
Pittsburgh-Butler Region Experimental Aircraft Association - Chapter 857



A USAF Thunderbird F-16 Reaching for the Sun

As seen at the 2021 Cleveland National Airshow

Presidents Message

EAA 857 Members,

Happy January EAA 857! As I write this, the wind is howling but it is dry and 44 degrees, and since there is no snow I can continue to put off changing the tractor from mower to snow plow! My wife is standing behind me, gently suggesting that I take down the outside icicle lights...we'll see.... I hope you got to have long visits with family and friends over the holidays. My son, d-i-l and grandson came up from Florida where he is serving as a P8-A Poseidon pilot in the Navy. He got me off my butt and we installed a new set of sliding doors on my barn, so now I can get my Cozy project outside. One less excuse for not working on that plane!

KBTP will be getting a new airport manager, but I have not heard anything regarding a timeline. We had a very good relationship with Ike Kelly and hopefully that will be the same with the new manager. If anyone has any info they can share with me I'm all ears.

I'd like to know what the chapter would like to do for fun. We already work pretty hard with the pancake breakfasts and Young Eagle events, but we should have some fun too. I'm going to try attend some fly-ins around our area in the coming year. Robin and I attended one in Gettysburg that was fun, except for getting stuck in the mud...! We could take a trip to the Air Force museum or to the Udvar-Hazy Smithsonian at Frederick if there is enough interest. I'd love to hear your suggestions!

In closing, I want to thank Ted Merklin for his hard work and many accomplishments during his time as our chapter president. But even more so for his continued support publishing this newsletter, taking over as Young Eagles coordinator and helping me do what needs done. Thanks also to our new and returning board members and committee persons and other volunteers who make this chapter successful year after year.

Phil Kriley

Chapter President





Pittsburgh-Butler Region Experimental Aircraft Association–Chapter 857 Minutes of November 19, 2021 Regular Chapter Meeting

Opening: President Ted Merklin called the meeting to order at 07:00 P.M. and led the members in the Pledge of Allegiance.

Meeting Attendees: 10 members were present. 6 members were viewing from live stream on Google Meet. Therefore a quorum for this meeting.

Previous Meeting Minutes: The minutes of the prior meeting are in the newsletter. Motion to accept the minutes put forth by Chris McGeary and seconded by Bob Tedesco.

Treasurer's Report: Motion to accept put forth by Mike Neuman and seconded by Kyle Riedel.

Newsletter: The newsletter will be distributed and uploaded to the chapter website. This will be the last newsletter of the year.

Website: Enter <https://chapters.eaa.org/ea857> in your browser to view the site.

Tech Advisor: No report

Next Regular Meeting: Tuesday January 18th, 2022

IMC meeting: December 15th, 2021, on the topic of icing at KBTP.

Young Eagles/Air Academy: Both young eagles candidates were accepted and are excited to go for 2022! Congratulations Leah Martin and Robert Brueggeman.

Business: The following items were discussed:

- Current Membership: We have 36 total numbers. 34 members are voting.
- Ray Aviation Scholarship: We would like to apply for this scholarship for next year to choose a worthy candidate to receive \$10,000 towards private pilot license flight training. We have discovered that this may not be enough to complete the private pilot flight training in its entirety.
- Webinar scheduled for 12/2
- 10K\$ to achieve PPL. Some indicators say candidates are not completed within the allotted moneys.
- EAA Post Secondary Scholarships are available
- Chapter Dues: Discussion on the membership dues and the upcoming dates to remain a current member. 1/1/2022 they become due (\$25 for an individual, \$35 for a family)

Chapter Officers for 2021:

- Phil Kriley - President
- Kyle Riedel - Vice President
- Frank Szczerba - Treasurer
- Josselyn Slagle - Secretary
- Ted Merklin - Board Member
- Dan Hood - Board Member (remaining term)
- Mark Beighey-Board Member (remaining term)
- Motion to proceed [to vote] made by Dan Hood and Chris McGary
- All were in favor of the new slate as being nominated and congratulations to the new officers!

[January 18,] February 15th and March 15th will be the next meeting dates for 2022. June 11th, August 14th and September 11th are the anticipated young eagles events for 2022 subject to board approval.

Closing: The meeting was adjourn at 07:32 P.M. motion made by Phil Kriley and Frank Szczerba.

Respectfully submitted:

Josselyn Slagle, Secretary EAA 857

Low & Slow: a Vintage Airplane Cross-Country

by Kyle Riedel

After retiring from the US Army in 2019, I'm honored to have joined EAA Chapter 857. While I'm no stranger to the Experimental Aircraft Association, this is the first chapter I've ever had the time to join. Moving every two or three years while on active duty doesn't allow much time to participate in volunteer organizations. After finding and buying a home in Cranberry Township, starting school, working a few part-time jobs, and waiting for a hanger to come available at KBTP, I received and welcomed the call from the KBTP manager's office in the spring of 2020. Hanger space was available for my 1946 J-3 Cub to make its way from Portage, WI to Butler, PA.

Before I get into that trip, a little history on my Cub. For the greater part of the last 50 years, N70863 has been a two-owner airplane. My father earned his pilot's certificate through the GI Bill and his purchase of N70863 in 1971 created some of my fondest memories of growing up in rural Minnesota. Our hanger was a two-minute walk from our home and the turf strip (Exhibit 1) was just 600' in length (if that). The Cub only visited tarmac runways for a yearly trip to receive an annual inspection in Alexandria, MN. In the winter, the Cub usually spent three months on skis (Exhibit 2) and we enjoyed flying to neighboring lakes to ice fish. When my father turned 80, he opted to stop flying and provided me the opportunity to own my first airplane. Since I was deployed to the Middle East in 2014, I had little time to locate a ferry pilot, so I had the Cub trucked down to Camden, SC and re-assembled for my return in 2015. In 2017, I was re-assigned to support the Wisconsin National



Guard in Madison, WI. I

didn't have time to ferry the plane myself, so I asked a military acquaintance to make the flight since he was eager to build hours and was also an experienced tailwheel pilot. Portage, WI was a great home for the Cub providing excellent scenery just south of the "Dells" along the Wisconsin River. It was also a bonus to be stationed within only a two-hour drive of Oshkosh and EAA AirVenture.

Completing a vintage aircraft ferry flight in the first few "re-opening" months of a pandemic are less than fun. Waiting for a reasonably long stint of good weather had to be accompanied by finding a rental car that would allow a "one-way" drop in Madison, WI were the first two obstacles. I ruled out a commercial flight to Madison due to cost, flight routing, and concerns over the virus. On 16 June, I drove the 620 miles to Portage and arrived more than early enough to pre-flight the Cub, put a two-tenths of an hour on it, and

then wash the airplane before sunset. The next morning, I was up at up at 4:30 am to drop off the rental car at the Madison International airport and then wait for about an hour to find an Uber that would take me thirty minutes north to Portage, WI.

Day 1 of the ferry flight was off to an early start since the Portage airport manager (Eric Peterson) ensured I was the first airplane positioned in the community hanger (Exhibit 3). Lift-off was just after 7:00 am with calm winds and sunny skies from horizon to horizon. Navigating to the first fuel stop was a breeze since I had an older stratus linked with Foreflight on my iPad Air.

After leaving the first fuel stop at Burlington, WI, my Stratus battery died and I quickly attached an auxiliary battery pack, but it only lasted another 30 minutes. The remainder of the navigation for the ferry flight was done by paper sectional charts. At fuel stop #2 (Morris, IL) I checked the weather and noted that there was a persistent 10-15 knot headwind out of the east which only increased with altitude. Due to that reality, I conducted the remainder of the flight at 1,000' AGL except for a small flight segment in the middle of Ohio that had a tower that was higher than my cruising altitude. I added an additional buffer of 500' (above tower height) to my cruise altitude until past that high obstacle. Due to the headwinds and slow ground speed, I did adjust two re-fuel stops to ensure the aviation cork in the main tank never "bottomed" out. I was able to reach Tiffin, OH at 7:30 pm only to find the FBO closed/locked, no taxi/Uber/Lyft service and a two-mile walk to the nearest open hotel (Exhibit 4). Thankfully the BBQ restaurant next to the hotel closed at 9:00 pm and I wasn't forced to find a meal at a gas station.



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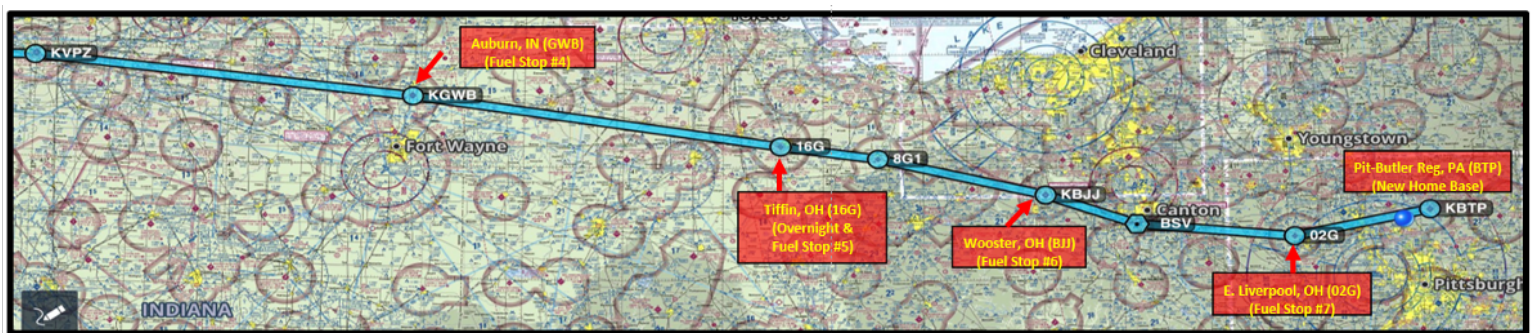
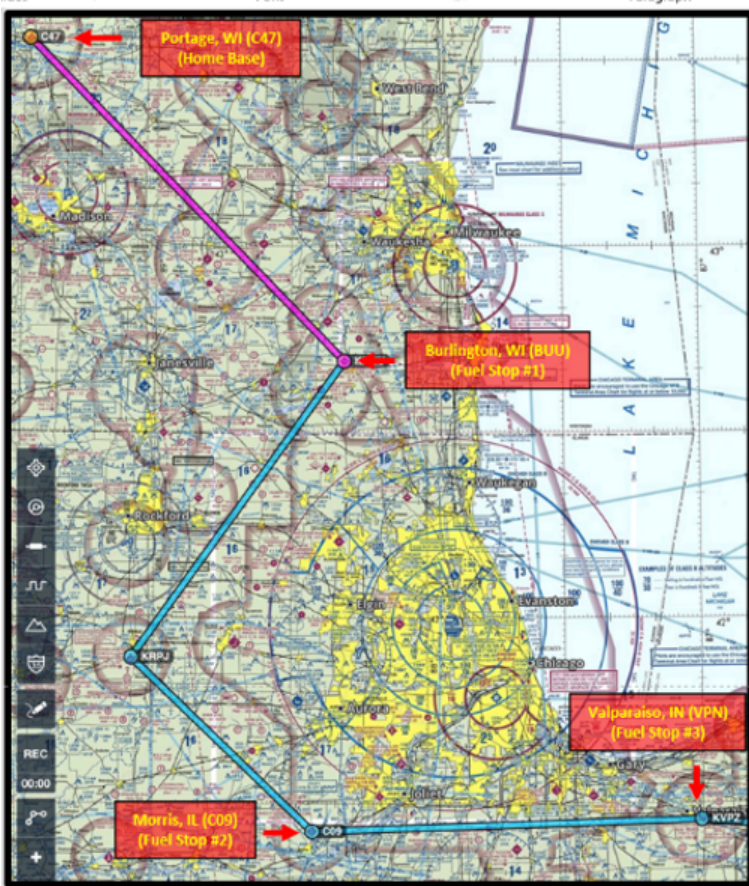
Day 2 started with plenty of stretching since I had put 9-hours on the Cub the prior day. The staff at the Seneca County Airport FBO were great in sending out a car to pick me up and settling for the tie-down fee. I lifted off by 9:00 am. I was also happy to see the NOTAM'd closure of KBPT lifted as the re-surfacing/painting of the runway and taxiways were complete (Exhibit 5). Although there was still a persistent headwind for my second day of flight, having only three hours of flight remaining to reach KBTP made for an easy day of flying.

Having had time to reflect on that trip, I could have significantly shortened the flight by skirting the inner rings of Class B and C airspace and relying on my hand-held radio to transit Class D airspace. Making those choices, however, puts the flight path over heavily congested areas which leaves fewer options for landing should an emergency



occur. Additionally, owning an aircraft originally certified without an electrical system means that pilotage and dead reckoning skills are the only back-up to a dead iPad battery. There is always a sectional chart in the Cub!


Both I and the Cub are now starting a new chapter together which includes tailwheel training. Although Lakehill airstrip closed, I regularly take students down to Inter Co Airport to learn rudder skills and to practice on a nice turf surface. This is a welcome diversion from the packed pattern of KBTP. Additionally, I provide face-to-face and virtual ground training and assist aspiring pilots in reaching their aviation goals. My family and I are so blessed to be retired in Cranberry Township and hope to grow our relationship with the General Aviation community that resides in Western PA. God Bless America!




Homebuilders Week Jan 24-28

This is just a reminder that EAA's **Homebuilders Week** is coming up in just 8 days! So, those of you who are building your own aircraft now or are considering doing so, go to this [link](#) to see the full list of classes and to register for those of interest.

Register for EAA Homebuilders Week presentations! | [View this email online](#)



Sponsored by:



Register to attend our second-annual EAA Homebuilders Week online event on January 24-28, 2022! The full schedule of events is detailed below, where you can click the presentation title to register.

[Register Now](#)

MONDAY, JANUARY 24

11:30 a.m. - 12:45 p.m.	<p>Building An Aircraft – What You Need To Know Presenter: Charlie Becker Company: EAA</p>
1 - 2:15 p.m.	<p>Panel Planning and Wiring Presenter: Marc Ausman Company: Aviation Author</p>
2:30 - 3:45 p.m.	<p>Wiring Basics Presenter: Dick Koehler Company: EAA SportAir Workshops</p>
4 - 5:15 p.m.	<p>Sonex Aircraft Presenters: Mark Schaible and John Monnett Company: Sonex Aircraft</p>
5:30 - 6:45 p.m.	<p>Sheet Metal Basics Presenter: Mark Forss Company: EAA SportAir Workshops</p>
7 p.m. - 8:15 p.m.	<p>Kit Selection Presenter: Paul Dye Company: <i>Kitplanes</i> Magazine</p>



EAA 857 - Chapter Meetings and Events for 2022

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 18 February 15 March 15 April 19 May 17 June 21 July 19 August 16 September 20 October 18 November 15
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IMC Club -	3rd Wednesdays,	To be Announced.
EAA 857 Chili Cook Off -	Tentative:	Feb 20
International Young Eagles Day -	Saturday,	June 11
EAA 857 Fly-In and YE -	Sunday,	August 14
EAA 857 Fly-In and YE -	Sunday ,	September 11

2022 National Events

Sun 'n Fun -	April 5 - 10
Sentimental Journey -	June 21 - 25
AirVenture Oshkosh 2022 -	July 25 - 31

EAA 857 Chapter Officers for 2022

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

President	Phil Kriley
Vice President	Kyle Riedel
Treasurer	Frank Szczerba
Secretary	Josselyn Slagle
Board Members	Ted Merklin 2022-2024
	Mark Beighey 2022-2023
	Dan Hood 2022
Website / Newsletter	Ted Merklin