



Mid-Summer, July 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 September meeting will observe past practices and be held on Tuesday, September 10, 6:00-8:00 pm in the airport terminal. One large item on the agenda for this meeting will be planning for the Douglas Young Eagles flights scheduled for October 12th.

Carole and I have just returned from our summer vacation attending our Short Wing Piper convention in Madras, Oregon. For all the years we have been attending conventions we have used these trips as excuses to see our country and become exposed to new and wonderful sights. Part of the process has been visiting air museums. In the past we have seen many big museums and a whole lot of smaller ones. This summer we enjoyed catching four more, three bigger ones and one small one.

The first museum we visited was the Evergreen Air Museum in McMinnville, OR, where Howard Hughes' HK-1 Flying Boat now resides. We have been to this museum and its predecessor in Long Beach at least



EAA Chapter 776

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

Sierra Vista, Arizona 85635 Area
Code 520

President: [Cliff Van Vleet](#)
[\(520\)-378-2517](#)

Vice President: [Paul Brick](#)
[\(520\)-591-5396](#)

Secretary: [George Clarke](#)
[\(520\)-459-0012](#)

Treasurer: [Jon Nelson](#)
[\(520\)-559-2315](#)

Director: [George Clarke](#)
[\(520\)-459-0012](#)

Director: [Chris Daley](#)
[\(602\) 515-8752](#)

Director: [Larry Portouw](#)

Young Eagles Coordinator: [Larry Portouw](#)

Newsletter Editor: [Larry Portouw](#)
[\(520\)-249-8744](#)

Upcoming Events

[EAA Ch 776](#) September 10th, 6pm at the
Terminal Building

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](#)

three times over the years but seeing the Spruce Goose again this summer became a primary target. And we really struck a bonus this time.



When the airplane was in Long Beach we were fortunate to snag an interior tour. Well, they are again offering interior tours in McMinnville but this time something special happened. The tour guide allowed me to sit in the pilot's seat so I can now brag to have been in command of the Spruce Goose (in my fantasy) for a few minutes, at the very controls that Howard sat at.

The second museum was the Western Antique Aeroplane and Automobile Museum in Hood River, OR. I am partial to antique classic airplanes and this museum provided an overload of four hangars full of golden



oldie antiques and classics. It lived up to its hype as a must museum to visit. The highlight of this museum is seeing another living Emigh A-2 Trojan airplane on display. We recently visited the Emigh on display in Douglas and now I have seen a second one in Hood River, OR.

Museum number three was the Erickson collection of warbirds now at the Madras airport, just a few yards away from where



the Short Wing Piper show line was parked. What is unique about this museum is that we the public were allowed to wander about among all the airplanes and fondle and pet them while avoiding getting in the way of museum employees/mechanics trying to do their jobs. The museum staff were extremely friendly and accommodating in allowing us free access to the whole collection. Finally, museum number four was the Tillamook Blimp Hangar in Tillamook, OR. We first visited this museum during the 2005 Vancouver, OR, SWPC Convention (where has the time gone so fast!). At that time the Erickson warbird collection was housed there. Now with the Erickson collection in Madras, the Tillamook collection is suffering both from the paucity of significant artifacts plus operational resources. Nonetheless, it

was worthwhile to re-visit the large and significant Blimp hangar used to house the Navy blimps successfully protecting the west coast during WW II from Japanese attacks.



Just for the record, non-aviation sights we took in included the Multnomah Falls, Tillamook cheese factory, three coastal light houses, one harbor seal rookery, one Sea Lion cave, Crater Lake NP in Oregon plus Lassen NP and the coastal redwoods and Sequoia NP in California.

If you don't like people you will never be a success no matter what your talents are.

Paul Poberezny

Fly Safe,

Cliff



Young Eagles

Still in need of volunteers. We have two events on the calendar:

-American Heritage Girls chapter from SV @ KFHU. 7 SEP.

-Douglas, 12 OCT, alternate 19 OCT.



EAA CHAPTER 776 THE SKY ISLAND EAGLES May 2024 Minutes

The EAA Chapter 776 May meeting/potluck was held on the 14th at 1800 in the City of Sierra Vista Terminal. Those attending were George Clarke, Clifford and Carole Van Vleet, Jason Steinberg, Ben Middleton. Paul Brick, Anne Ballinger Jon Nelson, Angelo Petropolis, Joe Spurgeon, Vince and Kristan Pujalte, and Monroe Norman.

Following the Pledge of Allegiance and the Welcome/Introductions, Secretary George Clarke asked that the April meeting minutes be approved as presented in the May newsletter and they were. Then Treasurer Jon Nelson gave the following report of chapter accounts of \$1,023.64 in checking, \$6,799.80 in savings, and \$15,224.58 in the 7-month TSC. Since the 7-month TSC matures in August, the members voted to allow Jon to re-invest the funds in another TSC if it is available and if he thinks it worthwhile.

There was no Young Eagle report from Larry Portouw due to his absence, but Cliff reminded us that we, individually, needed to plan on the participation of the October Douglas Young Eagle fly-day now as our one meeting in September was all we had to finalize everything. So, please let Larry and Joe know if you plan to participate.

Joe Spurgeon had no City of Sierra Vista Transportation Committee meeting information to report as he has not been able to attend the last two meetings. The next meeting will be at 1530 on the 12th of June at City Hall.

The next (last for the summer?) Dick Decker's Pilot Social fly-in will be at Nogales this Saturday (18 May 24). Dick has returned to the northwest and will not be there.

Former member and Young Eagle pilot Roland McDonald's wife stopped by to deliver some Chapter 776 shirts that had never been worn and a video "Young Eagle Fly-Day One" of a past chapter fly-day. Roland died in 2022 when he and his wife were living in Michigan.

Tonight's presentation was by Jon Nelson and addressed crosswind landings. He provided a short PowerPoint called "The Art of Crosswind Landings" and then opened a discussion as to what type (slip & slide or crab & kick-out) most of us utilized and what other factors pilots needed to be aware of to be successful in this part of the landing game. First, in both types, was not to use flaps if near the airplane's certified limits. Most of the members had personal limits well below the airplanes demonstrated crosswind limits as to the use of flaps. It appeared that most members used the slip & slide method. This method also allows one to determine if the crosswind is more than the airplane/pilot can reasonably handle while still on final approach. Those that use the crab & kick-out can also use the slip & slide while on final to determine strength of the crosswind and then complete the approach and landing with the crab and kick-out. There was a good discussion about this part of the landing phase and one much needed at FHU because of the opportunity to need it (lots of crosswinds), and especially now that runway 21/03 is due to be converted to a taxiway only.

Following Jon's excellent presentation and the discussion that followed, Cliff showed the McDonald video "Young Eagle Fly-Day One" and it was fun to see all of us, much younger, a few years ago doing our Young Eagle thing, but also sad to see some of those members no longer with us.

Before closing the meeting Cliff reminded us that the next meeting/potluck would not be until the 10th of September 2024 at 1800 in the terminal and wished us all a great summer.



Education Corner

Sep 2024 Pilot Currency Quiz (these are from IFR training but useful to VFR)

- 1) Flying clear of clouds on an instrument flight plan, what are the requirements for a contact approach to an airport that has an approved IAP?
 - a. The controller must determine that the pilot can see the airport at the altitude flown and can remain clear of clouds.
 - b. The controller must have determined that the visibility was at least 1 mile and be reasonably sure the pilot can remain clear of clouds.
 - c. The pilot must request the approach, have at least 1 mile visibility, and be reasonably sure of remaining clear of clouds.
- 2) Before beginning any flight under IFR, the pilot in command must become familiar with all available information concerning that flight. In addition, the pilot must
 - a. list an alternate airport on the flight plan and become familiar with the instrument approaches to that airport.
 - b. list an alternate airport on the flight plan and confirm adequate takeoff and landing performance at the destination airport.
 - c. be familiar with the runway lengths at airports of intended use, and the alternatives available if the flight cannot be completed.
- 3) Reception of signals from an off-airway radio facility may be inadequate to identify the fix at the designated MEA (Minimum

Enroute Altitude). In this case, which altitude is designated for the fix?

- a. MCA. (Minimum Crossing Altitude)
- b. MRA. (Minimum Reception Altitude)

c. MOCA. (Minimum Obstruction Clearance Altitude)

4) Which lines should you cross when exiting the runway?

- a. Solid lines.
- b. Both solid and striped lines.
- c. Striped lines.

5) The Horizontal Situation Indicator (HSI) is a combination of:

- a. An attitude indicator and CDI.
- b. Attitude indicator and a heading indicator.
- c. A heading indicator, OBS and a CDI.

6) A 'CRUISE FOUR THOUSAND FEET' clearance would mean that the pilot is authorized to

- a. climb to, but not descend from 4,000 feet, without further ATC clearance.
- b. use any altitude from minimum IFR to 4,000 feet but must report leaving each altitude.
- c. vacate 4,000 feet without notifying ATC.

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

[VFR Rules Quiz.](#)

[Should you contact clearance delivery if VFR?](#)



Safety Corner

[Things that keep killing us.](#)

...[and Boozy flights.](#)



News and Links

Some aviation smiles with a [child's first ride](#) in a Cub.

Another aviation merger. [Desser Tire](#) changing its name.

Ramp space at Tombstone P29 has been expanded as part of their airport improvement program.

[Another Piper AD](#)



For SALE

Please see the next page and share the ad for a nice Rockwell 114 for sale at KFHU. Click [HERE](#) to download a .pdf.



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.

1978 Rockwell Commander 114 N114TC \$ 225,000.00

Aircraft is located in Sierra Vista, AZ, KFHU
Contact Information: Call or Text
Monica Hoffmann (520) 559-8069 [Email](#)



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

