
Pittsburgh-Butler Region Experimental Aircraft Association - Chapter 857



**The Liberty Aviation Museum Ford Model 5-AT-B
departing on one of the tour rides given during its visit
to KBTP in September and hosted by EAA 857**

Presidents Message

Well, another building season has come and gone and all I have to show for it is I finally finished “bird-proofing” my barn/workshop! The birds really made a mess in my workshop so I installed 1/2” square chicken wire all around the barn, under the eaves. Oh, my aching back! I sealed up all the small spaces where I thought a determined bird might squeeze in as well. We shall see. Next is to wheel everything outside and power wash the whole area. Then I will be out of excuses to not make progress on the plane! Last year, with my son’s help, I installed a bigger door so I could move the plane out, so time to get back to work.



We had a successful Pancake Breakfast and Young Eagles event last Sunday - details to follow. It was a bit cool, but a nice day and we pretty much sold out the breakfasts and almost all of the lunches. A big “thank you” to everyone who helped, especially to new member Art Ianuzzi who got his “baptism” in the kitchen flipping pancakes! We had lots of our newer members helping - Ben, Destiny Jay, Naomi come to mind. And our ever-dependable crew - Dale, Chuck, Chris and Margo, Kyle, Robin, Ted, Bob, Mike, Dan and anyone I might be missing. Big shoutout to our pilots - Frank, Dave, Gary, and Danny! You guys make the event!

Thanks to the Community College of Beaver for bringing out their simulator, also thanks to High Flight Academy, Airquest, Stacey and the Airport Authority for all their help too - it really takes a lot of people to make it all work out! I think we will have our final numbers for the Ford Tri-motor visit - I think we will show a profit. I sure hope so because it was a lot of work. Thank you to Kyle for his donation to defray the cost of the newspaper ads.

Speaking of donations, I was given some documentation for the Rutan Defiant that we came across when cleaning out a hangar - I sold them for a \$25 donation. Also, Bob Weir donated a box of AN hardware and I donated \$25 to the chapter for them. Hope to see some of you Tuesday!

Phil Kriley

EAA Chapter 857 president



Pittsburgh-Butler Region Experimental Aircraft Association—Chapter 857 Minutes of September 20, 2022 Regular Chapter Meeting

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

Meeting attendees: 12 members were present. 2 visitors were present one of whom, Rob Bratton joined the chapter.

Previous Meeting Minutes: The minutes of the August 16, 2022 meeting are in the newsletter. Motion to accept the minutes put forth by Kyle Reidel and seconded by Chris McGeary; all members present indicated approval.

Treasurer's Report: The treasurer's report was presented. Account balances were recited. It was asked if these could / should be listed within the meeting minutes and published in the newsletter, especially due to the number of accounts to list. The Editor replied he has not to date because the newsletter becomes public on our website; not sure what other chapters do. Treasurer Frank Szczerba indicated he would send out a summary current statement to members. The Board will consider the issue in our next meeting. Motion to accept the report was put forth by Ted Merklin and seconded by Bob Tedesco; all members present indicated approval.

Newsletter: The newsletter was distributed and uploaded to the chapter website on Monday. Thank you, Joss Slagle and Dave Hanna and the editor for your contributions to the newsletter

Website: Enter <https://chapters.eaa.org/ea857> in your browser to view the site. Future updates to the site will include a photo gallery for the recent Ford Tri-Motor tour and a page for VMC Club references.

Tech Advisor: No report

IMC Club: If we have time during future events, we will do a 10 minute presentation along with our EAA meetings.

Next Regular Meeting: October 18, 2022

Next Young Eagles Event: October 9th, 2022 We need chapter members to volunteer for this Fly-in / Drive-in event rescheduled from September so we know our coverage with pilots, and ground service. Let Ted or Phil know your availability.

Business: The following items were discussed:

- *Tri Motor event:* We flew 18 flights, and 170 Passengers; much less than the July 2015 tour visit. A general discussion ensued as to why this might have resulted. President Kriley also indicates, EAA agreed to split the cost of advertising with us. There are discrepancies between their event manual and their actual current practices regarding who is responsible for these expenses.



- *Young Eagles:* We have 4 pilots and 6 ground personnel confirmed for the next event on 10/9. EAA has announced that in celebration of the 30th anniversary of the Young Eagles outreach program, those flights conducted from January 1, 2023 through July 31, 2023 will receive double credit (\$10) per Young Eagle. In addition pilots who fly 30 YE will receive a commemorative polo shirt. Commemorative pins will be available for chapters to award to their ground volunteers.
- *Ray Aviation scholarship:* awardee Naomi Wigley and the chapter have received the 60% funding for her ongoing training towards her PPL ticket. She has been signed off by her instructor to solo for cross country work with a recent flight to Dubois! Aircraft availability at Condor Club however has been a scheduling issue. A suggestion was made to support her with a fly-out event by chapter members.
- *Air Academy:* We need to ID a candidate for 2023, as reservations are now open for all three age groups. The advanced camp held during the week of AirVenture fill quickly.

Closing: The meeting was adjourned at 08:00 P.M. motion made by Dan Hood and seconded by ?

Respectfully submitted:

Ted Merklin, Board Member, EAA 857



Young Eagle Results from October 9

By Ted Merklin

The screenshot below from the Young Eagles App shows the stats for the 38 Young Eagles we flew at our most recent event. These flights have been formally uploaded to EAA in Oshkosh. You will see that nearly 3/4 of the Young Eagles were new to the program as first timers. It was an even mix of boys and girls, who were served by our member volunteers with 14 flights conducted. At this event we were substantially done by noon with only a couple of flights conducted after our pilots lunch break. Thanks to all members who helped with this one to set up on a very chilly morning, and to those who ran the event, flew the kids, and helped us clean up afterwards. You are very much appreciated!

Young Eagles Day Registration Website
 Home Page - Event title: EAA 857 Fly-in with Young Eagles Butler PA - Oct 9, 2022
 Theodore Merklin - Profile

Pre-Reg. Report | Register Pilots | Ground Volunteers | Flight Tickets | Event Waitlist | Check-In/Print Reg. | Assign Pilots | Pilot Labels | **Final Report** | Email Functions | Update Event

Final Young Eagles Rally Event Report Page for EAA 857 Fly-in with Young Eagles Butler PA on Oct 9, 2022 - Registrations Received at EAA HQ: 0
 You can click on the pilots name below for list of Young Eagles flown.

Young Eagle Flights: Total: 38 YE's, - 19 Girls, 19 Boys, 4 Pilots, 14 Flights
[Submit Event Information to EAA Headquarters](#)

Y.E. flown today by age and gender

Age	Female	Male
8	2	5
9	2	2
10	3	3
11	6	0
12	1	2
13	2	4
14	0	0
15	1	1
16	1	2
17	1	0

of previous Young Eagle flights

Flights	Count	Percentage
5 or more flights	3	8%
4 flights	2	5%
3 flights	0	0%
2 flights	6	16%
1 flight	0	0%
First Time	27	71%

Final Young Eagles Pilot Report

Pilot Name	FlightsTotal	Girls	Boys	First Flight		Age											
				Yes	No	8	9	10	11	12	13	14	15	16	17		
Gary Marsico	3	9	4	5	7	2	1	1	2	2	1	1	0	0	0	0	1
Danny Michaels	3	7	4	3	6	1	1	2	1	1	1	1	0	0	0	0	0
Francis Szczerba	4	12	6	6	9	3	3	0	2	3	1	3	0	0	0	0	0
David Von Kaenel	4	10	5	5	5	5	2	1	1	0	0	1	0	2	3	0	0
Total		38	19	19													

Congratulations, this Young Eagles rally is totally digital, no paper registrations required.

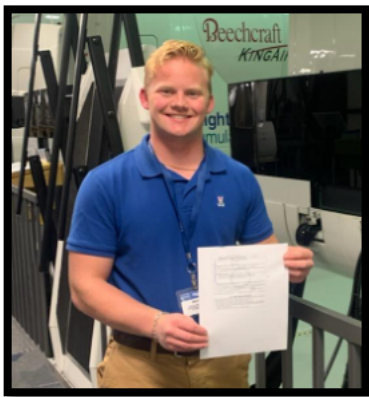
“First Flight” to “First Officer” A Pro-Pilot in the Making

By Kyle Riedel

Over the summer I had the opportunity to fly with a few pilots seeking tailwheel training. While all of them had unique backgrounds in aviation, Max Kasowski had a direct linkage to both Pittsburgh-Butler Regional Airport (KBTP) and to EAA Chapter 857. As Max and I were discussing airfield activities, I mentioned that I was volunteering for the upcoming Young Eagles Rally in August. Max quickly chimed in that his first General Aviation flight was at a Young Eagles event with EAA Chapter 857 in 2017. Since Max is now a First Officer (FO) with Aircraft Management Group in a Beechjet 400, I was thoroughly impressed with his flight training timeline. I thought I would share a little of Max’s pro-pilot pathway since his first flight originated with EAA Chapter 857.



Max (at left) First Flight with Larry Schaefer in N2806M



Type Rating In Hand

As I prepared this article, I really wanted to know who served as the volunteer Young Eagle (YE) Pilot for Max’s first flight. I asked Ted Merklin to query the YE record’s database and he made a quick turn of that request and identified the date of the event as June 10th, 2017 (thanks Ted). Max took his Young Eagle flight in a PA28-180 Cherokee flown by Larry Schaefer. As a wide-eyed 15-year-old, Max was totally inspired by his first YE flight and being at the controls during that first flight was the impetus to seek aviation as his profession. Here are a few questions I asked Max and his responses to those questions.

Q. Max, when did you start flight training?

A. I started training in the summer of 2017 with High Flight Academy at KBTP. I signed up immediately after I got my Young Eagles flight. I literally walked from the plane to High Flight’s stand and talked to Chris Hayden. After I received his business card and information about the school, I started flight lessons.

Q. Did you use multiple schools or only High Flight Academy?

A. I only used High Flight Academy all the way through.

Q. Under Title 14 of the Code of Federal Regulations, did you train as a Part 61 or 141 flight student?

A. I was Part 61 for my Private and Commercial Certificates. My instrument flight training, however, was done under Part 141 rules.

Q. How quickly did you complete your Private Pilot Certificate?

A. I started in July or August of 2017, not long after High Flight Academy opened their doors for flight training. I soloed on my 16th birthday (October 8th) and flew intermittently after that. I kind of took a break because I could not get my Private until I turned 17. I started flying seriously again when I turned 17 and it took about 6 months to finish my Private Pilots Certificate (March 2019) and I kept up the pace trying to get everything as fast as possible for the rest of my training after that. I had around 80 or so hours when I took my Private Pilot Practical Exam.

Q. Was all your ground school on-line or did you take in-person ground training (and for which certificates)?

A. My ground school for my Private Pilot Certificate was done online with Gleim's program. Instrument and Commercial ground school were both in a classroom setting with the Community College of Beaver County (CCBC). All other ground school was performed on-line.

Q. Did you have any setbacks in training that you are willing to discuss (busted check-ride, etc)?

A. The biggest setback was my immediate family moving to Houston when I was 17. I managed to convince them to let me stay in Pittsburgh because everything with my flying was going well and I had just got a job as a lineman at AirQuest Aviation. I moved in with my grandparents and kept pressing on.

Q. Did you participate in an aviation collegiate program?

A. I majored in CCBC's Professional Pilot program. I think it is an awesome program. Prior to Covid, ground training was in-person. After Covid hit, I finished up all ground training on-line.

Q. From Private Pilot to Multi-Engine, how many different instructors did you have?

A. I only had one instructor, Christopher Hayden. He took me under his wing and helped me out a ton.

Q. How did you fund flight training (borrowed, scholarship, family funded, etc)?

A. I am very blessed that my grandparents were able to fund the vast majority of my flying. I did get the David C. Howard scholarship as well and that helped tremendously.

Q. When did you receive your instructor's certificate (CFI) and start teaching at HFA?

A. I got my CFI and started teaching at HFA at the very end of March of 2021.

Q. How many FAA practical and knowledge exams have you taken to this point?

A. I have taken 7 check rides and 7 written exams so far, I have no fails yet and hopefully it stays that way.

Q. Which instructors left the greatest impression on you (and why)?

A. Chris Hayden left a great impression on me being my only instructor for everything. I loved that he made everything really fun but at the same time educational and very real world oriented. He taught me that you can have fun and learn at the same time and that it works best that way. I tried my best to make my instructing very similar to his.

Q. How many companies did you apply to before being hired?

A. I really lucked out in this department. This was my first and only job I had applied for at the time. A friend of mine was working there and told me to put in an application while I was instructing with 500 hours and no multi engine certificate. I did an interview and they told me to get my multi so I did. I completed a second interview and got hired on as an Second-In-Command (SIC) on the Beechjet 400A / Hawker 400XP. (Same airplane but has two different names)

Q. When did you get hired as a FO?

A. I was officially hired by Aircraft Management Group on October 1st of 2021 and finished training at Flight Safety on October 22nd. So I am currently coming up on a year at this company.

Q. What is next for you?

A. The next thing I have planned is possibly going to a cargo company or regional airline and receiving my Restricted Airline Transport Pilot's Certificate (RATP).



October 2021 First Officer Kasowski

I enjoyed my time flying with Max and I believe his willingness to set other things aside to focus on flight training alone has really launched his career. Other pro-pilot students his age often allow competing priorities to disrupt their pursuit of FAA certificates. In lieu of a pure aviation academic pathway that many other aspiring pilots undertake, Max eliminated many of the huge breaks in training that plague progress for so many degree-oriented students.



600 + Hours in the Beechjet 400A

Next, Max has the natural ability to turn aviation on-line training into true learning followed up with properly sequenced flight sessions. So many students don't properly manage their time by falling behind in ground training thereby making their flight lessons less beneficial. Maintaining this academic balance takes persistence from the student pilot and mentoring instructor in order get through the courseware with the requisite knowledge needed to pass an FAA written and practical exam.



Training for a Tailwheel Endorsement

Finally, Max enjoyed a flight training pathway which consisted of one signal instructor (Chris Hayden). Most pro-pilots expect to have between four and six instructors from the start of flight training until receiving their Multi-Engine Certificate. The churn in instructors due primarily to the current pilot hiring environment. Young aspiring pro-pilot instructors frequently move on to a new flying opportunity as soon as they hit a minimum flight-hour threshold.

Additionally, having an instructor is not synonymous with having a mentor. Max experienced a flight training path in which one single person was both instructor and mentor. Chris Hayden, as a "plank holder" at High Flight Academy, served as both Max's instructor and mentor. Chris currently serves as Check Pilot and Chief Flight Instructor at HFA.



Max and Larry at Condor Aero Meeting
September 2022

In closing, all pro-pilots endure an arduous training path until they receive that first salaried flying job. Many student pilots that start this journey don't finish quickly or fail to finish at all. Some pilots, however, shorten that journey to just a few years.

This is certainly the case for Max. We wish Max the very best for his flying career as he celebrates his 21st birthday this month.



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
IMC Club -		3rd Wednesdays, May 18
International Young Eagles Day -		Saturday, June 11
EAA 857 Fly-In and YE -		Sunday, August 14
Food Tri-Motor		Th-Su September 8-11
EAA 857 Fly-In and YE -		Sunday , October 9

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	