



PROPWASH



EAA Chapter 766

November 2020

The United States Government Task Force encourages everyone to follow the CDC recommendations of self-isolation, physical distancing and wearing masks. EAA Chapter 766 will hold virtual meetings in place of the in-person monthly meetings. Michael Jones will facilitate the meetings and will send out emails with directions to the members. The meetings will be held the 3rd Monday at 7:00 p.m.

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Sheboygan County Memorial Airport - KSBM

Elevation - 755.2 ft. CTAF/UNICOM - 122.7 Pattern Attitude - 1555.2 ft. Wind Indicator - Yes

Runway 4 / 22 (037 / 217 Magnetic)
Dimensions - 6800 x 100 ft.
Surface - Grooved Concrete
Traffic Pattern - Left

Runway 13 / 31 (132 / 312 Magnetic)
Dimensions - 5002 x 75 ft.
Surface - Asphalt
Traffic Pattern - Left



(920) 467-6151
After hours (920) 207-9126



Airplane Maintenance
Mike and Troy
(920) 467-8611



Please "like" EAA Chapter 766 Sheboygan Falls WI

EAA Chapter 766

Meeting Minutes-Online Membership Meeting Monday 10/19/2020

Opening

The October online membership meeting of EAA Chapter 766 was called to order at 7:00 p.m. Monday 10/19/2020.

Present

14 participants

Approval of Agenda

Approved by Majority

Approval of Minutes

August minutes were approved by the Board. No minutes were recorded at the September meeting due to Secretary's absence.

Officers Reports

President – Dan Dominguez

Unable to attend.

Vice-President – Mike Jones

Meeting called and leads the meeting- Elections month is typically October. How best to conduct the elections? Agreed that under special conditions of Covid 19 our chapter would determine amongst current position-holders who is willing to carry on that position. Nominations will also be taken. If another member wants a certain job then elections to be held on-line in November. Report to EAA OSH re: officers/directors in DEC 2020. Mike Jones will remain VP for balance of term

Treasurer – James Fintelmann

Willing to remain Treasurer. Reported current financial status.

Secretary – Kyle Hokel

Willing to remain Secretary. Indicates also willing to relinquish should someone want the position. No report as no notes take at September meeting.

Membership – Luiz Cordeiro

Willing to remain Membership Director- Announced that we have 1 new member- Xavier Piper, High School student, Newton WI, Interesting hobby – Aviation, Music Production

Activities – Dave Rudd

Willing to remain Activities Director - No report –.

RE: Elections – Moves to table elections until November. Motion seconded, and carried.

Program – Dan Miller

No report – Will not continue as Program Director. Need member to volunteer.

Newsletter/ Web – Bruce Becker

Will e-mail the membership re: polling of current position holders and also take any nominations. This feedback will guide the November elections. In same e-mail, Survey the membership re: interest in Holiday Party.

Young Eagles – Bridgett Neu

Willing to remain Young Eagles Coordinator - No Report

Open Issues

Membership Holiday Meeting Proposed - January 16th or 23rd 2021-

Shall we cancel or consider an informal gathering at AHC. Survey membership to determine how many would be interested. Contact Caterers re: availability and if loss of deposit if event cancelled. AHC has the capacity to host our full membership even if the 25% of maximum capacity rule is in force

New Business

-Mike Jones inquired about whether the Chapter should apply for 501-c3 status. Unsure of underlying reason or need for this. Prior investigation revealed no advantage to the chapter but added much annual paperwork. Need to circle back with EAA Headquarters to confirm if good cause to pursue.

-Would like to consider a Welcome Home event for the DC-3. Contact DC-3 Society for possible Fly-In event. Consider additional military support/display of related aircraft?

-W&W 2021 marks 30th Anniversary of the event. Solicits any planning ideas. Ensure announcements re: W&W get to, WI DOT Fly-IN event calendar, various aviation flying clubs, surrounding airports and management through distribution of posters, etc.

SBM Activities – Matt Grenoble –

-Indicates that the new Customs building is complete and open. Due to limited travel (COVID 19) there is no routine activity at the building at this time. Visitors may drop in.

-Winter Ops prep underway for airport maintenance

-Visitors Center is accessible (24/7) from Ramp side through a PIN code provided to arrivals.

-FOB system is transitioning from prior to new. Need both FOBS for now for full access.

Agenda for Next Meeting

Confirm/complete elections of officers and directors. Assess feedback from Holiday Party Survey

Adjournment

Meeting timed out by WEBEX. Possible restart at 8:00 p.m.

Minutes submitted by: Kyle Hokel

Election of Officers & Directors for 2021

The **elections of officers and directors** of EAA Chapter 766 will be held at the November membership meeting Monday, November 16, 2020. The virtual WEBEX meeting will be facilitated by Michael Jones. If you need assistance attending the meeting, email Michael Jones at mjones@jonesys-place.com

According to the bylaws:

The office of Secretary and Treasurer will be voted upon in the odd-numbered years. The office of President and Vice-President will be voted upon in the even-numbered years.

All members of the EAA Chapter 766 with EAA membership are eligible for the positions of officers and directors. The following is a list of officers and directors that currently hold the corresponding positions.

Officers

President:	Dan Dominguez (2020-22)
Vice-President:	Michael Jones (2020-22)
Secretary:	Kyle Hokel (2019-21)
Treasurer:	Jim Fintelmann (2019-21)

Board Directors

Membership:	Luiz Corderio
Activities:	Dave Rudd
Programs:	Dan Miller (office will be vacant as of 12.31.2020)
Young Eagles:	Bridgitt Neu
Publicity:	Bruce Becker
AHC Representative:	TBD

Interested members should email their intentions to the EAA Chapter 766 Secretary at lhk85861@gmail.com as soon as convenient.

All nominations for elective office will be made at the November meeting.

Chapter 766 members must be present (virtually) to vote.

Newly elected officers and directors will take office January 1, 2021.

Quorum for annual elections is 10 members.

2020 Events at EAA Chapter 766 and AHCW

All EAA Chapter 766 events at AHCW are cancelled until further notice due to COVID-19 (keeping our members, their families and guests safe). Please check for any updates at <https://chapters.eaa.org/ea766>

IMC Club Safety Meeting (1st Monday of each month) - Postponed
Tony Kolar, CFII and Dave Rudd, IMC Club Coordinator

VMC Club Safety Meeting (2nd Monday of each month) - Postponed
Laurie Probst, AGI and Bridgett Nottestad Neu, VMC Club Coordinator

Membership Meeting (3rd Monday of each month) - Virtual
Virtual meetings at 7 pm CDT. Facilitated by Michael Jones

Saturday Morning Hanger Talk with Coffee at the AHC

EAA Chapter 766 has “Hanger Talk” with coffee and sweets every Saturday morning from 9 am to 11 am at the Aviation Heritage Center. Whether you fly-in or drive, everyone is welcome.

EAA Chapter 766 Membership

EAA Chapter 766 currently has 48 members. If you know of someone who is interested in joining, please contact our Membership Director, Luiz Cordeiro at lcordeiro@att.net or 920-457-4590. The application form can be found at the Chapter 766 Membership Page on our new website - <https://chapters.eaa.org/EAA766/Chapter-766-Membership>

New EAA Chapter 766 Member

Please welcome Xavier Piper to EAA Chapter 766. He is a high school student from Newton, WI. Xavier’s interests are aviation and music production.

PPP is Coming

There will be a **Plane Polishing Party** coming soon for the DC-3 at the Sheboygan County Airport. Date and time to be determined.

EAA IMC/VMC Clubs

EAA AVIATION CENTER, OSHKOSH, Wisconsin — The IMC/VMC Club concept, now part of the [Experimental Aircraft Association](#)'s pilot proficiency resources, celebrates its 10th anniversary in October 2020 of bringing flight safety scenarios to local pilots.

More than 400 local clubs in communities throughout the country now provide and [promote flying, proficiency, and safety](#). The clubs meet monthly, allowing pilots to share information and resources, using their flying experiences as shared knowledge to enhance safety for all who fly.

“What started as an informal conversation at a restaurant in Norwood, Massachusetts, in 2010 has now grown into an impressive network of clubs throughout the nation,” said Radek Wyrzykowski, EAA’s manager of flight proficiency, who came up with the IMC Club concept. “Over the past decade, the initial concept has not only grown and thrived, but has created a suite of resources through [EAA’s Proficiency365 initiative](#) to take flight safety and pilot proficiency to the next level. This success would not have been possible without all who have been involved, from EAA members and friends, to donors, volunteers, and program coordinators. Thanks to all of them, whether they have been with the program since its start or have joined recently.”

The IMC Club provides organized “hangar flying” focused on building proficiency in instrument flying. The concept is to bring together IFR-rated pilots who fly in real-world “actual IMC” and provide them an opportunity to share stories, network with the larger pilot community, and gain valuable insights and tips for their IFR flying. IMC Club meetings provide a forum for promoting participation and discussion of IFR flying.

The success of the IMC Club concept led to the creation of the VMC Club, which brings similar safety- and proficiency-based scenarios for pilots primarily flying under visual flight conditions (VFR).

The IMC/VMC Clubs are part of EAA’s pilot proficiency resources under the Proficiency365 banner, which also includes the EAA SkillScore Tracker, Virtual Flight Academy, the Pilot Proficiency Center at EAA AirVenture Oshkosh, and much more. Since becoming part of EAA’s programming in 2015, the number of IMC/VMC Clubs has almost quadrupled, with most of them affiliated with local EAA chapters that promote and support grassroots flying in local communities.

Airlines Look to 'Travel Bubbles' for COVID-19 Safety and to restart international routes

Besides a passport and a plane ticket, more travelers may one day soon need another travel document when flying abroad: test results to prove they aren't bringing the coronavirus with them.

Increasingly, mass testing is being looked at as way to let countries reopen borders shuttered as the coronavirus pandemic took hold. For airlines, it could be a chance to lure back flyers on routes devastated by the pandemic.

The eventual goal is to secure certain major routes in a way that reassures passengers that it's safe to travel. The idea goes by various names, whether it's air bridges, air or travel bubbles or just bubbles. Instead of a world in which airlines have been able to pretty much pick where they want to start service, air routes would depend on new bilateral agreements between countries.

The arrangement could work in various ways, but one would be by requiring tests of all passengers shortly before they take off and perhaps follow-up tests when passengers arrive. Airlines see testing as another way to make sure passengers know they won't catch COVID-19 on a plane, even though the industry points to various studies to make the case that chances of transmittal are minimal.

The idea is similar to the bubble that the NBA created with its players to try to insulate them from anyone who might infect them with the coronavirus. U.S. officials have talked about creating an air bridge on the New York to London route, one of the world's busiest business runs and one of the most lucrative. But it's unlikely to start anytime soon.

Free Webinar Series offered by EAA

The free webinar series, supported by Aircraft Spruce & Specialty, began in 2010 with a limited schedule of offerings. It now features more than 550 archived webinars on a wide variety of aviation topics. The complete schedule of EAA's upcoming webinars, which is regularly updated, is available at [EAA.org/webinars](https://www.eaa.org/webinars). All archived webinars are available to EAA members, with selected webinar archives open for all website visitors.

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion. Some of the webinars will **Qualify for FAA WINGS and AMT credit.**

A Challenge to Members to Share the Gift of EAA

By: David Leiting, EAA Lifetime 579157 EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a

greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit www.EAA.org/Legacy to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!

Seeking new heights: Becoming a private pilot at 78

Richard Kasperson was a senior in high school when he took a vocational interest survey that suggested he become a pilot. And he did — 60 years later.

At 78, Richard is not the oldest new pilot in the world, but he's the oldest rookie in the Puget Sound Flyers Club in Everett, Washington. On Oct. 9, 2020, after two years of training, he passed his check ride in his own Cessna Cardinal and earned his wings. It's an achievement he's waited a lifetime for.

Despite an early interest in aviation, Richard let more practical considerations guide his early life. He went into the Coast Guard Reserve immediately following high school graduation, then left for college to pursue a career in teaching.

"I guess I just started doing the things that you were supposed to do," he said.

But the draw to aviation was strong. In the early 1970s, he began flight training, logging a few hours before realizing that he wasn't yet in a financial position to continue with training. Once again, he shelved the idea.

Two years ago, Richard began dipping his toes into aviation again, mainly in flight simulators. But when a friend introduced him to Chinook Flight instructor Richard Newman, the men agreed to do an introductory flight together.

<https://generalaviationnews.com/2020/10/28/seeking-new-heights-becoming-a-private-pilot-at-78/#more-716668>

Aviation History Through Film at the AHC

An Educational and Enlightening Journey led by instructor, Dan Miller
Second Friday of each month
Doors open at 6:30pm Classes begin at 7pm
Cost: \$2 per night or \$20/annually, payable at first session
2020 Aviation Heritage Center of Wisconsin Movie Night Schedule

Aviation History Through Film will be postponed until further notice.

January 10 - *1941* is a 1979 American comedy film based on what has come to be known as the [Great Los Angeles Air Raid of 1942](#)

February 14 - *Island in the Sky* is a 1953 American drama film considered one of the "classic" aviation films with John Wayne

March 13 - *PT 109* depicts the actions of [John F. Kennedy](#) (JFK) as an officer of the [US Navy](#) in command of [Motor Torpedo Boat *PT-109*](#)

April 10 - *A Guy Named Joe* ([Spencer Tracy](#)) is the reckless pilot of a [North American B-25 Mitchell](#) bomber flying out of England during [WWII](#)

May 8 - *Test Pilot* is a 1938 film that tells the story of a daredevil [test pilot](#) (Clark Gable), his wife (Loy), and his best friend (Tracy)

June 12 - *Flight of the Intruder* is a 1991 [war film](#) based on the novel by former [Grumman A-6 Intruder](#) pilot [Stephen Coonts](#)

July 10 - *First Man* is a 2018 American [biographical drama](#) film based on the book [First Man: The Life of Neil A. Armstrong](#)

August 14 - *The Bridges at Toko-Ri* is a film about the [U.S. Navy pilots](#) assigned to bomb a group of heavily defended bridges in [North Korea](#).

September 11 - *Behind Enemy Lines* tells the story of Lieutenant Chris Burnett, an American [naval flight officer](#) who is shot down over [Bosnia](#) and uncovers [genocide](#) during the [Bosnian War](#)

October 9 - *Thirteen Days* is a film that dramatizes the [Cuban Missile Crisis](#) of 1962, seen from the perspective of the [US](#) political leadership

November 13 - *Bombers B-52* is a film describing the introduction of the [Boeing B-52 Stratofortress](#) bomber into the US [Strategic Air Command](#) (SAC) inventory during the [Cold War](#) era of the 1950s

December 11 - *Midway* is a 2019 American [war film](#) based on the [attack on Pearl Harbor](#) and the subsequent [Battle of Midway](#) during [World War II](#)

Pilots Honored for Public Benefit Flying

BY GENERAL AVIATION NEWS STAFF

Two volunteer Angel Flight pilots have been awarded the 2020 Public Benefit Flying Awards.

Awarded by the [National Aeronautic Association](#) (NAA), in partnership with the [Air Care Alliance](#) (ACA), a nationwide league of humanitarian flying organizations, the awards were created to honor volunteer pilots, other volunteers, and organizations engaged in flying to help others, as well as those supporting such work. This year's recipients are:

Scott Gloyna serves as Angel Flight South Central's Northwest Texas Wing Leader, where he engages and mentors pilots interested in public benefit flying. As a volunteer pilot, Scott dedicates his time to helping people who are faced with life-threatening illness, and during the COVID-19 pandemic, he has found new ways to support local communities while including other volunteer pilots in his efforts.

Scott's enthusiastic and compassionate dedication to public benefit flying has had a ripple effect through West Texas communities and the entire Angel Flight organization, according to officials.

Charlie Tillett joined Angel Flight Northeast in 2001 and has been instrumental in the support of their mission to provide free flights for children and adults traveling to medical treatment. When the global pandemic began and families scrambled to get loved ones home safely, Angel Flight Northeast experienced a large increase in requests for flights over 1,000 miles. Charlie became the go-to pilot for these missions, flying at least weekly over the next three months, as he covered enough miles to travel round trip from Boston to San Francisco four times. His 30 years of flying experience, detailed knowledge, and calm professionalism were evident to passengers on every flight.

"Each year our Public Benefit Flying Awards recognize the fact that aviation plays a key role in our ability to respond to a variety of emergencies from natural disasters to the transport of patients, medical supplies, and organs," said NAA President Greg Principato. "Many times, those recognized are volunteers, who combine their passion for aviation with their sense of responsibility for others."

Want to Build Your Own Airport?

BY WILLIAM WALKER

Building your own airport is an often-heard aviation goal that is achieved more often than you might imagine. Of the more than 19,000 airports listed in the U.S., more than 14,000 are privately owned.

Knowing I wanted to build my own airstrip, I interviewed several individuals who owned or maintained grass airports in the Carolinas area where I fly, seeking their suggestions on building and maintaining my own airport. Their advice covered everything from the best grass to choose to how to take care of the grass airstrip once it's complete.

Glen Gleason (1940 J-3 CUB)

... After several months of work, which included knocking down trees with a bulldozer and tiling and covering a ditch that crossed the new runway, Gleason had his 3,000-by-75-foot landing strip roughed out. For grass he chose Bermuda. For difficult areas, he added Centipede. Gleason flies his 1940 J-3 Cub and 1966 Cessna 172 from the field and houses the aircraft in a 44-by-44-foot hangar he built.

Jim Adams ...built an airport on his family farm near Rowland, N.C.

"The first phase quite a few years ago was 2,300 feet," Adams said. He later bought a twin Comanche and extended the runway to 3,600 feet. He now flies a Cessna 172 from his airfield. "I'm on the sectional as 8NC and not too long ago I decided to switch over from a strictly private use airport to a public use airport," Adams said.

Retired Piedmont and U.S. Air pilot **Jim Hall** walks out of his house and down to his hangar 100 yards away practically every day. His airport, 32NC, represents the fulfillment of an aviation dream he had since he was a boy. Hall said He found a 20-acre tract outside Parkton, N.C., and built his 2,000-by-200-foot runway in 1989 before building his home on the property. "I had to have a motor grader come and level it out," he said. "And I had to have some trees taken down." Hall flies a Super Cub and finds the 2,000-foot runway well beyond his landing and takeoff needs. "I love being able to walk down to the hangar and take off."

Super Cub pilot **Dawson Simmons**, a longtime package delivery specialist, has perhaps the most unique airport. Simmons' 2Dawg Field is a 1,400 by 80-foot lighted grass strip near Council, N.C. "It was originally a crop field," Simmons said. "It wasn't that hard to build. I had to put down a culvert to cover one ditch and went in with the tractor and a box blade. I put in a little

trench on each side.” He paid the power company to bury an electric line at one end. “That improved the approach a lot,” he added. “I tailored the airstrip to the amount of property I had,” Simmons said. “I wanted a tailwheel style airplane and got a Super Cub, a 1950 with a 160 horsepower Lycoming engine. This runway is tailor-made for the Super Cub. ... It gives me pleasure to take off right at the house. I fly more because the airplane is by the house. ... I cut it with a regular finish mower and with a zero-turn radius 48-inch mower and it takes me about an hour. It is actually a joy to cut.”

Triple Tree Aerodrome near Woodruff in the South Carolina upstate is a manicured 7,000-foot grass airport that hosts a variety of aviation events each year. It was founded by former business executive **Pat Hartness** who established the aerodrome as a 501c3 non-profit and donated the land as his gift to aviation. ... “Pat Hartness started on the runway pre 2007,” We had a lot of tree removal and dirt moved to get the crown so the water would run off. That was probably an eight- or nine-year process from start to finish. The runway slopes from 3 to 21 going uphill slightly. The length of our full-scale runway is 7,000 feet and it is about 75-feet wide.” “We have our own mower that we built,” Crain said. “It’s a rotary deck mower with 18 decks and it cuts a 38-foot swath. It’s one trip down and one back and takes about 12 minutes.”

Corporate pilot **Ken Cox** reestablished a ploughed-over airstrip at the family farm near Newton Grove, N.C., in 2008. “One of my neighbors had his own grading equipment and put it in for me,” said Cox, a retired U.S. Air pilot. “It is 2,750-by-60-feet between the drainage ditches. Total width is 80 feet. The runway was crowned and packed. It’s solid.” “I seeded it with common Bermuda,” Cox said. “I used a seed spreader and put it down.” The only upkeep now is the cost of the tractor and the mower.”

Jimmy Dean began a career in aviation as a line attendant while still in high school. He learned to work on aircraft, earned an A&P certificate, and later became an airline pilot. He found a 30-acre property near Cameron, N.C., and bought it — as well as a chain saw. “I cut down trees and then had a bulldozer take out the stumps,” he said. “I seeded it with Bermuda. I have a six-foot bush hog for rougher cutting and a six-foot finishing mower that I pull behind the tractor.” The airfield is 2,400 by 150-feet. “We are 24 and 6 on an incline,” he said. Dean flies a 1936 J-2 Taylor Cub from his airfield and is restoring a 1928 Waco ASO in his hangar workshop.

Tips From the Experts

An airport project begins with finding the right property, those interviewed

said. Your runway must match the performance capabilities of your aircraft. An important consideration in evaluating the property for an airport is the approaches. Powerlines and cellphone towers along or near the approaches can be deal breakers. And homeowners under the proposed takeoff and landing flight path are not always happy about aircraft noise. Do it all yourself, or as much as you can, the owners advised. Buy, borrow or rent a tractor and get proficient at pulling a box blade, they say. For rougher surfaces with rocks, a tracked skid steer loader such as a Bobcat, Kubota or Cat is often a better choice.

And if you have a fairly smooth plot of land with a pasture or a large open space, one suggestion for tailwheel pilots is to go with larger tires, such as bush or tundra tires, and land with minimal surface preparation.

Also, prior to construction review [FAA Part 157](#), which involves notice of construction, alteration, activation, and deactivation of an airport. FAA Form 7480-1 is the required form.

State and county regulations should also be consulted to ensure compliance with state and local rules on establishing an airport.

As noted, Bermuda seems by far the best choice for grass for airstrips in the Southeast. It handles heat well and prospers in the humidity.

A friend from New England recommended Kentucky Blue Grass for his region. That is also popular in the upper Midwest and in Washington State and Oregon and many other areas of the west.

I lived in Florida for a while and I love the beauty and spongy nature of St. Augustine grass. A friend in Texas said he planted Zoysia grass seeds. The county extension office staff in your area is the place to start for expert, free advice on the right grass for your location.

From personal experience I know you can plan on at least 100 hours of tractor time working on a 2,000-foot strip that is being constructed from cleared land. Add 40 hours if stump clearing and burning or burying are necessary.

And don't bury stumps on or near the runway. The covered area will eventually sink as the wood disintegrates.

Unless you can borrow a box blade, expect to spend at least \$300 for a used one or at least \$650 for a new five-footer. I already had a tractor and my diesel fuel costs were about \$300 for the 2,000-foot strip.

If you have drainage problems or a ditch crossing your runway, you'll need several lengths of 20-foot heavy duty plastic culvert pipe totaling \$300 to \$400.

If you want a quick-draining runway, have it shaped and crowned by a motor grader. Prices are negotiable and vary seasonally, but in the Carolinas the quotes came out to approximately \$1,000 per thousand feet for a motor grader hire.

See full article at: <https://generalaviationnews.com/2020/10/21/want-to-build-your-own-airport/>

EAA Chapter 766 Earns EAA Silver Recognition for 2019



Newsletter Submissions

Please send news, original articles and/or photos by email to:
joepilot766@gmail.com

Acceptable format for text is WORD, EXCEL and PAGES. The editor reserves the right to edit text or adjust layout to meet newsletter format requirements. Photos should be submitted in JPG or JPEG file format and of high resolution with a minimum of 3 megapixels. Deadline for submission is the 20th of month prior to publish month.

Future Membership Meetings

December 21, 2020 Virtual meeting at 7 pm
January 18, 2021 Virtual meeting at 7 pm

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Newsletter
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