



November 2024

From the Prez:

Continuing Resolution: **I resolve to support EAA Chapter 776 by attendance at monthly chapter meetings and functions and provide volunteer labor to accomplish our plans. Please participate and make your chapter leaders happy to see your cheerful noses in attendance at chapter events.**

The next Chapter meeting will be in the front room of the terminal in the baggage claim area Tuesday, Nov 12, 2024, at 6:00 pm. We will start with a potluck social half hour then continue to the business and pleasure meeting.

We have pretty well beat to death the fact that this will be our annual election night, and I want to emphasize that the chapter needs your participation and involvement in selecting the chapter leadership heading into the future. Ya'll know I will not accept the nomination, nor will I serve to be the president going forward so we are guaranteed to have a new and invigorated leader. Please look your fellow attendees in the eyes during the election and nominate whom you would like to see carry us forward and then we will elect him/her and get behind him/her. This same admonition goes for all the leadership offices. After the election I will file the annual chapter leadership paperwork and pay the 2025 chapter dues and write my December president's report as my last



EAA Chapter 776

[\(Email chapter officers\)](#)

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Code 520**

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Director: [Larry Portouw](#)

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Upcoming Events

[EAA Ch 776 meeting Tuesday Nov 12th,](#)
[6pm at the Terminal Building- Elections](#)

YE Rally, 16 Nov at KFHU

Navajo Airlift to Gallup, NM 14-16 Nov

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](#)

official actions. Thank you, thank you, thank you.

We had a successful Young Eagles Rally in Douglas, October 12. Of most importance, the new runway is great and operating off the South Ramp worked out much better than using the North Ramp like we have previously done. Turbulence in the flight path caused us to cease flying at 11:30 a.m. which resulted in 40+ kiddoes not getting rides. On a somber note, only two of the six pilots were ours, all the others were recruited from outside the chapter. The solution to not getting all the kiddoes flown has been to quickly schedule a make-up Rally on Saturday, November 9 (after this newsletter is published?). Douglas Rotary will again assist in this Rally, but without a burrito breakfast – only coffee and donuts! Hope you were there!

YE Rally, Douglas AZ Oct 12th, 2024

Column1	Airplane Flown	YEs	# Flts	Pilot Total
Greg McColley	Piper PA 28R-201T Turbo Arrow	27	9	484
Clifford Van Vleet	Piper PA-22 Tri-Pacer	24	8	1420
Breanna Postles	Piper PA-28-181 Archer (CC)	20	7	20
Remington Meyers	Piper PA 28-181 Archer (CC)	14	5	14
Chris Daley	Aeroprakt A32	8	8	10
George Mower	Vans RV-9A (Ch-81)	7	7	7
Totals>		100	44	

(Pics on the last page)

We squeezed in a much smaller Young Eagle event giving eleven energetic home-schooled youngsters their Young Eagle rides on Saturday, October 26 at the Sierra Vista Municipal airport. We had sufficient pilots and airplanes, but, again, registration and ground personnel were in short supply. On a positive note, all four pilots are Chapter 776 members.

YE Rally, Sierra Vista, AZ Oct 26th, 2024

Pilot	Airplane Flown	YEs	# Flts	Pilot Total
Larry Portouw	Mooney M20C	4	2	257
Clifford Van Vleet	Piper PA-22 Tri-Pacer	3	1	1436
Chris Daley	Aeroprakt A32	2	2	12
Greg Laughren	Vans RV-4	2	2	2
Totals>		11	7	

Total YEs flown by EAA Chapter 776 pilots since 1992 program inception **9,026**

As noted above, the next YE event will be the makeup event in Douglas Saturday, Nov 9 to be followed on Saturday, Nov 16 with more kiddoes at the Sierra Vista Airport. We think there may be close to 20 kiddoes for this event, and again to beat the horse, we need pilots and airplanes and registration and ground personnel to do this event!!!! (We only have 3 pilots scheduled. -ed.)

Finally, the Sierra Vista Herald has posted a story today (Wednesday, Nov 6) exposing details of the future plans for the Douglas Municipal Airport by Phoenix-based JR Resources and their development of the 436 acres of real estate around the airport to include luxury high dollar houses, 27 hangar residences, a clubhouse, a pool and an upscale eatery. Four of the houses will cost between \$4 million and \$5 million! The purchase of the property surrounding the airport for \$10 million is scheduled to close during the first quarter of 2025. Stay tuned.

Evangelism: EAA chapters are like churches, each dedicated to spreading the word of sport aviation... *Paul Poberezny*

Fly Safe

Cliff



Young Eagles

October was a busy month, and this month will be no different. We had a very successful rally at Douglas KDGL on 12 October. Turbulence caused operations to be ended leaving about 40 kids to go. A makeup rally will be there on Saturday the 9th. We also flew 11 kids at KFHU on 26 October and will fly another 15-20 on 16 November. Please see President Cliff's summary in his report above. There are no more scheduled after the 16th rally.

I have forms available if you want to fly individual Young Eagles outside of a rally. I'll be flying a young man on 19 November at Nogales.



EAA CHAPTER 776 THE SKY ISLAND EAGLES 8 October 2024 Meeting Minutes

The meeting was held at the City of Sierra Vista Terminal at 1800. Those attending were George Clarke, Cliff and Carole Van Vleet, Paul Brick, Anne Ballinger, Chris Ireland, Angelo Petropolis, Jon Nelson, Joe Spurgeon, Chris Daley, Greg Loughran, and Michelle Snodgrass. After our usual very tasty potluck and group socializing, Cliff called the meeting to order and led us in the Pledge of Allegiance.

With no guests we skipped over the usual welcome and introductions and went straight to the September Meeting Secretary's report which George asked to be accepted as published in the October Newsletter. A motion was put forth, seconded, and passed by all of those present.

Next up, Treasurer Jon Nelson reported that the chapter had \$1,385.54 in our checking account, \$6,801.56 in our Young Eagle checking, and \$15,083.89 in our Young Eagle savings account.

Because Larry Portouw was unable to attend due to being sick, in his stead Cliff and Joe reported that the 12 Oct date was still good with the following weekend as a backup for our Douglas/Rotary Young Eagle fly day. Set-up day would be Friday afternoon at 2PM for placing the cones, erecting the tent, and testing the generator for the computer and printer. Joe said the pilot briefing would be Saturday at 0700 with flying to start at 0730. One monkey wrench we had not anticipated was that KFHU would be closed Friday evening through Monday afternoon for rubber removal, forcing several of our local pilots to have to reposition their aircraft over to Bisbee.

Another Young Eagle event is scheduled for 16 November with Suzanna Ignacio sponsoring around 8 girls to fly and another 5 girls, too young to fly, but who wanted to learn about aviation (ground program). To support this, we would need two 3-Pax planes and 1 single pax plane.

The next Young Eagle event might be for some home schoolers, but nothing has been determined yet.

Joe and Greg were then asked to report on the 2 Oct City Transportation Commission meeting. The meeting was held at the Sierra Vista Transit Center with chapter members Cliff and George also attending. The system is a no-charge service provided for scheduled bus routes and for individual pick-ups for medical appointments and other needed trips. The next commission meeting is scheduled for the 6th of November and there will be an airport (aviation) 5-year planning succession at a closed meeting just prior to the 1530 commission meeting.

Cliff reminded us that the chapter elections are coming up next month.

At this point Cliff turned the meeting over to Greg Loughran (former USAF fighter jock and former owner of an aerobatics school in Phoenix) for his informative and timely talk on aerobatics and how much they can provide insight into your non-aerobatic flying. It was interesting and entertaining, and we hope he will give us some more of his experiences and insight in future presentations.

Before closing the meeting Cliff reminded us that the next meeting would be at the terminal again, at 1800 on the 12th of November.



Education Corner

1) The accuracy of an HSI:

- a. Is always correct since it automatically aligns with magnetic north.
- b. Should always be checked against the magnetic compass.
- c. Does not need verification, since it will display a red "X" if it senses any inaccuracy.

2) The presence of standing lenticular altocumulus clouds is a good indication of

- a. heavy icing conditions.
- b. a jet stream.
- c. very strong turbulence.

3) Under which condition does advection fog usually form?

- a. Moist air moving over colder ground or water.
- b. A land breeze blowing a cold air mass over a warm water current.
- c. Warm, moist air settling over a cool surface under no wind conditions.

4) What type clouds can be expected when an unstable air mass is forced to ascend a mountain slope?

- a. Layered clouds with little vertical development.
- b. Clouds with extensive vertical development.
- c. Stratified clouds with considerable associated turbulence.

5) When using VOT to make a VOR receiver check, the CDI should be centered and the OBS should indicate that the aircraft is on the

- a. 090 radial.
- b. 360 radial.
- c. 180 radial.

6) To exercise the privileges of BasicMed, what additional documents must the pilot in command have?

- a. A current and valid U.S. driver's license, the completed CMEC checklist and BasicMed medical certificate completion course in the pilot's logbook.
- b. A current and valid U.S. passport, the completed CMEC checklist, and BasicMed medical certificate completion course in the pilot's logbook.
- c. Either a valid U.S. passport or driver's license, the completed CMEC checklist, and BasicMed medical certificate completion course in the pilot's logbook.

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

Refresh on [runway signage](#) at Bold Method.



Safety Corner

Greg Loughran

Fall is here. We should rejoice in the drop in outside temperatures that have hampered our ability to take off, climb and land. Well, OK, it's more of a perception thing. How many of you remember those arcane lectures about density altitude and what it does to our airplane's performance? I didn't think so. The good news is that, hopefully, the needle is now moving in the direction of increasing ability to do things with our airplanes. Remember back in, say, August, when you threw the throttle forward and the airplane reluctantly decided to move at a worrisome rate, when your climb rate seems to have evaporated in the heat? Our aircraft suffered several indignities, not least among them reduced engine power, disappointing climb rates, and descents like a falling rock. Yeah, that's life in southern Arizona. Well, now the temperatures have moderated, so what can we expect from Mother Nature going forward?

Aside from increased climb rates, the biggest difference in my opinion is the decrease in descent rates, particularly when landing. I can hear you now, "Why should I care about that, it's a good thing, right?" Well of course it is; all I'm saying is that we should have the mental preparation for seeing a different sight picture when landing as the temps go down. I have a lot of experience in flying slowish, high-drag biplanes, and that is where I noticed it most. That is until I transitioned to an RV-4 and discovered what sink rate was really all about. Having about half the wing area of my previous Great Lakes, when I round out on an August afternoon, it's like nothing had happened; I continued down like a rock. Some of you may be asking "What does he mean, Round out?" This is something I tried to ingrain in new student attempting to decrypt the mastery of landing. To me, round out is where you decide to slow

the aircraft's descent rate prior to landing, it is not the same as the "Flare". The flare is where you transition to the attitude for touchdown. One of the biggest mistakes I see in students is that they tend to round out/flare way high in an attempt to avoid "pranging" the airplane. When you round out high you are setting yourself up to run out of airspeed and/or proper pitch angle before you kiss Mother Earth and, predictably, you drop onto the runway, often with surprising vigor. Even knowing this, I have to add an additional "one potato" before initiating a round out in hot weather or I'll end up "tail-hooking" the airplane onto the runway (the tailwheel touches down before the mains; sometimes benign, often not). While you nose-wheel guys may not have to worry about tail-hooking, you still have to worry about stalling two feet above the runway.

So, the moral of the story is, with colder temperatures you will be tempted to round out high to slow your descent and, guess what, the airplane does exactly what you asked, leaving your wheels two feet above the ground. Now what? Going around is always your best fallback option if you don't feel comfortable. The other would be to add a few hundred RPM of power and stabilize your descent. With that, don't forget to hold your pitch as you, hopefully, settle gracefully to the runway. One more thing, in my experience, flat approaches set you up to drop the airplane in because you don't have enough pitch authority left to flare before you stall the airplane first. Again add a few hundred rpm (don't forget to take it out once stabilized).

Blue Skies

Greg



News and Links

The FAA put its [Moss interpretation](#) of supervision requirements for apprentice mechanics on hold.

Flying behind a Lycoming? [New AD](#). [AOPA](#). [\\$100 million donation](#) to the Military Aviation Museum in Virginia Beach, VA

[Virtual reality \(VR\) and flight training](#).

The **Navajo Airlift** to Gallup, NM will be 14-16 November. Flight day at pilot's discretion. We only have 4 planes from SE AZ this year. It's not too late to go. [Email Larry](#) for info.

[Airlift web site](#).

[AOPA Video](#)

There's a new café open at Casa Grande (KCGZ) called [Runway 5 Café](#).



For SALE

Nothing to list this month but your editor has sold his Tri-Pacer project that has been languishing on his hangar.



Editor's notes:

Special thanks to Greg Loughran for submitting a safety article for this month's issue.

If you have pictures of your flying activities, please send them along with other input to us, otherwise you get what I can dredge up.

Please submit input, to include articles, pictures, and upcoming events before the end of the month to Larry Portouw, aviator@portouw.com.

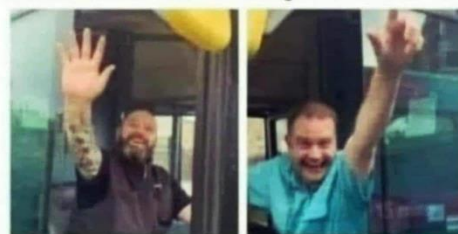


Douglas Young Eagles Registration



Them That Made it Happen @ Douglas

Bus Drivers when they see each other



Pilots when they see each other;

