
Pittsburgh-Butler Region Experimental Aircraft Association - Chapter 857

EAA 857 NEWSLETTER



A classic Cessna 170B seen at Oshkosh!

Presidents Message



Hello EAA 857,

May has gone by quickly and soon June and our first fly in will be upon us.

As a reminder: **we always need pilot's and volunteers!**

May tends to be a busy month in my personal life. Just about every one of my family members has a birthday in May including my mom just prior to Mother's Day. My month included the opportunity this past Saturday to attend EAA Franklin Chapter 988's pancake breakfast and fly in. The mighty warrior I spend much of my time instructing in looks rather small from the flight deck of Beach City Baby. I guess that is to be expected considering the wingspan is 95 feet with a nose to tail length of 45 feet. This was my first experience seeing inside the plane.



I won't be in attendance at this month's meeting. I will be finishing my seaplane training in Florida. I am very excited to finally get it done. I started my seaplane training in Alaska in July of 2023. I flew 9.5 hours but when check ride day came along the ceilings were too low to venture to the lake where the DPE lived. I had a return flight booked to Pittsburgh that wasn't waiting for me, but I promised I would eventually find time to get back to it. I can promise you I will not be leaving Florida until I have a temporary certificate this time. This is the seaplane I will be flying in Florida. I will be training with Jones Brothers & Co. out of lake Dora.

I will be back for our International Young Eagles Day celebration, and I hope to see you all there. Later this month I will be teaching an online webinar on Human Factors and some ground breaking new programs with the FAA Safety Team once the date is solidified I will share with all of you (Wing's credit is available).



Keep flying!

Joss Slagle

Chapter President

ps: 2024 chapter dues are now due and payable. Please see Frank Szczerba, 857 Treasurer \$25 per individual, \$35 per family.



Pittsburgh-Butler Region Experimental Aircraft Association–Chapter 857 Minutes of April 16, 2024 Regular Meeting

Opening: President Josselyn Slagle called to order at 7:06 P.M. and led the members in the Pledge of Allegiance.

Meeting attendees: 11 members and 1 guest were present.

Previous Meeting Minutes: The minutes of the March meeting are in the newsletter. Motion to accept the minutes put forth by Kyle Riedel and seconded by Frank Szczerba.

Treasurer's Report: The Treasurer's report submitted by email from Frank Szczerba was reviewed. Motion to accept put forth by Kyle Riedel and seconded by Ted Merklin.

Newsletter: The April newsletter was distributed and uploaded to the chapter website. Newsletter contributions are always welcome!

Website: Enter <https://chapters.eaa.org/ea857> in your browser to view the site. (Plan to do maintenance on the website) Revised to update the new location of the young Eagles event to be held at the terminal building.

Tech Advisor: N/A

Next Regular Meeting: Tuesday, May 21, 2024

IMC meeting: IMC discussion on Left turning tendencies of aircraft.

Young Eagles: International YE event is scheduled June 8th.

- Registration application revision is going to be late, not available until after May.
- Plan to set up next event in current app in a few days.
- Registration to start middle of May
- 7 seats appear to be available for the event.
- Need to decide on ground volunteers for event.
- Need to decide on serving food at Next meeting. We are not cooking food.
- Plan 3 sessions to run between 9-1pm
- We are allowed to use the meeting room for ground sessions.

Air Academy: Ian Geikowsky has received the paperwork to move forward with the medical. Scheduled for the Second session. Coming up in May, payment due for their tuition. Use credit from 2023 tbd.

Ray Aviation: The Ray Aviation Scholarship Coordinator provided a brief update on the Chapter's involvement with this scholarship. For the 2023 Ray Scholar, Colin needs more solo hours, one more X-country. The 3rd of April was the end of the Scholarship deadline. The 2024 candidate sent his application. He is going to dedicate the summer to flying.

Old Business: N/A.

New Business:

- Fly-in Pancake breakfast at Franklin County May 11th , 2024.
- May 11th AOPA is celebrating a fly-over of GA in Washington D.C. A vintage Staggerwing is going to lead the parade. 15 different categories of planes are going to be there.
- 26 members renewed their dues and 8 members who did not.

Closing: The meeting motion to adjourn was made by Kyle Reidel and seconded by Ted Merklin at approximately 7:36 P.M.

Respectfully submitted:

Destinyjay Maletta, EAA 857 Secretary

2025 Ray Scholarship Pledge Update



Pledged: We are off to a great start for pledges for the 2025 Ray Scholarship Program. As of the 1st of May we have received \$1,500 in pledges toward the 2025 Ray Aviation Scholarship. To guarantee that we secure this \$11,000 scholarship again we must generate \$2,750 toward the scholarship and the remaining 75% (\$8,250) will be matched by the Ray Aviation Foundation!

If you are interested in seeing us receive this scholarship for the fourth consecutive year, please contact the Ray Aviation Scholarship Coordinator (Kyle Riedel) to pledge today. Kyle's email address is riedel.kyle@yahoo.com.

Ten Things I learned from Alaska Seaplane Flying

By Joss Slagle

1. Mosquitoes!

I expected a lot of things in Alaska, but mosquitoes were not one of them. There were triple the amount compared to anything I've experienced in Pennsylvania. Luckily, I discovered in the gift shops they sell these lovely green wrist bands that you wear in place of covering yourself in big spray from head to toe. Inevitably, I still ended up with a few bug bites.

2. No flare and no rotate!

For takeoff you add full power. Wait for one rise. Wait for a second rise. Now you are established on step (meaning the portion of the float with the least drag). Now to take off you add back pressure only once established on step with building airspeed.

For landing you choose an aim point (usually the edge of the water). Set your pitch for descent. Pull power back. Once over the water find landing attitude. Add power to catch the descent you want.

As for the ACS:

Confined area landing is similar to a short field. Rough water landing is similar to a soft field landing. Glassy landing is the most dangerous and takes the most lake to accomplish.



3. Rudder + Water Rudder

Rudder is the same. I was told frequently to add more of it. Water rudders were new and you, as the pilot raised and lowered them (by pulling a rope) during low speed idle taxi and plow taxi.

4. No performance data...at all!

I flew a Piper Tri-Pacer which doesn't have any performance charts because landing data is dependent upon five factors: density altitude, weight, wind, pilot technique and water conditions. Pilot technique can't be built into a chart dependent on how much training a seaplane pilot has. Water conditions change constantly.

5. Emergency Landings

The floats and plane would survive a pavement/grass landing with minimal damage. Many of us probably learned the A, B, C's of engine failure well the A & B (airspeed & best place to land) still apply but you probably won't make it to C (checklist). Pipers drop like rocks. The floats themselves are made of steel and would more than likely survive a pavement/grass field landing in the event of an emergency if you use the correct landing attitude.

Note: a lot of Alaska sea plane flying is done low level

6. Three types of taxiing

Step-taxi is when you are at high speed. This is my favorite form of taxi, but you can only use it in low wind situations. This feels similar to water skiing to me.

Plow taxi is the most dangerous because it offers poor visibility, poor engine cooling and potential for prop spray and instability. This is done at higher speed than idle taxi but lower speed than step taxi. You might ask why do it if it's so dangerous? Well, in windy conditions idle taxi may not provide enough energy to turn against the wind and step taxi could cause the plane to roll over with a strong gust so plow taxi becomes ideal.

Idle tax is done at less than 1,000 RPM.

7. Weather vane and reverse weather vane

A seaplane is greatly affected by the wind which causes the plane to weather vane into the wind something that the pilot has to counteract, if necessary. Then, we have reverse weather vane which is exactly the opposite but this is intentionally used by pilots for plow turning in the high winds.

8. IFR=I follow rivers

My instructor says, "well it looks like we will be flying IFR today." At this point I begin to think about picking up a clearance and she says, "IFR meaning I follow rivers". We laugh and proceed to follow rivers.

9. Survival bags

Survival bags are a mandatory part of Alaska flying. Certain items are required during winter months vs summer months. They tell you a 2-hour flight is a 2 week hike.

10. Boats rule

The US Coast Guard rules when you as a seaplane are on the water. The FAA rules when you are in the air. You as a pilot with more training than the average boater are expected to yield to all other water traffic.



EAA IMC Club

Question of the Month

Please join us on the 21st of May at 8pm for an Instrument-related question and discussion. We will start the discussion 15 minutes after the monthly membership meeting ends. Location is the KBTP Board Room.

The instrument flying scenario for the 21st will be focused toward weather minimums, fuel planning, and decision making in an IMC environment. We will begin by reviewing the 5-minute scenario and then discuss options. All pilots and non-pilots are welcome to attend.

Team HiMax Project

by Alex Schaffer

The HiMax is a single seat high wing, tail wheel, wood and fabric. I am making this one to use a VW derived engine. I am hoping to be finished in 2025. God willing.

I picked up the kit on June 6, 2023 at the Niles, MI airport.

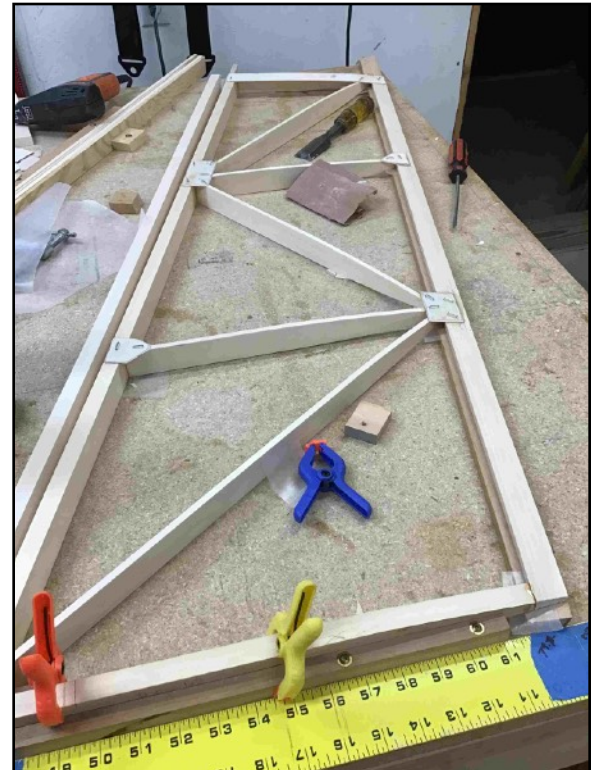
I didn't actually start any work until June 18. then cut most of rudder/stabilizer.

Family priorities took up most of the time until late September. Worked pretty steady at it until December, then back at it again from mid January to first week of February. Not much will be done until July. I would generally start at 9:30 or ten until noon then 1 until 3. Some weeks 7 days, some weeks 1 or 2 days. I had a whole lot of pictures but of course now I can't find them!

Kit on bench: The picture doesn't include a shot of the wood pile.



The Rudder Bottom is a shot from the bottom of the glued rudder to the top.



Fuse side1 is a shot of the 1st fuselage side on the bench after it dried the other fuselage side gets built right on top of it.



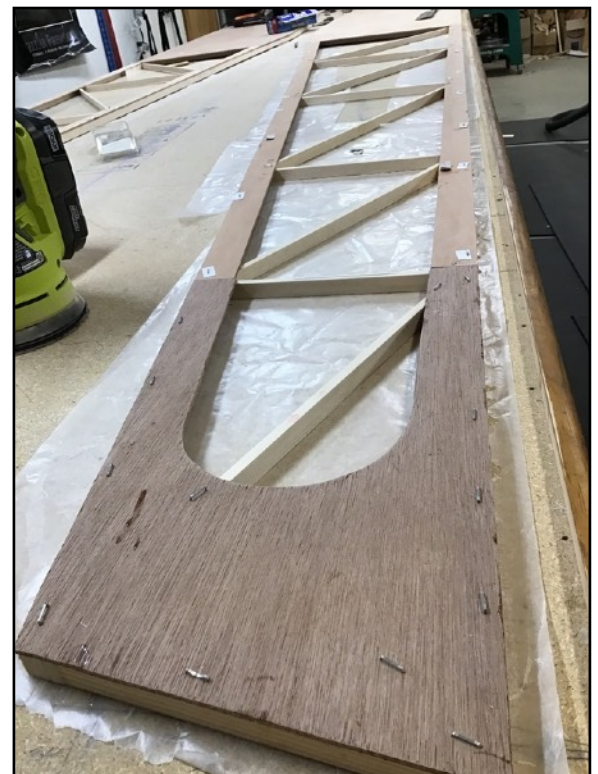
Fuse side2 is a shot of the 2nd fuselage built on top of the 1st side.



Fuse skin is a shot of the plywood skin glued to the front of the fuselage side.



Fuse skin2 is a shot of the side and tail plywood skin. The white squares are pieces of packing strapping. I find that if I do that the staples are easier to remove.



EAA 857 President Joss Slagle adds this event in our planning for August!

AIRPLANE RIDES

FREE TO ATTEND!

LOCAL FOOD TRUCKS

FEATURING

- DEMONSTRATION FLIGHTS
- SAFETY SEMINAR

HELICOPTER RIDES

VINTAGE CARS

DASH PLAQUES FOR A LIMITED # OF VINTAGE CARS

AIRPLANES & AUTOMOBILES
EST. 2024

ONE DAY ONLY!
SATURDAY AUGUST 24TH • 10AM TO 4PM
NEW CASTLE AIRPORT

406 Frank Farone Drive New Castle, PA 16101

FOLLOW US ON FACEBOOK

WARNING TO PILOTS

The Pennsylvania Department of Conservation and Natural Resources, Bureau of Forestry, will be conducting low level aerial spraying throughout portions of Pennsylvania this spring. The anticipated period of operation will be from April 25 until June 7 daily, weather permitting, between the hours of 0500 and 2100 local time. The Bureau of Forestry has arranged with the FAA to post, on a daily basis, NOTAMs that define the specific areas of operation. All pilots are urged to check their NOTAMs before conducting any low level flight during this time frame. If you encounter spray aircraft during your flights, please remain clear. Pilots working on the spongy moth (formerly gypsy moth) spray program will be monitoring radio frequency 122.925. Spray aircraft make abrupt turns and altitude changes that make it difficult to predict their flight path.



Your cooperation will make the skies safer for all concerned.

Commonwealth of Pennsylvania - Department of Conservation and Natural Resources - Bureau of Forestry - Division of Forest Health
(Rev. 3/3/2022)



EAA 857 - Chapter Meetings and Events for 2024

Meetings are held on the third Tuesday of the month at 7:00 PM
in the Conference Room at the Pittsburgh-Butler Regional Airport.

Chapter Meetings	Tuesdays	January 16 February 20 March 19 April 16 May 21 June 18 July 16 August 20 September 17 October 15 November 19
IMC / VMCClub -		TBD
International Young Eagles Day -		Saturday, June 8, (rain date 15)
EAA 857 Fly-In and YE -		Saturday, August 10 (rain date 17)

2024 National Events

Sun 'n Fun -	April 9 - 14
Sentimental Journey -	June 18 - 22
AirVenture Oshkosh 2023 -	July 22 - 28

EAA 857 Chapter Officers for 2024

Use contact@eaa857.org to email the Chapter President.
Your request will be forwarded to the appropriate individual.

President	Josselyn Slagle
Vice President	Kyle Riedel
Treasurer	Frank Szczerba
Secretary	DestinyJay Maletta
Board Members	Danny Michaels 2024-2026
	Dan Hood 2024-2025
	Ted Merklin 2024
Website / Newsletter	Ted Merklin
Young Eagles Coord	Ted Merklin
Ray Aviation Scholarship	Kyle Riedel