



EAA 196

NEWSLETTER

June 2020

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6 Month Calendars

Coming Events

- Well, honestly, at this time we just don't know much of what's coming up. With the COVID-19 pandemic, and an abundance of caution for the kids and our pilots, it's possible we will not be able to fly any Young Eagles this year.
- For the same reason, for the time being all our upcoming chapter meetings will continue to be virtual, on line.
- **June 29:** EAA 196 Chapter Meeting, 7:00pm: Speaker—Brian Bishop, ex-Thunderbird pilot: *An Inside Look at the Thunderbirds.*
- **July 10:** EAA 106 Chapter Meeting, 7:00pm: Speaker—Mike Smith will be giving an encore presentation about Skydiving, past and especially present.
- **July 11/12:** Nancy's Air Field Café will be opening their new windows for daytime take-out meals.
- **July 27:** EAA 196 Chapter Meeting, 7:00pm: Speaker— Penny Bowman, *Amazing Canadian Aviation History*, from the Royal Aviation Museum of Western Canada, Winnipeg, MB.

News

- Craig Maiman should soon be taking possession of his recently completed and painted Sling 4 aircraft.
- The airport may receive funding for a new beacon. Stay tuned!

Licenses and Ratings

- Congratulations to Marcy Capps (our Ray Scholarship recipient) on obtaining her "Airframe" certificate, and on graduating from the Aircraft Maintenance program she was enrolled in! She will be taking the "Powerplant" exam in July.
- Marcy also recently passed her Private Pilot written exam!

Ray Scholarship

By Michael Smith

The Ray Aviation Scholarship Fund is a scholarship program that is supported by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Through the generous support of the Ray Foundation, EAA provides up to \$10,000 to deserving youths for their flight training expenses, totaling \$1,200,000 in scholarships annually.

Candidates must meet the following criteria:

- Minimum of age 15 for glider training.
- Age 16-19 for powered flight training.
- Possession of a student pilot certificate.
- Possession of an FAA medical certificate. (private pilot students)
- Be able to begin their flight training within 60 days of receiving the award.

Once selected by the chapter, the candidate was also screened by EAA through an application process. Once approved by EAA the scholarship recipient has to comply with the following requirements.

- Partake in two hours of chapter volunteer service per month, such as:
 - Young Eagles rally volunteering.
 - Pancake breakfast/fly-in volunteering.
 - Chapter build project support.
 - Chapter gathering participation.
- Submit regular progress reports, signed off by local chapter and CFI.
- Reach flight training milestones, as outlined by EAA's training timeline.

This year we were again given the opportunity to select another candidate. **Noah Wells** will be applying for this year's scholarship now that flight training is beginning to resume. Congratulations, Noah!

Noah has a bit of a head start, as he is almost ready to solo, which is fine with EAA. The scholarship will go towards completing his flight training, whatever is left.

First Real Cross-Country

By Graeme Smith

Tuesday, July 5, 2011

9 months to the DAY since my Airman's Flight. 130 hours flying of which 110 hours instruction. 20 hours pilot in command, 10 hours of cross country. I know JUST enough to be safe in good weather and when not to go. I also know a few good ways to get it wrong and how to avoid them. The DPE agreed and I have a Temporary Airman Certificate in my hand. I don't need to ask my instructor anymore – but can always call and ask. Guess I can go collect my plane this weekend! If the weather is good... If I have got the Flight Plan worked up.... If I check for NOTAMS, TFR's..... Oh yeah – I bought a plane last week.....

Friday, July 8, 2011

So I get to P96 and Ron the mechanic has the plane all spiffed up, the old parts laid out for inspection, the new parts installed, the paperwork laid out and signed. Nice job. It is hazy and forecast for thunderstorms later, so I'm not headed back to Newport today – but a test flight is in order because of the work done.

Before I go however – I have brought a part I ask him to fit. It is not like I can't do it – but I am not an Airplane Mechanic and this item is a change to the aircraft specification (a new fuel drain for the belly low point) and is covered by a Supplemental Type Certificate – so he has to do it. It takes 5 mins and he signs off the paperwork some more.

I fit the Temporary Registration Certificate in the clear view pocket, a Carbon Monoxide Detector and put the weight and balance information in the Pilot Handbook – the previous owner had erroneously filed it in the ground-based aircraft records. I settle with Ron before I fly. We pull the plane out the shop and then I start a preflight. Ron is old school – he flew in Vietnam and is qualified to fly anything that comes into his shop. I'm a noobie but he leaves me alone and quietly watches my preflight. Anything he has to offer is purely additional "mechanic wisdom" – get a piece of hose to reseal fuel tank drains when they get a bit of crud in the flapper valve – run some engine oil along this piano hinge here on a regular basis – but he is really watching me pre-flight. "Every Flight is a test flight" is his mantra and I think I pass muster as I do it. I get a last-minute weather check. It is still hazy all around. Legal VFR and my stricter personal minimums but the forecast says chance of thunderstorms starting in three hours. Ron offers the three local frequencies and the observation that as long as I am at 2,000ft – I'll miss the mountains! He confirms what the previous owner told me – the next valley over makes a good training area.

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I pull the plane down the road to the end of the runway with her tow bar. I put her on the grass to the side of the runway and I get in. Ron has disappeared back to his office. I get in and on the checklists. Now it hits me – I am now qualified to fly any single engine plane weighing less than 12,500lbs and 200hp – and this is my first time flying this on my own – on my own responsibility. No instructor oversight to say OK. This is my choice 100%. Well I've done as trained – studied the Pilot Operating Handbook, worked up my checklists, checked the weather and TFR's and calculated her takeoff performance – it is hot, humid and I need 2000ft. I have 3050ft. Visibility is 10 miles and the ceiling is 12,000ft – but it is as hazy as heck. Local Flight – fine. Go anywhere? - No. I start up and warm up. The wind is from the East so I sit while the oil warms up because I will be straight onto the runway and departing East. I call my departure and take the runway. There is no altimeter setting available so I set to field elevation.

Off I go using good soft field technique. Now I KNOW it is going to take 2000ft to get over a 50 foot obstacle but I'm using up a lot of runway and not in the air yet. There is a river at the end of the runway – perhaps it is time to abort? But really – I've only used 1500ft and she is beginning to accelerate in Ground Effect. I'm flying! I'm conservative with the climb out and fly V_y – so I use up a lot of the valley to get to pattern altitude – but I fly a pattern and get her back down again. I'm SO all over my top of descent checklist because this plane has Carb Heat and I have to use it correctly. I've only used it a couple of times before on other planes and otherwise in theory for the Written Test. I only use flaps 30 (she can do 40) and in the thin hot air she sinks quite quickly – but I flare – get the stall warning screaming and she kisses the grass. I taxi around – as I do – the windsock and tetrahedron swing around to point the other way. The wind has performed a 180! I taxi back to the other end of the runway and set up. I decide to try a soft/short technique this time to get her moving in the grass quicker. The grass is pretty smooth and I don't think the nose wheel will dig in. I hold her on the brakes and rev up to full throttle. Everything is green – I let go the brakes and she smoothly comes up off her nose wheel and I accelerate down the runway. Much cleaner take off and I'm climbing out over the town. Hill to the right – big field to the left 45 if the engine quits. It doesn't and I climb out and fly another pattern. But I'm kinda low on this approach and have to goose her in – but it is still a good landing. I back taxi and go again.

This time I short field her and as soon as she is flying – I V_x her out and she goes up like a rocket. OK – this seems a way to deal with this situation of slow initial acceleration in this grass – she is flying well – I announce I am departing the pattern and climb out and over the ridge through the notch Ron had pointed out. I'm in the next valley. It is full of good fields if anything goes wrong! As I cross the ridge I can now hear other aircraft on the radio. Someone is “jumpers away” at a distant airport and somewhere close “Experimental for runway xxxxxxxx”. I call and ask him where he is – but he is at a different airport.

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Using 3,000ft as my working altitude I experiment with the leaning and discover the previous owner seemed to have it down. The index on the EGT seems a good mark for today's conditions anyway. I also regularly check for carb ice but never seem to have any despite the high humidity. I clear my tail and then work her through slow flight, slow flight turns, steep turns and power on stalls. The only bumps I feel all flight are as I fly into my own wake in the steep turns. She handles nicely and I think I've managed to fly them all PTS first time. But looking around it is getting hazier. Time to head back. I dive gently for the top of the notch of the ridge while calling my arrival in the pattern at P96. I announce I am a Skyhawk instead of C150 and sigh and correct myself on the radio. Too used to flying the school planes! Diving a curved line over the notch is fun! But I still stay high to avoid any lee turbulence and stay high enough to glide to safety. I get back in the pattern, pull it tighter and get her down in a REAL nice landing. During my slow flight I discovered the stall warning horn has two tones and the second one is the one to get in the landing flare. It is a much better landing if you get the second tone. I taxi to the end, turn onto the farm road, taxi up the road back to the shop and spin her on the apron to make it easier to push her back into the hangar. I work my shut down checklist.

Ron comes out with a friend he is chatting to. "Who was the experimental?" he asks. "I heard you were in a Skyhawk at one point!" "Here – I got a video of one of your landings." It looks quite good – I ask him for his honest opinion – he says he thought they were all good. He clearly was listening out for me the whole time. "Yep – I was watching the weather radar in case I should call and warn you one of the cells got active – but you were home with plenty to spare."

We push the plane away and I'll try the cross country in the morning. A couple of hours later I drop my hire car back at the other airport at Williamsport and as I do – the heavens open. You can't see 100ft in front of you and the lightning is lashing around. Good call not to fly cross country today!

I check in to a Holiday Inn and write up my logbook – N6141G - 1 hour PIC, Solo – Test Flight.

Saturday, July 9, 2020

As the thunder and lightning lashed all around on Friday night I checked into a Hampton Inn, ordered pizza and reviewed my flight plan for Saturday. I tentatively added in the forecast winds. 30 knots from the NW at 5,500ft. There would be a bit of tail assist. The front was due to pass through in the morning and pass east so I should be able to follow the weather in VFR all the way to RI. 7 in the morning I'm up – it is still gray and overcast outside but looking like it is clearing. I rework the winds which are now more WNW and there is a band of clear about to arrive to fly in. I file my Flight Plan on DUAT online. Probably be a little hazy but

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OK. I have breakfast and by the time I have – it has cleared and I call Ron the mechanic at his house to tell him it is “on”.

Taxi (car variety) to the field and pull the plane out and pre-flight her carefully. I have 19 galls in the tanks which should be plenty to make my first fuel stop at Dutchess County just east of the Hudson. Ron has cleaned the windshield for me and he hands me a book of flying adventures in which he has inscribed some words of wisdom including “Every Flight is a Test Flight” and cautioning me against “Get Homeltis”. We shake and I start up and taxi out. A thorough warm up and I take the runway and depart to the west into the wind, climbing out for altitude in the valley, then turning crosswind and as I climb above pattern on the downwind I call – “41G climbing out the pattern on the left downwind from 09 for 5,500 – last call” then I add “Ron if you are listening – thanks again.” For those who wonder about that departure – a left 45 crosswind had a mountain in the way!

The valley is hazy but I check some marks and I can see 15 miles – so I have met my personal minimums and it is clear of clouds as far as you can see. I call Williamsport Flight Service and activate my flight plan. I’m actually about 30 mins early. The Briefer reads me up a summary of the local weather and the pressure at Williamsport Airport which I will soon be overflying. He wishes me a good flight. I call Williamsport Tower and let them know I will be overflying them above their airspace but I thought they might like to know. They do and I fly on as the valley opens out – tracking the Wilkes-Barre VORTAC and following the Susquehanna River till it bends off to the south. A useful waypoint to compare the course to the wind and the dancing compass. You have to be in ABSOLUTELY straight, level and unaccelerated flight for this compass to read correctly I’m discovering and I wander around a bit to the north of my course while I get this down. The GPS provides a useful cross check on this and once I have it sorted out I carry on tracking the VORTAC – it is a quicker way to find out the crab required for the winds. A layer of small puffs starts to form at my cruising altitude of 5,500 – wouldn’t you know it! I look around carefully but it is never more than “few” and is not forming a layer or a ceiling so I weave around any that get in my way. It is hot and I’m not sure the climb to 7,500 would be worth the effort in the heat and 3,500 is too low for ground clearance in some spots around here.

After 90 mins of flying along trying to find the optimal power and leaning setting – I’m coming to the conclusion that a very SLIGHT bit of trim in the correct direction allows the plane to fly MUCH better and you can take 300rpm off the throttle when you find the spot. I cross the Delaware. Wow – Washington did this too! But he wasn’t at 5,500ft when he did. I’m just north of track at Port Jervis but I’m cutting a corner slightly as I do and I turn onto a new course tracking the Hugenot and then Kingston VOR’s as I do. Everything looks fine on the panel but the left fuel gauge is plummeting while the right fuel gauge stays firmly at full. Now we all know that Cessnas have a habit of emptying their left tank first – even though they are

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cross-linked – but I have never seen such a differential between tanks ever before. It is not like a 150 you can switch tanks either – both tanks are either ON or OFF. You can't mess up by not having a tank on. I wonder if the right tank feed is blocked? I know it was not yesterday. While test flying fuel was used from both tanks. But the right tank is stubbornly sitting on full while the left tank empties. I start looking at earlier fuel spots to land. I'm OK for about 40 mins I'm thinking and then should definitely land for fuel and to check the right tank feed.

Over Huguenot VOR – I take the time to work up an actual wind angle and speed and then gather the rest of my data – call Flight Service and give them a PIREP. The hot air is still smooth but Flight Service warns me of turbulence to the east – though at altitudes my little Cessna will never fly up to! I can see the last ridge that forms the west bank of the Hudson but I am now seriously deciding which airport to make an early fuel stop at – though the right fuel gauge has finally twitched off the full stop – better to be safe than sorry. I pick Montgomery Orange County on the west side of the Hudson and start a slow descent. I get the weather. The wind is not particularly good for either runway – so I pick the longer runway 03 which has a left crosswind (I'm better at left crosswind landings) and also seems to be guarded by a line of trees. Hopefully it will give some shelter as I touch down. I do my cross wind calculation. 40 degrees on the left nose and 8 knots. Well that is getting up there for a C150. Listening on the CTAF however – it seems everyone else is on 03 so I should be OK. As I arrive at the field I am at 3500ft. A full 2,000ft above pattern – but this is deliberate to let me get a look at the layout. I drop my left wing (keeping the fuller right tank high and feeding the engine) and slip off to the west to set up for my pattern entry which I call on the CTAF. I fly my pattern and get her down. Not my prettiest. I had her in a nice left wing slip but just before I touched down I passed a gap in the trees and got blown off a bit. I flew on down the centerline while I got sorted out and then planted her. Bit of a squawk from the tires but OK. I make the long taxiway and taxi in.

There appears to be THREE fuels spots. I call UNICOM and ask what the deal is? “Truck at \$6.80, Self-Serve at \$5.90”. I elect the self-serve! I stick the tanks and what do you know – they are both the same. Bet with the wind off the left tank vent they leveled during the long taxi in! I put in 12 galls. Looks like there is a line about to form for the fuel and I need a pit stop. The next guys tells me to go – he can wait a moment. Save me moving the plane. I pit stop, grab a couple of bottles of water and then get back to the plane. I pull forward and preflight. Hardly seem to have used any oil. Still seems to be on the 5 quart line. But it is warm now so when cold it will probably read less. I put in a half quart to bring her up to 5.5. 6 is a waste – most of the first quart will probably just blow off. 5.5 is my compromise. I start up and taxi out to 03. I'm following a couple of others and I get to the run-up pad and perform my run-up. Someone on the ground has decided 26 is the preferred runway and calls

to asks everyone in the pattern to make the change. The guy on Base for 03 calls he will stick with 03 as there is nothing in it between the runways. A lecture from the guy on 26 about how everyone knows the local ASOS is not accurate and that 26 is preferred. I'm looking at the windsock and don't think there is anything to choose between the two runways except the length. And 03 is longer. "Mr 26 on the ground" now gets very stroppy and demands the plane on base for 03 switches runway. Mr 03 now on final politely terminates the argument with a call of "This is Pilot in Command of the Mooney on final for 03 and I just made a PIC decision – 03 short final". I sit and let the mess sort itself out. The two planes on 26 making takeoffs between the 3 planes landing on 03. Once their egos have all departed I take the runway and depart in a nice left crosswind takeoff.

I'm Vx climbing out hard in the heat to clear the hills on my left nose. But I also have to start a turn so I have some clearance from the rising ground. I drop the nose a bit to have good airspeed for the turn. Somewhere between Vx and Vy. As I clear the crest of the hill the NW wind gets me and shoves me along – in fact it shoves me fast sideways at Stewart International's Class D airspace and I have to crab left and Vx climb for a bit to be sure of not busting his space. I get clear and get on course. I'm crossing the Hudson – it is disappointingly hazy. I get pictures of the Tappan Zee bridge but nothing to write home about. Dutchess County is ahead and below – I'm listening to their frequency – there is flight training, parachuting and departures going on – I call and tell them I am overflying but they really don't care. Not like the guys at Williamsport. As I am now clear of the Catskills I'm flying this leg at 3,500ft – there is continuous light chop as I fly along. The afternoon heat is beginning to kick in.

I'm now tracking the Hartford VOR – I've used this VOR coming the other way on a cross country during training. And though there is still a good 90 miles to go – I feel like I am returning home. So rather than let my guard down – I pay PARTICULAR attention to my lookout and to my pilotage. My original plan called for a turn at the Hartford VOR and then south of Quonset class D airspace before swinging over to Newport - but I bought Cherry Chip Donuts in Williamsport for the guys at my flight school in Providence so I head for there. I have it on my Flight Plan as an alternate so that is OK. At 20 miles out I have the weather and call Providence Approach. They give me a squawk and then vector me to the South East to get around the field. It is a pretty southerly vector in this wind and at my relatively slow speed so I'm caught between doing as they ask and not ending up miles from the field. I can hear one of the school instructors on the radio. Providence are telling him I am on his 9 o'clock. I'm told he is on my 2 o'clock. After a few back and forth from the tower I see him

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and Providence tell me to follow him in – I'm number 2 for runway 34. My call sign is a strange one to the tower – I'm being told to follow the local guy! I'm watching student (frankly) wallowing along in front of me – A flash of his upper wing, a shadow of the lower wing – up and down and up and down. It is not turbulence which has disappeared and it is not me! I'm bang on altitude. We fly on and I'm cleared to land. I call back that I thought I was number 2? Oh yes you are – after the Skyhawk ahead of you. I follow round though I pull a tighter pattern in my slower plane so I don't get blown away too far from the runway. Wind 34 8 gusting 11. Nice – right down the runway. I turn final as the Skyhawk ahead is landing. He is asked to vacate the runway ASAP for following traffic.

Back on my home patch and at my flight school. Better make this a good one. I sink down the glideslope with a few extra knots for gust factor, flare over the runway and a gust slows me as I put the wheels down. It is a complete greaser and I get stopped in 400ft. I'm going to have to taxi for taxiway Charlie! NICE! Then the controller figures it out. Someone has recognized my voice. They don't even ask where I want to go. "41G taxi to the end of 34 – stay this frequency". That puts me straight at the school. I clean up on the go and taxi in. There is a slot and I park my plane in it. My cell phone is dead so I can't call for a security escort. I'm about to call Clearance and ask if they can call the school for me when someone sticks their head out the hangar door to see who just parked on a school spot. A smile of recognition, a wave and I have my escort. I need to go in and borrow a phone to close my flight plan. I grab the box of donuts and we go in. The first person I meet is Mr Collins the FAA Designated Examiner who passed me on my Checkride 4 days ago. He is sitting with another candidate on the oral part of their Checkride. There is a smile of recognition and I say – "Excuse me for interrupting – would you like a donut Mr. Collins?" He says he shouldn't and I tell him I just brought them all the way from PA. He laughs and takes one. I borrow a phone and close my Flight Plan. I also call a friend to let them know I am in Providence and will fly over to Newport in a few.

I can't quite believe the excitement my visit seems to generate – students and instructors want to see the plane – hear about the trip and generally chat. I meet another student who I know - he has just soloed. He ruefully admits it took him 43 hours – I tell him not to worry – I made over 200 landings before I really started to "get it". I think it is GREAT that he just got in his solo. People hang out and chat. A picture is taken of me with the plane and is on Facebook with the donut delivery story before I even get my clearance for Newport! My instructor is out on a lesson and I know will be landing soon but I'm also mindful of my friend in Newport who is waiting. I preflight, get in and fire up. I get my clearance and am taxiing out as my instructor comes in. Oh well – next time.

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I flip over to Newport – Providence tell me my frequency change is approved but to keep my squawk code till landed – there are numerous planes in the area. I get the weather. Well I expected it – it is runway 34. It is the short one and not one I have ever flown. It is below school minimums and it is actually slightly below my personal minimums I set myself for head to wind landings. So – do I go back to Providence or do I try it? I'll do what my instructor says – “feel it out”. I'm mindful of some advice I got from the school owner about Newport and trying cross wind landings on long runways or head to wind landings on short one. Take the short one was his advice. I get in the pattern, dodging the parachute jumpers, the helicopter tour and the jump aircraft spiraling down. It is hardly a regular and well established pattern as a result, so I fly the downwind a little longer and turn base and final to get set up. It is a nice still 20 knot headwind and the approach gets stable and nice very early in the game. I put her down and get stopped in half the runway. A short back taxi to the taxiway and in to the fuel farm. I shut down and get out. My friend comes through the fence camera in hand. “Welcome to Newport!”

Hypoxia

By Peter Alberti

It seems a lot of pilots disregard hypoxia awareness (“lack of sufficient oxygen in the blood, tissues, and/or cells to maintain normal physiological function”) because they don’t fly high altitudes. Yet all-altitude issues such as extreme environmental temperatures and carbon monoxide are significant causes of hypoxia.

Do you know the symptoms of hypoxia? Here’s a list from WebMD:

- Changes in the color of your skin, ranging from blue to cherry red.
- Confusion.
- Cough.
- Fast heart rate.
- Rapid breathing.
- Shortness of breath.
- Slow heart rate.
- Sweating.

Notably absent here is a feeling of euphoria and the inability to concentrate. Hypoxia affects different people in different ways. On a recent aviation podcast one pilot reported his gums and lips tingle when he’s hypoxic – a symptom not even mentioned on the lists! Unfortunately, some of the symptoms are similar to hyperventilating, so it’s rarely easy to 1) identify symptoms and 2) know the true cause of the symptoms.

There are actually training programs available where people can experience real hypoxia (in small doses) so they can feel it for themselves, and so others can observe the behavior. Many of the aviation podcasts (such as Aviation Newstalk, Podcasting on a Plane, Opposing Bases, to name a few) have episodes dedicated to hypoxia and carbon monoxide issues.

All pilots, flying any type of aircraft at any altitude, are strongly encouraged to become - and remain - very aware of hypoxia symptoms and remedies.

FAA Information about hypoxia:

<https://www.faa.gov/pilots/safety/pilotsafetybrochures/media/hypoxia.pdf>

A Bit of a Bang/Bump, and Then...

By Bill Greenberg

Simsbury was pretty interesting today, with some extra excitement on the way home. Nels and I were just past Westover when there was a bit of a bang/bump. Then the windshield started turning opaque with oil. We were at 3500' talking to Bradley Approach. They helped get us pointed at Westover, which I could see from the side. The tower helped talk me down onto final since I couldn't really see much out of the front of my oil-covered windshield. I got it down OK, not even a half-bad landing. But as I pushed the throttle in to taxi off the runway I realized the prop wasn't spinning 'round any more. Glad we made it to the runway before it stopped. I wish I had made it a little further down the 12,000' runway though - the tow took forever!

The front pilot side piston is split in half and the plane was covered in about 6 quarts of oil, which is probably why the engine finally stopped. I'll post some pics somewhere.

Thanks to Nels for helping us get on the ground in one piece. Thank you, Cassie, for arranging a ride home. And thank you, Bob Patterson, for coming out to pick us up.

Ugh, this stuff is not supposed to happen. Certainly not twice to the same plane and pilot!!

Story Addenda by Bob Patterson

Went to the big Simsbury fly in (with small "airshow" at noontime) with tons of cars and 25 different food trucks today. Made it there & back okay. Was a little interesting getting there, a Decathlon jumped the lineup going in to the base turn. We were following a Cessna in, all of a sudden this Decathlon popped up that wasn't talking to ATC, so we did some additional left & right spacing turns to make some room for him. Just a little surprise to start the day.

Upon returning, we found out that Bill Greenburg and Nels, in Bill's Cherokee, the other plane from Stow that had flown in (they were the only ones we came across anyway, tho Charlotte & Paul had driven in, and all of us ended up at the same spot in the viewing area watching a gyrocopter do his act) had blown his engine not far past Westover AFB (Air National Guard?)/Metropolitan Airport and were looking for a ride home, so I flew back out and picked them up. Thanks to Cassie Tatro for coordinating that.

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One of his cylinders broke off from the crankcase, the engine lost all its oil on to the windscreen. Luckily they were at 3500 feet, not far from Westover and its 11,600 foot runway, and the break left the other 3 cylinders turning smooth (vs vibrating so bad it would make the panel unreadable - which happened to Bill 14 years ago south of Rochester when he was coming back after buying the plane in OH). Long tow from where he landed to the mechanic shop where he ended up. Long taxi for me too to pick them up once I landed, they were in the civil terminal at the very end of the runway. The very end! Felt like I taxied for more time than I flew. Got an intersection departure to leave, which still left thousands of feet of runway for takeoff.



What's on the WEB?

PLEASE SEND US YOUR FAVORITE LINKS FOR INCLUSION IN FUTURE ISSUES!

From the PDF file you should be able to click on the links. You may have to give your PDF viewer permission to open links.

The Story of Pan Am

Episode 1:

<https://www.pbs.org/video/across-the-pacific-airborne-8ms7qa/>

Episode 2:

<https://www.pbs.org/video/across-the-pacific-latin-laboratory-zjiib7/>

Episode 3:

<https://www.pbs.org/video/crossing-the-pacific-across-the-pacific-another-ocean-a456bz/>

There is 1 more episodes to come

Airplane Geeks Podcast

<http://www.airplanegeeks.com/2020/06/03/606-cessna-skycourier/>

At 1:03:28 into the program, Mike Smith talks about Chapter 196's youth aviation initiatives.

Community Aviation

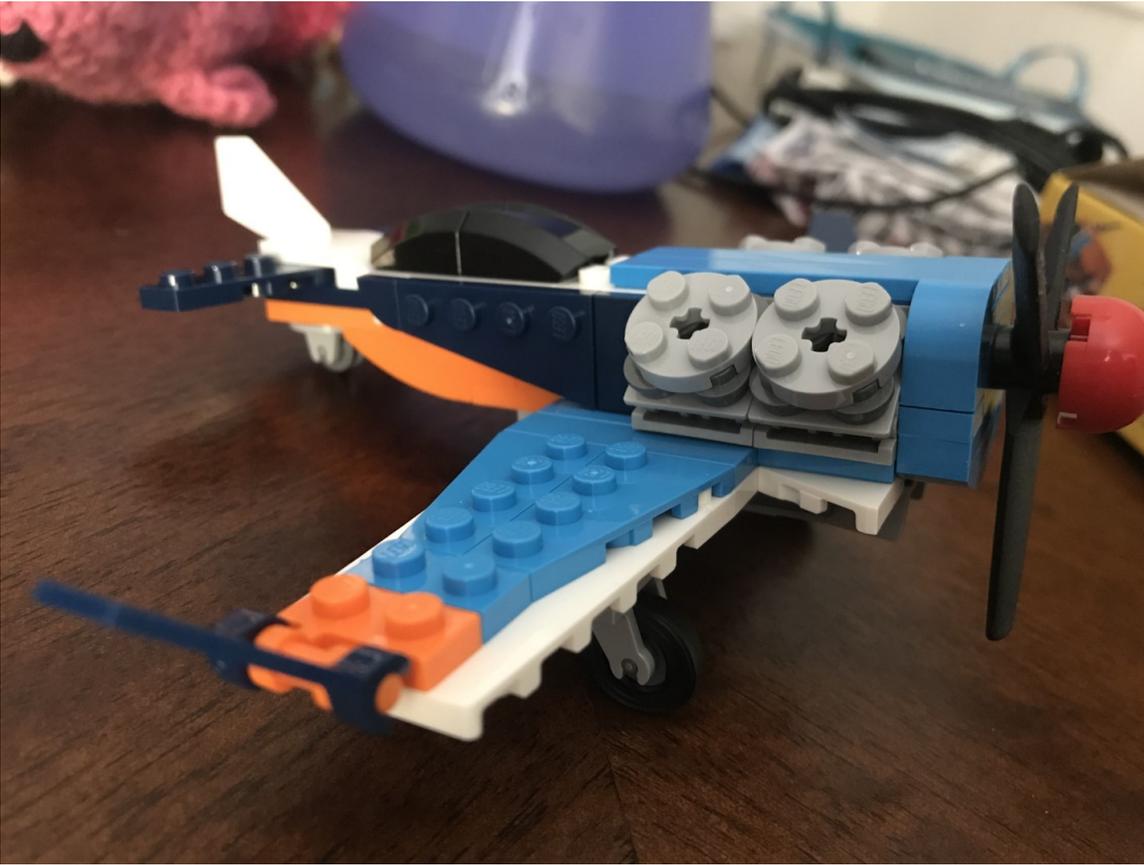
Purchase 40 hours of IFR in-flight videos. There is a \$60 discount offered on the web page as of the date of this newsletter, or you can get a \$70 discount using the code MAX70 to get a \$70 discount (that's a discount for listeners of Max Trescott's General Aviation Podcast).

<https://community-aviation.teachable.com/p/the-east-coast-ifr-experience/?hssc=151473126.2.1591457259610&hstc=151473126.2c3f65b58fa5ad7ba78056fa7503a30f.1591449273693.1591449273693.1591457259610.2&hsfp=1541050626&hsCtaTracking=71ef59b8-9242-4b7a-86b8-c9efd8d98e15%7C8bb773ce-d9f7-4ae2-ae6e-01cfea4e53dd>

Books

PLEASE SEND US YOUR FAVORITE BOOKS FOR INCLUSION IN FUTURE ISSUES!

PHOTO FINISH



Kennedy St. Onge's Lego airplane!



Sweet ride!

PHOTO FINISH



Pilots like simulators, so how about a golf simulator? If you can't fly, DRIVE!



Dealing with COVID-19 any way we can.

June 2020

PHOTO FINISH



Craig Maiman's Sling 4, just out of the paint shop. I assume it will have wings and tail surfaces before he tries to fly it...

June 2020

PHOTO FINISH



Photo by Paul Young



Doing a little
Polishing!

PHOTO FINISH



CHAPTER OFFICERS & CONTACTS FOR 2020

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Calendar

June 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 7:00 Virtual Hangar Talk Breakfast
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21 Father's Day	22	23 7:00 IMC Club Meeting	24	25	26	27
28	29 7:00 EAA 196 Meeting	30				

July 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 8:30 Hangar Talk Breakfast July 4 Holiday
5	6	7	8	9	10 7:00 EAA 106 skydiving presentation	11 Nancy's opens takeout windows
12 Nancy's opens takeout windows	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27 7:00 EAA 196 Meeting	28 7:00 IMC Club Meeting	29	30	31	

Calendar

August 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 8:30 Hangar Talk Breakfast
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25 7:00 IMC Club Meeting	26	27	28	29
30	31 7:00 EAA 196 Meeting					

September 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 8:30 Hangar Talk Breakfast
6	7 Labor Day Holiday	8	9	10	11	12 9:00-12:00 EAA 196 Young Eagles
13 Myricks Fly In	14	15	16	17	18	19
20	21	22 7:00 IMC Club Meeting	23	24	25	26
27	28 7:00 EAA 196 Meeting	29	30			

Calendar

October 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 6B6 OPEN HOUSE & 5K
4	5	6	7	8	9	10 9.00-12:00 EAA 196 Young Eagles
11	12 Columbus Day Holiday	13	14	15	16	17
18	19	20	21	22	23	24
25	26 7:00 EAA 196 Meeting	27 7:00 IMC Club Meeting	28	29	30	31

November 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 8:30 Hangar Talk Breakfast
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24 7:00 IMC Club Meeting	25	26 Thanksgiving Holiday	27	28
29	30					