



THE SKY ISLAND EAGLES

EAA 776 Newsletter

February 7th, 2025

Good morning. This month's newsletter will be an abbreviated one. I'm out of Schlitz, time, daylight, bits and bytes and everything else. I'll make it a point to get back to the full Monty next month. -Larry

FROM THE PREZ:

Here we are in the doldrums of winter in Arizona, remembering wistfully the warm days of autumn.

As a rule, I love to hang out in my hangar, pattering around doing "airplane things". This winter I have had to curtail that pleasure due to the abnormally cold weather we've been experiencing. In January I spent three days in the hangar with the door open doing the Condition Inspection on my RV-4. It took nearly a week for me to feel warm again.

While not relevant to actually flying, I have found that I am less inclined to go out to the airport for any reason so as to avoid the cold. And here I thought I had left that behind when I departed Virginia for Sierra Vista.

So, what to do during these few months of discomfort? I decided I need to get more familiar with my airplane, its systems, and its performance, readying myself for the warmer weather soon to come. I've found that no matter how long we have owned our airplanes, there are always some things that we don't know about them. And, as the saying goes, "What you don't know may hurt you".

How many of you, when you pull out your airplane on a frosty January morning bother to preheat the engine? I tried that once without pre-heat, no actually twice, and found that I had no oil pressure on start. Does that mean that the engine is starved for oil, or that the gauge is not reading the pressure? Knowing how your engine reads and transmits oil pressure could

help you to diagnose the problem. Even if you do get oil pressure, what are you doing to the cylinders and the rings while waiting for the engine to warm up?

My rule of thumb for winter flying is that I do not take off until I see the oil temp needle move off the peg. Some say that if the engine responds smoothly regardless of the oil temp, you are good to go. Am I being too conservative? Maybe, but I'd rather not take the chance.

So, while you're waiting for those temperatures to climb back above fifty, try pulling out the manuals and re-familiarizing yourself with how your airplane works, or should work. Fly safe.

Blue Skies,
Greg EAA

Ch 776 14 Jan 2025 Meeting Minutes

For our first meeting of the new year, we had 14 members attending. Those attending were George Clarke, Cliff and Carole Van Vleet, Joe Spurgeon, Greg Loughran, Chris Ireland, Chris Daley, Dennis and Diane McMahon, Anne Ballinger, Michelle Snodgrass, Jason Steinberg, Ben Middleton, and Jon Nelson.

Following the pot-luck our new president called the meeting to order with a Treasurer report. Jon Nelson reported that the chapter had \$1,592.54 in the chapter checking account and \$6,802.43 and \$15,242.62 respectively in the Young Eagle savings and the TSC accounts.

Next up the Secretary George Clarke asked that the minutes from the Dec 2024 meeting be accepted as published in the Jan 2025 newsletter and they were by the attending members.

Our new President Greg then gave a brief report on the Board meeting on 7 Jan 2025.

They started out by reviewing the Chapter's Statement of Purpose in the Bylaws and where are we now and where do we want to go. They looked at group activities, Young Eagle programs, and seeking a community outreach with other organizations. Defining Board duties. Meeting time and place for board meetings. They decided to meet at 1630 at the terminal on the day of our chapter meeting. Should we change the format for our chapter meeting and if so, how? Should the chapter have a business plan and what would that look like? One new duty for the board was for Chris Daley to be tasked with planning and bringing speakers to our chapter meetings. Another task would be for the chapter to have an overall Safety Officer that might or might not also be the Young Eagle Ramp Boss/Safety Officer as it now is held. Another idea, by Jason, was to have a more active Facebook presence to maybe include pictures of the board and chapter officers.

Greg then reminded us that the chapter was planning on flying some German students on the 1st of March. There are to be around 25 students and we might add some more of our own to that number. Dick Decker's Saturday pilot fly-ins to local airports continues to be successful. Look for times in our newsletter and by special notice from Larry. We may have a

representative from the local RC club give us a talk in the future. We were also reminded of the AOPA Fly-In at Buckeye in February – this year they will have a night show too.

Greg gave a brief Safety Minute talking about propellers and how important it is to understand what they can and cannot do, Climb prop versus cruise prop and blade angle versus pitch.

Next up Cliff handed out some at-a-boys for chapter service during 2024. Cliff then made the case for continuing to make a donation of \$1,000.00 to Cheri McGunagle for the EAA Air Academy for young folks. It was so proposed and seconded by the members and Jon Nelson will provide a check from our Young Eagle funds.

That concluded the meeting and Greg reminded us that the Feb meeting would be in the terminal at 1800 on 11 Feb 2025. The meeting was adjourned.

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