30. Under the amendment, **all certificates expiring between March 31 and September 30 are given a blanket three-month extension beyond their original date of expiration.** The FAA has previously noted that many AMEs are currently accepting airmen for exams,

but this additional relief will give more flexibility in scheduling exams for pilots who have medicals expiring throughout the summer.

There is additional relief on certain training and checking requirements in the SFAR amendment. Unfortunately, the SFAR **continues to not extend flight reviews** for personal aviation, except in specific circumstances. EAA continues to evaluate options for creating alternatives to the traditional flight review during the pandemic, but thus far there is no new rule or policy.

EAA Chapter 382 – Beavercreek, OH

Meetings: Every 3rd Thursday 7:00 PM

Location: Greene County Airport, Term Bldg. 140 N. Valley Rd Xenia, OH 45385

EAA Chapter 382 will be hosting the Ford Trimotor from September 3 through September 6, 2020 at the Greene County-Lewis A Jackson Regional Airport located at 140 N. Valley Rd., Xenia, OH.

Aircraft: Liberty Ford 5AT

Flights run continuously throughout the day (Thursday 2-5PM, Friday through Sunday 9AM-5PM). Please check-in with our crew onsite as early as possible on the day you wish to fly. Contact a Membership Services Representative at 1-800-359-6217 with any questions.

Young Eagle Rally's August 1; August 22 and September 26

fly on the **Ford**

EXPERIENCE THE GOLDEN AGE OF AVIATION

FORD TRI-MOTOR PROPERTY OF



**GREENE COUNTY-LEWIS A JACKSON
REGIONAL AIRPORT
SEPTEMBER 3-6, 2020 * XENIA, OH**

ADVANCE ONLINE PRICING: ADULT: \$72 • CHILD (17 & UNDER): \$52
WALK UP PRICING: \$77 • **RIDES:** THURS 2-5PM • FRI-SUN 9AM-5PM

FOR MORE INFO: FLYTHEFORD.ORG



OR CALL: 1-877-952-5395

Saturday, Aug 1, 2020

**BOLTON FIELD TZR
2ND ANNUAL MOTORS AND ROTORS
SAT AUG 1ST**



FREE SPECTATOR ADMISSION 9AM TO 3PM. HOSTED BY GCCS TO BENEFIT SWCS CAREER ACADEMY.

HELICOPTER RIDES AVAILABLE FOR PURCHASE . AFTER SHOW PARTY WITH SPECIAL GUEST DRIVING GUITARS

REGISTRATION FEE \$10, REGISTRATION CLOSSES NOON

SPONSERS \$50 FOR TABLE AT JPs and logo on volunteer shirts. Thanks to CMH Port Authority, JPs BBQ

Info contact sabsten@yahoo.com 614-949-6700 or mabsten@aol.com 614-309-8159



Chris Feaster, President



WE DID IT!!!! WITH ALL OF YOUR HELP

We still have some work to do as a chapter, but we have saved the airport from being quickly and quietly repurposed. Below are some of the notes from the meeting.

Recap of the Hagerstown Airport Meeting on 6/18/20

Reasons for the meeting

We reviewed reasons for the meeting including statement made in meeting minutes from the Airport board and several statements made by council members on social media and to the local newspaper where they clearly said, the Town Council is just discussing the idea. EAA Chapter 373 realizes that this was the initial conversations that the airport closure was being discussed but we also realized that this is how the process of closing small grass strips happens. First a conversation and discussion, then a presentation at a council meeting, then a motion and then a vote. We wanted to make the community aware of the situation from the get go before any further discussions or actions could be taken. The budgeted line items of \$30,000 was also brought up on several social media posts and concerns over maintenance issues at the airport was also recognized. While the airport minutes reflect some of the issues, the minutes also reflect that the issues were fixed. The EAA Chapter saw two conflicting stories as to the maintenance that was happening at the airport and who was ultimately responsible for the various issues.

The Petition and it's Responses

EAA Chapter 373 shared several quotes from Hagerstown residents who support the airport and its usage. There was also a map that showed where the 8275 signatures came from across the United States and the support from the aviation community and surround areas. The Chapter noted that they had

received hundreds of comments and about the long history of the airport in the Hagerstown community and that they did not want to see that jeopardized.

Maintenance Issues

Mowing- It was stated by Town Council Members that the town had a contract in place to bail 10 acres of land on the airport grounds and that is why some of the property had high grass on it. It has since been bailed and the entire property will be mowed in the future due to special events taking place there. Beacon- the Beacon has been repaired and upgraded with new LED lighting in it and is ready to be put back up. The airport board or the airport manager is responsible for making sure this is put back up by either town employees or by hiring an outside contractor to do this.

Runway lights-several airport board meeting minutes were discussed and reviewed to see if the lights were working properly or not. The actual usage of the lights and how they work was discussed and it was determined that the airport board would hire an electrician to go and test all of the lighting to ensure it is working properly.

RC Field-It was noted that the RC Club is currently not chartered with the AMA but that they can mow the field if needed for any flying that takes place.

EAA Clubhouse-The Chapter stated that they had made several attempts to repair the Clubhouse but ultimately deemed it unsafe to hold meetings in it. Their monthly meetings were combined with the monthly Fly-in Breakfast that takes place at the Richmond Airport but that the EAA Chapter 373 Charter is still based in Hagerstown. They have plans to tear down and remove the current clubhouse and build a picnic shelter similar to the RC shelter that is on the airport grounds but the timeline has been pushed back due to COVID 19. It is now schedule for the summer for the demolition and the fall to have the shelter built. This shelter will be available for all the community to use.

How can we improve communications

The Chapter stated that many of the issues concerning the airport was due to a lack of communication between the Town council, the Airport Board, the EAA chapter and the RC Flying Club. Several ideas were discussed to improve communication between all the parties including:

Town Council-Airport Board Member gives a report at the Council Meeting

Airport Board-EAA Member attends Airport Board Meeting

Wilbur Wright Fly In-EAA Member and Airport Board are on Fly In Committee

EAA Chapter- EAA makes an annual presentation to Council about events and activities

RC Club-Communicates any activity happening

Future Events/Airport Usage

Many of the events for 2020 have been canceled or postponed due to COVID 19 and ideas were discussed for the future of the airport and ways to bring more citizens to its grounds.

Wilbur Wright Fly-In (Postponed till September 20th)

Young Eagles Rally (canceled by EAA due to COVID 19)

Hagerstown Fireworks (postponed till the fall)

EAA Chapter Fall Fly-In Weekend (Date TBD for 2020)

Boys Scout Aviation Badge camping weekend was discussed

RC Club youth flying events was discussed

The Chapter also stated that we currently don't have an accurate system for measure the airplane traffic at the airport. While there is a log that pilots are asked to fill out, many pilots don't exit their aircraft when landing or using the field. It was suggested that a trail camera system be set up to track the daily traffic of the planes. The possibility of holding other events at the airport was also discussed.

Ideas to generate income

While it was stated by the members of the council that it was "not about the money", the \$30,000 line item was brought up frequently during the meeting. The chapter reviewed some ideas that were brainstormed from a previous Chapter meeting on how the airport could generate funds to cover the cost or help supplement the line item. Those ideas included:

Evaluate Hangar Rent based on surrounding airport rentals

Decrease mowing expense by using volunteers

Apply for FAA "maintenance" loans

Ask for community donations to support the airport annual costs

Use EAA Members, Tenants and Flying Club Members to do maintenance

Have a flight school based at Hagerstown that offers Tail-wheel endorsements and training

EAA Chapter 373 was very happy with the progress made during the meeting and honored to serve as the mediator to open the lines of communication between the town council and the airport board. We hope that all the parties involved continue to work together for the betterment of the airport.

Great job Chris!

This is what can be accomplished if people work together. We look forward to seeing what comes next. When Chapter 373 has events, lets support them so they can continue the great work!

WACO Air Museum, 1865 S County RD 25A, Troy, OH 45373

DRONE CAMPS August 11-14, 2020

CONTACT: wacoairmuseum.org

DRONE CAMP (5th-8th grade) August 11-14, 9am-12noon

Campers will learn about the exciting technologies and uses of drones. They will fly simulators and real aircraft, program flights, conduct missions and analyze airborne collected data. Rounding out their learning experience will be fun challenges like aerial obstacle courses and scavenger hunts.

DRONE CAMP (9th-12th grade) August 11-14, 1pm-4pm

In an effort to further their interest in this growing industry, campers will learn about the exciting advances in drone technologies and their uses. This will include future workforce needs, UAS careers, safety risk assessments and concepts of operations. As operators they will program flights, fly simulators and real aircraft. They will build components and repair a drone. They will conduct a mission and analyze airborne collected data. Hands on vehicle operations will be combined with fun challenges, aerial obstacle courses and scavenger hunts.

Register on the WACO website, wacoairmuseum.org. Due to popularity and class size, we recommend registering ASAP.

WACO Air Museum is located at 1865 S County Rd 25A, Troy, OH 45373.

AVIATION SUMMER ACADEMY

JULY 20-24, 2020 9AM-3PM

WACO Air Museum, 937-335-9226

Wacoairmuseum.com

Camp's on!!! Don't let summer fly by without investing in your child's future at our Aviation Academy, July 20-24, 9am-3pm daily. This 5 day course will enrich your 5th-8th grader's science and technology base by exposing them to all things aviation.

Campers will complete 5 days of hands on learning and fun. We will walk them through the history, theory and science of aviation. We begin with lessons on kites, gliders, and balloons, moving on to rockets and radio controlled airplanes. Ground school instructions and simulators prepare our campers for an introductory flight in a real general aviation plane.

Our certified FAA pilots will instruct students in the basics of flight. Career pilots will expose your children to the bright future of aviation. Our experienced staff will provide a wealth of knowledge unmatched in value.

Wrapped in a fun camp atmosphere, your camper will be inspired and leave with a new appreciation for aviation.

Whether this sparks their interest toward a future career in aviation or just deepens their knowledge of all things flying, our Aviation Summer Academy is an invaluable experience for your 5th-9th grader.

Register on the WACO website, wacoairmuseum.org. Due to popularity and limited camp size, we recommend registering ASAP.

WACO Air Museum is located at 1865 S County Rd 25A, Troy OH, 45373

IAC34 is going to run the Ohio Aerobatic Open, 15-17 October at Bellefontaine, Oh (KEDJ).

Would you mind putting the event in your newsletter calendar?

<https://chapters.eaa.org/IAC34/2020Ohio-Aerobatic-Open>. Interested EAA members who want to come watch or volunteer should contact our contest director, Bennett Petersen:

bennett.petersen@outlook.com.



YankeeAirMuseum.org (734) 483-4030



At East Side, Willow Run Airport

47884 D Street Belleville, Mi 48111



OPEN UNTIL 8 PM

Extended hours to give visitors more time at the Museum!

We know getting to the Museum during business hours can be tough so we are extending our hours until 8:00pm, once a month, to allow guests to arrive after dinner, after the larger tours have left, and maybe even after date night starts.

The Museum will be staying open late for you on:

**July 8 | August 12
September 16 | October 14**



Burke Lakefront Airport, 1501 North Marginal Road, Cleveland, Ohio, U.S.A. 44114-3726

Free Admission

Exhibits Open Daily 8 a.m. - 8 p.m.

Office, Gift Shop, & Fay Gillis Wells Research Center

Open 10 a.m. - 4 p.m. Monday through Friday

Closed for all major holidays with the exception of Labor Day. Closed for home games of the Cleveland Browns.

We have decided to close the museum office and gift shop until further notice.

All tours and events have been cancelled or postponed through the end of the month. Please note the exhibits are in the public part of the building and remain open at the discretion of the airport. If the airport decides to limit hours or makes other arrangements, we will let you know as soon as we can. It is recommended that large groups and the elderly hold off on visiting at this time. It is our main priority to keep our staff, volunteers, and our guests safe.

If you have any questions, please call 216-623-111 or email us at info@iwasm.org.

Thank you for your cooperation and your patience.

Visit the website at www.iwasm.org



Welcome to Women in Aviation, Cleveland Chapter, we are a chapter of Women in Aviation International. Established in 2013 our goals are to provide mentoring, outreach, and support to women in aviation while promoting the aviation industry as a whole. All women and men are encouraged to join us and share in our interest of all things aviation.

We would love to hear from you so feel free to contact us with any questions at wai.cleveland@gmail.com

EAA Chapter 50 Sandusky / Huron, OH area



- July 11th Radio Control Fly In and program 10:00 am -02:00 pm
- July 18th EAA 50 Board meeting 10:00 am
- August 8th event Gary Baker
- August 15th Board Meeting 10:00 am
- September 12th "Galloway Fly In" at the "Ole Mather field"!

EAA Chapter "50" 2020 Planned Events.

- September 19th Board Meeting 10:00 am
- October 3rd EAA 50's "Annual Oktoberfest" 12:00 (covered dish)
- October 17th EAA 50 Board Meeting 10:00 am November "Fall Banquet" time and date?
- November 21st Board Meeting 10:00

We have some great events coming up for the balance of the year.

August 8th 2020 Gary Baker a real pro pilot and builder will hold an educational meeting on "Foreflight" then September 12, 2020 back to the Super Galloway Chili event at the "Ole Mather Field". Then "Oktoberfest" October 3 2020. Your officers are searching for a fall banquet speaker! Anybody got ideas? All suggestions welcome!

FAA's New enforcement rules for ADSB

Good morning. I was on an FAA webinar last night and was provided some new information about automatic monitoring of aircraft by the ATC system. The "performance monitoring" system looks at all aircraft in flight providing some sort of data, like having their transponder and Mode C turned on. If that aircraft wanders into ADSB Out restricted airspace, a report is produced and sent to the FSDO. A Non Performing Equipment letter is sent to the aircraft owner (if it can be determined) and you have to contact the FAA with 45 days. Please advise all your pilots who fly aircraft with an electrical system not to stray into Class B airspace or the Mode C veil. They most likely will get a nastygram from the FAA. Brian Safran.



Beautiful RV 7 Project for Sale, Close to completion

Kris Leonhardt 419 602 7346

The RV-7 build project is nearly complete and is available for sale.

Be flying within a few months, not years!

All new Aero Sport Power O-360 engine, Hartzell C/S prop, full custom IFR Garmin/Dynon panel, autopilot, custom leather interior.

Selling at \$20k below materials cost.



5465 E. Airport Road
Mt. Pleasant, MI 48858

Visit our Facebook Page at "EAA Chapter 907" for the latest updates on Chapter activities. Visit our Web Page at "www:907.eaachapter.org" to view more pictures of Chapter activities, photos, and newsletter archive



Jim Jacob's Cub



KRZL

**Jasper
County
Airport**
Rensselaer,
Indiana

1. July 25th – August 1- Jasper County Fair. The Jasper County Fairgrounds are right across the street from the airport.
2. Date TBD- 2 Tunes on the Tarmac Concerts- Looking for acts (volunteers) for two local charity concerts at the airport. First concert to honor local/regional veterans while the second concert will help raise funds for the county Sherriff's department to obtain another K9 unit.
3. One other event potentially in the works and scheduled around Oshkosh time. More to come!

Ray Seif, Airport Manager

Jasper County Airport 2326 W Clark Street Rensselaer, IN 47978 219.866.2100

(Office) email to: Info@JasperCountyAirport.com



Chapter 67
Noblesville, Indiana



<http://www.eaa67.org/>

EAA Chapter 67 normally meets the first Monday of every month at 7:00 PM at the Noblesville Airport.

There is often a pitch-in at 6:30 PM prior to the meeting.

A business meeting takes place at 6:00 PM before the pitch-in and is open to all.

Here are some highlights of what is coming. Look further below for more details. **Lycoming Thunderbolt** - Jeffrey Schans, Lycoming Thunderbolt Sales Manager, will be giving a presentation on Lycoming engines. It will include some history and technical information. **OBVIOUSLY, NOTHING IS CERTAIN.**

Visitors and Guests are Always Welcomed

Business 6:00 PM

This is where we take care of official business. All are welcome but there are many who do not find this of much interest. So often people will wait and join us for the Pitch-In or the Program.

- **Call to order**
- **Approval of Minutes**
- **Reports of Officers**

Pitch-In 6:30 PM

July: open. August: Rob M. September: open. October: Family Day. November: Brian and Allan will have chili.

NOTE - Please consider volunteering to help with this. I believe the pitch-in is a great opportunity to visit, network, and getting to know people. Simple things like a stew, casserole, burritos, potpie, spaghetti, soup, lasagna, and chili are great. And all of those have nearly infinite variations. We reimburse you for the raw materials. Talk to me if you would like some guidance.

Program 7:00 PM

Lycoming Thunderbolt

Jeffrey Schans, Lycoming Thunderbolt Sales Manager, will be giving a presentation on Lycoming engines. It will include some history and technical information.

NOTE - We are always interested in your ideas on presentations. If you have ideas, please reply to this email, and let us discuss!

Dates 2020

Sat, Aug 29 Pancake Breakfast - EAA Chapter 67. Noblesville (I80). From 8:00 AM to 11:00 AM.

Sat, Sept 5 Fly-In Cruise-In - Marion (KMZZ).

Sat/Sun, Sept 19-20 BBQ Bash for SMA Support - Glenndale (8I3).

Sat, Sept 26 Young Eagle - EAA Chapter 67. Logansport (GGP). From 8:00 AM to TBD.

FORWARD FROM FLIGHT TRAINING CENTERS (Home of the "Indiana Pilots' Club") AKA The Kokomo/Glenndale Pilots with a bit of Sheridan/Westfield/Noblesville mixed in and I could probably keep going...

NOshkosh 2020!

As I'm sure you're all aware by now, EAA AirVenture (aka Oshkosh) has been canceled for this year due to the Coronavirus.

Since we can't fathom a year without an aviation celebration, we have decided to hold our own version of Oshkosh, locally, during that same week, July 20-26th! We are coming up with some fun new plans and ideas, and we think you're going to love it!

There will be options for camping, lots of airplanes, cookouts, several fly-outs and fly-overs, maybe some formations, and possibly even an airshow or three!

More details will be forthcoming, so keep an eye out, and Save the Date! After all, most of you already did. ;)

Steve & Laura

President: Nick Boland, 317-877-6425, eaachapter67@gmail.com

[Noblesville Airport \(I80\)](#)
[14782 Promise Road](#)
[Noblesville, Indiana 46060](#)

2020 Annual Meeting to Be Held via YouTube Live

The 2020 EAA Annual Membership Meeting will take place Wednesday, July 22, from 8:30 to 9:30 a.m. CDT via YouTube Live. Due to COVID-19 concerns, the meeting will be virtual, which will facilitate broader access to the meeting. It will be broadcast from the Founders' Wing and not open to attendance in person.

Questions for the annual membership meeting can be submitted in advance of the meeting to feedback@eaa.org or during the meeting. Voting will be conducted by proxy. Further details on the annual meeting and voting can be found [here](#). <https://www.eaa.org/eaa/about-eaa/who-we-are/eaa-annual-meeting>

EAA's Annual Membership Meeting will be held virtually from EAA in Oshkosh, Wisconsin. If you have any questions they will can to be submitted a minimum of 10 days in advance to feedback@eaa.org.

You can [submit your proxy online, via mail or email by selecting the voting link](#).

NOTICE OF ANNUAL BUSINESS MEETING

In accordance with the Seventh Restated Bylaws of the Experimental Aircraft Association, Inc., notice is hereby given that the Annual Business Meeting of the members will be held virtually on Wednesday, July 22, 2020 at 8:30 A.M.

Notice is further given that the election will be held as the first item on the agenda at the Business Meeting. Seven Class I Directors (three-year terms) shall be elected. The Class I candidates are as follows:

Richard Beattie
Ben Diachun
Mike Goulian
Keith Kocourek Daniel
Majka
David Pasahow
Charlie Precourt

Jim Phillips
Secretary, EAA Board of Director

Member Proxy Voting <https://eaa.org/eaa/about-eaa/who-we-are/eaa-member-proxy-voting>

I think this is great! They are allowing members to still take part in the Annual meeting. Exercise your rights to vote.



Fort Wayne, IN

Ch. 2—IHOP Pancake Breakfast has been tentatively planned for Sat. July 18 at Hangar 2, SMD

7/10/2020	Friday Lunch Fly-In	Fort Wayne, IN Smith Field	SMD	SweetAviation.com	Sweet Aviation 260-267-5505	0
7/11/2020	Aeronca Fly-in Breakfast & Lunch (all aircraft types are welcome)	Terre Haute, IN Sky King Airport	313	AOPA.org	EAA.org John Ross 520sierrabravo@gmail.com 812 4662229	140
7/18/2020	Ice Cream Social	Auburn, IN	GWB	VAA37.org	Andrew Hershman 260-499-1552	11
7/25/2020	Breakfast at the Hangar	Auburn, IN	GWB	VAA37.org	Andrew Hershman 260-499-1552	11
8/14/2020	Friday Lunch Fly-In	Fort Wayne, IN Smith Field	SMD	SweetAviation.com	Sweet Aviation 260-267-5505	0
8/15/2020	Holland CareAffaire fly-in pancake breakfast	Holland, MI	BIV	Mich DOT	Grace Spelde 616-396-1077 grace@wingsofmercy.org	105
8/22/2020	Breakfast at the Hangar	Auburn, IN	GWB	VAA37.org	Andrew Hershman 260-499-1552	11
8/29/2020	EAA Chapter 67 Pancake Breakfast	Noblesville, IN	I80	EAA.org	Brian Crull 317-201-6822 eaa67.org	78

8/29/2020	Full Hearty Breakfast Dawn Patrol	Kalamazoo, MI Newman's Field	4N0	Mich DOT	Rich Kroll 269-352-8726 rkroll234@yahoo.com	74
9/12/2020	P-Factor Day (Pancake break-fast flyin)	Terre Haute, IN Sky King Airport	3I3	EAA.org	John Ross 520sierrabravo@gmail.com 812 4662229	140
9/26/2020	Breakfast at the Hangar	Auburn, IN	GWB	VAA37.org	Andrew Hershman 260-499-1552	11
10/24/2020	Breakfast at the Hangar	Auburn, IN	GWB	VAA37.org	Andrew Hershman 260-499-1552	11

We FLY Young Eagles!

Young Eagles on Sat. Aug. 8—

Our first rally is scheduled for August 8. Please contact us to let us know whether or not you will be helping and in what capacity. You can text me at 260-402-3478 (be sure to include your name in case I don't have your phone number in my phone) or email at youngeagles@eaa2.org.

We are living in an ever changing world. And we will be doing some things differently at our Young Eagle Rallies. Below is our initial plan which is subject to change and we are still working on some of the details.

Any volunteer who will be in direct contact with our guests will need to wear a facemask. We will have hand sanitizer available for use. We will need additional people to help with the logistics of all the extra safety precautions.

Registration – parents should be strongly encouraged to register their kids on their smart phone. If parents use our computers to register, we will clean the keyboard after each use. This includes being used by an EAA volunteer.

Registration volunteers will stand on the opposite side of the table from where the parents and kids are.

Ground instruction – family groups can stay together as a group but each group will need to be separated by six feet. The ground instructor will speak from the opposite side of the table from where the family groups are standing. Seating – chairs will be set up in groups so family groups can sit together as a group but each group will need to be separated by six feet. These may need to be rearranged as needed throughout the event. Chairs will need to be cleaned after each use.

Flying – we will ask each parent if it is OK for their kids to fly with another family's kids. Pilots will wear a facemask and needs to have his own pen. Kids will wear a facemask when flying and use hand sanitizer before the flight. Each pilot should clean the hard surfaces of the plane that the kids may have touched after each flight



Eric Gettel President, EAA Chapter 333

4322 S State Rd

Ann Arbor MI

48108

eea333president@gmail.com

Calendar of Events

Jul ___ A2GA2 Adopt-A-Road Cleanup

Aug 29-30 Thunder over Michigan

Sep ___ A2GA2 Adopt-A-Road Cleanup

Dec 8 Holiday Party

For Sale:

BEARKAWK LSA WING PROJECT- FOR SALE Includes factory spars, aluminum sheet sufficient to complete, plans. DVDs, print outs, form blocks, master form block, etc. Nose ribs blanked and routed, and some small parts completed. Bearhawk publications and a dimensioned wing table drawing. Lost interest and my flying days are over. A steal at \$1,500.00.

JD Woods. jdvespa@yahoo.com. Or 734 439-7717, leave message.

WANTED: Newsletter editor. What you see is what you get. eea333president@gmail.com



Project for Sale

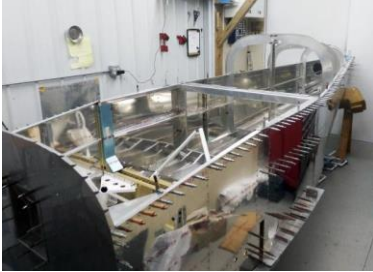
CORBEN BABY ACE D project for sale. \$10,000 invested. BEST OFFER. Fuselage, stabilizers, elevator, rudder all powder coated, covered, and painted. Wings from a previous flying aircraft. 1 wing stripped, varnished ready for cover. Second

wing needs to be inspected and covered. New tires, fuel tank. Continental A65 engine. 2195TT Email best way to contact. Contact owner, located in Ohio. mgailton@gmail.com 440-725-9190

Pictures here: <https://www.dropbox.com/sh/b871nml493wtx8w/AAARwgQf3P4hq7PaVg7gzjaWa?dl=0>

RV-9A Project for Sale

RV9A FOR SALE. Tail complete with electric trim. Wings 85% complete. Tanks finished. Fuselage skins riveted with turtledeck skins in place. Cockpit and baggage area installed. Save time and money. \$22K. Call Ron at 330-780-8209



EAA Chapter 373 Richmond, IN

New Castle/Henry County (KUWL) Fly-in is tentatively set for Saturday Sept.12.

We will keep you posted with event updates.

[EAA Chapter 421 Urbana Ohio](#)

Monthly Chapter Gatherings:

First Saturday of Each Month at 10:00 am Grimes Field Airport - I74, Champaign Aviation Museum, 1652 N. Main St. Urbana, OH 43078

Chapter Contact Information: President, Mark Curtner 937-726-1244 or mcurtner@ohiohipoint.com



Monday - Sunday, Aug 10-16, 2020

**Sentimental Journey - Flying Legends of Victory Tour
LaPorte Municipal Airport (KPPO) LAPORTE,
IN**

Sentimental Journey The Arizona Commemorative Air Force Flying Legends of Victory tour will be stopping at KPPO from August 10-16 with their B-17! Tours are also available of this historical aircraft: Monday, Friday and Sunday 2pm-6pm Tuesday-Thursday 9am-6pm \$10/person, \$20/family Book a flight on this historic plane at <https://www.azcaf.org/location/la-porte-in-tour-stop/airbase-flights-section>.

Contact: Diane Schwarz
Phone: 2193243393
Email: diane@laportearport.com
Website: <http://laportearport.com>

Saturday, Jul 4, 2020

**Fremont Airport's Firework Fly-In
Fremont Airport (14G) Fremont,
OH**

FIREWORK FLY-IN Saturday, July 4th Live Music at 8:30pm Burgers Dogs at 9pm Fireworks at Dark BYOB
Live music by DC Taylor Just Desserts

Contact: Molly Johnson
Phone: 419.332.8037
Email: fremontairport@yahoo.com

Save the Dates !!!!

August 1st

Motors & Rotors – Bolton Field (KTZR) Columbus, OH

2nd Annual Motors & Rotors Bolton Field – 2000 Norton Rd. Columbus, OH JP's BBQ,
Free Spectator Admission 9 AM – 3 PM, Registration Fee \$ 10, registration closes at
noon;

Sponsors \$ 50 table at JP's, logo on volunteer shirts. Hosted by GCCS, all profits go to

SWCS Career Academy Contact sabsten@yahoo.com

August 13th – 15th The All Ohio Balloon Fest

Thursday – The Beach Boys

Friday – Shane Stephens & Cliff Cody;

Maddie & Tae

Saturday – The Reaganomics followed by Bon Journey

Stay tuned for more details

September 5th Fly in / Car Show Marion, IN

Stay tuned for more details

September ____th Barnstorming Carnival Springfield, OH

Stay tuned for more details

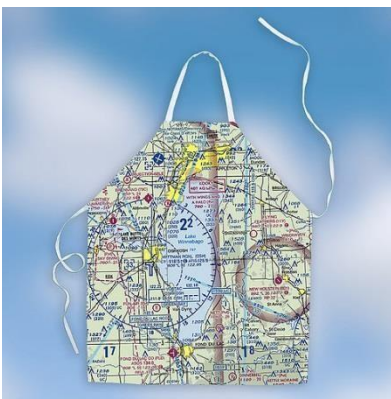
September 26th Vintage 22 Fly in / Car Show Zanesville, OH

Stay tuned for more details

September 26th 2020 Girls in Aviation Day Cleveland, OH

Women in Aviation Cleveland Chapter Our 3rd annual Girls in Aviation Day is tentatively scheduled. Come hear from, meet and talk to successful female aviation professionals, explore real airplanes, create a flight plan using aviation charts, visit the airline pilot selfie station, fly an aircraft simulator, and much more! Stay tuned for updates on this exciting event!

Order a Customized Apron for your Chapter's Next Pancake Breakfast!



Custom U.S. Aeronautical Chart Apron

<https://www.chartitall.com/>

A boy's dream, an aeronautical chart, and a bit of creative magic united in 2015 to create Chart it All.

Trevor Simoneau, 15, is a student pilot. In 2015, Trevor crafted a plan to finance his future education at Embry-Riddle Aeronautical University and the cost of AvGas with custom, one-of-a-kind shirts printed with aeronautical charts. Trevor is an IB Sophomore at DeLand High School and president of Aviation Explorers 747, a club dedicated to inspiring kids of all ages interested in all aspects of aviation. He also works as an aviation news reporter for Sun 'n Fun Radio.

Today, his small family business offers distinctive clothing and gifts with your choice of aeronautical sectional charts.

Your purchase goes a long way to fuel his dream.

Check out the website for all kinds of aviation items that would make fantastic gifts for Christmas or a birthday.

[They now have Sectional Chart Face Masks and Custom U. S. Aeronautical Chart Face Masks!](#)

If you are a Chapter that would like an article published in the Ohio Region Chapter Newsletter, please feel free to submit an article to me.

Also, if you are a manager of an airport / FBO we would like your articles also.

Tell us about an event that is going to take place at your airport, a great restaurant that is on the airfield for those pilots that like those \$100 hamburgers.

A great place to visit that is close to the airport where you have a courtesy car or that they are willing to pick up visitors and take them to the location.

If you are a local chapter and are willing to transport visitors of your airport to a local event that is great. Let us know and we can post it here.

Afterall, EAA is known for its hospitality.

If someone from your Chapter has a plane, parts, or tools for sale we can include it here.

If you do not want to write an article and would like for me to visit your website / Facebook page and gather my own 'intel' for an article, let me know.

Be sure to let me know if you have a different person that will be sending articles or to receive the newsletter to distribute to your Chapter members.

Please share this with your aviator friends.

I will be starting a comment section so please send your comments as to what you would like to see from Chapters and FBO's.

Thanks to all who sent me an article! Also, even if you do not have an event to talk about or an upcoming event to let us know about, a human-interest article with pics is also welcome. We love to hear about your members. Also please start thinking about the August newsletter. I would like the articles for it by July 25th please.

Thanks again - Darlene Ford