



# The Denton Flyer

Newsletter of EAA Chapter 661, Denton, TX

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## Next Meeting:

The next meeting of Chapter 661 will be Saturday, 1 April, at our usual meeting place at US Aviation, 4850 Spartan Drive, on the field at KDTO, on the second floor in Classroom Bravo. The meeting will start at 1200. Our guest speaker will be our own Daniel Rogers.

Daniel will talk about his experience with the Civil Air Patrol and how CAP helps the aviation community. Here is a short description of Daniel's background in his own words:

Greetings, I am Daniel Rogers. When I was a little boy, I always dreamt of being a pilot. My cousin became a pilot and flies for United as a B787 captain. When I was 13 years old, my 7th grade English teacher, knew I liked airplanes and introduced me to the Civil Air Patrol. Her son was in the program, and since joining, I've been hooked.

Civil Air Patrol, is the United States Air Force Auxiliary, chartered by Congress, to carry out 3 missions; a cadet program, emergency services, and aerospace education.

Civil Air Patrol cadets are afforded five orientation rides in a powered aircraft and five rides in a glider. When I turned 16, I attended a solo flight school, where I soloed a C172 (N9344L). In high school, during my 11-12 grade year, we had a vocational school, where I completed private pilot ground school, and received flying lessons (paid for by school district). Since the budget did not include enough instruction to obtain a private pilot license,

I finished my training and I earned my private pilot certificate after graduating high school. I passed my check ride on July 10, 1996.

After graduating from high school, I was hired as a ramp agent, loading bags for multiple airlines at Islip Airport. In July 2000, I was hired by American Eagle Airlines, where I served as a station lead agent and ramp instructor. In Oct 2004, the station closed, and I went to work as a tower ramp controller for American Airlines, at La Guardia Airport.

After turning 21, I transitioned from being a CAP cadet to becoming a senior member. I gained flying experience by flying cadet orientation rides and doing maintenance transport flights until I reached 200 hours. At that point, I was able to become a search and rescue mission pilot. In the Long Island area, we would be tasked daily, sometimes 5 or more a day, to respond to transmissions on 121.5 MHz, the emergency frequency. This often became an effort to look for false alarm ELT/EPIRB activations.

After successfully completing 25 sorties, I was designated a search and rescue mission check pilot. I checked out new pilots doing search and rescue patterns, ELT searches, and disaster relief photography.

Fast forward to 2020, I took an FAA Aircraft Dispatcher course, and transferred to Texas, to work at the DFW Airport American Airlines Control Center. In April 2022, I became an aircraft dispatcher. I became a qualified domestic dispatcher in September 2022.

## All this and tacos too?

I am getting used to this cool idea of having a taco at an EAA meeting that starts at lunch time. If you have been to a chapter meeting lately, you know that we have tacos. We obtained permission from our host to enjoy food during our meeting. We just have to be good grownups and clean up after ourselves. After all, that is what we EAAers do! Have you been to AirVenture? It's clean.

El Presidente is bringing tacos from Taco Cabana. Just like last month, there will be a "Straight Arrow" jar so you can offer some cash to cover the cost of your taco. Don't expect to get any change back from your three-dollar bill. If you would like this to continue, put your fair share in the jar.

## Learn to Fly Week:

Our colleagues at EAA Headquarters have announced the inaugural Learn to Fly Week. It will be 15 through 20 May this year. Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot.



Beginning 15 May, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Learn to Fly Week will conclude on Saturday, 20 May, with Flying Start events hosted at chapters

across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.



"Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process," said David Leiting, EAA Eagles Program Manager. "Our goal is to show attendees how accessible achieving their dream actually is." Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.



Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week. Full webinar schedule and more details on Learn to Fly Week can be found at [EAA.org/LTFWeek](https://EAA.org/LTFWeek).

## With Due Regard:

As Editor Buck Rivets noted last month, Chapter 661 collects dues for a calendar year. That means your chapter dues became payable on 1 January – just like everyone else in the chapter. As we roll into April, it is likely that you have already addressed this administrative opportunity. If not, please go on line to <http://eaa661.square.site>.



If you find yourself mired in the twentieth century, then bring \$30 cash to the next meeting and settle up with our treasurer, Scott Wiederhold. No denominations smaller than a nickel, please.

No more excuses! We've heard them all. "I paid at the office." "I paid on line but my dog ate my receipt." "I accidentally left my cell phone in my other suit." I don't know if the chapter has one of those parking boots, but I don't want to find out.

## Coffin Races

Recall from the meeting in March that your EAA Chapter 661 has elected to enter the Coffin Races sponsored by the City of Denton in October. Lacking any logical arguments for why grown people with interests in aircraft should take on such a project, your Minister of Information simply walked through the calculations to estimate the speed of such a vehicle. However, despite our best efforts, you were not deterred and voted overwhelmingly to give it a go.



gravity driven project and declare how you intend to participate in or support the design, construction, and/or operation of the vehicle. Only Bill Fahle

Since then, you have received an email asking each of you to profess your support of this crazy,

responded, and we had a lively email exchange discussing how we might incorporate digital electronics into the scheme of things. With that, we could follow El Presidente's direction to call it "The



Racer" while building on Mike Farlow's allusion and call it "The E-Racer."

We still do not have anything from the City of Denton other than what they published for last year's races. With that said, here is what we have nailed down: It will have wheels, perhaps three or four of them. It will be steerable. That is a City requirement (and a darned good idea). It will have brakes – another critically good idea that we can credit to the foresight and wisdom of the City government. (I can only wonder what calamities befell some of the first racers before such specific requirements were delineated. Beyond that we only know that we intend to do something spiffy with an onboard computer and electronic wizardry. We might have a digital speedometer on the side of the car showing the groundspeed. I'd argue that we could have a potential energy meter that counts down as the car careens down its intended path. Now, should that be in newton meters or foot pounds?

We have yet to choose a theme or concept. Other than the requirement to make it look like a coffin, we are still looking at a clean sheet of paper. If you are of the ilk who have never used paper drawings, you can say we are looking at a blank screen. It is not too late for you to step in and help to create your Chapter 661 E-Racer. You know what they say. "Many hands make light work – and an interesting poker game."