



## November 2023

### From the Prez:

The next Chapter meeting will be in the front of the terminal in the baggage claim area Tuesday, Nov 14, 2023 at 6 PM. We will start with a potluck social half hour with paper plates, plastic table ware and cups provided the same as we did in October, then continue to the business and pleasure meeting.

**Please take the annual online chapter survey to give feedback and help determine our way ahead.**

[Take the Survey](#)

As I mentioned last month, chapter elections are coming in December so it's time to start searching consciences and offer yourselves to take over as chapter leadership. In looking back into history, I find that Carole and I joined Chapter 776 in October 1989. That calculates out to be 34 years and makes us the most senior members of the Chapter. In 1991, I was elected chapter president and Carole was elected chapter secretary. I have served either as chapter president or vice-president for most if not all of the 32 years between 1991 and 2023. Carole served intermittently as secretary through the 1990s and since 1992, the first year of the Young Eagles program, she served as Young Eagles Coordinator, with me as her assistant, all the way to 2023 when Larry Portouw assumed the Young Eagles Coordinator



## EAA Chapter 776

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## Upcoming Events

**EAA Ch 776 meeting Tuesday, November 14<sup>th</sup> at 6pm at the Terminal Building. Potluck. ELECTIONS**

[Buckeye Air Fair](#) 16-18 February 2024

[Arizona Pilot's Association \(APA\) Calendar](#)

[APA Newsletter](#)

[New Mexico Pilot's Association Calendar](#)

[This Day in Aviation](#)

duties. George Clarke, presently the chapter secretary, is the next most senior chapter member having joined in the mid-1990s. For the past many years starting in the late 1990's, George served as Young Eagles Ramp Safety Officer, Flight Planner, Recruiter, Traffic Controller and gofer. The late Leo Scherping was an invaluable third member of our chapter leadership and YE efforts from the late 1990's until 2022. Joe Spurgeon stepped up this year to relieve George of this flight line duty. We have yet to find Leo's replacement. Bottom line, Carole and I and George wish to be able to sit on the back bench now and let younger, more energetic folks lead the chapter. Paul Brick, our current vice president, has the same feelings and other chapter officers similarly would like to stand down and let new blood lead the chapter. Please look inward and upward and step forward to invigorate and lead our chapter.

Our October 28 Young Eagles Rally successfully flew 20 Young Eagles from the Veritas school and Civil Air Patrol. The weather was perfect. See Larry's posting of the six pilots who participated. THANK YOU. And a big THANK YOU to all the volunteers who joined in! Let's do it some more. Of significance was Scott Carnett flying six kiddoes in his very new and large Quest Kodiak.



*Scott Carnett's Quest Kodiak*

Scott was a very welcome addition to our flight line. We need to cultivate a reliable roster of available pilots and volunteers to help determine how many kiddo's we can recruit for YE events.

Also, of high significance this month was a special flight that George Clarke and I were privileged to take in the pictured Cirrus Vision Jet on Friday, October 27. The owner and pilot of the Vision Jet, Odell L'Heureux, Jr., is the son of Odell, Sr, who was my first supervisor at Fort Huachuca in 1980-84. Odell, Sr. and I have continued a close relationship over the years and knowing my interest in aviation he pledged a couple of years ago to snag me a ride in his son's Vision Jet. Unfortunately, and with sadness, Jr flew Sr. into Sierra Vista on Friday, the

27th from Prescott for the funeral



*Cirrus Vision Jet SF-50*

service for Marilyn L'Heureux, Sr's wife and mother of five children. Sr. came through on his pledge to cadge me a ride in the Value Jet. Both Sr and Jr attended a portion of our Friday séance' in the terminal. I invited George to come along and gave him the co-pilot's duty since he is an old-time jet jockey. Odell, Jr. allowed George to fly the airplane for several minutes as we toured over the San Pedro River valley. We were both impressed with the Vision Jet's glass cockpit and built-in safety features including the parachute and the no pilot full hands-off GPS guided landing at the closest airport. I don't think George has wiped the smile off his face since we took the ride.

For entertainment after the business meeting I will continue to show the second half of my anthology of airplane pictures that Carole and I have taken over the years on the chapter TV .

*If you don't like people, you will never be a success no matter what your talents are. - Paul Poberezny*

Fly Safe,

*Cliff*



## Young Eagles

The chapter hosted a Young Eagles rally on Saturday, October 28<sup>th</sup> at Libby flying kids from Veritas and CAP cadets. A total of 20 kids got rides. To date, EAA 776 has flown



*Flight Line*

8981 kids. Let's keep it up. We are still looking for a non-flying event Trail-boss to ride herd on goings on at rallies.

Thanks to all that volunteered to help out. Our pilots for this event:

Pilot	Kids Flown	Aircraft
Scott Carnett	6	Quest Kodiak
Chris Daley	2	AeroPrakt
Marvin Hurd	2	Sting Sport
Dan LaChance	2	RV-7A
Mike Scott	3	PA-28-180
Cliff VanVleet	5	PA-22

Be looking for a reboot of the Douglas YE rally in the fall of 2024. If you have one-offs you want to fly, contact Larry or Cliff for forms and logbooks.



## EAA CHAPTER 776 THE SKY ISLAND EAGLES Minutes 10 October 2023

This was the Chapter's first meeting returning to the second Tuesday of the month at 1800 schedule with a potluck instead of donuts and coffee. It was a good turnout with lots of tasty accoutrements. Those attending were George Clarke, Anne Ballinger, Cliff and Carole Van Vleet, Paul Brick, Ben Middleton, Marvin Hurd, George Pohlman, Chris Ireland, Angelo Petropolis, Jon Nelson, and Chris Daley. The guests were Michelle Snodgrass and Isabella Snyder. Total was 12 members and two guests.

After the Pledge of Allegiance and introductions all around, a big welcome was extended to Michelle and Isabella and congratulations to them both for obtaining their Private and Commercial tickets respectively.

The Secretary then requested that the minutes for the September meeting be accepted as published in the October Newsletter and they were by unanimous vote of the attending members.

The Treasurer then gave his report of \$1,235.14 in the chapter checking account and \$22,800.72 in the chapter special Young Eagle account. Jon Nelson reminded us that the 2024-chapter dues could be paid anytime.

Cliff reminded us that elections for chapter officer and director positions are coming up

in December and would the membership please look at running for them to give some relief to those who have been in the current positions for far too long.

Cliff reported on the Cochise College Aviation Department Open House that he, Carole, George Clarke, and Chris Daley attended on the 5<sup>th</sup> of October. The College served a very good pancake and sausage breakfast. Those attending did not get a chance to talk to the young woman that had invited us (she had an emergency appendectomy) nor to Belinda, but we did talk to a young woman, sitting at our table, who is responsible for recruiting and selling the services of the Flight Department. The Flight Department wants to join us for another Young Eagle Fly Day in Douglas, if and when we decide to have one. We also met the instructor from the Wilcox flight school, and he was very positive about helping us in our Young Eagle endeavors, but he will be leaving the area to pursue an airline career in about 30 days.

Young Eagle Fly Day is on Saturday the 28<sup>th</sup> of October. Things are moving along, and we hope to fly around 50 kids. Neither Joe Spurgeon nor Larry Portouw was able to attend tonight's meeting.

As mentioned above Cochise College wants to support another Young Eagle Day at Douglas and we have heard from the Douglas Rotary Club that they are looking at doing that again also.

The Buckeye Air Fair will be supported again next year by AOPA and take place sometime around mid-February.

With no report from the absent Joe Spurgeon, George Pohlman reported that the first meeting of the City's new Transportation Commission went pretty well. The City is working on another 5-year plan for the airport – results, as usual, to be presented to the public after they have been finalized by the City.

Cliff and Paul reported on the Short Wing Piper Club visit to Pima Air Museum and to the Titan Missile Museum. Both museums are well worth the time, especially Pima Air as they are constantly adding new aircraft.

Angelo Petropolis gave us a brief report on his taking part in a Young Eagle Fly Day/pancake breakfast up in Pagosa Springs, Colorado recently. They advertised in local papers and with flyers. The chapter flew about 74 kids on Saturday and another 60 on Sunday. They had 11 planes to support this effort and utilized GPS turn points for their routes. Well done, Angelo.

With that we settled in for some beautiful pictures of aircraft that Cliff has taken over the years along with his commentary as to what and where they were. Some really great stuff taken over a lifetime of aviation interest. Thankyou Cliff.

Before adjourning the meeting, we affirmed that next month's meeting would be a potluck on the second Tuesday (the 14<sup>th</sup> of November) at 1800 (6 PM).



## Education Corner

- 1) Which is true concerning the blue and magenta colors used to depict airports on Sectional Aeronautical Charts?
  - a. Airports with control towers underlying Class A, B, and C airspace are shown in blue, Class D and E airspace are magenta.
  - b. Airports with control towers underlying Class B, C, D, and E airspace are shown in blue.
  - c. Airports with control towers underlying Class C, D, and E airspace are shown in magenta.

- 2) What is induced drag?
- The rearward retarding force caused by the wings creating lift.
  - The drag caused by the fuselage and other protrusions disrupting the flow of air.
  - The drag caused by the propeller blades when in motion.
- 3) Lateral or roll stability is normally achieved by:

- The upward pitch of the wings, called dihedral.
- The design of the ailerons.
- The design of the horizontal stabilizer/stabilator.

4) SIGMETs are issued as a warning of weather conditions hazardous to which aircraft?

- Large aircraft only.
- All aircraft.
- Small aircraft only.

5) To obtain current information regarding cloud tops, icing, and turbulence check the:

- Pilot reports (PIREPs).
- Low-Level Significant Weather Prog Charts.
- Graphical Forecasts for Aviation (GFA).

6) The acute angle A is the angle of... (Refer to Figure 1 below.)

- dihedral.
- attack.
- incidence.

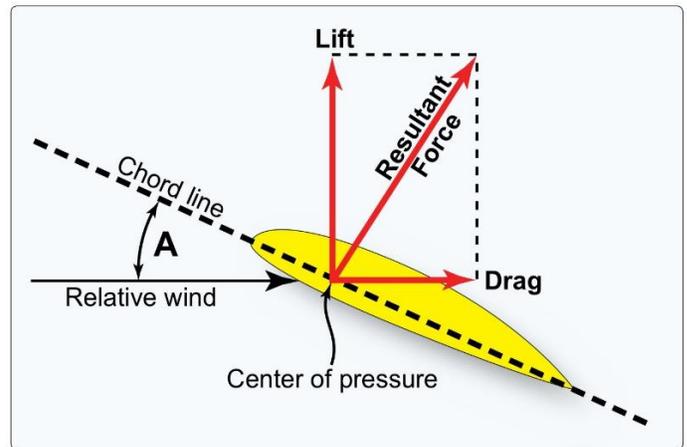


Figure 1. Lift Vector.

Answers: 1) b, 2) a, 3) a, 4) b, 5) a, & 6) b.

### IFR

You're cleared for an RNAV approach. Must you adhere to published stepdowns when you break out well above minimums?

[ANSWER](#)



## Safety Corner

### An Exhausting Tale

-or-

***Real Knowledge is to Know the Extent of One's Ignorance***

By Jon Nelson

The more we fly a particular aircraft type, the more intimately familiar we become with its systems, sounds, performance, and idiosyncrasies. The cues they offer, if we pay close attention to them, enable us to detect a problem before it becomes serious—

and expensive. For obvious reasons, those of you who own probably have an advantage

over those who rent in sensing these nuances. In the 800 hours I had logged in my Cherokee 140 at the time, I believe I had acquired a fairly good understanding of what constituted its “normal” operating temperatures, pressures, sounds and aromas.

So, when I sensed a very slight, barely perceptible change in take-off and climb performance as well as engine sound, I began to investigate: Normal EGT, normal oil pressure and temperature, normal cruise performance. Static rpm at max throttle was 2275, right at the low end of the permissible (no exceptions) static rpm range of 2275 to 2425 established by the manufacturer for this particular engine and propeller combination. *However*, it was about 125 rpm lower than “normal” for my engine. Was it the high-density altitude common here in August? Nope, max power static rpm value is independent of DA. Was it engine timing? Nope; timing was found to be advanced to the prescribed 25°. Was it an aging engine? Most likely not; engines, like people, usually age more gracefully over time. Was it anything at all—other than my imagination?

Absent any plausible explanations, I sidelined the matter and continued to blissfully fly, all the while accepting the plane’s perceived diminished performance as its “new normal.”

Bad decision.

Fast forward six months and another 50-plus flight hours, time for the plane’s annual inspection. Peering up the exhaust stack with the aid of a flashlight, my A&P discovered the problem: a piece of muffler baffling partially blocking the exhaust port. A full inspection of the removed muffler revealed bent and

broken baffling, including a couple of loose pieces that sooner or later would make their way to the exhaust port with possible dire consequences.

Not only was the muffler’s exhaust port partially obstructed, the ragged baffling still intact was seriously disrupting smooth exhaust flow. The muffler’s new-looking exterior belied a “cancerous” interior; it’s a wonder the engine ran as well as it did!

I am willing to take some heat from my peers for what I “should have known or done” if it serves as a lesson for others. Here is what I learned or relearned:

1. Become familiar with the normal sounds, numbers and behavior of your airplane.
2. Know what conditions and limitations the aircraft manufacturer prescribes for your airplane’s make and model (type). A Type Certificate Data Sheet (TCDS) contains that information. It is a repository of Make and Model information such as: description of the aircraft, engine, propeller limitations, and other information required for type certification. For example, it is in the TCDS where you will find the maximum and minimum permitted power static rpm limits for your engine and fixed-pitch propeller. In the case of my Cherokee, its TCDS also told me, among other things, that the plane is still airworthy with the door removed. Finding the TCDS for your aircraft is easy. One way is to Google “TCDS (and your aircraft make and model).” For example, *TCDScessna172* or *TCDSpa28-161*.
3. Unexplained changes, no matter how subtle, in *anything* having to do with your plane’s engine or performance or

controllability should be investigated—and RESOLVED! Never accept a “New Normal.”

My plane once again performed as it should. Truth is, I didn’t appreciate how “sick” it was until it was “cured.”

We are looking for an author for this space. Your intrepid editor will sometimes put something here, but it is best if we get one or more regular contributors.

### Part Deux....

By Larry Portouw

I had a similar experience with my PA-22 Tri-Pacer. Performance seemed off. The takeoff run was too long and climb was poor. Static RPM was within spec. The odd, but key symptom was excess RPM drop when the carb heat was applied.

We were moving the plane from Atlanta back to KFHU, and all was well until a hot afternoon take off from a small airport south of El Paso following a fuel stop. The plane was near gross weight and combined with the heat yielded dismal climb performance akin to what one might expect departing from Flagstaff. Gradually rising terrain to the west suddenly became a problem as we were in a shallow draw barely clearing power lines crossing the draw. I even resorted to turning the master switch in the hopes of eking out a few more feet per mile of climb. Once above a level plateau, the gradual climb continued as we headed to the west and the remainder of the trip to KHFU was uneventful.

Thus, the hunt from the problem renewed again. Suspecting the exhaust system, we started removing scat tubing and prepared to remove the muffler again (downstream of the carb heat muff). Someone noticed the inside of the scat tube to the carburetor for the carb

heat was coated with a gray appearing powder. Not normal.

The PA-22 carb heat muff has two pipes that join inside the muff. It can’t be visually inspected. Submerging the pipe in water and filling it with air produced a small stream of air bubbles out the carb heat connection on the muff. A crack where the pipes joined was dumping exhaust gas in the carb heat muff and into the carburetor, especially when carb heat was applied, causing a decline in horsepower.

Mystery solved, but it nearly came to a bad ending for failure to doggedly pursue the anomaly until resolution. I’m pursuing one now in my Mooney, with determination and patience.

**Video:** [Mike Patey on safety and losing 4 friends in 60 days. It’s mostly a matter of decision making.](#)



## News and Links

This month we will dedicate this section an onerous FAA AD NPRM for all fabric covered



Piper rudders. The AD would require the replacement of all Piper fabric covered

rudders. Prior to 1974, all rudders installed on Piper model airplanes were equipped with rudder posts manufactured from 1025 carbon steel and starting in 1974, the rudder posts were manufactured from 4130N low-alloy steel (Chromoly). Most parts manufacturer approval rudders are equipped with rudder posts made from 4130N low-alloy steel.

Please review the links below and comment here:

<https://www.regulations.gov/docket/FAA-2023-1893/comments>

Additional information:

NPRM:

<https://www.regulations.gov/document/FAA-2023-1893-0001>

FAA Investigation:

<https://www.nts.gov/investigations/Accident Reports/Reports/AIR2202.pdf>

AOPA Articles

<https://www.aopa.org/news-and-media/all-news/2023/october/05/ad-proposed-for-piper-rudder-post-failures>

<https://www.aopa.org/news-and-media/all-news/2022/february/17/rudder-posts-failed-on-pair-of-vintage-pipers>

<https://www.aopa.org/news-and-media/all-news/2020/september/10/pa12-accident-prompts-rudder-failure-inquiry>

Last minute add: UL94 Problems? On [AvWeb](#).



## **For SALE**

**Project.** 1959 PA-22/160 Tri-Pacer. This is a complete George Peace recover. Late model with the 2000# gross weight, split front seats

and center stack radios in the panel. Engine is run-out. Needs assembly, updated radios, interior, and struts (I threw away small fork, unsealed struts). Yellow tagged gyros and an alternator conversion with STC included.

Contact Larry Portouw,  
[aviator@portouw.com](mailto:aviator@portouw.com)



Editor's notes: Please submit input, to include articles, pictures, and upcoming events before the end of the month to Larry Portouw, [aviator@portouw.com](mailto:aviator@portouw.com). We would also like to identify an author for a Safety Corner submission each month.



*We're not far from Christmas decorations in stores year round!*