



# EAA 196

# NEWSLETTER

## December 2022

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### Coming Events

- Chapter Holiday Party, Friday, December 9, 2022.

### News

- Election Results, and congratulations to:
  - President: Peter Alberti (replaces Michael Smith)
  - Vice President: Rafael Silva (replaces Peter Alberti)
  - Secretary: Andy Goldstein (replaces Michael Emery)
- EAA Chapter 196 received a plaque commemorating its participation in flying Young Eagles every year for the entire 30 years of the program!



### Licenses and Ratings

- **Rafael Silva** earned is INSTRUMENT RATING in November!

## December 2022

### *Young Eagles Flights*

We really lucked out with the weather this season, so we have flown all of our events from April through October. Only November was weathered out. In all, we flew a total of 194 kids, and there is another private Young Eagles event scheduled for December 10!

Thank you to all the pilots. And of course thank you to the ground crew volunteers!

	<u>9-Apr</u>	<u>14-May</u>	<u>11-Jun</u>	<u>12-Jun</u>	<u>9-Jul</u>	<u>13-Aug</u>	<u>10-Sep</u>	<u>8-Oct</u>	<u>11/19 BSA</u>	<u>TOTAL</u>
<b>TOTAL</b>	<b>21</b>	<b>23</b>	<b>13</b>	<b>18</b>	<b>21</b>	<b>14</b>	<b>23</b>	<b>25</b>	<b>36</b>	<b>194</b>
Andy Baker	0	0	0	0	0	0	3	3	4	<b>10</b>
Andy Goldstein	3	0	0	3	0	0	0	0	3	<b>9</b>
Ashley Yarnall	0	0	0	0	0	5	0	0	0	<b>5</b>
Bob Glorioso	0	0	0	0	0	0	0	3	0	<b>3</b>
Dave Wiederspahn	0	5	0	0	0	0	0	0	0	<b>5</b>
Fred Moses	6	0	4	0	0	0	4	3	0	<b>17</b>
Geoff Lull	0	2	0	0	0	3	2	0	0	<b>7</b>
Hector Constantzos	3	4	0	0	4	0	4	2	13	<b>30</b>
Jim Ellis	3	6	3	0	6	4	5	7	14	<b>48</b>
John Weigel	0	0	0	4	0	0	0	4	0	<b>8</b>
Mark Hubelbach	0	3	3	3	3	0	2	3	0	<b>17</b>
Mike Smith	4	3	0	3	0	2	0	0	0	<b>12</b>
Noah Wells	0	0	3	0	0	0	0	0	0	<b>3</b>
Peter Morse	0	0	0	5	5	0	0	0	0	<b>10</b>
Sue Benua	2	0	0	0	3	0	3	0	2	<b>10</b>

## EAA Air Academy

This July, Jayda Acevedo-Dickinson FINALLY got to attend the EAA Air Academy at Oshkosh, WI! She was supposed to go in July of 2020, but the COVID-19 pandemic put the brakes on that until this past summer. Here is the letter Jayda wrote to the chapter.



Dear EAA Chapter 196,

Thank you so much for making sure I got into the EAA air academy this summer. There are many great people there and a lot of very smart and educated instructors. The camp has given me the opportunities to fly and get more flight time in, as well as build and learn more about aircraft! Because of you guys, I have learned so much and have also met new friends who are interested in aviation like I am!

Everyone is so nice there and seem happy and enthusiastic to help you learn about what they know about aviation. This camp has given me the opportunity to learn more about aviation and to grow my passion towards it. I am looking forward to presenting about my experience at the EAA air academy and I thank you again for giving me the opportunity to go.

Thank you,

Jayda Acevedo-Dickinson  
jayda.acevedo-dickinson

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# EAA Air Academy

Next July, 2023, EAA 196 will be sending **Sean Albanese** to the EAA Air Academy.

**YOUNG EAGLES**  
EAA

## Boarding Pass

Passenger name(s):  
**SEAN ALBANESE**

Flight date / time:  
**July 28 - Aug 5, 2023**

Destination: **EAA AIR ACADEMY**  
Advanced Camp  
Oshkosh, WI

Flight info:  
Meal provided / Lodging provided

Flight:  
Class, first

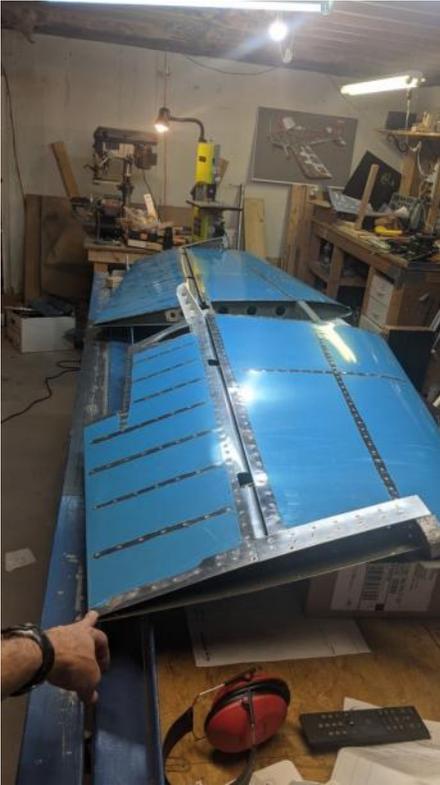
RSVP reservation confirmation:  
To EAA Chapter 196

© www.1st-birthday-invitations.net



## *Who's Building?*

**Mike Smith** began building his Vans RV-7 in May this year. He's now 6 months into the project, and the empennage (horizontal stabilizer, elevators, vertical stabilizer, rudder) are complete. The wing kit will arrive this month.



## Who's Building?

**Nate Jackson** also continues to build his taildragger RV-7, with a slide back canopy. Like Ted, the empennage and wings are complete, and the fuselage is quite far along. Last week the major riveting of the bottom and sides of the fuselage were completed, and the "canoe" (as RV builders like to call it) was flipped over, right-side-up so the rest of the fuselage can be completed. The finishing kit and the engine will both be arriving shortly!.



## *Who's Building?*

**Matt Overholt** is about to start building an RV-10. But first he needed to construct a workshop for it! Matt says, "this is the 18' x 24' workshop that I've been working on for the past year. It's my "RV-10 Prebuild Project." I spent 5 months this summer building the 3 barn doors pictured. They have 2-inch rigid foam cores faced with plywood, Cedar frames, and the rest is Douglas Fir. I'm currently working on hanging drywall."



## *Myricks Fly-In*

The annual Myricks Fly-In was held on Sunday, September 18. The weather was a touch windy, but many airplanes still showed up, as did a lot of kids and families. Once again, EAA 196 provided the food and cooking services. A big thanks to Ron and Mary Vieira for helping to pre-organize the parking, and assisting with getting the porta-pottie in place. Members of our Youth Aviation Club also helped with parking and other duties.



### *Flying GA in Israel*

By Charlotte Richardson

I was flying a diesel C172 (definitely not your daddy's Skyhawk; it burns Jet-A1!) in Herzliya, Israel at the end of October. Interesting airplane. Too bad the visibility was pretty punk, not like when I rented their C172 back in 2014 (normal, piston, still based on the field but booked on the days I was free to do this). It wasn't feasible to fly inland due to the bad WX, and it was very hazy/dusty along the coast even though the storms had moved east. So I flew north to Haifa, did a touch-and-go there (a very sloppy one even for me; the diesel Skyhawk flies like a normal one, but is rather nose-heavy and so doesn't land anything like a normal C172, and of course the engine sound is completely different), and headed back, giving Paul and his camera some views of Caesarea from the air on the way.

I would have told everyone I was planning to try to do this while I was in Herzliya, but I had actually assumed that it was not going to be possible anymore because the airport there (which although it has just the one runway of 2,973', is towered, and is very busy with five flight schools on the field, everything from normal sorts of trainers to small twins and helicopters, plus two maintenance shops) I had been told was going to be sold in 2015 to a developer to build, you guessed it, age-restricted housing. Didn't happen. The next threat to that airport is currently set for 2025. The flight schools there think this bad plan is going to blow over once again. Nearly all of the non-military flight training in Israel takes place there. It's the only place in the country that I know of where you can rent an airplane to fly.

Unless you have an Israeli pilot license yourself (the written test is in technical Hebrew...I'm not anywhere near that good!) you need to fly with an Israeli pilot in the right seat, but you'd want to anyhow to handle the radios unless your Hebrew is outstandingly fluent, as you are always talking to air traffic control due to the very-complicated airspace restrictions, and they speak rapid-fire Hebrew. (I was told last time I did this back in 2014 that if someone comes on frequency and speaks English they are required to switch to English for safety reasons. I did not try it!)

We were able to organize a morning of flying from Herzliya (LLHZ) north past Hadera to Haifa (LLHA) where I did a touch-and-go and then back along the coast past Caesarea to Herzliya. The weather earlier that day was poor and remained poor further inland, and visibility was limited. The airplane I flew in 2014 is actually still on the field in Herzliya and still belongs to the flight school, FN Aviation (one of five flight schools on that field), but it was not available when we were, so I flew 4XDAM, a diesel Reims-Cessna F172M Skyhawk II. This unusual airplane burns Jet-A1!. It actually flies like a normal Skyhawk, though a lot quieter with the 155hp turbocharged CD-155 Continental diesel engine (see [africair.com](http://africair.com) for specifications) and three-bladed MT prop.

## *Flying GA in Israel*

It climbs quickly, and fuel burn was about 6 gallons an hour. Landing it was tricky for me, as the engine makes it rather nose-heavy. As is usual in Israel, since I do not have an Israeli pilot license and am not fluent in technical Hebrew as employed by Air Traffic Control, I flew with an Israeli pilot, an instructor from the flight school, in the right seat. Yitzhak handled the radio communication and kept us out of trouble in the complex airspace.



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## *Flying GA in Israel*

Landing at LLHZ (Herzliya).



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## *Flying GA in Israel*

First shot here is taking off from LLHZ (Herzliya).



## *Flying GA in Israel*

I do NOT know what ruined fort that is in #2 here. #3-5 are Haifa. The high-tech industrial park in #3 has Intel, Microsoft, Cadence, and other familiar names. #5 is the not-so-lovely view on takeoff on runway 16 at LLHA (Haifa) right next to the chemical plants and other industrial stuff.



## *Flying GA in Israel*

#1 is LLHA and the rest of Haifa. #2 is the ruins of Caesarea (Caesarea Maritima). #4 shows me left-seat and my Israeli CFI, Yitzhak, right-seat. #5 is 4XDAM on the ramp at LLHZ (Herzliya) - not your usual Cessna 172 though it started out as a Skyhawk II. The stickers read Continental Diesel 155 and Jet-A1.



## *Waterbury, CT Fly-In*

By Doug Stone

I departed 6B6 on a blue sky Saturday morning in October over some patchy valley fog, bound for a grass strip in Waterbury CT. With near perfect turf runways 17/35 1700 ft. and 2/20 2000 ft, this is one giant open field! The sign says Waterbury-Plymouth Airport, Established 1923. While I've admired this field from afar on many trips to PA, I noticed this 3 day fly-in on Social Flight. With 17/35 closed that day through a NOTAM, the steady air traffic included a powered parachute not at all shy about entering the mix. Off to the side is a make- shift canteen tent where a \$10 donation bought you whatever they were cooking that day, which in my case included pancakes, scrambled eggs & a home baked pumpkin muffin. I chatted with one of the chefs who was wearing a bright orange sweatshirt with a colorful Mt Toberfest logo. He said this was the 3rd annual Fly-In and Camp-in that runs Friday to Sunday. It began with five guys and on that morning there were about 40 planes there ranging from modern light sports such as Cub Crafters to Stearmans. Several aircraft had already departed for a poker run to some nearby CT airfields. So a bit of taildragger heaven!



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## Waterbury, CT Fly-In



## ***What's on the WEB?***

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.

### **A-1 Skyraider "The Spad"**

<https://www.youtube.com/watch?v=XpNd6QJxuCg>

### **Aircraft Marshalling—Free Course from King Schools**

<https://kingschools.com/understanding-aircraft-marshalling>

### **Navigation in the 1940s: The Four Course Radio Range**

<https://www.youtube.com/watch?v=p-VgtNY8vpw>

### **"Side-by-side" comparison: Zero Hour! (1957) Vs Airplane! (1980)**

<https://www.youtube.com/watch?v=8-v2BHNbVcs>

## ***Books***

**"The Supersonic BONE: A Development and Operational History of the B-1 Bomber,"** by Adam Makos.

When the B-52 Stratofortress entered operational service with the US Air Force in 1955, work was already underway on defining its successor. The B-1A was canceled in favor of fitting the B-52 with cruise missiles. The B-1, known as the BONE, was revived in 1981 as the improved B-1B to boost American military power and be a symbol of American strength at the peak of Cold War tensions. The B-1B entered service in 1986 with several deficiencies. This superbly researched and illustrated book traces the BONE's long development and operational history in fascinating detail.

**"To Live and Die a WASP: 38 Women Pilots Who Died in WWII,"** by William M. Miller.

When the war began, the men called these women "girls." They didn't believe this grand experiment could ever work—that the women of America—sisters and wives—could fly Army airplanes all over the country. Yet, these women were patriots and all they asked was a chance to do something that would help win the war. Of the 1,074 who flew as a WASP, 38 young women never came back—never had a future, and never heard their country say, "Thank you."

Here, we remember them.

There have been many books about the Women Airforce Service Pilots of WWII (WASP); however, hardly any about these 38 women who lost their lives while flying for the Army Air Corps. This book tells their story.

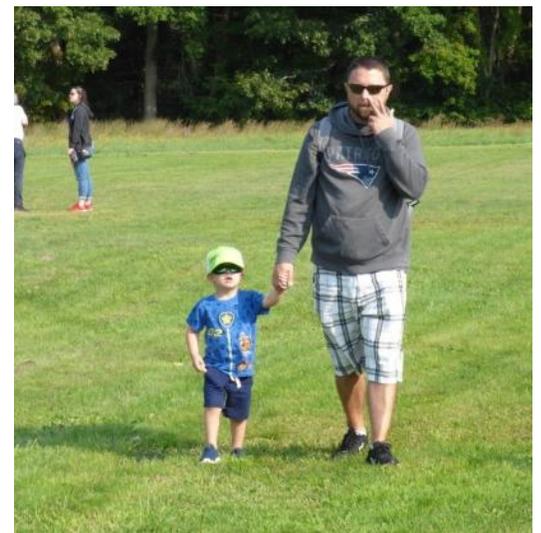
# PHOTO FINISH

## MYRICKS FLY-IN



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**MYRICKS FLY-IN**



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**MYRICKS FLY-IN**



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# PHOTO FINISH

Airventure Oshkosh, WI



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Airventure Oshkosh, WI



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# Calendar

## December 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 9:00 Hangar Talk (Nancy's)
4	5	6	7	8	9 6:00 Chapter Holiday Party	10
11	12	13	14	15	16	17
18 First Day of Hanukkah	19	20	21	22	23	24
25 Christmas Holiday	26 NO Chapter Meeting	27	28	29	30	31 New Year's Eve

## January 2023

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

# Calendar

## February 2023

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

## March 2023

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

# Calendar

## April 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 9:00 Hangar Talk (Nancy's)
2	3	4	5	6	7	8 9:00 Young Eagles Flights
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24 6:00 EAA 196 Chapter BBQ & Meeting	25	26	27	28	29
30						

## May 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 9:00 Hangar Talk (Nancy's)
7	8	9	10	11	12	13 9:00 Young Eagles Flights
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29 6:00 EAA 196 Chapter BBQ & Meeting & Memorial Day	30	31			