



April 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:

Nothing of significance has passed my way this month which leaves me bereft of news and making this month's report a short story.



Polish PXL-104 Wilga. See also "[Draco](#)"

The April 2024 Chapter meeting will follow our routine of meeting in the baggage claim area the airport terminal Tuesday, April 9, 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. The forest service is back in the building, but Wayne assures us we still have use of the baggage claim area for our meeting.



EAA Chapter 776

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

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Upcoming Events

[EAA Ch 776 meeting April 9th, 6pm, at the Terminal Building. Potluck.](#)

Cochise College Open House, Friday, 12 April, 8-10AM

April Pilot Gathering, Douglas Muni (KDGL)
Saturday 13 April, 8AM +

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](#)

Sun 'n Fun starts on April 10, so you will need to hurry to both attend our chapter meeting then book it to Florida for the big spring airshow.



Delmar Benjamin's Gee Bee R-2 replica

We received a telephone inquiry from a city employee passing on a question she received from someone in the school system, whom she did not identify, inquiring if our chapter did student on-site aviation instruction at the airport, perhaps in November of this year. Carole said that yes, we would be interested in discussing something with this unknown person. We should be getting a more formal inquiry from the originator of the request and are standing by to maybe have some style of Young Eagle event in Sierra Vista in November.



Modified Rayn M-2 Sprit of St Louis

We have received notification by email that Cochise College will be hosting an open house from 8:00 - 10:00 am Friday, April 12,

complete with a pancake breakfast. This has jumped up very suddenly but is welcome news. We need to have several folks attend and show our interest in their activities and to be able to encourage their support in our Young Eagle events, especially the upcoming Douglas event this fall.

Community: We are a family –a family brought together by aviation. Paul Poberezny

Fly Safe

Cliff



Young Eagles

We have a possible event at KFHU in November (see our Prez's message above.)

12 October Young Eagles Rally is a go at Douglas Muni (KDGL) pending getting enough volunteers to make it go. Please contact Larry if you can help out, youngeagles@portouw.com



EAA CHAPTER 776 THE SKY ISLAND EAGLES March Minutes

The EAA Chapter 776 meeting was held at the Sierra Vista Terminal at 1830 on Tuesday the 12th of March 2024. Those attending were George Clarke, Chris Ireland, Dennis and Diane McMahon, Dick Decker, Joe Spurgeon, Jason Steinberg, Larry Portouw, Cliff and Carole Van Vleet, Paul Brick, Anne Ballinger, Chris Daley, Bud Fraz, Jon Nelson, and two guests Philip and Bella Smith.

After the Pledge of Allegiance, Cliff welcomed Philip and Bella Smith from Iowa as guests and that was followed with an introduction of members.

George Clarke, as Secretary, asked that the February Meeting Minutes, as published in the March newsletter, be accepted by the members and they were.

Treasurer Jon Nelson reported that the Chapter had \$965.64 in the checking account, \$7,796.60 in the savings account, and \$15,098.65 in the term savings certificate.

Larry Portouw, as Young Eagle Coordinator, reported that his meeting with the Douglas Rotary Club went well. Though it is a ways-off yet, the Young Eagle Fly-In for next October is moving along. The primary date is 12 Oct with a rain/wind back-up date of 19 Oct. Cliff reminded us that we usually have between 75 and 100 kids to fly and therefore it might be better to start at 0700 instead of 0730. It was decided to wait until we are a little closer to the fly date to make a decision as to start time. The Rotary folks will need to have that formally decided so they can do the appropriate advertising. For planning purposes Larry requested that members that are available to help out, either as pilots or ground crew, please let him know as soon as they can. There was some discussion about moving the date to later November so that at least two of our snowbird pilots would be available, but Larry said, that for at least this year, that was not possible.

Cliff then asked the membership to allow him to send this year's Young Eagle flying credits to a Phoenix chapter to be utilized by them. After some discussion as to our own chapter needs it was decided that with our financial situation, we really did not need them and so should continue the tradition of doing this. The total amount was \$525 of Young Eagle credits.

Joe Spurgeon then gave a brief Sierra Vista City Transportation Meeting report. The

committee now has its allotted membership total. Most of the items discussed were not of airport importance except for the very small part under chapter 3 of the Sierra Vista Operations Plan that does mention the airport.

Cliff then mentioned that EAA national had done a survey of selected members from each chapter and reported the findings to the chapter. Those results can be made available to any member that requests them. Briefly the results, with a few outliers, show that most of the responders are happy with things as they are and do not want to participate in much more than the Young Eagle flying that we do.

At this point Cliff completed the handout of attaboy pins and certificates that George forgot to do last month or for folks that were not in attendance last month. Paul Brick – pin and certificate for VP, Jon Nelson – certificate for Treasurer, George Clarke – certificate for Secretary, and Larry Portouw – certificates for Newsletter Editor and Young Eagle Coordinator.

Dick Decker's pilot fly-in social gatherings seem to be having good results. The last one at Wilcox (February the 24th) had 17 folks total and that included 11 aircraft and 5 land vehicles. The next one will be at BDI on 16 March followed by one at Tombstone, Saturday the 23rd of March. Roy will be providing a breakfast cookout for all of those attending at Tombstone.

Cliff reported that the AOPA/Buckeye Air Fair was well worth the time to attend, but it should not be compared to CopperState. If you were looking for a feast of interesting aircraft to observe both on the ground and in the air, you were disappointed as that is not the format. Of our members attending Cliff and Carole Van Vleet were there for the duration, Angelo Petropolis for one day, Chris Daley for one day, the Snodgrass family for a day, and Marvin Hurd parts of

two days and camped out under his aircraft wing (he was very cold that night).

Cliff reflected that the Cactus Fly-In two weeks later was a sharp contrast to Buckeye with lots of neat planes both on the ground and in the air and many old friends to share memories with. The weather had warmed up considerably by then and it was a pleasant time. [Photos from Cactus](#).

Cliff then turned the meeting over to Dick Decker for a slide presentation/commentary on flying into and out of many short runways/landing strips in Washington, Oregon, Iowa, and British Columbia. Throughout his career of short field maneuvering utilizing ultra-lights, a Taylor Craft, Tri-Pacer, RV-6, Kit Fox, and a Highlander, Dick has had many very interesting and rewarding experiences that make for a delightful and entertaining evening.

Before closing the meeting Cliff affirmed the next meeting was a potluck on the 9th of April at the Sierra Vista Terminal at 1800.



Education Corner

1) When operating under BasicMed, where do you need to retain a copy of the Comprehensive Medical Examination Checklist (CMECI)?

- a. In your logbook (paper or electronic).
- b. In your possession when operating as PIC on a flight.
- c. At the office of the medical professional who performed your assessment.

2) How can a pilot use GPS altitude in flight?

- a. GPS altitude should only be used in IFR conditions.
- b. GPS altitude can be used as a primary altitude indicator.
- c. GPS should not be used as a primary source of altitude data.

3) What are the reporting requirements for a pilot convicted of possessing and selling marijuana?

- a. There are no reporting requirements related to marijuana offenses.
- b. You must send a notification letter with details of the conviction within 60 days to the
Aerospace Medical Certification Division.
- c. You must report the offense to the FAA Aeromedical Certification Division when applying
for a medical certificate.

4) What will happen during takeoff if you attempt to leave ground effect without sufficient airspeed?

- a. The airplane will require a decrease in angle of attack to maintain the same amount of lift.
- b. The airplane will experience a nose-down change in moment.
- c. The airplane will settle back to the ground.

5) What is the difference between a normal and a crosswind landing?

- a. Aileron down on the upwind wing.

- b. Aileron up on the upwind wing.
- c. Aileron up on the downwind wing.

6) At what minimum distance should a pilot report a near midair collision to the FAA?

- a. 600 feet.
- b. 500 feet.
- c. 700 feet.

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



Safety Corner

Summer flying is just around the corner, ...maybe. Weather of late makes that questionable, but unlike up north where winter flying is a major safety issue, summer is the focus here in the mountain southwest. Gotchas are density altitude (DA), wind, wind shear, thunderstorms, and yes, dust devils. Your editor hit a debris-less ~~one~~ [dust devil](#) years ago in the flare over runway 8 at KFHU in his tri-pacer resulting in a sudden 50'+ altitude gain and a 40+ degree yaw to the left. The tri-pacer's big rudder and the long travel main gear and bungees paid off. Still had to change the bungees (and his shorts).

BTW, we are still looking for a regular author for this section. Until then, you will just have to put up with your editor's occasional and random musing.

[Dust Devils](#) and NTSB video.

[DA. AOPA.](#)

[DMMS](#) or Defined Minimum Maneuvering Speed on Flight Chops. This has been a topic here before but is worth restating again as summer approaches. The base to final turn continues to claim GA pilots at an alarming rate. Do you know DMMS for the

configurations (1.404x Vs) of your plane? Even adhering to those numbers, your editor got chirp out of the stall horn in the Mooney hitting an updraft in a base to final turn at Benson last week.

[Switching tanks](#) (Bold Method). The mantra is always, "Land on the fullest tank," but when do you change tanks? Doing it in the pattern is too late and dangerous. Make a point to change tanks at TOD or in the descent and before you get to pattern altitude to give time and space to deal with an engine stoppage.

With summer comes turbulence. When to slow down? [The Yellow Arc](#) on Boldmethod.



News and Links

Garmin GNS navigators are at EOL because of parts availability. Aviation Consumer video on [YouTube](#).

GPS Jamming. It is easy to do, and happens here as part of testing at White Sands and Fort Huachuca. Check NOTAMs and report it to ATC. Russian jamming in Nordic countries on [AvWeb](#).

[Good news on pilot certificate numbers.](#)



For SALE

Nothing this month. Submit aviation items to the editor.



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.