



**May 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 May Chapter meeting will follow our routine of meeting in the baggage claim area in the airport terminal Tuesday, May 14, 6-8 PM. We will begin with a potluck social 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.

### *Back to business:*

First, I will compliment Dick Decker for his initiative to promote "mini" fly-ins on several Saturday mornings this spring to Bisbee, Willcox, Bisbee Douglas International, Douglas Muni and Tombstone airports providing the opportunity to fly our airplanes (or drive) to local airports and become better acquainted with pilot friends outside of our EAA envelope. Attendance at these fly-ins has been in the range of 15 per event. We have met many aviators and learned interesting tidbits from conversations with them. Dick and Olivia have now returned to their summer air park in Washington state with plans to resume the mini fly-ins in the fall after their return to Cochise County. (We have a tentative fly-in in the works for Nogales in June. Stay tuned... -ed)



## EAA Chapter 776

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

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Area Code 520**

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Director: [Larry Portouw](#)

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## Upcoming Events

[EAA Ch 776 meeting Tuesday, May 14<sup>th</sup>, 6pm at the Terminal Building. Potluck.](#)

APA Annual Meeting, 10AM, May 11<sup>th</sup>, Scottsdale. RSVP at [APA](#)

See pg 5 for NM summer fly-ins.

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

[APA Newsletter](#)

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

[This Day in Aviation](#)

# Project Report!

On our visit to Douglas Muni airport Jason Steinberg hosted a show and tell in his



hangar and showed us the Zenair 601 project powered by a Corvair engine he is working on. Jason purchased this as a partly finished build and is diligently working to finish it with hopes of flying it soon.

As a corollary to Jason's project, Joe Spurgeon showed me his high-speed Pulsar



project. This is an example of having to finish a project that was advertised as ready to fly at which time Joe purchased it with the intent of immediately flying it. Unfortunately, Joe found a problem. The original builder thought

he glued the wing skins together properly but one of joints was found to have a deficient



bond which Joe is now correcting.

Kudos go to Chris Daley for responding to a plea from Chapter 81 in Tucson with only 24 hours of lead time to assist them in flying young eagles on Saturday, April 2. Chapter 81 was doing their YE event on the same Saturday the Wright Flyer Organization was flying their youngsters, so there was good activity at Ryan Field that day. Chris promoted our YE event in October and thought there was interest shown in supporting our event. That will be great if that can be consummated.

Vince Pujalte has purchased a Vans RV-7 in Ohio and has now flown it back to its new home in Sierra Vista. Welcome home. After all the falderal involved in pre-purchase inspections, etc, and after arriving safely in Sierra Vista, Vince found he had a brake problem which he is in the process of repairing. Other than this brake issue, he is very happy with his new, to him, airplane. Congratulations. (Be looking for a warbird SF-260 newly at KFHU owned by new resident, Rob Penchuk. Please introduce yourself and welcome him to the area. -ed)

This will be a really great year to attend AirVenture! Burt Rutan will be back and plans to provide a half dozen different seminars.

He is an entertaining and educational speaker, and all his topics will be interesting. Unfortunately, we have just learned of the passing of brother [Dick Rutan](#). Our condolences go out to the Rutan family. We hope Burt will still be able to attend AirVenture.

This will be our last meeting until September, so please come. Jon Nelson will present a power point video discussing cross wind landings.

*Legacy: Aviation seeds must be transplanted to future generations if we are to see our rich heritage passed on for others to see, to feel, to touch, to fly. -Paul Poberezny*

Fly Safe;

*Cliff*



## Young Eagles

We've had a tepid response for help with the October YE event in Douglas (Saturday, 12 October). Please email or call Larry to let him know if you can fly or volunteer for this event.



## EAA CHAPTER 776 THE SKY ISLAND EAGLES 9 April Minutes

The EAA Chapter 776 meeting pot-luck was held at the City of Sierra Vista Terminal at 1800 on Tuesday 9 April 2024. Those attending were George Clarke, Cliff and Carole Van Vleet, Paul Brick, Ben Middleton. Jason Steinberg, Larry Portouw, Anne Ballinger, Michelle Snodgrass, Jon Nelson,

and former member Jim Short (Jim and Monika moved back to Oklahoma recently).

After the Pledge of Allegiance, Cliff went right to the Secretary and Treasurer reports. The Secretary asked that the March minutes, as reported in the April Newsletter, be accepted and they were. Jon Nelson, Treasurer, reported that the chapter had \$1,003.64 in checking, \$6,799.00 in savings, and \$15,163.01 in the 7-month TSC.

Larry Portouw made the Young Eagle report. Things are moving slowly but with high interest from the Douglas folks for the Douglas Young Eagle rally scheduled for 12 Oct 2024. The backup date is 19 Oct 2024. No new information on a possible Nov Young Eagle event. Larry also mentioned that it has been reported that the City of Douglas is actively trying to sell off most of the land it owns on the current airport. Larry also requested that volunteers for this event please let him know as soon as possible of their willingness to participate so he can plan ahead.

Joe Spurgeon, our Sierra Vista City Transportation Committee member, was not able to attend tonight so we had to postpone his report about the last committee meeting.

Cliff reminded us that the Cochise College Pancake breakfast and Open House was this next Friday the 12<sup>th</sup> of this month from 0800 to 1000. The College would appreciate knowing before the event if you are planning to attend. Cochise College's runway is open to the public, so fly over if you can.

This next Saturday, 13 April, will be Dick Decker's last Pilot Fly-In Social before he and his wife head back to the northwest for the summer. This one will be at the Douglas Muni airport and the Museum will be open. Larry Portouw will coordinate and event in Nogales over the summer while Dick is gone.

Cliff then presented us with a wonderful slide show of some things Short Wing Piper, some things about people of note in that

organization, The restored B-29 “Doc”, many aircraft and folks at the 2018 Oshkosh, Short Wing awards at their Award Ceremony Supper at Oshkosh, some beautiful night flights at Oshkosh. Finally, shots of the major repair to the struts of his trusty N3344B (done over less than 24 hours’ time) in order to be airworthy for the trip home. It was a fun trip back in time as yours truly was at Oshkosh that year also. Thanks Cliff.

Before closing the meeting Cliff reminded us that the next meeting would be a potluck on 14 May 2024 at 1800 in the Terminal. He also reminded us that May would be our last meeting until the fall’s September meeting and at that meeting, we should all be ready to finalize the preparations for the October Young Eagle rally in Douglas.



## Education Corner

1) Which altitude is the normal upper limit for Class D airspace?

- a. 4,000 feet AGL.
- b. 2,500 feet AGL.
- c. 1,000 feet AGL.

2) A primary cause of turbulence is:

- a. Wind shear.
- b. Stratus clouds.
- c. Fog near the ground.

3) How should the pilot make a VOR receiver check when the aircraft is located on the designated checkpoint on the airport surface?

a. With the aircraft headed directly toward the VOR and the OBS set to 000°, the CDI should center within plus or minus 4° of that radial with a TO indication.

b. Set the OBS to the designated radial. The CDI must center within plus or

minus 4° of that radial with a FROM indication.

c. Set the OBS to 180° plus or minus 4°; the CDI should center with a FROM indication.

4) The plane you are flying is capable of cruising at 28,000 ft and going 330 knots. You are pilot in command operating under BasicMed, and part 91. Is this flight legal?

a. Yes, as long as you do not exceed 18,000’ and 250 knots.

b. Yes, as long as you receive a permit from the nearest FSDO.

c. No, the airplane must be certified at or below 18,000’ max altitude and 250 knots or less.

5) What should be the indication on the magnetic compass as you roll into a standard rate turn to the right from a westerly heading in the Northern Hemisphere?

a. The compass will initially show a turn in the opposite direction, then turn to a northerly indication but lagging behind the actual heading of the aircraft.

b. The compass will indicate the approximate correct magnetic heading if the roll into the turn is smooth.

c. The compass will remain on a westerly heading for a short time, then gradually catch up to the actual heading of the aircraft.

6) For altitude corrections of 100 feet or less, use a:

a.  $\frac{3}{4}$  bar width pitch change on the attitude indicator.

c. One bar width pitch change on the attitude indicator.

c.  $\frac{1}{2}$  bar width pitch change on the attitude indicator.

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



[IFR NAVAID quiz at Bold Method.](#)



## Safety Corner

Fire season is upon us and the KFHU tanker base is active. Be conscious of popup fire TFRs and priority to tankers at Libby.

[See something, say something.](#) If you have an opportunity to intervene, intervene. Case study.

No column this month....



## News and Links

This is 1 ½ hours well spent, especially if you want to see some very rare vintage planes and hear their history. 1.5 hours well spent "[Jimmy's World](#)"



The first production aircraft of a company still in business today.

[Garmin GNS-430 Sunset](#)

[The Cessna 407](#)

## 2024 Flyins from the NMPA

[Sierra Blanca \(Ruidoso\)](#) - May 11

[T or C](#) - June 1

[Tularosa \(Reserve\)](#) - June 7-9

[Morrow on the Divide](#) – June 21-23

[Mystic Bluffs](#) – August 17

[Gila flyin](#) – Labor Day weekend

[Land of Enchantment flyin](#) (KAEG) – September 21

[Bar 10](#) – October 20-22

[Aircraft Spruce has bought the parts distribution division of Wag Aero.](#) The WagAero domain is now redirected to AC Spruce.

Your intrepid editor is looking for filler for this page to get you to page 6 (yes there's more below), So, from the Duffle Blog (The Onion but for military humor): [Fighter Pilot's Ego in Critical Condition.](#) (For those uninitiated, OODA= Observe, Orient, Decide, Act. Useful in combat and for lawn mowing).



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.



Young Eagle's rally, Douglas 2016

**↓ For Sale ↓**

## FOR SALE by Owner

**1978 Rockwell Commander 114    N114TC    \$ 225,000.00**

Aircraft is located in Sierra Vista, AZ, KFHU  
 Contact Information: Call or Text  
 Walter A. Hoffmann (760)567-9366



This is a very low time aircraft. The avionics were upgraded in 2022, New leather Upholstery in 2021 and New Paint in 2021. This aircraft had a nose wheel failure about 15 years ago. All aircraft logs are available. You would be hard pressed to find another aircraft as clean as this one. Logbooks available on request for verification.



Aircraft Total Time: 639.1  
 Registration Expires: 9/30/2028  
 Propeller: Hartzell 2 Blade  
 TBO 6 yr or 2400 Hr Hub  
 639.1 TT  
 Engine:  
 Lycoming IO-540 SER  
 TBO 1800 Hr  
 TSN 639.1

