



May 2025

From the Prez:

May 2025 could be an important month for chapter 776. I won't get dramatic and say it is a do or die time, but what we do, or don't do, this month could have long term effects on our chapter. Firstly, we have our first, and so far only, Young Eagles Rally this year. We as a chapter have defined ourselves for over 30 years as Young Eagles Champions. Recently, we broadened our mission to Education in general, with a focus on Young Eagles. An honorable and worthy goal, and one we do not want to abandon. Our program has thrived thanks to the unstinting generosity of our members, but time moves on and we are now running to keep up. For those of us who have given of our time and treasure to make the program work, we remember the feeling of accomplishment and fulfillment we get from seeing the light bulb go on and the smiles on the faces of kids we've flown. Also, in the month of May, we have the first full blown meeting of the Airport Open House Committee where we join forces with the Economic Development Department of the City. This will be a key encounter which will determine whether this initiative goes forward or dies on the vine. Lastly, we have opened discussions with the local American Leadership Academy about helping them to start up an Aviation STEM program at their school. While I am happy to take the lead on this program, I can't do it all myself. We're talking about not just pilot programs, but aviation maintenance, and air traffic control. I can talk superficially on all of them, but I am not an expert in all of them.



EAA Chapter 776

Sierra Vista, Arizona

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Upcoming Events

[EAA Ch 776](#) meeting May 13th, 6pm at
the KFHU Terminal Building

Young Eagles @ KFHU, 0700, 24 May

Coolidge Fly-in b'fast. 1st Saturday

Grapevine camping/BBQ 3d Saturday

Casa Grande fly-in b'fast 4th Saturday

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

[APA Newsletter](#)

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

[This Day in Aviation](#)

What do all these things have in common: they will not succeed without you, your time, and your talents. Please think hard on all the good we can accomplish and say "YES" when asked to help out on any of these worthy endeavors. Thank you and hope to see you "out there".

Be Safe!

Greg Loughan



Upcoming meeting speakers

Flying Jets &...

John Dodrill will be our guest speaker at the **May** Chapter Gathering. John has been involved in the RC model airplane hobby for 32 years and flies aircraft of all types. At the May 13th meeting, he will give us an overview of the hobby and go in depth into Turbine Jet operation and the guidelines of the Academy of Model Aeronautics. We hope to have examples of different aircraft available to RC flyers and maybe even an FPV (first-person view) setup.

... Fighting Fires

In **June**, we plan to have Steven Spellberg II from Coronado Helitack. Steven is part of the firefighter operation that takes up residence every spring at the Sierra Vista Airport. Learn more about what they do and the things we need to consider when flying near an active fire zone. If Steven and his crew are busy, Chris Daley will be giving a presentation on 3D printing and how you can use it (even if you don't have a 3D printer).



Chris Daley



Young Eagles

Our next rally is Saturday 24 May 0700 @ the KFHU Terminal building. We have about 20-25 kids scheduled to fly. The local RC model club will also have a static display for the kids. We can always use more help, so if you can come out and lend a hand, contact Larry @ youngeagles@portouw.com or by phone (in the masthead above).



EAA CHAPTER 776 THE SKY ISLAND EAGLES Minutes

Minutes of the 8 Apr 2025 EAA Ch 776 meeting

The meeting was held at the west end of the City of Sierra Vista Terminal due to the US Forest Service reclaiming the terminal for the start of the fire season. Those members attending were George Clarke, Cliff and Carole Van Vleet, Gale Nellans, Joe Spurgeon, Jon Nelson, Greg Loughran, Larry Portouw, Chris Daley, Angelo Petropolis, Ben Middleton, Anne Ballinger, and John Lakatos. Guests were Jerry Deebach (Sp), Don Rhodes, and Trevor White. The potluck started at 1800 with the formal meeting at 1830.

As part of the meet and greet with our guests, Don Rhodes told a fascinating tale. Early in his flying career (and still a student) the loss of oil pressure, due to a missing oil dip stick, caused a seized engine, which required a dead stick landing and no-engine taxi almost all of the way to parking. Jerry Deebach, besides being a Private Pilot, is also a Radio Control (RC) pilot and an RC

instructor. Jerry has also had the privilege of instructing some of the Border Patrol officers in flying RC aircraft.

For the Safety Minute this month Greg Loughran talked about the perils of ignoring Density Altitude, especially at KFHU due to our summer hot temperatures. He talked about the effects of elevated temperatures on engine performance and what the changes in Pressure Altitude does to Density Altitude. He discussed the changes caused by increases in humidity, the loss of lift, less oxygen available, less horsepower, higher CHTs, and the need for longer runway takeoff distance. It was a timely presentation, one we all should heed.

Next up Jon Nelson gave a quick review of the Part 61.56 FAA required Flight Review. Jon reminded us that the review is not a check ride, but it does require a minimum of 1 hour ground instruction and 1 hour of flight instruction. Items covered should be a review of things the FAA considers to be of current importance as well as things the pilot and instructor agree are areas that the pilot and /or instructor feel need re-emphasizing. It should be a learning experience. This can be information you have forgotten and information you do not know. Areas covered were many and included: preflight, ground operations, pattern, maneuvers, emergency operations, and basic operations when the digital/glass systems fail. Jon also covered the primary causes of most accidents.

Greg then gave a report on the April City Transportation Commission meeting. The City funded AWOS system survey has begun. The system is funded but it will be next Fall before we can expect any work on it. The area between hangars will have a re-coat on the surface starting this July (no repair work is involved). Work has begun on all or part of the runways – check NOTAMS before you try to taxi for takeoff. The “Airport Open House” project has just started with the

hope of doing something in the Spring of 2026.

Chris Daley then gave a quick rundown on local and state activities for the month. Grapevine flyout is this Saturday (runway is 40' by 3,800'), Casa Grande breakfast is also next Saturday, our next Young Eagle fly-in is scheduled for the 24th of May at the City Terminal, we will have a report by a representative from the local RC folks at our May chapter meeting, and finally he asked for a show of hands of those wanting a chapter name tag. If you raised your hand, Chris asked that you fill in the pertinent information on the form he then made available.

Next up, the members were asked to approve a change in personnel at the chapter Treasurer position as Jon Nelson was retiring in June and Chris Daley has agreed to assume the Treasurer position. The member vote was unanimous for Chris, and he will become the Treasurer by June (if not before). Many thanks to Jon for his service to the chapter. Jon is not leaving; he wants to become our area FASTeam representative, and that role can be very time-consuming. The chapter members were then asked to change our summer schedule from the usual Jun-Aug down time to only July being off. That was approved also. Greg asked the group if we would entertain the idea of meeting at a local restaurant for our chapter meeting now and then and that was approved. George agreed to check out a new local Chinese restaurant, recommended by Larry, as a possible venue. More on this at the next meeting. We then discussed the need for a local mailing address for the chapter for the Bill of Sale for the aircraft gift to the chapter. Chris Daley offered to check out our options.

Member comments were next and there was a brief discussion of the Young Eagle fly-in in May. So far, we only have one four place, and one two place aircraft lined up for about

24 kids. Larry and Greg volunteered for the admin work, but we still need more pilots and a safety officer for the ramp.

At this point Greg reminded us that the next chapter meeting (a potluck) was on 13 May at the City Terminal's west end at 1800 and the meeting was adjourned.



Education Corner

Pilot Quiz for May 2025

You've been SCUBA diving and then immediately fly home (non-pressurized).

1) Decompression sickness, commonly known as "the bends," is caused by oxygen coming out of solution in the blood.

- a. True
- b. False

2) Overweight or obese individuals are more susceptible to the bends.

- a. True
- b. False

3) The systems of the bends vary with individuals, but frequently the first symptom is a tingling sensation called the "creeps."

- a. True
- b. False

4) Breathing pure oxygen after the first onset of the bends will provide relief within a few minutes.

- a. True
- b. False

5) Pain that develops in or around the bony joints may be symptomatic of a simple case of the bends. Exercising or rubbing the

affected areas will help overcome the problem.

- a. True
- b. False

6) True Choke is a rare form of decompression sickness that can lead to a feeling of suffocation and the onset of shock.

- a. True
- b. False

7) Decompression sickness has little or no effect on the central nervous system.

- a. True
- b. False

Answers: 1) b, 2) a, 3) a, 4) b, 5) b, 6) a, and 7) b.

More in-depth explanations:

1) Decompression sickness is caused by nitrogen bubble formation, not only in the blood but other body fluids and tissues as well.

2) Because fat releases nitrogen very slowly relative to blood or muscle tissue, overweight individuals are more susceptible to the bends.

3) A tingling sensation on the skin of the back and upper arms called paresthesia or "the creeps" is frequently the first symptom of the bends.

4) After the bends develop the only cure is to descend below the altitude at which the problem occurred.

5) Exercise or rubbing the painful joints not only spreads the pain but may precipitate the bends at a lower altitude.

6) Symptoms of the true choke may be sharp pain under the breastbone, dry coughing, and the inability to breathe normally. This form of the bends is caused by bubbles in the smaller blood vessels of the lungs.

7) The most dangerous form of the bends is the rare central nervous system disturbance that affects the brain and occasionally the spinal cord.

At or above this altitude (MSL) the following applies:

5,000 feet Night vision is affected.

12,000 feet Night vision is reduced 25%.

14,000 feet Minimum required Flight Crew oxygen is required after 30 minutes of exposure

(12,500 to including 14,000'). Above 14,000 feet minimum required Flight Crew members on oxygen.

15,000 feet Above this altitude all Flight Crew and Pax are required to use supplemental oxygen.

26,000 feet The blood oxygen pressure is greater than the ambient air oxygen pressure and your time of useful consciousness is greatly reduced.

30,000 feet The possibility of decompression sickness increases significantly.

34,000 feet Pressure demand oxygen system provides 100% oxygen under positive pressure.

43,000 feet Pressure demand oxygen supplies maximum oxygen regulator pressure.

45,000 feet Pressure demand oxygen system provides oxygen pressure equivalent to 16,000 feet.

50,000 feet Inadequate regulator oxygen pressure would cause lung damage.

Replacing an airworthiness certificate.

Your newsletter editor could have been knocked over with a feather. He filled out the online form with the FAA and uploaded the

required statement to obtain a replacement airworthiness certificate for his Mooney and uploaded them to the Scottsdale FSDO at about 1030 in the morning. Shortly after noon, he received a replacement certificate in his email. One would expect such an action with the FAA to take weeks, if not months, but hours? It was a pleasant surprise. Kudos to the FSDO and whoever implemented this process. Here's how you do it:

Go to the FAA's aircraft certification web site at https://www.faa.gov/aircraft/air_cert/aw_cert and click on the type of certification needed. The process will vary depending on the type needed and navigating through the site will show you some of the resources for figuring out what is needed. For most of us, click on Standard Airworthiness Certificate. Drill in and look for Airworthiness Certification and it will take you the application tool here: <https://awc.faa.gov/AWCExternalApplicant/Splash/Index> The pages prior to the tool have links for

1. NATIONALITY AND REGISTRATION MARKS		2. MANUFACTURER AND MODEL		3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N9237V		Mooney M20C		690058	Normal
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. None					
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.					
DATE OF ISSUANCE 6-25-69		FAA REPRESENTATIVE James M. Clarke		SIGNATURE NUMBER SAT EMDO 2-0-43	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.					
FAA Form 1362 (7-65)				0052-040-9000 (8100)	

guidance, although it is typically FAA Byzantine to navigate. Follow the prompts in the tool. The tool does a poor job of supplying guidance when obtaining a replacement. All that is required is to upload a picture of the current certificate, and a signed statement stating why you want it replaced. Include the N-number, make/model of aircraft and serial number. Keep drilling through the on-line form and then submit the application. That's it. FAA Form 8130-6 is not required for a replacement certificate.

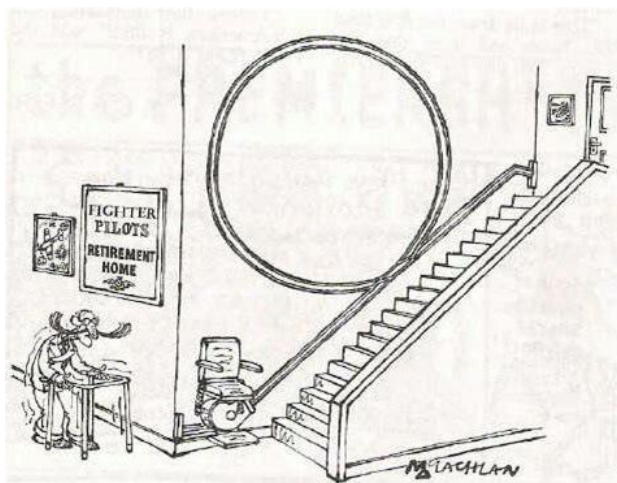


Safety Corner

From the AOPA Air Safety Institute and applicable to much of our membership.

Aging Gracefully, Flying Safely

None of us has a choice about getting older—but getting older does not mean we have to be bystanders when it comes to our well-being. We can choose how we deal with aging by being an active participant in the



process and aiming to stay healthy and sharp. We should be aware of how we care for ourselves, how we fly, and the decisions we make. Getting older may take adjustment, but it doesn't mean losing our edge.

This safety spotlight explores the effects of aging on pilot performance and ways to keep flying safely as we grow older. Continue [HERE](#) and follow the gray bar links under "In This Section."



News and Links

Safford City Council Votes to eliminate landing fees. [From AvWeb.](#)



Dynon Group has acquired British avionics company, TRIG.

[The Race to Fix ATC](#), from the WSJ. This is a bit of a long read but should be cautionary tale of "fixes" to come, to include privatization of ATC.

[Garmin Autoland comes to single engine, piston GA.](#) (Video) New Cirrus SR G7+ [AvWeb](#) article.

[Comment period extended on proposal to conceal aircraft registration data by default.](#)

For SALE

[RV-9 at KOLS](#) on TAP. See also the flyer on the [last page](#).



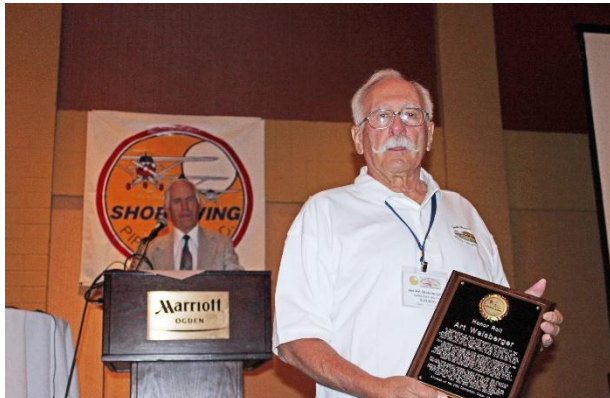
We'll close this month with a piece written by past chapter member, Art Weisberger and published in the Short Wing Piper News. For those that knew him, it is classic Art. You don't want to skip this one.

"It was 1946 and I was a kid of 15 somewhat more intrigued by airplanes than algebra. Whenever the opportunity presented itself, I'd ditch school and hitch a ride out to one of the many small airfields that then surrounded Tucson.... With one hand I open the belt J-hook. The other hand I place on the door sill and push out toward the tail. My other hand grabs my glasses and my other hand locks on the D-ring."

Read the full article [HERE](#), starting on the next page. RIP and Blue Skies, Art.

Arthur J. Weisberger

All those inspirational stories in the Short Wing Piper News about the wonder of one's first flight has prompted me into recounting my own tale.



2012 SWPC Convention

It was 1946 and I was a kid of 15 somewhat more intrigued by airplanes than algebra. Whenever the opportunity presented itself, I'd ditch school and hitch a ride out to one of the many small airfields that then surrounded Tucson.

While many of my friends could identify a car by the sound of its muffler or the rattle of its chassis as it went by, I could tell an aircraft type by the sound as it flew overhead on its way to or from Davis-Monthan Air Corps



Tombstone Vigilantes

Base, then 14 miles outside of town. At the time, Davis-Monthan had B24s, B17s, 829s and B50s. Thanks to the clarity of the desert

atmosphere, one could hear the pilot applying takeoff power and stand open-mouthed and eager-eyed waiting to catch a glimpse of the great, wonderful machine as it flew overhead, only a few hundred feet beyond reach. The vibrations from the motors filling my ears and body with an aching passion to be a pilot.

On weekends, when my friends would set up for a ball game or a bike ride, I'd go out to the airfield and walk among the Cubs and Aeroncas and dream of the day when I too would fly.

Now it just so happened that there was a flight school operated by several brothers whose names I feel obligated to change. The brothers, Frank, Bill, Tom, and Ralph, had several Cubs in which they gave instructions. As a kid of 15 I usually found the hourly rate, with instructor of \$6.00 to be a bit beyond my means. However, the previous week I had managed to earn \$3.50 by working in a local supermarket and through tips gleaned by carrying packages for several elderly ladies. By a remarkable coincidence, \$3.50 was the half hour rate. I decided to go for it since only God knew when I'd have so much money again. My very first time in an airplane. HOTDAMN!

My instructor, Bill, was a recently discharged Air Corps fighter pilot who took one look

at me and decided that this schmucky kid was a gross waste of his time, but what the hell, three fifty is three fifty.

In 1946, the CAA the forerunner of the FAA, required that when undergoing any form of instruction, a parachute will be worn. Only a week or two before I had read a comic book with an article on parachute jumping. Now here I was actually about to wear one. I had everything a 15-year-old could want.

Bilt stood watching me and sensing he was about to speak. I nonchalantly picked up the heavy backpack and with a movement I had practiced in my head for years, slipped my

arms through the straps, pulled the crotch straps up and snapped the chest hook. I was ready to be one with the clouds.

We walked, or rather he walked, I shuffled to our trainer, a J-3 Cub in faded yellow. The aircraft, somewhat oil stained and obviously



Young Eagles

long in tooth kind of leaned on its tie-down. I was reminded of a neighbor's big yellow dog whose life was devoted to sleeping in the sun but who noticed you looking at him would get up to chase a cat just to let you know he could if he really wanted to.

My instructor motioned me into the back seat and watched me hook up the seatbelt. He told me to plant my feet firmly on the brakes while he propped the beast. When I asked if I would do the pre-flight check with him, he told me not to worry, everything was there. The motor caught on the first flip and without further ado, Bill hopped in, shoved the throttle forward and we launched. No runup, no mag check, no traffic check, just tail up and go.

Since I was sitting in the back, I couldn't see a thing up front. Bill's head and neck was my view. I had assumed that since this was to be my first instructional flight he was going to show me straight and level flight plus perhaps also a slow turn to the left and right.

Instead, he never said a word, just kept climbing. At 4500 feet he stuck the nose up, stalled the plane, dove to build airspeed, and looped.

On the twelfth loop asked Bill what we were doing. My instructor said he's teaching me stalls and I was to notice how level the wings are just prior to the break. We came up on number thirteen and I glanced out the open door at the right wing which looks to be at about 60 degrees to the horizon. I turn toward the left wing and it seems to be at about the same angle but appears lower.

The stall breaks and we dive, loop and pull up into number fourteen. I look right then left. The wing angle seems somewhat the same but the left wing appears to be lower than before.

Whoosh, dive, up and over number fifteen.

Now picture this, we are at about a 60 degree angle about to stall again when I shot a fast peek at el left wing. The tip is



Civil Air Patrol

drooping down about two feet and I see the strut has a kink in it.

I yell at the instructor that the left wing is low. He says it is alright, everything is neat. I tell him to look at the wing. He says that I am distracting him. My eyes are frozen on the left strut which is doing a slow-motion fold. The wing droops further and I pop him hard on the head while screaming in three clicks of falsetto that the leftwing just fell off.

Bill turns his head, and I see a pale green cheek.

He yells "Get out" but I'm already enroute.

The comic book opens in my mind. I know exactly what I must do.

With one hand I open the belt J-hook. The other hand I place on the door sill and push out toward the tail. My other hand grabs my glasses and my other hand locks on the D-ring.

I know I'm flying at the same speed as the airplane and must take time to slow down so I don't get tangled up in it. I also know I'm only about 1200 feet up.

I count one thousand, one thousand two, one thousand three , one thousand four.

I yank the D-ring and a second or two later get one hell of a kick in the nerds. The book never said anything about tightening the crotch straps.

There are a few seconds left before I'm on the ground. I look around and see the plane hit. Something catches the corner of my eye and I see my hero pilot floating down about 400 yards away.

I also see a dust trail bouncing across the desert toward us.

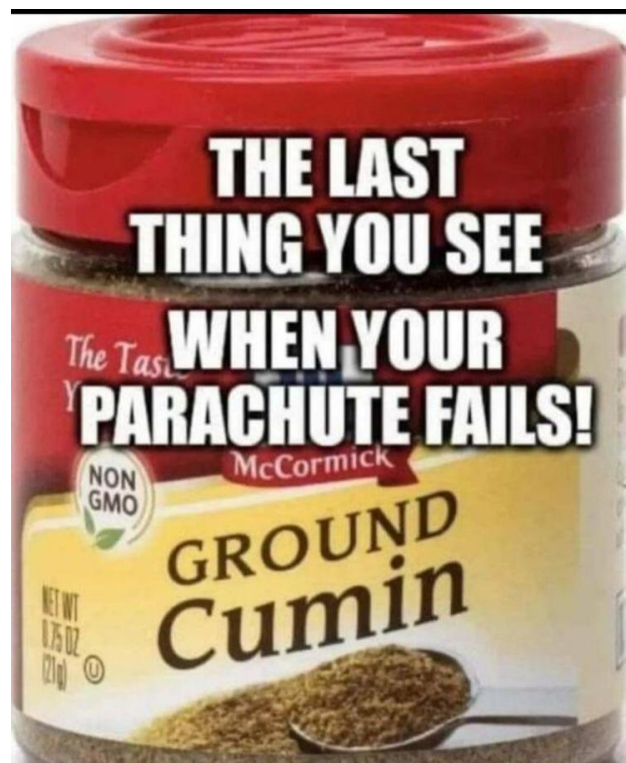
I spread my feet about 18 inches and flex my knees. I land hard and roll while pulling on a lower riser to spill the air. A cholla cactus catches the chute and I stop with only a couple scratches.

A few seconds later a pickup truck driven by a flyboy on his way to Davis-Monthan pulls up all wide eyed and hollering. He had been watching our loops and saw the wing fold. Boy was he ever excited.

We collect Bill and the corporal kindly drives us to a nearby gas station where Bill uses the phone to notify the Smith Flight Service that they're out one plane.

While waiting for a ride back to the airfield, I employ my Scout knowledge and wrap his sprained ankle. A 1939 Ford sedan pulls up and we ride back to the airfield, one of the

brothers checks the books and charges me \$3.50for a half hour of instruction ?





FOR SALE: VANS RV9-A * \$134,900 * 2007 RV9-A, Mattituck (Lycoming) TMX O-320 160 hp engine with 1,135 TT on engine/airframe, jaw-dropping Advanced Flight Systems 10" Skyview HDX VFR Advanced Panel, Dual E-MAG P Model w/alt (with auto 4-lead kit), 2020-Compliant ADS-B Out, 406 ELT, Angle-of-Attack On-Screen Display, Garmin GMA245A audio panel with Bluetooth, new tires and tubes, freshly painted, retractable canopy sun shade, engine pre-heater, engine trickle charger, no damage or history of hail, Condition inspection, performed July , hangared at KOLS * **Contact Torry Johnson at 775.790.4637.**