

WINGNUT

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EAA Chapter 846 Newsletter - Wadsworth, Ohio

Issue: 11

November 2021

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Regular Monthly Meeting

Meeting is in chapter hangar

Second Thursday @ 7:00 PM

EAA 846 Website

chapters.eaa.org/EAA846

Skypark Website

www.flyskypark.com

NOVEMBER CHAPTER MEETING:

Join us for the upcoming EAA Chapter 846 Monthly Meeting on Thursday, November 11, 2021 @ 1900. The meeting will be held in the chapter's #M1 hangar at Skypark Airport (15G). Social hour begins after 1800.

November Meeting Agenda:

1. Welcome to the November meeting
2. Officer Reports
3. Randy Brooks will present on "VFR Charts - Revisited"
4. Nominations for the 2022-2023 chapter Officers and Board Members
5. Project Updates

OUR DECEMBER CHAPTER MEETING AND ELECTIONS WILL BE ON THURSDAY, DECEMBER 9, 2021 @ 1900 AND HELD IN SKYPARK FBO MEETING ROOM (15G) AIRPORT.



Do you recognize this new SLA or Experimental STOL aircraft? See page 7 for details.

Helicopter Wake Turbulence Avoidance

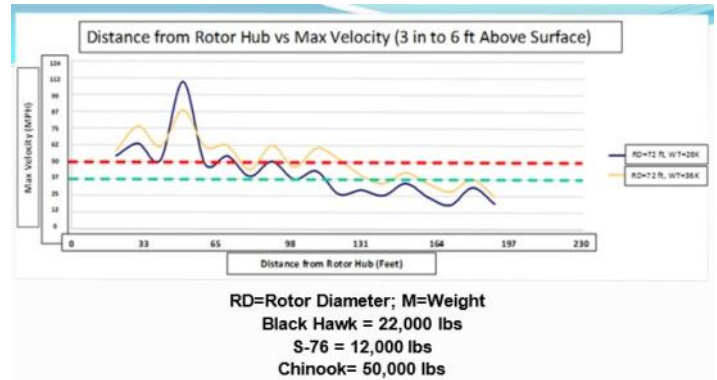
By Gary Baker

During the October meeting, I gave a program on helicopter wake turbulence avoidance. This was an attempt to further everyone's education about operating airplanes safely around helicopters. The program was also dedicated to the memory of long-time Chapter member Bob Taylor.

During my research, I could find little reliable information for fixed-wing pilots to use when operating around helicopters. We all operate at airports that also accommodate helicopters. It is very important to understand how a helicopter operates and how wake turbulence is distributed depending upon the helicopter's motion. With many thanks to photos and data provided by Gary Kohler, retired Sikorsky company and test pilot, I was able to show some examples of how wide an area the turbulence can cover. The limited information provided by the FAA in Advisory Circular 90-23G Aircraft Wake Turbulence recommends that fixed-wing aircraft should stay at least three times the diameter of the rotor blades. There is no mention of waiting any minimum of time, such as one to three minutes, before taxiing or flying through the path of the helicopter.

Whenever we leave our aircraft outside, we will often tie down the aircraft in case of high winds. My thought of high winds is 15 knots or higher. Gary Kohler provided a chart that evaluates wind velocity in a horizontal plane at one foot above the ground coming from a hovering helicopter, possibly a Black Hawk. The chart shows that velocities within one rotor diameter are measured at 60 mph.

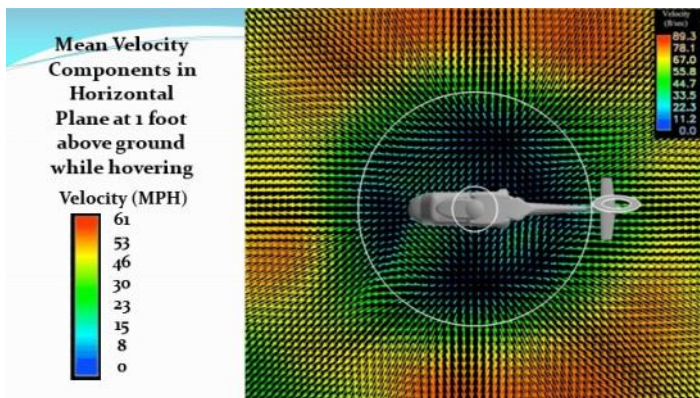
50,000 lbs. At 150 feet away from the rotor hub, the maximum velocity for the two weights of the sample aircraft were measured at 35 to 45 mph. At the limit of about 190 feet, the velocities were still at least about 20 mph. These winds still fall into my caution range of high winds.



Chapter member Brian Burke has sent emails to individuals who present aviation podcasts asking for assistance in finding more information on helicopter wake turbulence. One instructor, Max Trescott, has a podcast called "Aviation News Talk." In podcast #206, titled "Helicopter Wake Vortex Accidents & Incidents," Max addressed Brian's email directly and spent more than thirty minutes reviewing other helicopter/aircraft wake turbulence accidents. At the end of his podcast, Mr. Trescott agreed with my assessment that there is very little information available to aviators. <https://aviationnewstalk.com/>

I would suggest that each of us continue to research any helicopter wake turbulence avoidance procedures. The FAA has not presented aviators with reliable information and so it is on all of us to learn as much as we can and then pass on any new information we find to others. Please use as much caution as possible when operating in the environment where helicopters are also operating.

Unfortunately, I cannot offer any concrete recommendations to you other than to use time as your friend. When flying large jets, 737's in my case, we used a combination of distance and time for separation from heavy jets such as 767's and 777's. Airplane wake turbulence has been studied intensively and well-understood as its movement. When I am operating in the area of an operating helicopter, I will now use time for separation, beginning at a minimum of three minutes before moving through that area. I will also take into account the size of the helicopter and add more time for larger aircraft.



Another chart that measured wind speed from two helicopters weighing 26,000 lbs and 36,000 lbs. For comparison, a Black Hawk has a gross weight of 22,000 lbs and an S-76 of 12,000 lbs. A Chinook can weigh up to

Volunteer to be Web Editor

By Mary Baker

Web Editor. This is not a Board position, though attendance at Board meetings would be helpful. The time commitment is about 2 hours a month, updating the website with information from the newsletter, posting photos of our events to our Google Photos page, and maintaining the calendar on Google Calendar. I would be happy to teach the new editor the software and continue to assist as necessary.

Ideas for Homebuilding Webinars

By Gary Baker

Would any of you have ideas for webinars on homebuilding that EAA could use for Homebuilders Week in January? Charlie Becker is adding more webinars and is looking for ideas. Thanks for any suggestions.

Chapter T-Shirts and Polos Available

There are still some t-shirts and polo shirts available for sale during the August meeting. The t-shirts are \$15 and available sizes are XL and 2XL.

There are a few gray polo shirts available, one each in Medium and 2XL, for \$20.

New blue polo shirts have been ordered and will be available during the November meeting.

Women's polos are also available. The cost of these polos is \$25. Another order is being placed because some popular sizes are already gone.



Dues Are Payable in Person This Month!

2021 dues can still be paid by cash or check at the November meeting. Please complete the Membership Form and bring it with your payment. Checks can be made payable to EAA Chapter 846. Dues can always be paid by going to the Chapter website <https://chapters.eaa.org/ea846/membership-benefits/join---renew---donate>. Payment can then be made using PayPal. Please send any changes in your information to Gary Baker at ggbaker@zoominternet.net. Thank you for your membership in 846!



By Mike Guenther

Abby Donofrio - Abby passed the FAA written exam last month and has been steadily working towards her solo cross country flights. She recently re-soloed and hopes to schedule her check ride soon. Abby shared exciting news last month that she will be pursuing her aviation education at Embry-Riddle University in Daytona Beach Florida starting next school year!

Logan Cohara - Logan continues to study the Sporty's Learn to Fly ground school course material while we wait for his medical to receive final approval. He is ready to get going as soon as the approval comes in and is keeping busy on Microsoft's Flight Simulator 2020 while we wait.

Volunteer for Newsletter Editor

by Mike Baker

This is not a Board position, though attendance at Board meetings is very helpful. The time commitment is about 8 hours a month, organizing the newsletter from members articles, notes and photos. I would be happy to teach the new editor the software and continue to assist as necessary. The primary apps are MS Publisher, MS Word, MS Excel and Constant Contact.

Special Thanks to Fred Kelly

During the October chapter meeting our featured presentation was given by Fred Kelly discussing his flight across the Atlantic Ocean from CLE to EINN, Ireland in a Cessna 182. Thanks Fred for putting together a very interesting presentation for the chapter!



Celebration of Life for Pete Klapp and Bob Taylor

Your EAA Chapter will be hosting an informal Celebration of Life next Saturday morning, November 13, 2021, at the Chapter Hangar, M-1, at Wadsworth Skypark Airport. This Celebration is to remember two very active Chapter members, Pete Klapp and Bob Taylor, who passed away in September, 2021, in separate aircraft accidents. A pancake breakfast will be offered to everyone beginning at 8:30 am. A slide show will be shown throughout the morning. If you have any photos you would like to share, please email them to Gary Baker at ggbaker@zoominternet.net, or bring a flash drive with you to Thursday's meeting or Saturday. If weather permits, you are invited to fly in. All friends and family of Pete and Bob's are welcome to join us. We hope that you will be able to attend.

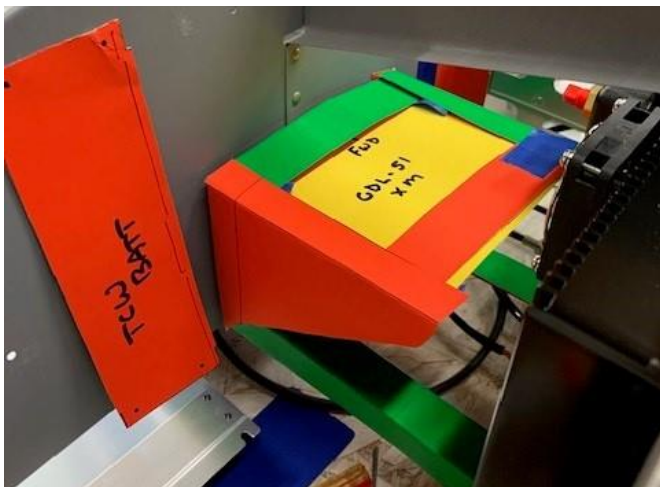
Abby Donofrio-Published Writer

One of our chapter's Ray Scholars, Abby Donofrio, was asked to take part in an EAA press conference about the Ray Scholarship program during Oshkosh this year. She talked about her aviation experiences so far. A representative for the online magazine, "AviNation," asked Abby to write an article about her experiences and Abby's article has been published and is now available online. The website is <https://www.avinationusa.com/>. Click on the latest issue to read the magazine. Abby's article is on pages 40-41. Some copies of the article will be available at the November meeting. Congratulations, Abby! You are making your family and the chapter members proud of you!

Project Update: Vans RV-7

by Joseph Walker

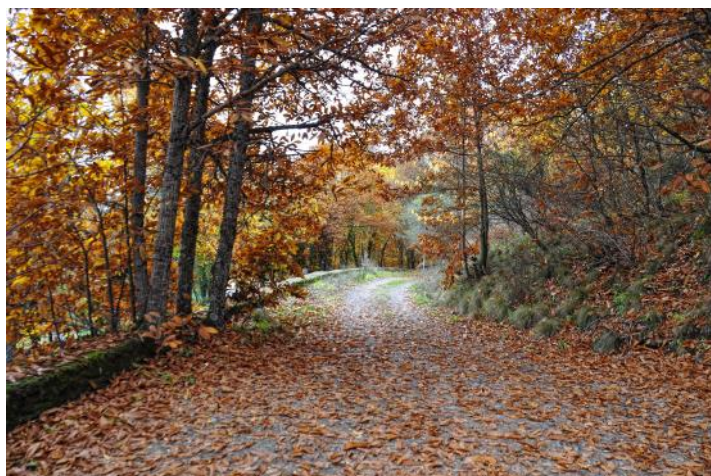
My project has stalled over the last year with some family "life" events. I'm working on getting my instrument panel wired professionally then will begin internal wiring, canopy work and hanging the engine.



Fly-Out to Swank Airport for Breakfast

By Paul Lutz

On a cold but CAVU Saturday morning six EAA Chapter 846 airplanes made the trip to Swank Airport for breakfast.



Project Update: Rans S-20.5

By Ron Lutz

We have the left wing finished. We are ready to install the bottom skin on the right wing. Then on to flaps and ailerons.

We are also trying to get the fuselage bead blasted and primed before it gets too cold.



Project Update: Rans S-21

by Randy Brooks

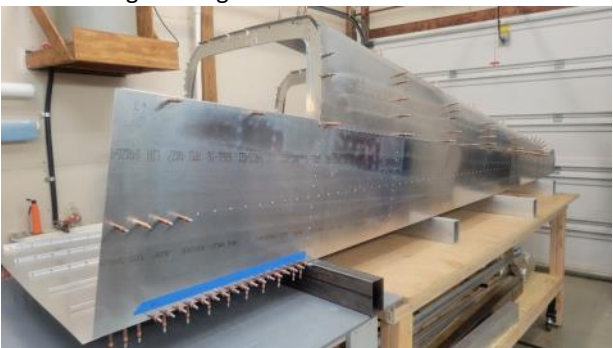
I'm working on the fuselage now, getting ready for the BIG step of mating the tail cone assembly to the cockpit tubular steel cage. The wiring for the Garmin GMU 11 Magnetometer and the elevator electric trim has been installed as well as the mount for the VHF 1 Comm antenna on top of the tail cone.

The mating process is a critical step that requires a lot of fitting, measuring, and head scratching. You only get one shot at match- drilling the cage to the tail cone! Measure 20 times, cut once. Once the two assemblies are mated, then it's on to installing the baggage compartment, side and top skins and cockpit build-out.

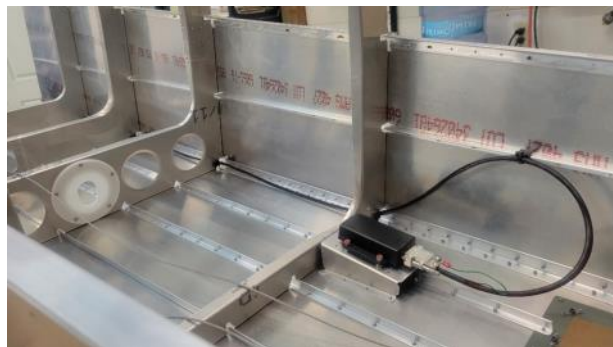
Stop by my hangar anytime to check it out.



Initial fitting and alignment



Upper tail cone skin fitting



Garmin GMU 11 Magnetometer (remote compass) install



The chapter has seen its membership increase by four in the past four weeks. Adam Hile lives in Apple Creek with his wife, Colleen. Adam works at Preferred Air-parts and is an A&P and also has his IA certification. He is about a quarter of the way thru the restoration of a Piper PA-20. His specialty at work is in the avionics area.

Robert Humes attended the October meeting with his son, Rich. Robert and his wife, Nancy, lives in Wadsworth. Robert spent nine years in the US Air Force as an avionics technician. He has his commercial pilot certificate with an instrument rating.

Rich Humes also joined the chapter. He and his wife Jennifer live in Wadsworth.

Greg and Elizabeth Hackett live in Broadview Heights. Greg is an instrument-rated private pilot and flies his Cirrus SR-22 out of Medina Airport.

The final new member is Steve Lehuta, who flies his Cherokee out of Skypark Airport. Steve and his wife, Lynn, live in Brunswick. He is the director of maintenance for Keycorp Aviation and has his private certificate with an instrument rating.

Please welcome Adam, Robert, Greg and Steve to the chapter. Their memberships now bring the total active membership to 104! Wow! Thank you, everyone, for your membership as well.





2021 EAA Chapter 846—Calendar of Events

Thursday, November 11, 2021	EAA Chapter 846 Monthly Meeting	November chapter meeting will be held in the Chapter Hangar #M1 (weather permitting) at Skypark	7:00 PM
Thursday, December 9, 2021	EAA Chapter 846 Monthly Meeting	December chapter meeting will be held in the Skypark FBO meeting room	7:00 PM
Thursday, January 9, 2021	EAA Chapter 846 Monthly Meeting	January chapter meeting will be held in the Skypark FBO meeting room	7:00 PM

Current Member Projects:

- ◆ Ron & Paul Lutz, Rans S20.5—Finished right wing, priming & painting fuselage frame
- ◆ Joe Walker, RV-7 - Working on the instrument panel & wiring, canopy, hang engine
- ◆ Mike Baker, Sonex - Fitting cowling
- ◆ Rob Trout, RV-14 - Working on the tail cone, riveting skins
- ◆ Paul Hanchek, Skybolt, fuselage on rotisserie, adding sub structure
- ◆ Jeff Hartzler & Steve Zaleski,
- ◆ Barry & Valerie Wawrin, RV-14A, Installing the cowling
- ◆ Dale & Nancy Housley, Volmer VJ-22 - Purchased a project and a new set of plans
- ◆ Bernie May, Zenith CH750,
- ◆ Curt Speck, Zenith CH750 Super Duty,
- ◆ Mike Guenther, RV-8, working on horizontal stabilizer
- ◆ Jeremy Cowgar, Zenith CH750, **flying off phase 1 with 25 hours completed**
- ◆ Randy Brooks, Rans S21 kit, Assembling fuselage matting to tail cone
- ◆ Matt Tomscheck, Highlander, horizontal stab, elevator covered
- ◆ Brad Wurst, Preceptor Super Pup—First engine start completed, finishing the electrical wiring

Answer The BushCat is the third and latest generation of the aircraft previously known as the Cheetah. It is an aircraft which has been designed around four principles: Simplicity, ruggedness, low cost and FUN! The original Cheetah LSA was a robust and reliable work horse. It quickly gained popularity among the South African bush flying community, and earned its reputation as a fun flying workhorse. Aerodynamic and ergonomic improvements were later made to the aircraft, as well as modifications from worldwide customer feedback, which resulted in the second generation Cheetah XLS. It soon became clear that the role of the aircraft was to serve bush pilots in areas that other light sport aircraft just couldn't handle. As a result, the focus moved toward making the aeroplane tougher than any other in its class, and able to withstand the might of the veld and tundra – as a result the BushCat was born.

Source: <https://www.fly-aerosport.com/bushcat-light-sport>



EAA CHAPTER 846

Board of Directors Meeting

Minutes, November 1, 2021

President Paul Lutz called the meeting to order at 19:00.

Members Present: Brad Wurst, Paul Hanchek, Mike Baker, Dave Gerdeman.

Board Members Present: Paul Lutz, Randy Brooks, Ron Lutz, Gary Baker, Greg Cantrell

President Paul Lutz presented the following topics for discussion.

The Chapter renewal with EAA National

Greg said he did the renewal last year for the Chapter and would be glad to do it this year.

Chapter Insurance

Paul reported there would no increase in the insurance premium for the coming year.

Recruitment for Officer and Board Member Candidates.

After discussion, it was requested that Mike Baker would send out a special email to the membership prior to the Newsletter and then put an article in the November Chapter newsletter.

Program Topics for the remainder of the year's meetings.

There was discussion regarding having a 10 minute safety presentation at each chapter meeting going forward. Randy Brooks will lead a discussion for future safety topics at the November meeting and ask for suggestions from the Chapter membership. He will then present a program on a runway safety topic. Dave Gerdeman will provide the December Chapter meeting program on Plans Reading. Brad Wurst suggested we ask members at the November Chapter meeting for 2-3 suggestions for program topics for the upcoming year. We will also ask the membership if they know of speakers willing to give a presentation.

Treasurer Gary Baker also presented the following topics to the Board.

Removal of the EAA Chapter 846 file cabinets from the Skypark meeting room.

The chapter will try and have them removed within the next 2 weeks.

Gary requested to purchase more Chapter Polo shirts.

We are out of the popular sizes and there have been request for these. The board approved

purchasing more.

Gary reported that after 4 years of serving as the web editor for the chapter, his wife, Mary, wishes to turn this duty over to a chapter member.

Calendars with pictures of Chapter member's aircraft.

Those present thought this was a good idea and will look into producing one.

Celebration of Life for Pete Klapp and Bob Taylor.

Gary suggested inviting Pete and Bob's families to a pancake breakfast celebration of life at the Chapter hangar. The suggested date for this is Saturday November 13, 2021. Gary will check with their families and send out an email to the Chapter membership if this date works for them.

With no other business to be brought before the Board, the meeting was adjourned at 20:43.

Respectfully submitted,
Greg Cantrell
Secretary, EAA Chapter 846

EAA CHAPTER 846

Chapter Meeting Minutes of the October 14, 2021

The meeting was called to order by President Paul Lutz at 19:05

Guests present: Bob Humes and his son Rich Humes.

Ray Scholar Update: Abby Donofrio

Abby thanked the chapter for awarding her the Ray Scholarship and for all the opportunities that she has experienced as a result of being a Ray Scholar. She announced the passing of her FAA written exam and plans for scheduling a check ride with Stuart Corey. She also let the chapter know she has been accepted at Embry-Riddle in Florida. After taking part in EAA's press conference about the Ray Scholarship program at Oshkosh, Abby was asked to write an article about her aviation experiences for AviNation magazine. That article has been published and is in the Fall 2021 Edition of the magazine.

Presentation: Transatlantic Crossing in a Cessna 182 Fred Kelly

Fred gave a very interesting presentation on the planning and preparation of the trip, the plane, and the pilot for the flight across the Atlantic Ocean to Ireland and back.

Officer's Reports:

President: Paul welcomed everyone to the meeting and thanked them for attending. He reported the chapter will be purchasing a \$100 gift card for Freeman Swank in appreciation for all he does for the chapter at the Swank Fly-in/Campout. He also announced there will be a Fly-in at Bucyrus on October 16, 2021.

Secretary Report: The September monthly meeting minutes were reviewed and with no additions or corrections, a motion was made by Gary Baker and seconded by Dave Gerdeman to accept the minutes as written. The motion passed.

Treasurer Report: Gary Baker reported there were sufficient funds in the treasury for chapter business.

Safety Presentation: Helicopter Rotor Downwash Gary Baker

Before giving his presentation, Gary asked for a moment of silence in honor of Bob Taylor, a dedicated and active Chapter member, who passed away while flying his Rans S-20 on September 18, 2021.

Gary gave a very good and informative presentation on the effects of helicopter rotor downwash on nearby fixed wing

aircraft. He also informed chapter members there are very little definitive recommendations by the FAA on this subject. A good rule is to stay at least 3 times the rotor diameter away from helicopters and wait a minimum of 5 minutes before taking off or landing after a helicopter. He recommended that we all remember every aircraft creates some type of turbulence.

Pancake Fly-in/Breakfast Update: Greg Cantrell

Greg thanked all the volunteers and the sponsors who helped make the pancake breakfast a huge success. He reported that 190 breakfasts were served, with between 45 -50 aircraft flying in to the event. The Wayne County Airport was so pleased with how things went; they have asked us back next year, tentatively on September 17, 2021. In the end, he reported the chapter netted over \$2000 for the scholarship fund.

Election of Officers and Board Members: Greg Cantrell

Greg reminded those Chapter Members in attendance about the need, according to Chapter By-Laws, to hold elections for officers and board members whose terms will be expiring at the end of the year. He asked for nominations for Officer and Board positions be submitted to current Officers or Board members so a slate of candidates can be presented for a vote at the November 11, 2021 Chapter meeting.

With no other business to be brought before the chapter, the meeting was adjourned.

The next Chapter meeting will be November 11, 2021.

Respectfully submitted,
Greg Cantrell
Secretary, EAA Chapter 846



EAA CHAPTER 846

2021 MEMBERSHIP APPLICATION

**New Member
Dues Calculator**

Jan	\$25	July	\$19
Feb	\$25	Aug	\$17
Mar	\$25	Sept	\$15
Apr	\$25	Oct	\$25
May	\$23	Nov	\$25
June	\$21	Dec	\$25

Annual Dues: \$25.00 by February 1. Please complete and mail To: Gary Baker, Treasurer, 770 Victoria Circle, Medina, OH 44256. Checks should be made out to: EAA Chapter 846. New members dues will be prorated after April 30th at \$2.00 per month. See schedule above. Various Chapter 846 memberships are available: *Lifetime Membership \$375.00, Family Memberships \$30.00 and Student Memberships for \$10.00*

PLEASE CIRCLE: RENEWAL (YEAR JOINED _____) OR NEW MEMBER

Today's Date: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Preferred Phone: _____ Spouse Name: _____

e-Mail Address: _____ (for receiving chapter newsletter)

EAA National Member Number: _____ Expiration Date: _____

You must be a current EAA National Member to be a voting EAA chapter member.

Optional information:

Project: _____ % completed: _____

Pilot Certificate and Ratings: _____

Occupation: _____

Company name: _____

Please indicate any aviation skills or resources that you have and would be willing to share with other members.

Does EAA Chapter 846 have your permission to publish this optional information in our chapter roster? Yes No

Thank you for your membership in EAA Chapter 846!

EAA Chapter 846 Wadsworth OH

Newsletter Address: P.O. Box 4064, Copley, OH 44321-9998, Phone: 330.328.2493

Mail Membership Form and Dues to: 770 Victoria Circle, Medina, OH 44256