



**April 2025**

## **From the Prez:**

Remember that article I wrote last fall, about how the denser winter air could play tricks with our depth perception? Well, we're about to be on the opposite side of that phenomenon in a few weeks, so I thought I would put on my CFI hat and throw out some unsolicited reminders about high desert flying. The idea came to me the other day when I was out flying my RV-4, something I haven't done in several months (shame on me). (Note: I've been kind of ignoring the RV since I got the Skybolt). Since we were going to fly Young Eagles on 1 March, I thought it prudent to be current in the RV (Duh!!). I took off and flew up to Benson, figuring minimal traffic would let me get in more patterns (also, no one might see me if I porked up a landing or two). What I noticed at Benson (Elev 3831) was that when I entered the roundout, (ask me about the difference between the roundout and the flare), the airplane actually slowed its descent. However, when I got back to Libby and tried the same thing, the airplane just kept coming down, necessitating some fancy footwork to keep from putting the gear through the firewall. Good thing I was expecting that or it might have been ugly. So, what was the phenomenon that raised my heart rate momentarily? Density altitude. Most likely a combination of two facets of density altitude: a 1000-foot elevation difference, and an OAT difference from morning to afternoon. The two came together to give me an elevator ride upon landing at Libby. What am I supposed to do,



## **EAA Chapter 776**

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## **Upcoming Events**

[EAA Ch 776 meeting April 8th, 6pm at the  
KFHU Terminal Building](#)

YE Rally, tentative, 24 May.

Coolidge Fly-in b'fast. 1<sup>st</sup> Saturday

[Grapevine camping/BBQ](#) 11-13 April (APA)

Casa Grande fly-in b'fast 4<sup>th</sup> Saturday

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

[APA Newsletter](#)

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

[This Day in Aviation](#)

you ask? Well, I'll tell you what I do. First. I keep my patterns tight so that I don't end up with a dragged in final. If you do that, you've already given away most of your rotation capability to roundout by flying final nose high, so that probability of dropping your airplane unceremoniously onto the runway just went up should you stall the airplane instead of flaring. Second, be rigorous in controlling your airspeed or you may end up doing a high speed pass down the runway. When you do tight patterns which, by geometry, means a steeper than normal final, you have to have the airspeed nailed or it's easy to soar past V<sub>so</sub>. Not so critical on a 12,000 foot runway, but what do you do if the runway is only 3000 feet? If you have any questions, I plan to make a presentation at the April chapter gathering to lay out the dynamics of density altitude, so be sure come!

Be Safe!

*Greg Loughran*



## Young Eagles

We tentatively have a small rally scheduled for 24 May at KFHU. Availability of pilots and crew are still being assessed. We'll need a backup safety officer if we go forward with this one.

We also have periodic on off YE flight requests. I have two now, one linked up with a pilot. If you are willing to fly these kids, please let me know so that I can contact those interested first.

-Larry



## EAA CHAPTER 776 THE SKY ISLAND EAGLES March 11, 2025 Minutes

The Chapter meeting was held at the Sierra Vista Airport Terminal at 1800 on the 11<sup>th</sup> of Mar 2025. Those members attending were George Clarke, Jason Steinberg, Jon Nelson, Dennis and Diane McMahon, Ben Middleton, Greg Loughran, Chris Daley, Paul Brick, Anne Ballinger, Joe Spurgeon, Cliff and Carole Van Vleet, and John Lakatos. Guests were Owen Spendery (SP?), Len and Kay Spina, and our guest speaker Brandon Armstrong. This was a potluck followed by the meeting at approximately 1830.

Greg started the meeting with a condensed review of the chapter's board meeting held on the 6<sup>th</sup> of March. Those items reviewed were the need for an increase in chapter dues to \$20.00 a year, the need for a financial plan, the use of the EAA national web site and the proposed use of our own web page, and how to grow our chapter membership.

Our guest speaker was Brandon Armstrong, a local A&P working at Libby, and he talked in general terms about several things that an owner might have to deal with when overhauling their aircraft's electric system or as a home builder creating an experimental aircraft electric system.

Since Greg is also a member of the City of Sierra Vista Transportation Commission, he then gave a quick review of those items they covered in the March meeting that have an effect on the airport. The design for an AWOS has begun, the 2026 city budget (to include the airport) is soon to be revealed, the request for bids for the recoating of the areas between the hangars (except for the area bordering the self-fuel tank which is to be scraped and then coated) is out, and the commission has agreed to look at bringing

back some form of an Airport Open House in the future.

Chris Daley then reported on coming projects affecting the airport to include the Army resurfacing each end of RW 26/08, RW 12/30 and north end of RW 03/21 (check NOTAMS), the fly-in to Grapevine has been canceled, Casa Grande has a breakfast on the 4<sup>th</sup> Sat of the month, and don't forget Breakfast at the Coolidge Airport as well.

Some suggestions for raising cash for the chapter, came from the membership such as a flying Treasure Hunt or a flying Poker Game.

Greg closed the meeting by reminding everyone that the next meeting would be at the terminal again on 8 Apr at 1800 and that Jon Nelson would be presenting a short presentation on the Flight Review.

With that the meeting was adjourned.



## **Board Meeting Précis**

**March 6, 2025, 1300**

### **Attending**

Greg Loughran, President  
Clifford Van Vleet, Director  
Chris Daley, Director  
George Clarke, Secretary

Jon Nelson, Treasurer

### **Absent**

Larry Portouw, Y.E.

Jason Steinberg, VP

Meeting called to order at 1:00 PM by Greg Loughran.

Greg and Chris lead a discussion on the information presented at the Chapter Leaders' Boot Camp held last month in Chandler AZ. Key take-aways from that session were:

Missionize the chapter – give it purpose and direction

Ensure leadership succession

Remember first and foremost we are a social organization

The quality of our monthly gatherings is a critical factor in maintaining and increasing membership

Have a growth mindset: Have a plan for growth in both the long and the short term.

Greet and engage new members; get them involved

ACTIVITY=SUCCESS. A vibrant activity schedule is the #1 reason people join or stay with a chapter

Use the EAA provided webpage to tell our story, answer questions, and provide links to further info. Chris Daley is website Manager and will provide options for making our webpage more useful in attracting and maintaining members.

Publicize chapter gatherings on Craig's List and other websites. Explore the city's organization for clubs to see if there can be synergy.

Young Eagles: discussion on rules regarding Y.E. rallies. The group agreed to explore Young Eagles Workshops as follow-on activities for Y.E.s before, after or during rallies.

### **Financial Matters:**

The board voted unanimously to implement an increase in the annual dues. Current income is not sufficient at \$10.00 to cover even the most basic expenses projected. Effective 1 April 2025, the annual dues rate

will be raised to \$20.00. Members who have already paid their 2025 dues will not be charged the addition. For those who have not yet paid, they may pay the current 2025 rate of \$10.00 if they pay before 1 April. For new members, and any unsettled dues accounts, the \$20.00 rate will be in effect after 1 April.

Chris Daley volunteered to serve as Eagle Flight Leader.

The board voted unanimously to accept Gayle Nellans' offer to donate his aircraft to the chapter for educational purposes. George Clarke volunteered to store the aircraft in its trailer on his property until a more permanent arrangement can be found.

The board voted to accept EAA's offer of 50 free name tags for members.

The meeting adjourned at 3:30 PM. Our next BoD meeting will be on Thursday, April 3rd at 1:00 pm.



## **Education Corner**

### **April 2025 Pilot Quiz**

1) To meet the minimum instrument experience requirements, within the last 6 calendar months you need

- a. six instrument approaches, holding procedures, and intercepting and tracking courses in the appropriate category of aircraft.
- b. six hours in the same category aircraft.
- c. six hours in the same category aircraft, and at least 3 of the 6 hours in actual IFR conditions.

2) Reception of signals from a radio facility located off the airway being flown may be inadequate at the designated MEA to identify the fix. In this case, which altitude is designated for the fix? MEA is Minimum Enroute Altitude, MCA is Minimum Crossing Altitude, MRA is Minimum Reception Altitude, and MOCA is Minimum Obstacle Clearance Altitude.

- a. MCA.
- b. MRA.
- c. MOCA.

3) What point at the destination should be used to compute estimated time enroute on an IFR flight plan?

- a. The final approach fix on the expected instrument approach.
- b. The point of first intended landing.
- c. The initial approach fix on the expected instrument approach.

4) When ATC amends your IFR clearance, you should always read back (This applies to VFR traffic as well when under ATC control):

- a. Part of the clearance that contains altitudes, headings or runway assignments.
- b. The updated parts of the clearance, along with the full route were previously cleared to fly.
- c. "Wilco" as a short acknowledgment of the updated instructions.

5) While flying through a cloud layer with the autopilot engaged, you begin to pick up some airframe ice. The corrective action to take is:

- a. Disengage the autopilot.
- b. Leave the autopilot on, but verify it is trimming properly as the ice accumulates.
- c. Leave the autopilot on since it can fly better than humans.

6) Which conditions are favorable for the formation of radiation fog?

- a. Cloudy sky and a light wind moving saturated warm air over a cool surface.
- b. Moist air moving over colder ground or water.
- c. Clear sky, little or no wind, small temperature/dew point spread, and over a land surface.

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



## Safety Corner

For this month's safety tip, see our President's column [above](#).

Nine times you should go around. The first is applicable to the recent mid-air at Marana Regional. From [Boldmethod](#).



## News and Links

### Cliff's report on the Buckeye Air Fair



*1B-25 at Sunset*

For Carole and I, the Buckeye Air Fair started out on a low note Thursday morning,

February 13. I planned to fly 44B but the weather was cloudy and inclement in Sierra Vista, so I discarded my flight plan and rode to Buckeye with Carole in our automobile. Just before reaching Tucson precipitation began to fall and continued almost to Eloy, confirming my decision to ride and not fly. The actual event did not start until Friday, so Thursday was still a setup day with minimal activity to observe.

On Friday the weather continued to be not CAVU with cloudiness, sprinkles of rain and high breezes all day. Very few general aviation airplanes flew in and the not-so-many general public attendance was pretty anemic. Friday was again a school day, so the crowd was populated with lots and lots of school kiddoes doing their show and tell activities. They were not as regulated as in years past and their activities were not as extensive, but they still seemed to be having great times.

Saturday turned out to be a good day for both flying and driving and both approaches increased considerably with a pretty great crowd ultimately arriving. The flavor of an AOPA event compared to an EAA event was very evident. There was very little foot traffic in the fly-in parking area with the crowd concentrating themselves in the AOPA commercial section showing new and snazzy airplanes. We attended the AOPA meet the



*Figure 2 AOPA CEO Darren Pleasance*

boss seminar, along with Angelo, and were impressed with Darren Pleasance's



presentation. He showed up in jeans and sneakers. He is an impressive personality and has a good business and aviation resume to include serving in high management at EAA. He commented that he talks with Jack Pelton often.

Later in the day Saturday, Carole and I and two of our Short Wing Piper friends from Sterling, CO were sitting in one of the several AOPA chalets (enjoying some sodas, snacks



and bling provided by AOPA) when he casually walked in (with no entourage attached) just making small talk with his minions. I summoned my brazenness and flagged him down and we proceeded to have a good conversation. I expressed my concern with the FAA Piper Rudder

Airworthiness Directive, and he expressed knowledge and interest in the subject (but did



not say he was going back to Washington and fix our problem).

Other than our two SWPC friends from Colorado, the only folks we recognized in three days were Angelo and his grandson and Dennis and Dianne McMahon. Very sad that we saw no ex-COPPERSTATE alumni.

Finally, from the comfortable but chilly confines of the AOPA chalet we enjoyed the evening air show, drone show and fireworks



display. The air show was pretty simple. The drone show was the best we have ever witnessed, and the fireworks were the loudest and noisiest we have ever witnessed. Part of the reason is that the distance between the crowd and the shows at Buckeye is pretty close, compared to



Oshkosh. It makes a lot of difference almost being in the show at Buckeye compared to seeing the show from afar in Oshkosh.

AOPA is again reporting the show to be a crowd breaking success.

*Cliff*

## Cactus Fly-in

Click [HERE](#) for a comprehensive report, with many pictures, on the Cactus fly-in .



**Cactus #67—March 8 2025**



Longest Traveled Distance Award: Jim and Ann Rozick Culver Cadet

Click [HERE](#) or on the picture above for the full Cactus Fly-in report.



## For SALE

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

Editor's notes: Please submit input, to include articles, pictures, items for sale, and upcoming events before the end of the month to Larry Portouw, [aviator@portouw.com](mailto:aviator@portouw.com). If you have a submission for a Safety Corner article, please send it to [aviator@portouw.com](mailto:aviator@portouw.com).

## Highlights from Cactus



Curtis Clark Wickham-B



Mike Friedrich Aeronca Champ



Brad Ballen Stinson 108 Voyager



**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.**