
Based at Pittsburgh-Butler Regional Airport, KBTP, Butler County, Pennsylvania

EAA 857 NEWSLETTER



There is always something unique to see at EAA AirVenture!



Presidents Message

EAA 857 Members,

The week we anticipate every year is just ahead! AirVenture 2019, the 50th anniversary of the airshow begins one week from today. This Saturday I will head out bright and early towards Chicago, Milwaukee and on to Oshkosh to spend time with and take pictures of the aircraft. Do I really need another airplane photo? Yes, because there is always something new and unique to be seen at AirVenture! Some of you will be driving as well and others will fly into the busiest airport in the world during the fourth week of July! Everyone, please be careful however you travel and do have fun!

Our next event in August on Sunday the eleventh is a fly in with Young Eagles. It appears that we should have sufficient Pilot and aircraft available to conduct this event, unlike in June. Those who did their YPP certifications in 2016 should be renewing that with the EAA prior to the Fly-in. The September fly-in date will be adjusted to 9/28 to coincide with the 90th birthday celebration for KBTP. More on that to follow.

Many thanks again to Bob Santolla for his articles this month and also to Mike Neuman for his sharing of the restoration of Comanche N6050P. Mike says "It took eight months to complete and it turned out to be more of a restoration than just a paint job. With the various speed modifications we gained about 10 kts of speed on top end!"

Hat and shirt orders were delivered at the May Meeting which many of you picked up at the Santolla Hangar. Those who have yet to pick up their order please see Chuck Potts and bring a check or money sufficient to reimburse him for fronting the purchase of these items.

Bob Santolla's presentation for our next chapter meeting will be airspace requirements about 30 - 45 minutes. Please members, bring your Detroit sectional chart, or if you are using the Fore-Flight app on your iPad please bring your device!

Ted Merklin,

President EAA 857



Minutes of June 18, 2019 Meeting

Opening: President Ted Merklin called the meeting to order at 19:00 and led the members in saying the Pledge of Allegiance.

Attendance: Thirteen members and 2 guests were in attendance.

Secretary's Report: Everyone was asked to be sure that they had signed the sign-in sheet. A motion to accept the Secretary's report of the September Minutes was made by Bob Tedesco and seconded by Dave VonKaenel.

Treasurer's Report: A motion to accept the Treasurer's report was made by Mike Neuman and seconded by Victor Green.

Newsletter Report: More articles are always welcome from anyone. Notify Ted Merklin if you are not receiving the newsletter. The newsletter is also published to the chapter web site at: <http://www.857.eaachapter.org/home.htm>, which has been updated for 2019.

Young Eagles Report:

- Unfortunately our Young Eagles day fly in had to be cancelled due to a lack of planes and pilots due to a variety of reasons.
- YPP will need to be renewed for the 2016 class of volunteers.
- Bob Santolla has agreed to serve as Young Eagle coordinator for the rest of the year.
- Our Air Academy candidate Nikolas Peltz has submitted his paperwork and we will forward the balance of his fees to the EAA.

Technical Advisors: Chuck Potts and Bob Santolla

Report: None

Old Business:

- The chapter reorganization is proceeding with paperwork preparation. There will be no impact to our insurance coverage due to the change. We will need to prepare an Ad notice to local Butler County Papers.

New Business:

- We will be moving our September Fly-in Event from 9/8 to 9/28 so it coincides with the KBTP 90th birthday celebration currently being planned by the airport Board of Directors. No other detail at this time.

Adjournment: A motion to adjourn at 20:10 was made by Phil Kriley, and seconded by Gary Marsico.

Program: The program was a Chapter Video presentation on 50 year anniversary of the Oshkosh airshow as well as a how to cut open and examine your oil filter for debris, carbon and metal deposits.

Respectfully submitted,
Richard Schubert

Pilot Friends

by Bob Santolla

“Truly great friends are hard to find, difficult to leave, and impossible to forget.”

– Unknown



When bad things happen to good people is the time you can count on your friends. Airport friends, pilot friends. Those friends showed up in a farmers field just north of the Zelenople Airport a few Sunday's ago.

Dr. Jack Heck had decided to fly his, new to him, L-16 for a local flight over his brothers farm during a family get together. Within minutes that leisurely flight would turn into every pilot's nightmare, a sputtering engine followed by silence as the propeller came to a stop.

Dr. Heck did everything that a pilot should do during an engine out emergency **FLY THE AIRPLANE!** He quickly checked the mixture, checked fuel tanks, followed by ignition check. His altitude was low and seconds passed as he scanned the area for a place to land.

The area near Zelie is hilly as we all know to well and what Jack found under him was a water logged field with corn plantings to one side, it was the best of a bad location and the only field without trees and obstacles. Trading altitude for speed and in a turn, he lined up with the best spot he could find and before long was on the ground. A very short landing, perhaps 90 feet or less.

With the wet summer we have all shared I can say the ground was wet. Very wet as the thunderstorms passed though that day, one right after another. But Jack safely landed on the only real estate he could find, but the L-16 suffered a collapsed right main landing gear due to the soft ground and mud. He was on the ground safely without a scratch. Thats the best outcome considering the hand he was dealt that afternoon.

News travels quickly and soon friends from the Zelie airport were mustering people, tools and flatbed trailers to come to Jack's aid. Led by Jason Jodkin, we piled into trucks and cars and and drove to the downed airplane.

Off field landings retrievals can present some special problems like how to get out to the field where the airplane leaning with the right wing down and on a moderately sloping hill. More damage can be done in removing the airplane than what occurred during the accident. The farmer who owns the property arrived shortly and brought his large John Deere tractor and soon had it hitched to the flatbed trailer and drove out to the airplane as we assessed the situation.

The airplane needed to be pulled to flatter ground to remove the wings. So with the help of many we lifted the L-16 onto the trailer and towed it to flatter ground. Like bees swarming we were all over the airplane, some removing nuts and bolts and others handing tools as they were called out. Soon we had the right wing removed but looking to the west the skies were becoming very dark with lightening in the distanced. More rain and thunderstorms.

This is where real friends come together as everybody stayed with the airplane working to remove the left wing in the driving rain and wind. Soon the fuselage was on its way back to Zelie and into an empty hangar. The wings were retrieved shortly there after as all the parts were laid out on the hangar floor for some inspection as we all tried to figure out what caused the engine to stop.

The following week the local FSDO inspectors began their investigation and today we still do not have a cause for why the engine quit. The answer will be found but in the meantime Dr. Heck will have to wait until they release his airplane. The airplane actually suffered minimal damage. The right landing gear can be replaced and shortly the airplane will be back on its gear. The wings appeared to have received no damage and the propeller can be sent out for re-work. The L-16 will fly again.

I'm proud of the men and women who came to the aid of another pilot and selflessly gave of themselves without question. Maybe in the back of our minds we hope this never happens to us, but if we are unfortunate that one day we are confronted with an engine failure and an off field landing that we will remember to FLY THE AIRPLANE and have friends be there for us. Let's keep'm flying!





Mike Neuman has shared these photos from beforehand until after his recently completed restoration of his Comanche N6050P



The windows masked off and ready to strip paint.



Getting down to bare metal!



Power washing the fuse!



The background white layer sprayed on!



Masked for Stripes!



The red accent layer has been added...



...and a few additional stripes and N-numbers to complete the look!



Comanche N6050P reborn with a new look and back in the air where she belongs!
Great Job Mike and we truly appreciate your sharing this project to our newsletter!

Lock Haven (Wet)

by Bob Santolla

The 34th Sentimental Journey fly-in is in the books, maybe for the wettest fly-in in memory. Debie, with our two granddaughters, Heidi and Madison, and puppy dog, Shelby, headed east across interstate 80 with the trailer in tow. I waited at the Farm Show airport for the weather to improve. By 2:00 pm I was headed east to Lock Haven with uncertain skies ahead.



For one hour and twenty minutes I was just above tree tops in rain showers looking for the Clearfield Airport. Safely on the ground, I called Debie, who was just passing Dubois exit, to tell her the weather was not favorable for VFR and could she stop in Clearfield.

I keep checking the weather in Williamsport and talking with the airport manager in Lock Haven and VFR was not advised. By 5:00 pm there was a small break in the weather and I only need to go 55 miles and over the ridge into Lock Haven. I was back in the air but as I proceeded east the ceiling and visibility was less than 3 miles and clear of clouds, which is marginal VFR. With the weather closing in on me on three sides I made the 180 degree turn and flew back to Clearfield. I was able to text Debie before she reached Lock Haven and return back to Clearfield to pick me up.

I left the Cub tied down and drove the rest of the way with the wife and grandkids. Arriving at the William Piper Memorial Airport just as the sun was setting and just enough light to set up our camper. It rained all night and into the morning where we were greeted by a small lake just outside our door. By early Tuesday afternoon the rain stopped which gave us a small window of opportunity to move to higher ground. Wednesday morning the rain stopped long enough to get the Cub to Lock Haven

Wednesday Larry Schafer and his wife arrived after being stuck in eastbound traffic on I-80 and we had our traditional dinner at the Dutch Haven restaurant. The group was smaller than in the past but we were with friends and that is all that matters. Murray Steinberg arrived with his new trailer with toy-hauler. Thursday night Murray cooked the group a delicious steak dinner with all the fixings. Bob Weir drove in and made camp in the back of his truck. Dan Pappert decided to drive to his camp which is 30 miles from Lock Haven where he joined us for dinner.

By Friday the weather finally broke and the sun came out to dry things up and Cub's and other airplanes were in the pattern doing touch and go's as people sat in their lawn chairs next to the runway. As Saturday morning arrived we packed up the trailer and got Debie and Madison on the road back to Butler. Heidi and I prepared the Cub to fly back home.

The Clearfield EAA Chapter was putting on a fly-in breakfast so we stopped in and met Don LaVoie and Charlie Potts who flew the T-craft to join us.

I have had better weather in the years I've been attending but as long as your with family and friends you can still find a good time at one of the best fly-in's around!





Chapter 857 Members

See your chapter's Website at:

<http://eaa857.org>

Take a look today!

Newly Updated with **This Newsletter!**

Prior Issues for 2019 will appear in our newsletter archive.

Please submit your project updates, photos, articles, thoughts, technical tips

to contact@eaa857.org

ALSO, Monitor our Facebook Group Page:

Search for "EAA Chapter 857"

Websites of Interest to EAA 857 Members

<http://www.butlercountyairport.org>

<http://www.eaa.org/>

<http://www.airventure.org/>

<http://www.aopa.org/>

<http://www.faa.gov/>

<http://faasafety.gov>

<http://www.condoraero.com>

www.draggintailpilots.weebly.com



Looking for a place to fly?

“Eat at the Airport” is a crowd-sourced list of diners, restaurants, or other eating establishments on or near GA airports, hosted by the Airplane Geeks podcast. Check out eatattheairport.com for ideas for the next \$100 hamburger, or to share your favorite destination with the pilot community if it's not listed already. Occasionally, aviation attractions are included if they are close to the airport.

EAA 857 Chapter Officers for 2019

President	Ted Merklin
Vice President	Phil Kriley
Treasurer	Frank Szczerba
Secretary	Rick Schubert
Newsletter	Ed.Ted Merklin
Web Page	Ed.Ted Merklin
Young Eagles	Bob Santolla
Technical Advisors	Chuck Potts Bob Santolla
Board Members	Bob Santolla 2019-2021 Gary Marsico 2019-2020 Larry Gaichas 2019

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



EAA 857 - Calendar for 2019

Chapter Meetings

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

- January 15
- February 19
- March 19
- April 16
- May 21
- June 18
- July 16
- August 20
- September 17
- October 15
- November 19

Chapter Events

- | | |
|----------------------------------|------------------------|
| EAA 857 First Flight - | Tuesday, January 1 |
| EAA 857 Chili Cook Off - | Sunday, February 10 |
| International Young Eagles Day - | Saturday, June 8 |
| EAA 857 Fly-In and YE - | Sunday, August 11 |
| EAA 857 Fly-In and YE - | Saturday, September 28 |

2019 National Events

- | | |
|---------------------------|------------|
| Sun 'n Fun - | April 2-7 |
| Sentimental Journey - | June 18-22 |
| AirVenture Oshkosh 2019 - | July 22-28 |