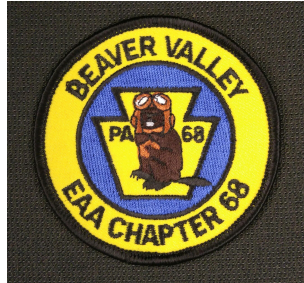


Newsletter



Beaver Valley EAA Chapter 68 founded 1958

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The September regular meeting was held on September 1st and was held at Tony Pavilonis's hangar on the east side at BVI.

The meeting was attended by ten current members, one new member and 5 guests.

Prior to the meeting the grill was fired up and we all enjoyed the food that we brought along.

The spell seems to have been broken, there wasn't a raindrop to be found.

After the meeting adjourned we all enjoyed a talk by a guest speaker, Brett Steiner. Brett is a shift supervisor here at the tower at BVI. Brett talked about tower/pilot communications.

The October meeting will be at 7:00 P.M. and be at hangar 103. Ed Campbell's hangar.

We'll have the grill hot so bring your favorite food to enjoy.

I'd like to take a moment to inform everyone about an injury suffered by the wife of one of our founders, Dick Hall. "Dutch" took a bad fall at home recently and she is now recovering at a rehab facility. "Dutch" we wish the best for you and hope you have a speedy recovery.



There was one new member in attendance, Michael De Paulis.

Mike was born in Rochester and grew up in Freedom, and has lived in Rochester Township for the past 23 years, where he worked as a letter carrier for the Rochester Post Office.

Mike recently retired in 2019, as has turned his interest to aviation.

Having been an R/C plane enthusiast since he was 12 years old, Mike has now aimed his sights at a Sports Pilot project, a CGS Hawk.



For those who are unaware this is a Hawk.

I do not know how far along Mike is with his project but he is looking for some sport pilot assistance.

Mike stated that he would like to build a “Fred” which was a 1970’s design.



This is a “Fred”

Click on this site for more pics. ["Fred" aircraft tGallery](#), [Photo Gallery](#)

Good luck, Mike, on your projects, and welcome to Chapter 68.

A BUCKER ADVENTURE

I have been asked to share my experiences during a long cross-country flight in my Bucker Jungmann. The first destination was the Antique Airplane Association Fly- In in Blakesburg, Iowa. Wednesday, September 2nd, was my planned departure day. The original plan was to take two days to get to Iowa which allowed for an overnight stop in Lafayette, Indiana to have dinner with Kyle. The day started out with low ceilings and visibility including a line of thunderstorms approaching from the west. After several hours of staring at the aviation weather page, I finally gave up on departing that day since the next day looked promising. Leaving the next day would require making the entire distance in one day which makes for a long day in an open cockpit biplane. Later that day my dispatcher, Judy, was checking the weather and discovered that the weather picture had changed for the better. Ceilings and visibilities were improving although there were still isolated thunderstorms enroute. A quick decision was made to give it a go as there was still time to make it to Lafayette in time to have dinner with Kyle. After a quick drive to the airport and a good preflight, I was on my way.

Thunderstorms were numerous to the north, but I was able to find a good course by diverting a little south. I stopped at Marion, Ohio for fuel then continued to Lafayette with improving skies. Total flying time for the two legs was 4.2 hours. One interesting thing happened on the first leg. Weather had me flying at a little below 1000 feet and forward visibility from the Bucker is not great. I noticed some bulldozers working a landfill that was passing under me, when suddenly, the sky ahead was full of hundreds of seagulls at my altitude. Some aggressive maneuvering allowed me to miss them all. I just learned a good lesson about flying over a landfill at low altitude.



The Bucker attracted a lot of attention with the aviation students at Purdue University. After answering many questions, I secured a spot in the maintenance hangar and joined Kyle and his friends for pizza and beer at their apartment. We had a good time and I was happy that I did not have to make the entire trip in one day.

I awoke the next morning to a nice day that turned to dense fog by the time I arrived at the airport. Then another funny thing happened. Kyle went out to the hangar only to find that a guy had emptied the baggage compartment and removed the baggage compartment floor allowing access to the radios underneath. Kyle asked him what he was doing and was informed that he was performing a pitot / static check. The guy was quickly informed that this was neither required nor requested.

Turns out that he had a work order to perform a check on an experimental aircraft and assumed that this was the one as it was the only experimental aircraft in the maintenance shop. We had a good laugh over that, and he learned to always check the registration number before commencing work.

The fog persisted till well after noon and by that time there were high winds on my course to Blakesburg. I decided that there was no sense in beating myself up, so I decided to spend another night in Lafayette.



The next morning was beautiful with clear skies and light winds, so I got an early start to Galesburg, Illinois for my first, and only, fuel stop of the day. An early morning departure for a flight over the Midwest in an open cockpit biplane is truly an experience that I wish every pilot could have. After a 2-hour flight, I landed in Galesburg, home of the National Stearman Fly-In each year (except this one). After a short fuel stop, I took off for my last leg to Antique Airfield in Blakesburg. This leg took only 1.3 hours and I landed at 1130 local. This airport can be a little challenging as it has a very pronounced crown and is rather short. They station two flagmen on the runway, one at the approach end and one midfield. The midfield flagman confirms that the second half of the runway is clear and signals the flagman at the approach end. A green flag is clearance to land and a red flag is a mandatory go around. Interesting.

They had 274 airplanes attending this year and it is a flying event so, as you can imagine, the traffic pattern can get a little busy. I was meeting another Bucker friend there who was flying in from Kalispell, Montana. His trip makes my journey look like a walk in the park by comparison. He arrived at Ottumwa at 1630. He did not land at Antique Airfield. My brother drove down from Des Moines, so we jumped in his car and made the short drive to pick up my friend, Jay, at nearby Ottumwa airport (KOTM). We went straight from there to the hotel, then out to a nice dinner. We planned to stay for at least 2 days.



The next morning was beautiful weather and we got an early start at Antique Airfield looking at all of the beautiful antique airplanes.



Sometime after noon, Jay was checking the weather on his phone and informed me that we needed to leave ASAP as really bad weather was going to arrive later that day. I took a quick look and confirmed his conclusion. My brother and Jay drove into town to pack up and check out of the hotel while I flew my Bucker over to KOTM so we could depart together. I should mention that while my plane is the two seat Bucker Jungmann, Jay was flying his beautiful single seat Bucker Jungmeister. Ironically, both of our planes are painted in authentic German Luftwaffe paint schemes. I believe that these two planes are the only ones in the country with such paint schemes. We left KOTM as quickly as possible and made a 2.3-hour flight to Greenville, Illinois. We got to watch skydivers land while making a quick fuel stop. We soon departed with Jay in the lead with our destination as Bowling Green, Kentucky. Our plan changed when we realized that we were running out of daylight, so a diversion was made to Owensboro, Kentucky. This leg was only 1.4 hours. We secured the planes and went to a hotel and had a nice dinner on the banks of the Ohio River.



The next morning, we were once again treated to clear skies and light winds for our 2-hour flight to Crossville, Tennessee, home of Trade-A-Plane. There we were met by a group of preschoolers who were at the airport for a birthday party. They had fun looking at the biplanes.



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From there we had to cross some pretty high mountains to reach our destination, Mountain Airpark, Cleveland Georgia. This was a short flight of 1.3 hours. The purpose of our trip to Georgia was two-fold; to have a gathering of Buckers and to attend a memorial service for our dear friend, Jim White, a fellow Bucker owner and a really great guy who had recently passed away. The plan was to do a missing man formation at the memorial service comprised of all Buckers. Since our early departure from Blakesburg caused us to arrive at Mountain Airpark four days early, we spent the time helping the ladies prepare for the service and just generally hanging around the airport. The event was well attended with friends arriving from New Jersey, Montana, Pennsylvania, Georgia, South Carolina, Virginia, Florida and California.

Due to weather, sadly the flyover did not occur.



After the event was over, I was stuck in Georgia for an additional day due to thunderstorms and low ceilings on both the eastern and western routes across the mountains. I finally was able to depart later in the day on September 14th.



With fog in the western mountains and as the mountains on the eastern route are decidedly uninviting, the route I chose took me east to the Charlotte area landing in Lincolnton, N.C. for fuel. A friend of mine I know there played a good gag on me when I arrived. He knew that I was facing a daylight issue and that I didn't have much fuel left to go elsewhere after a 2 hour flight, so he convinced the fueler to tell me that the fuel truck had just run out of fuel and they wouldn't have any till the next day. I was pretty agitated for a few minutes till I realized it was a joke. He got me good. The reason I went so far east was so that I could follow four lane highways all the way across the mountains. The next fuel stop was in Beckley, W.Va. after another 2-hour flight.



This leg required some slight diversions for isolated rain showers but generally the weather was good but getting colder. After a quick splash and dash, it was on to KBVI. This was a long cold flight of 2.6 hours. My lovely wife/dispatcher met me at the airport and took me to dinner at Sal's. A beautiful end to a fun trip.

The Pres sez...

The October meeting of Chapter 68 will be held at Ed and Judy Campbell's hangar at the Beaver County Airport. Plan to be at Hangar 103 by 6:00 PM and we will get the barbecue grill started so that you can cook your own burger, dog, or other savory with the rest of us. Bring your own whatever and we will supply the whatever. The Chapter meeting starts at 7:00, then will quickly lead into our presentation for the evening. Thanks to Ed for the use of his hangar!

The newsletter this month contains a trip report that Ed has done which details his flying adventure in the Bucker. During this Covid crisis, most of us have faced the cold fact that things we planned didn't turn out like we planned. What with the cancellation of most of our favorite events we have for the most part been left with vicarious adventures to carry us through. It is great to read the details of Ed's journey and travel along with him. I would like to encourage everyone to submit articles for publication so that we can ride along with you too in whatever adventures you are willing to share.

I would like to thank our vice president, Dave Brunberg for making the Chapter a beneficiary of the Amazon Smile program. Now, when you make a purchase through Amazon Smile a small portion of the price can be donated to the Chapter. We were officially designated a non-profit organization under the rules of a 501c3 which makes it possible for the Chapter to receive charitable contributions. The good news is that the Chapter benefits and the items you purchase cost you nothing more. We are all familiar with frequent flyer programs, loyalty programs, perks and the like. This one will benefit our chapter and will help us keep things going during this time when everything else has been cancelled. Traditionally, EAA Chapters use special events as a means for fundraising. We are all familiar with pancake breakfasts, 50-50 drawings, raffles, and the like as a way to raise funds. We operate lean and mean, and, while we are fortunate that we do not face monthly obligations like leases and utilities, we need to find a way to refuel our constantly diminishing treasury in this time when all of our fundraising choices have been eliminated. The Amazon Smile program will help us out when you designate the Chapter as the recipient of your charitable contribution.

This month the meeting topic will be the unexpected. Anyone who has had a flat tire in a faraway place can tell you that it is helpful to know in advance what to do. The Blue Angels travel with a C-130 loaded with spare parts and a team of mechanics and a spare airplane to deal with the unexpected. What can we carry in our airplane to help us do the same? Join in with us as we explore the possibilities. The old boy scout motto of "be prepared" serves us well wherever we go.

I hope to see everyone at the meeting on Tuesday October 6, Hangar 103 at the Beaver County Airport, 6:00 PM.

Tony



On the lighter side... Dave Turner sent these to me, thought I'd pass them along.

- When one door opens, and another closes, you are probably in prison.
- To me, "drink responsibly" means don't spill it.
- Age 70 might be the new 40, but 9:00 pm is the new midnight.
- It's the start of a brand new day, and I'm off like a herd of turtles.
- The older I get, the earlier it gets late.
- When I say, "The other day," I could be referring to any time between yesterday and 15 years ago.
- I remember being able to get up without making sound effects.
- I had my patience tested. I'm negative.
- If you're sitting in public and a stranger takes the seat next to you, just stare straight ahead and say, "Did you bring the money?"
- When you ask me what I am doing today, and I say "nothing," it does not mean I am free. It means I am doing nothing.
- I finally got eight hours of sleep. It took me three days, but whatever.
- I run like the winded.
- I hate when a couple argues in public, and I missed the beginning and don't know whose side I'm on.
- When someone asks what I did over the weekend, I squint and ask, "Why, what did you hear?"
- When you do squats, are your knees supposed to sound like a goat chewing on an aluminium can stuffed with celery?
- I don't mean to interrupt people. I just randomly remember things and get really excited.
- When I ask for directions, please don't use words like "east."
- Don't bother walking a mile in my shoes. That would be boring. Spend 30 seconds in my head. That'll freak you right out.
- Sometimes, someone unexpected comes into your life out of nowhere, makes your heart race, and changes you forever. We call those people policemen.
- My luck is like a bald guy who just won a comb.

Reminders.....

The monthly regular meeting will be held on October 6, 7:00 P.M. Hangar 103, Ed Campbells hangar on the west side at BVI. Grill is on at 6:00.

Officers: President Tony Pavilonis, Vice-President Dave Brunberg, Treasurer Dewey Clawson, Secretary Stan Kocuba

Board Members in addition to the current officers: Ed Campbell and Kenny Gray.

Newsletter Editor: Stan Kocuba