



March 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.

Back to business:

The March 2024 Chapter meeting will be conducted in the baggage claim area of the airport terminal Tuesday, Mar 12, 2024, 6-8 PM. We will begin with a potluck social lasting half hour or so with paper plates, plastic table ware and utensils and cups provided. Bring your own drinks if you desire something more substantial than water.

As a reprise of Jon Nelson's power point presentation last month of flying between Alaska and the lower 48s, Dick Decker will present his version of flying in the great Northwest with appropriate commentary.

The 2024 Buckeye Air Fair and Cactus Fly-in shows are now history. Both enjoyed great weather which was much appreciated. In summary, the Aviation Academy sponsored by Buckeye City continued its success of introducing school kids to general aviation. The AOPA general aviation fly-in element of



EAA Chapter 776

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Upcoming Events

[EAA Ch 776 meeting March 12th, 6pm at the KFHU Terminal Building](#)

Flyout to Douglas International, March 16th, 9am

Pancake breakfast fly in at Tombstone, am on 23 March (date change)

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](#)

the show, however, in my observation, was pretty anemic. Mid-Saturday morning there were less than 75 airplanes in general parking and less than 20 or so airplanes in the aircraft camping area (where I found Marvin Hurd getting up and about after spending a chilly night in his one-man tent! He needs a good dog to keep his feet warm.) To counterpoint this, the general public attendance for the Saturday afternoon/evening air show drew a large crowd.

Great weather assured a good turnout as the

Cactus Fly-in continued its recovery from the recent slow years with a superb turnout of golden oldies plus many modern home builds which of course are always welcome. From my jaundiced outlook on life, the highlight of the show was watching Tri-Pacer N8141C smoothly glide in for a perfect landing Saturday morning on runway 23. Ya'll know the back story that Larry started refurbishing 41C several years ago before "life got in the way" after which he sold the project to Jerry Witt, A&P/IA, in Marana. Jerry finished re-assembling 41C and added several cockpit improvements and just a couple of weeks ago returned it to the air! I enjoyed a lengthy conversation with Jerry, and it was great to see another restored Short Wing back in the air. (It is great to see 41C back in the air. I miss the plane but am happy to see it flying again. -ed).



1954 PA-22-145/150 Cactus Fly-in

I received good news concerning the re-birth of COPPERSTATE. Governance has been returned to the old guard and Steve Bass is once again assuming the presidency and is re-constituting the board and getting the legal and financial affairs brought up to date. He is leading the effort to recover the COPPERSTATE possessions (people movers, storage trailers, shower trailer, admissions trailer, etc.) that were abandoned at Buckeye and having them moved to Ak Chin (A39) airport in Maricopa. The plans are to return the COPPERSTATE Fly-In back to Casa Grande this coming November 2024. There is lots of work to be done and much volunteer work required to get this done. Steve desires to re-establish the Arizona Council of EAA Chapters and have virtual meetings via the Internet as the primary means of conducting business.

Cliff's favorite planes for March. 41C above, and:



One and only Custer CCW-5 Channel Wing, circa 1953, Mid-Atlantic Air Museum, Reading, PA

Because of EAA, I got to be a millionaire – I got a million friends, and you can't buy that with money. -Paul Poberezny

Fly Safe

Cliff



Young Eagles

Our Young Eagles program is alive and working. Our next scheduled rally is in Douglas with the Douglas Rotary. For many years, this was one of our most successful rallies and it ended because of the condition of the runway at Douglas (KDGL). The runway has been resurfaced. A few chapter members have flown down there, and it is in good condition. The rally will be **Saturday, October 12th** with a rain date of October 19th. We need volunteers and pilots. Please put this on your calendar and let [Larry](#) know if you can fly or volunteer for this rally. Recent turnouts have been insufficient to make this one go. I will fly down there this summer to meet with Rotarians at the airport. I'll announce when this is and maybe we can make a flyout out of it. This rally is good opportunity to do an RON at Douglas and make mini vacation of it. Proposed start time for the rally is 0730 and will be a point for discussion at the next meeting.



EAA CHAPTER 776 THE SKY ISLAND EAGLES February Minutes

Feb 2024 Meeting Minutes

The EAA Chapter 776 meeting was held at the Sierra Vista Terminal at 1800 on Tuesday the 13th of Feb 2024. Those in attendance were George Clarke, Joe Spurgeon, Chris Ireland, Dick Decker, Jon Nelson, Dennis and Diane McMahon, Chris Daley, Larry Portouw, Ben Middleton, Michelle

Snodgrass, Anne Ballinger, and guest Jason Steinberg. The potluck was a little weighted toward the sweet side but that was just fine for most of us.

Because Cliff and Carole had been the designated representatives from our chapter to attend the Buckeye Air Fair on the 16th, and Cliff had just undergone cataract surgery this afternoon, they elected to stay home and rest his eyeball to be able to fulfill that task come next Friday.

For this meeting, Secretary George Clarke officiated and led the reciting of the Pledge of Allegiance followed by the Welcome and Introductions. Guest Jason Steinberg was acknowledged and was offered a time later in the meeting to tell us about the aircraft he is assembling at Douglas.

Secretary George Clarke asked that the minutes from the January 2024 meeting be approved as published in the Feb Newsletter and the members so approved.

The Treasurer, Jon Nelson, reported that we had \$955.64 in the chapter checking account and \$6,798.60 in the chapter savings account. We have \$15,040.61 in a 7-month TSC that will mature this summer. Jon also reported that, so far, 20 members have paid their 2024 dues.

Next up was a report from Larry Portouw that he would be meeting on 27 Feb with the Douglas Rotary Club in Douglas to start the planning for the Young Eagles Fly-In in Douglas next fall on the 12th of October. He asked that folks like Joe (Ramp Boss) and any others that have specific requests for the planning to advise him of their needs.

Joe Spurgeon was then asked to report on what had been discussed at the 7 Feb City Transportation Commission Meeting that might be airport related.

1) The state will be resurfacing Hwy 90 from the northern Border Checkpoint through Sierra Vista to Moson Road.

2) The city has budgeted for a sweeper small enough to work between the hangars and an AWOS system for the airport – timing yet to be determined as is the resurfacing of the airport ramp areas.

3) The city is beginning the revamping of the Airport Master plan as required by the FAA.

4) Next meeting to be Wed the 6th of Mar 2024 where the person representing the city as to the Space Port designation will be asked to attend.

At this point we took care of some unfinished business from last December's election.

Long time board member Ben Middleton, who has been a stalwart of this chapter, had asked that he be allowed to retire, and we were finally able to do that with the appointment and confirmation of Chris Daley to become our newest Director. Many thanks to you for your long and valued service Ben and a big welcome to you Chris.

Jason Steinberg was asked to give a brief description of his project and himself. Jason is in the Emergency Medical service working out of Douglas and therefore keeps his project at the Douglas airport. He bought a partially completed Zenith 601 HDF kit and hopes to have it finished soon.

Awards and recognition for chapter members for 2023: Larry Portouw for the Newsletter Editor, Young Eagle Coordinator, Eagle Flight Coordinator, and Web Editor. Jon Nelson for Treasurer, and George Clarke for Secretary. Other awards for members not in attendance will be handed out at a later date.

Dick Decker was asked to report on his 3 Feb gathering of pilots at the Bisbee airport. Dick said the number of attendees, while still encouraging, was slightly less this time, and that it was warmer. The next gathering will be at Wilcox on the 24th of this month at 9 AM.

Reminders that the AOPA/Buckeye Air Fair is 16-18 Feb at Buckeye, AZ and that the Cactus Fly-in comes right after that on the 2nd of March at Casa Grande, AZ.

Bruce Drath, of Tucson, has asked us to mention that he has a partially completed Smith Mini Plane for sale. Please contact him at 520.954.2811 if you are interested. A picture of a Smith Mini Plane was passed around for the members to look at. Larry Portouw is also selling his disassembled but re-covered Tri Pacer. You can reach Larry at 520.249.8744.

At this point George turned the floor over to Jon Nelson to give a very informative and entertaining talk on one of his many trips in a general aviation single engine aircraft from or to Alaska. This time he and a friend were delivering a Cessna 182 from Anchorage, Alaska to the Sierra Vista area. The trials and tribulations of dealing with the ever-changing weather, the mountains, the customs officials both in Canada and the USA, and the orange (the fruit) police all contributed to a fun and enjoyable talk. Thanks Jon.

Larry asked the membership to please provide him with pictures that could be used in the newsletter and that he would like to have someone take on a Safety Corner section for the newsletter.

Before closing the meeting George reminded us that the next meeting was a potluck on Tuesday evening, the 12th of March at 6PM in the City of Sierra Vista Terminal.



Education Corner

(This is not an eye test. Click on the images or the figure number to see images full size.)

- 1) Which would most likely result in hyperventilation?
 - a. An extremely slow rate of breathing and insufficient oxygen.
 - b. The excessive consumption of alcohol.
 - c. Emotional tension, anxiety, or fear.
 - d. An FAA check ride.
- 2) (Refer to figure 14.) The base and tops of the overcast layer reported by a pilot are
 - a. 1,800 feet MSL and 5,500 feet MSL.
 - b. 7,200 feet MSL and 8,900 feet MSL.
 - c. 5,500 feet AGL and 7,200 feet MSL.

- [View Figure 14](#)

UA/OV KOKC-KTUL/TM 1800/FL120/TP BE90/SK BKN018-TOP055/OVC072-TOP089/CLR ABV/TA M7/WV 08021/TB LGT 055-072/IC LGT-MOD RIME 072-089

Figure 14. Pilot Weather Report.

- 3) (Refer to Figure 63.) At Toledo Executive, find the length of the displaced threshold for runway 22.

- a. 100 feet.
- b. 25 feet.
- c. 380 feet.

- [View Figure 63](#)

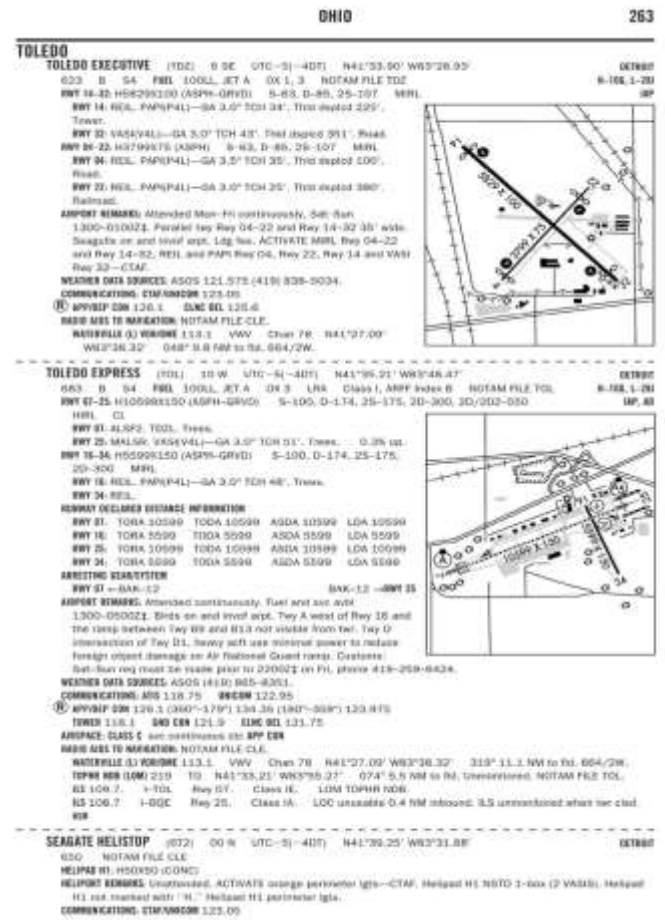
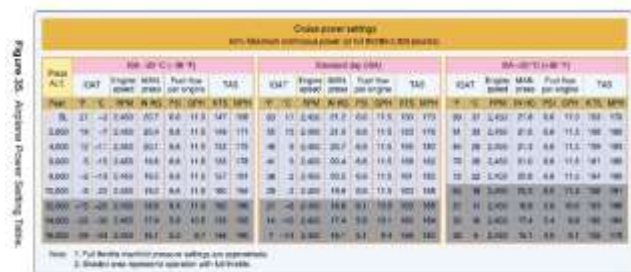


Figure 63

- 4) (Refer to figure 35.) What fuel flow should a pilot expect at 11,000 feet on a standard day with 65 percent maximum continuous power?

- a. 11.8 gallons per hour.
- b. 11.2 gallons per hour.
- c. 10.6 gallons per hour.

- [View Figure 35](#)



5) Refer to figure 14.) If the terrain elevation is 1,295 feet MSL, what is the height above ground level of the base of the ceiling?

- a. 1,295 feet AGL.
- b. 505 feet AGL.
- c. 6,586 feet AGL

- [View Figure 14](#)

UA/OV KOKC-KTUL/TM 1800/FL120/TP BE90/SK BKN018-TOP055/OVC072-TOP069/CLR ABV/TA M7/WV 08021/TB LGT 055-072/C LGT-MOD RIME 072-069

Figure 14. Pilot Weather Report.

6) (Refer to figure 28, illustration 5.) The VOR receiver has the indications shown. What radial is the aircraft crossing?

- a. 300°.
- b. 210°.
- c. 030°.

- [View Figure 28](#)

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



Figure 28. VOR.

Safety Corner

No column this month. Still looking for an author for this section.

[How far should you taxi behind a jet?](#)

[Jet blast example ASRS report.](#)



Editorial

The Future of GA

I fear for the future of GA in the US. GA increasingly appears to be under assault from the government and large business. My Mooney has a cracked spinner bulkhead (plastic). We went to install a new one yesterday and it doesn't fit, yet it came from McCauley (prop company). It has the correct part number, but it is slightly dimensionally different than the one that came off the plane. Is it a sub-contractor with poor QC? Boeing door blow out anyone? At least I had a couple of nice flights to Nogales and back.

Take a look at Hartzell prices after they were bought out by an investment company. Their prices have skyrocketed. It's almost as if they want to kill the company. There's a geared-up aircraft at my home base. Replacement Hartzell prop blades are about 3x the price of a complete conversion to McCauley. I must wonder if there is incentive to abandon the "low" end of GA driven by lower profit margin and liability exposure?

Small shops are closing because of the inability to get parts, poor parts quality, and skyrocketing prices for what is available. It took me months to get refurb cylinders and sparkplugs for my Mooney. New cylinders simple could not be had. Airplanes take up shop space for weeks or months in shops waiting on parts negatively impacting on shop revenue. Many shops can't hire help. When's the last time you saw a young A&P?



Then there is the FAA. Two examples come to mind: The Shortwing Piper rudder AD (proposed) and the turbo v-band clamp AD. FAA approved clamps are difficult to impossible to come by, yet non-FAA approved clamps are readily available in diesel engine shops. Why? Both ADs potentially ground thousands of aircraft for months to years because of limited (or unwilling) parts production capacity and bureaucratic overreach. I'm not well versed in the v-clamp AD other than the ranting from mechanics, but I am knowledgeable on the proposed Piper rudder AD. It is onerous, potentially grounding thousands of vintage Pipers while Univair cranks out all the rudders they can all because of the failure of three rudders in Alaska on float planes with soup-can beacons on the top of the rudder and higher horsepower engines. None resulted in a crash. The Shortwing type club has been engaged on this from the beginning as has EAA and AOPA is late to the game but has weighed in. If you can't get parts, are regulated to death and there are no mechanics, GA dies. I'm pessimistic and I'm thinking of selling the Mooney but have been reminded that amateur built experimentals are a solution. -ed.



News and Links

[Cactus Fly-in Pictures](#)

If you follow a constant speed prop around with a normally aspirated engine, here is a good way to verify full power. [Pilot Workshop](#). [YouTube Video](#).

Dune-2 (It's a movie) was released this past week. There is an ornithopter expansion pack available for MS Flight Simulator. [Review](#).

[Flying in the Yellow arc in a cruise descent](#).



Wilcox Fly-in Report from Dick Decker

Great turnout! well, it really WAS a perfect morning weather-wise.

Jim Cassidy had lots of GOOD coffee and, as usual, we had plenty of pastries/donuts/cookies. Thanks Jim - you're a great host! and thanks to those who brought extras.

I counted 17 pilots, and 11 aircraft flew in; 5 local pilots drove over; and, I think there were 3 who flew with someone.

Gene showed us his beautiful C170 - it's the one that's now painted as a mural on the end of his hangar!

Of this group there were 7 who attended this "Coffee Get-Together" for the first time; 16 previous attendees were unable to make it (too bad guys and gals 😞)

The next **Pilot Get-Together** is at BISBEE-DOUGLAS INTERNATIONAL Airport at the Terminal Building (NEW!!) Pilot Lounge, Saturday, 16 March at 0900. FREE Coffee and pastries provided.

Dan Coxworth (Cochise County Development Services Director) and Russ Stuart (Airport Custodian) have authorized me to unlock the NEW Pilot Lounge on this weekend. It's available when Russ is at the airport which is during the normal work week but NOT usually on weekends.

Self-Service AVGAS is available, and the pump is working as well as the cardlock for fuel (currently \$6.85/gallon).

Cochise County has renovated the old 1950's Air Terminal and has made a very nice Pilot Lounge - if you haven't seen it yet, you'll be surprised! They have also cleaned up the grounds around the Terminal and built a new Airport sign at Highway 191 entrance. Their intention is to promote General Aviation traffic.

PS. My short (1300 ft) dirt runways are 4 miles north of the Terminal Bldg - I challenge you to find them!

Keep on Flyin' ✈️

Dick Decker

360 623 9298

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For SALE

A thank you to Steve Dickenson who has donated miscellaneous building materials (wire, wire looms, tubing, aluminum bits, etc.) to the chapter to use for donations. Two boxes of material will be at the chapter meeting and items may be had for donations to the chapter.

Your editor's '59 PA-22 is still for sale. If you know of anyone looking for a project at a great price, send them Larry's way. Project. 1959 PA-22/160 Tri-Pacer. This is a complete George Peace recover and is a 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. Yellow tagged gyros and an alternator conversion with STC included. Contact Larry Portouw, 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. We would also like to identify an author for a Safety Corner submission each month.



Refueling and Cactus

**WARNING: Do NOT
give Rice Krispies to
young children. I ate
them as a child. Now
when I stand up I
snap, crackle, and
pop!**