



# The Denton Flyer

Newsletter of EAA Chapter 661, Denton, TX

**November 2022**



Volume 2, Issue 1

El Presidente  
Numero Uno  
Minister of Information  
Minister of Finance  
Director of Youthful Enthusiasm  
Membership Czar  
Cyber Czar

Janet Patton  
Mark Cohen  
Stormy Weathers  
Scott Wiederhold  
Harper Carr  
Heather Fahle  
Craig O'Rourke

janetpatton737@gmail.com  
tx.cohen@gmail.com  
flynwx@pobox.com  
wiederh@gmail.com  
harpercarr@gmail.com  
hfahle13@gmail.com  
orourke.craig@gmail.com

## Next Meeting:

The November meeting of Chapter 661 will be back 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, on Saturday, 5 November. If anyone asks, the password is "swordfish."

We are fortunate to have Dale Walker as our guest speaker. Dale is an Operations Supervisor with Leidos Flight Service at the Fort Worth, TX Hub facility. He is a USAF Veteran, serving with distinction as a Strategic Air Command B-52 Crew Chief. He has worked in the Air Traffic Control and Flight Service fields for the Federal Aviation Administration, Lockheed Martin, and Leidos for over 39 years. He has been an Operations Supervisor for 23 of those years and maintains FAA certification in all job functions of the Flight Service Station.



Dale received his Private Pilot License on his 17th birthday and is a Commercial/instrument rated fixed wing pilot, as well as a long time FAA Safety Team Representative. He is a Captain with the Texas Wing of the Civil Air Patrol and maintains qualifications in several mission roles. Dale is a member of the Wisconsin Aviation Historical Foundation, and a longtime member of EAA and Warbirds of America.

## How it Really Happened

By Stormy Weathers

After Action Report:

EAA Chapter 661 meeting at Alliance Airport (KAFW)

1 October 2022

This was on overt action, day light mission. There were multiple organizations involved. The A&C Team (Airplanes and Coffee) served as the integrating organization. Contributing agencies included Tarrant County College (TCC), US Aviation, and the 661<sup>st</sup> Chapter of the Experimental Aircraft Association (EAA). It is estimated that over one hundred aircraft were involved in the operation. We don't have an official head count, but no casualties were reported.



Photo Op at Tee Minus Zero

The first contact occurred at 0830CDT when civilians began arriving at the TCC facility. All guests were greeted by a TCC operative who distributed maps of the facility and directed people to the Ground Operations Lift Facilitator Conveyance and Relocation Transportation System (GOLFCART). TCC offered tours of their extensive training facilities including engine maintenance and flight simulators. The GOLFCART operators transported personnel to the US Aviation hangar via a service road that paralleled the north-south taxi but

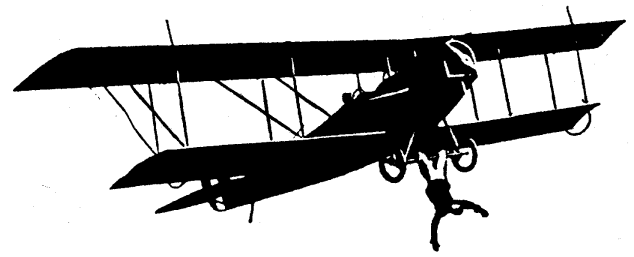
remained outside the movement area. At the US Aviation hangar, the A&C Team served coffee and pancakes. It is rumored that initial demand exceeded expectations and highlighted some logistical challenges. (They ran out of coffee.) Nevertheless, personnel of the 661<sup>st</sup> EAA Chapter convened at the rendezvous point and proceeded under the capable guidance of El Presidente Janet Patton.



EAAers Executing the Mill Around Checklist



Airplanes and Coffee member in Uniform of the Day



Supersonic version of Van's RV-8A







Unscheduled photo op with 661st operatives



An early prototype of Van's RV-8A



US Army was also represented.



These aircraft are often seen as a flight of two in line abreast formation, alternating lead at regular intervals.



At Tee Minus Zero, 1000CDT, we assembled in front of Andrew's heavier than air, rotary wing flying machine for the scheduled photo op. Mary Weathers, a member of the 661<sup>st</sup> Auxiliary, captured photographic images on her radio telecommunication device. They are included in this publication for your review.

After the scheduled photo operation, members continued efforts to complete the 'mill around checklist' and dispersed individually so as not to arouse suspicion. Veni, vedi, click! (I came, I saw, I photographed.)



*Inadvertent self portrait by Photog Mary Weathers*

Some of this is true.

## Name Tags:

If you don't have a name tag, see Stormy. They are free. If you order before Christmas, they are half price.

## Member of the Month:

By Heather Fahle

I was really excited this month to learn more about our own intrepid leader, Janet Patton. We sat down together one sunny Sunday morning at a coffee shop and had a lovely visit, talking about life, airplanes, heroes, goals, and more airplanes.

Janet first soloed in an airplane in 1986, when she was 16 years old. She became interested in flying as a career even earlier, but we'll come back to that. Janet's interest in aviation was purely her own, as she is not from an aviation family, and the only person that she personally knew of in her family who flew was an uncle who flew, and was killed in Viet Nam.



Janet took her first flight was when she was 14, a discovery flight similar to what the Young Eagles program offers today. She then immediately joined the Civil Air Patrol to continue to be around airplanes. After two years in the CAP, she won a full

scholarship to a week-long flying camp! This was a serious flying camp! Every day, the kids at the camp attended ground school and flew for as many as four hours. That is up to four hours of flying every day! She soloed at the end of the week.

After the high of the flying camp, she was ready to start her training in earnest. Her parents agreed to pay for her to take one flying lesson a month. But as anybody who has ever taken flying lessons can attest, she struggled on that path. She quickly became frustrated and remembers spending most of each lesson having to review and relearn what she learned during the last lesson. Janet knew that she needed to take lessons more frequently in order to advance at the rate that she wanted to advance. So, she got a job at the airport. Along with the money from her airport job, her parents agreed to loan her the money to complete her training, flying at least weekly.

The scholarship to the camp that set her on her path was provided by the Michigan 99's, and Janet is



incredibly thankful for the opportunity that the scholarship provided her. As such, she has continually worked to give back via that organization, enabling numerous young women to taste flight, and in many cases, start them on their aviation career path. Janet has expanded the Michigan 99's scholarship program to include those already working on their licensing and to open the program up to those not involved with the Civil Air Patrol.

The event that first grabbed her attention and triggered her interest in flying airplanes as a career might be a surprise to some. In 1982, when Air Florida flight 90 crashed into the Potomac River, she realized flying airplanes was a job, a thing that



people could do as a career, so she decided that this is a career path that wanted to follow. Later, she realized that a lot of things can spark an interest in flying, and she wants to help spark that interest as much as she can in young people.

Janet has flown quite a few types of aircraft over the years: Cessna trainers, Pipers, a DC-3, a Beech 18, a Stinson Voyager, a home-built Skybolt bi-plane, a Lockheed L-188 Electra, and a lot of jets. Her favorite for a long time was the P-3 Orion. Then she started flying the 777-87 planes and those are her current favorites to fly.

Once you've spent any time with Janet, it is easy to tell that she loves sharing her passion for flying with others and inspiring others to fly as well. Flying is such a singular activity, and there are so few people overall who share it, that she really loves finding and connecting with those fortunate few. When asked for pictures to accompany this article, the pictures that she provided were not pictures of herself, but some that she has taken while flying.

The best advice she's ever received: "You're always PIC. The decision stops with you."

The best career advice: "Never pass up an opportunity."



What are the things that keep her love of aviation alive? Not being earthbound, the fact that no two days flying are ever the same, and we have views from the air that nobody earthbound will ever experience; not just what we see, but what we feel. We get to "slip the surly bonds of Earth."

When asked about her aviation hero, Janet didn't skip a beat: Amelia Earhart. Amelia may not have been the smartest or the greatest, but she took her platform and used it for the greater good to encourage and inspire others. As a tribute to Janet's hero, we've included a photo of Amelia here.



Janet is happy to be a part of EAA and be able to share her love of flying and her experience with others. As Janet says, this is one of the ways that she gives back to the community.

## Chapter Shirts:

They are here! At least, they will be here. Numero Uno Mark Cohen has placed the order for chapter T-shirts. If all goes as expected, he should have them able for purchase at the next meeting. Bring your dead presidents (totaling \$25) and get your T-shirt. We are also looking at offering hats and polo shirts

in the future. The polos will likely be \$40 each. The price for hats is still to be determined.

## After the Meeting:

There is a group of us who just can't get enough of hanging with our EAA friends. After the meeting, we launch an assault mission on a local dining establishment for lunch and stories about airplanes. If you would like to join us, grab Janet (el Presidente) or Heather (Membership Czar) after the meeting.

## Help Wanted:

Our Chief Editor Buck Rivets launched this feature a few months back. The idea is to give you a place to ask for help with something on your plane. Perhaps you are looking for those who are building (or have built) something similar. However, so far, we have no takers. This is not surprising. It can be hard to ask for help. Moreover, it is hard to trust that the one offering help is actually qualified to help you.

Perhaps, it's even harder to see yourself as someone with the skills to help a builder with a project. However, as I noted last month, please consider what you have accomplished. Do you remember the lessons you learned in the process? That may help someone avoid the mistakes you made.

Are you using EAA's Technical Counselor Program? We do not yet have any tech counselors in our chapter, but there are some in the area. Even if you are confident in your abilities, getting another set of skilled eyes on your project is a good idea. Moreover, having those reports in your documentation can be a great benefit when it is time to ask the DAR for an airworthiness certificate. The first question the DAR will likely ask is, "Did you use the Tech Counselor Program?" If you say, "Yes," he or she will probably spend more time looking at those reports than looking at your airplane.

## Holiday Party:

Remember to keep your social calendar clear on Thursday, 8 December 2022. That is the date for the Chapter celebration of Christmas, Hannukah, Festivus, and the Winter Solstice. As a recovering celestial navigator, there is a special place in my heart for Winter Solstice.

As previously noted, we are also thinking it might be fun to do a gift exchange. Keep it simple. Anything from the aviation section at Target will do. Look for more details in the next newsletter.

## Aviation Hieroglyphics:

Have you ever stared at a prescription you got from your favorite health care provider and wondered, "How does this make sense to anybody?" Well, consider the following screen capture from one of our own aviators. It's not too hard to figure it out, is it? I guess every community has their own secret code. If you're in it, you know it.

8/7/18, 8:25 PM	
AIRPORT	BJE
INFORMATION	Z
TIME	1351
WIND	27@16
VISIBILITY	22
SKY	OVC BKN SCT FEW @ CLR SKC
TEMP	29.9
DEWPOINT	29.9
EXPECT RWY	30R
REMARKS	Turb