



PROPWASH



EAA Chapter 766

March 2021

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 6:30 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 2/15/2021

Opening

The February online membership meeting of EAA Chapter 766 was called to order at 6:30 p.m. Monday 2/15/2021.

Present - 12 participants

Approval of Agenda - Approved by Majority

Approval of Minutes - January minutes were approved by the Board.

Officers Reports

President – Dan Dominguez

Leads meeting -

Vice-President – Mike Jones

Facilitated the WEBEX meeting. In-person Hy-bred meetings are on hold.

Treasurer – James Fintelmann

Reported current financial status.

Secretary – Kyle Hokel

No -Report- Thanks to Bruce Becker for recording notes from the January meeting.

Membership – Luiz Cordeiro - Sent updated Membership Roster to Board Members. Unable to join the WEBEX meeting.

Activities – Dave Rudd -

Places are closed to public due to COVID-19. Activities are put on hold. Notes -new and replacement name tags are available for members needing tags. Solicits \$250.00 from Chapter Funds to pay for new tags. Approved by Majority. Also, suggests we gather "Trivia" about Chapter 766 to include each month in Newsletter. Anyone can submit relevant items.

Program – OPEN

Currently looking for volunteer.

Newsletter/ Web – Bruce Becker

Confirms Newsletter distribution and solicits any aviation related topics that might be of interest to be forwarded for inclusion.

Young Eagles – Bridgett Neu

No groups currently inquiring about potential events at AHC.

Notes that G.I.A. virtual meeting - planned / hosted by WI -99's for Feb 27th 2021

Will inquire: with Boy Scouts re: interest in event for a Badge, at AHC

: about conducting an EAA Youth Protection Training class for pilots

: assess where G.I.F.T. event can occur. Try to hold at AHC

SBM Activities – Matt Grenoble

Not in Attendance - No report

Old Business / Open Issues

Wings & Wheels 2021: would mark 30th Anniversary. Lee K. noted it may not be feasible until next year. Members agreed: planning of June event is put on hold. Glenn V. noted it should only take two months to prepare if things change.

Recognition - Dan Dominguez will deliver officers/directors recognition pins and certificates to AHC where recipients can collect. Then verbal recognition would be made at a future 2021 meeting.

Adirondack Chair - . Parts are available at AHC. Bruce Becker will note in Newsletter a need for a volunteer to assemble.

New Business

New members and new AHC volunteers with bios and photos will be in newsletter when forwarded to editor. Current AHC Board members will also be listed in newsletter when forwarded to editor.

Donation of Gyro Copters' to AHC

May require help from EAA members.

Video from EAA speaking of 2021 events and looking forward (six minutes)

<https://www.eaa.org/videos/chapters>

Looking for new Program Director

Programs would be virtual at this time so speakers could do online.

Future virtual meetings will be at **6:30 p.m.** every third Monday of the month

Agenda for Next Meeting- TBD

Adjournment

WEBEX virtual meeting concluded at 7:30 p.m.

Minutes submitted by: Kyle Hokel

2021 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 [Here](#)

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 6:30 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 a.m. to 11 a.m. at the Aviation Heritage Center. Whether you fly-in or drive, everyone is welcome.

EAA Chapter 766 Membership

EAA Chapter 766 currently has 41 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 – [EAA Chapter 766 Membership](#)

New EAA Chapter 766 Member

Please welcome Emily Lahner to EAA Chapter 766. Emily grew up in the Sheboygan area and has recently returned after travelling the country for a few years. She has dabbled in many hobbies, including snowboarding, beekeeping, and backpacking before discovering her love of aviation. Emily trained for her private pilot certificate in both Idaho and Alabama and is currently enrolled in Utah Valley University’s aviation program.

Sheboygan County Municipal Airport Newsletter

Click on the following for the latest Airport Newsletter
by Matthew Grenoble

[February 2021 Airport Newsletter](#)

EAA Sport Aviation Magazine

Click on [EAA Sport Aviation Magazine](#) for EAA website to view the digital monthly magazine (username and EAA number is required)

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

EAA Chapter Video Magazine

<https://www.eaa.org/videos/chapters>

Boeing 777 Engine Problems

Investigators said late Monday that two fan blades in the Pratt & Whitney engine broke off and one of them showed signs of metal fatigue, or hairline cracks from the stress of wear and tear. They believe the weakened blade broke off first, then chipped off half of an adjacent blade.

[CNN Reports 777 Problems](#)

FAA Accepting Applications for Aviation Workforce Development Grants

The FAA is seeking applications for two Aviation Workforce Development Grant programs aimed at developing and inspiring a more inclusive pool of pilots and aviation maintenance technicians to join the next generation of aviation professionals. The Aircraft Pilots Workforce Development Grants provide money to expand the pilot workforce and educate students to become pilots, aerospace engineers, or unmanned aircraft systems operators. The Aviation Maintenance Technical Workers Workforce Development Grants will help prepare a more inclusive talent pool of aviation maintenance technicians.

Applicants from academia and the aviation community can submit applications to www.grants.gov through March 22, 2021. Potential applicants are encouraged to visit www.faa.gov/go/awd to review frequently asked questions, eligibility requirements, and guidelines.

List of Firsts in Aviation

Have you ever wondered who was the first person in the following categories: First Person to Fly, Lighter than air (Aerostats), Heavier than air, Practical Flight (1917-1938) and Jet Age (1939-present). Please take time to enjoy WIKIPEDIA's list as an easy reference.

[WIKIPEDIA's List of Firsts in Aviation](#)

EAA is bringing the Aviation Museum to You!

If you love aviation history, you'll love our new museum webinar series featured on the second Tuesday of every month. Join Chris Henry and Ben Page from the EAA Aviation Museum staff and special guest presenters as they educate and entertain you with captivating stories of our museum's aircraft and artifacts collection through live and interactive webinars. Please register to attend. EAA

[Register](#)

New Safety Data Tool Available on FAA.gov Website

WASHINGTON – The [Federal Aviation Administration](#) (FAA) is making it easier to research aviation safety guidance material from the [Office of Aviation Safety](#) (AVS).

The [Dynamic Regulatory System](#) (DRS) combines more than 65 document types from more than a dozen different repositories into a single searchable application. This comprehensive knowledge center centralizes the FAA's aviation safety guidance material from the Flight Standards Information System (FSIMS) and the agency's Regulatory Guidance System (RGL).

Each guidance document includes a link to the Code of Federal Regulations provision on which the document is based. DRS contains more than 2 million regulatory guidance documents, which can be browsed or searched. A search engine allows for basic or advanced searches and different ways to sort and view the results. The system includes pending and current versions of all documents along with their revision history. Information in the DRS is updated every 24 hours.

The DRS exceeds the requirements of the FAA Reauthorization Act of 2018 (Public Law 115-254), to establish a centralized safety database. DRS is constantly evolving, and in the future will provide even more features, functionality and document types. It will allow the agency to eventually sunset legacy systems such as FSIMS and RGL. Subject matter experts across the global aviation community collaborated on this project.

The tool represents a giant step forward in providing consistency and standardization of regulatory interpretation by expediting research of aviation regulations and related documents. In the past, complex research projects could sometimes take days. DRS has consolidated all of this information so projects can be completed in minutes.

COVID-19 Pandemic NOTAM Highlighting 12 Jan CDC Order for all Passengers Entering the U.S.

Notice Number: NOTC1682

1) A negative result for a pre-departure test for SARS-COV-2 (the virus that causes COVID-19) taken no more than 3 days in advance of departure; or
2) Recovery from COVID-19 within the previous 3 months or as specified in CDC guidance.

A Day In The Life Of a Contracted Pilot

by Jay Hoogstra

For my wife:

With no net connection so no way to contact or plan further I had little else I could do so decided to write a story. It's live and true. After an unscheduled week in Columbia the right engine turned over so slow but it did start and I was able to fly out of Columbia at exactly 12:45 PM, Friday the afternoon of April 25, bound for the frontier town of Cobija Bolivia. I landed at Cobija at 4 PM. On roll out I was thinking, "I hope the right engine starter has one more start in it. I don't want to have to fix it in the dirt of this remote ramp." First the inspections proceeded, papers, aircraft and me. Then the explanations, all in my poor Spanish. Why are there no original copies of various documents, where did you come from and why are you here? The inspectors were several and unique to say the least. One nursing a baby while questioning proceeded, another with a dog to root for drugs in my bags and the small aircraft, another that was very proud of his broken English asking about the person the aircraft is registered to and yet another who demanded an exorbitant fee, all talking at the same time. It was closing time on Friday for the bureaucrats. I gave them Fidel's daughter's cell number in the course of the questioning and they must have called her because all of a sudden I had a phone thrust in my hand. It was Kattia with curt instructions to get to the Hotel Dorado and when I hung up the tone of the inspection had changed to one of welcome and the tempo changed from chaos to absolute chaos. Kattia instructed me to go to the hotel but immigration had other plans for me. In a rush I secured the aircraft, grabbed all my bags and at the direction of the immigration official took a ride with my luggage in hand on the back of a rocket motor cycle with a driver that had a death wish. I considered bailing a couple of times at red lights but he never slowed enough for a relatively painless egress and he did get me to the immigration office across town before closing time. To their great credit the immigration folks got me processed while themselves staying late and breaking all kinds of national immigration rules I'm sure. I needed a passport photo on a red back ground (Bolivian colors). An official took my white back ground photo that I happened to have along and went to work with a red pen. \$135 USD cash was required for the visa. The smallest I had was \$140. My small bills had been depleted the week before. There was a scramble to get the current exchange rate and get me change in Bolivian currency to the last Boliviano. Then a long wait for I knew not what, in the dark with the office doors locked. Things were

friendly so I remained subdued and congenial making small talk with the armed guard, a Bolivian Army veteran of 20 years and as such, a comrade in arms. My planned exit was through a large glass pane in front of me that did not have bars across it. Some one was evidently called from supper in another part of town with the appropriate stamps for the consummation of my visa. I asked for 10 days. Near as I can tell I can only stay in Bolivia 5 years. I was hustled to a cab and careened down the street and around the corner a total of 6 blocks where I was deposited in front of the hotel Dorado. The cab bill payment required 20 of my 32 Bolivianos. The desk clerk was warned. A blue eye with captain's shoulder boards gets room 101. So without registration I was proudly escorted to my 10' X 10' cubical with AC, a queen bed, refrig, free-standing full length mirror, (evidently a necessity for captains) 2 night stands, a wardrobe and a 2' X 2' desk with chair. The ceiling was 14'. Wish I could have turned the room side ways. I marveled at the sumptuous accommodations and tipped the attendant my last USD. It was received with little joy. The adjoining phone booth sized bathroom with shower has one knob for the sink and one for the shower, the temperature dependent on the time of day you choose to shower but always refreshing whether you want it that way or not. This seems to be the plumbing norm in the Amazon. I was kind of looking forward to lounging in a hot shower. Oh well. Internet next. Yes, they have internet but it is not working today. Maybe on Monday. It is 8 PM and I have had nothing except to drink since breakfast cereal. I had left my stock of sardines and canned fruit in the plane because it was too heavy for the motor cycle trip I anticipated. Note to self: Don't make that mistake again you moron. A can in a belly bag is sustenance and a substantial weapon. The desk clerk was questioned about food, followed by a reconnaissance for potential food sources in the neighborhood. Lots of open air, street side vendors but no one that would take \$USD or my VISA card and my 12 remaining Bolivianos were not enough for even a taste of mystery meat. The desk clerk had no way or no interest in exchanging dollars for Bolivianos. I was politely informed complimentary breakfast would be served at 7 AM the next morning. As I drifted off my thoughts turned to my wife who I could not reach to assure things were OK. Often she is not happy about my short conversations. I don't want to lie to her or cause her to worry so I spare the details. If I make it through the day all is OK.... Thanks God for carrying me safely through this day. Now I must work onCommunications with Fidel.....transportation to the airport....Avgas and a way to pay for it.....Where should I go if no one collects me by check out time tomorrow File a plan and payment of fees.....What if the right

starter will not work this time..... I don't know if it was hunger, light or my internal alarm that woke me at 6 AM. First tasks first. Communications. The computer battery is very low. Internet? 220 Volt 50 cycle outlets in the room. The computer power supply has instructions that it will accept 110 – 220 volts, 50 to 60 cycle. I bend the plug so it will fit in the foreign outlet. No smoke. Good. Plug into the computer and still no smoke. A little shock if I touch metal on the computer so I'll carefully stay on the keys. We have a successful launch but no internet. I e several notices that all is well that will not get out for a while. Soon I hear movement in the breakfast area. The offering is meager and unusual to me but at this point anything looks good. After wolfing down breakfast I retire to my room. My stomach is not pleased with what it is faced with. The Bolivian coffee is the only liquid offered and I drank lots of it. All evidence is that I should not trust the tap water here. At about 9:30 a knock on my door and I recognize the lady that provided breakfast. A contractor to the hotel. She had a \$20 and 2 \$10 bills that were very worn and she explained she could not trade them at the local bank for Bolivianos. I tried to make a deal with a \$100 USD bill but she declined. She accepted the last USD \$50 I had. She gave me her worn out 10's and the 20 and returned a short time later with an additional 60 Bolivianos. Progress. I'm going to shave, scrub and pack. After all, you have to be optimistic and prepared. What was that from the notorious Indy 500 winner A. J. Foyte? "Luck is where preparation meets opportunity." At 12:30 the cavalry arrived, my brother from a different mother, Nico, and Fidel's pilot from Bolivia, Hannibal, a very pleasant young man who introduced himself and in the same breath asked if he could join me on a run the next chance we get. Evidently my Bolivian friends in Honduras had found my routine, news worthy. It was quickly decided that we must move along to accomplish today's mission which was to complete a substantial job in route to the base of operations. In a cloud of dust, smoke and a hi ho silver we were off to the airport. Upon arrival momentum was soon lost because of bureaucratic entanglements and it was decided to scrap today's plan and spend the balance of the day completing requirements for an early departure tomorrow, Sunday, an even more difficult day when dealing with officials.

"After work was completed in Bolivia, a story of it's own, the return to Honduras"

I was way past having enough. In America we do live in the promised land. Things are new and fresh and maintained. Built according to a plan, organized and my heart longed for all these things that were absent for the past month. I can usually endure much longer with an occasional

conversation with English speaking friends to commiserate with but I was on my own in Spanish land and the language lessons included deprivation and more cultural emersion than I could stand. After working 3 weeks in Bolivia my exit from the border town of Cobija Bolivia was as acrimonious as my entry. In many countries you need to post an authorization number on your flight plan to enter the country, a different number to fly domestically and yet another number to exit the country. I was trying to depart Bolivia and after sitting a week waiting in the same gritty little hotel that was my abode when I entered Bolivia I was crazy bored and concerned to the extreme. Maybe that 5 year Bolivian visa was going to come in handy but I was way past having enough. It was Friday and the pros at the US flight planning service were out of ideas on how to get clearances out of here before the international flight insurance on the aircraft and my permission to fly the aircraft from the aircraft owner expired in 36 hours. I was on my own. Out of desperation I hatched a plan to attempt to get out using my old entry number. If caught, I planned to blame it all on miscommunications. A not very good plan B was a dash into Brazil across the foot bridge in the middle of town joining the 2 countries. Only a partial solution, fraught with many other problems and not very appealing. At 8:00 AM that Friday morning, plan A was set in motion at the boarder immigration booth where my passport got the Bolivian exit stamp. Departure tax was paid to the lady with the still hungry baby. With tax receipt in hand I proceeded to get the dog sniff completed and received the appropriate stamp, then a quick good-bye to the fire department guys and the air traffic controller who are as lonely as the Maytag repair man and are as hungry for attention as an abandoned dog. Last hurdle, file the flight plan. The flight service station guy checked my passport for the departure stamp, tax receipt checked and dog sniff stamp checked. I thought I had it made easy until he stopped with a puzzled look on his face when he came to the line on my flight plan with the departure number on it. I held me breath. He swung around in his chair to the computer behind him and pecked away. I could tell he didn't like the answer he got from his computer either. He swung back around and with a flourish stamped all copies of my flight plan. I'm sure I shook his hand good-bye too eagerly, then sprinted to the aircraft. With the engines started and a quick call to the control tower I was taxing to runway 20. The controller gave me my IFR clearance to Leticia Columbia straight off my flight plan. His last sentence sent a little chill up my spine. "Stand by for IFR release from La Paz." Oops. Didn't plan on that. The taxi to runway 20 and engine run up were completed at lightening speed. Everything in the green. Then the excited

call from the tower in broken English. "N555DA taxi clear of the runway immediately." My reply, "Understand N555DA cleared for take off immediately" as I jammed the throttles to the stops and turned the volume on the radio down so I didn't have to listen to what followed. Right after lift off from Cobija with the gear tucked in the wells a broad smile crossed my face. I was a very happy boy. In 90 seconds I was over Brazil and after a couple of minutes changed frequency to Brazilian control where I received a cordial welcome. When I started the engine in Cobija for my get away, the starter didn't disengage and it chewed all the teeth off the starter gear on the starter bendix assembly. I had no way of knowing this until I went to start that engine after my quick turn in Leticia Columbia. So now I have a little problem to solve and a dead line to meet. After some quick negotiations with the local aviation parts supplier: Plan A, get a starter from Bogotá, used, \$650 + freight and money wire transfer. I would have to do the bank wire transfer first thing Saturday morning. The starter would arrive Saturday afternoon. I could start my 2 day travel Sunday morning with run out insurance and run out permission to fly.

Plan B

One of the airport fire men was watching me rip the starter off. He looked curious so in my poor Spanish I tried to explain what and why I was doing. He said in perfect English, you can talk to me in English. He understood the problem. He was the fire boss and told his boys to hold down the fort for a while. Off to a couple of junk yards. No joy but at an auto parts store we found the exact gear I needed on a different type of bendix. It was an orphan part they were trying to unload for the past 30 years, \$10. Solution. Cut the bad gear off the bendix for the aircraft. Weld the new gear on. Off to the machine shop in town. They say they Can Do. I'm skeptical. In Spanish the machine shop guy says, "Come back at 7 PM \$40." I'm back at 7 to pick it up. Not a perfect fit but it only has to work for 10 seconds 4 times. I installed it in the starter and on the aircraft in the dark and gentle evening rain with the help of all the fire guys and the lights of the fire truck. On the test an easy start resulted. A \$100 appreciation donation was offered that was quickly increased to \$200 to move the mood from mixed joy to overwhelming joy. 10:30 PM to bed. No supper. Exhausted Off the ground Sat Morning at 0740. At SKNV great quick turn. Same at SKRG and into Panama for the night. Clean room. Cold and hot running Yikes, a break from chicken and rice ++ internet that worked well. What a treat. Off there at 0740 Sunday and the miracles continue. I landed in San Pedro Sula at 11 AM and started the 100 hour inspection including starter removal and trouble shooting..... Just another day at work.

MAYDAY AT MOUNT MCKINLEY REAL PILOT STORY

Imagine flying the gorgeous Alaska Mountain Range, sharing spectacular views of Denali Park with your passengers. Then, just as the stunning panorama of what was then called Mount McKinley spreads out before your eyes, something goes terribly wrong with the airplane—the aircraft becomes uncontrollable at 11,000 feet. Learn how the pilot managed the almost impossible task of flying his aircraft and watch actual footage of the developing dilemma. Please view the following YouTube for the entire story. AOPA Website

<https://youtu.be/2wOiGS9RODY>

Pilot error caused Kobe Bryant's helicopter crash

The National Transportation Safety Board concluded that pilot Ara Zobayan's poor decision-making is the likely cause of the helicopter crash that killed NBA star Kobe Bryant and eight others last year.

The NTSB found that Zobayan was flying under visual flight rules, which means he had to be able to see where he was going, but decided to fly into thick clouds, where he became spatially disoriented. While he had been trained to fly using only his instruments, Zobayan had not received clearance to fly in such conditions that day.

The board identified "self-induced pressure" as a likely contributing factor to Zobayan's poor decision-making, as well as "plan continuation bias" – that he felt compelled to finish the flight because he was close to its final destination.

"By most measures, the interviews that we conducted, the pilot was well thought of, well-regarded. He was the chief pilot. Had good credentials," NTSB chairman Robert Sumwalt said during a four-hour board meeting about the findings.

"I think this illustrates that even good pilots can end up in bad situations."
USA Today

EAA Chapter 766 Earns EAA Silver Recognition for 2019



Newsletter Submissions

This is YOUR newsletter. Let us hear from you!

We need **YOUR** input. Send us news or original articles by email to: joepilot766@gmail.com Use the subject: "EAA 766 Newsletter Input". Acceptable format for photos is JPEG, TIF, GIF and PNG. Acceptable text is WORD, EXCEL and Pages. Don't waste time formatting for nice layout. Editor reserves the right to adjust photo resolution, edit text or adjust layout to meet newsletter format requirements.

Deadline for submission is the 20th of month prior to publish month.

Please note: Hard copy/printed pages cannot be used.

Future Membership Meetings

March 15, 2021 Virtual meeting at 6:30 pm

April 19, 2021 Virtual meeting at 6:30 pm

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Newsletter
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