
Pittsburgh-Butler Region Experimental Aircraft Association - Chapter 857

EAA 857 NEWSLETTER



**The AirVenture 2006 Theme was Big Bomber Reunion.
This shot of EAA's B-17 Aluminum Overcast was one of the editors
first images taken on his first visit to Oshkosh!**

Presidents Message

Hello EAA 857,

Happy belated St. Patrick's Day! I am excited to meet in person with all of you again. Yup, with snacks. We are three months into the new year and have a lot of exciting projects going on already! Kyle Riedel is working diligently as our Young Eagles Coordinator to evaluate Ray Aviation scholarship potentials, name tags for all members that would like one are being created, IMC/VMC club meetings are being redeveloped to better your experience with them and Alex Wagner one of our newest members is spearheading an effort for outreach through his high school just to name a few. Soon we will begin formally planning our June 10th International Young Eagles Day Event. During this month's meeting we will continue our discussion on runway signs and markings led by Kyle Riedel. Our secretary, Destiny Jay, attended a leadership bootcamp during this past month and perhaps will share with us some of what she learned.



Personally, I have [not] had much of a chance to get out and do any flying adventures lately, but I've been plane spotting plenty at KPIT. The picture below is a retro PSA livery.

As always, I appreciate your efforts and suggestions. Please don't be strangers!

Joss Slagle

Chapter President

ps: 2023 EAA 857 chapter membership dues became due for payment on January 1, 2023. This is \$25 for an individual and \$35 for a family group. A portion of these dues pays for our charter renewal for 2023 with the national EAA that we performed in December.





Pittsburgh-Butler Region Experimental Aircraft Association—Chapter 857

Minutes of February 21st, 2023 Regular Meeting

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

Meeting attendees: 13 members were present online, therefore a quorum. And 2 guests.

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

Treasurer's Report: Motion to accept put forth by Danny Michaels and seconded by Kyle Riedel. Two checks being sent out.

Newsletter: The 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.

Tech Advisor: No report

Next Regular Meeting: Tuesday March 21st, 2023

IMC meeting: Continuation

Young Eagles/Air Academy: January 31st new YE coordinator Webinar was presented. Electronic process cracked down on digital signatures must be from legal guardian/ parent.

Ray Aviation Scholarship: We do not know if we have received... we find out Friday.

Board Meeting: Ray Aviation Scholarship

Business: The following items were discussed:

- Current Membership: We have 39 total numbers. 27 currently paid and 12 due.
- Beaver chapter's interest in co-hosting a YE event will be discussed in upcoming board meeting,
- Board meetings are open to the public.
- Mark Beighey asked to be released from the board addition to the board- Danny Michael's was voted in by the Board.
- Conversation with potential new member Alex Wagner and his aviation career goals.

Closing: The meeting was adjourned at 07:50 P.M. motion made by Kyle Riedel and seconded by Josselyn Slagle

Program: Kyle Riedel presented a brief discussion on airport signage.

Respectfully submitted:

Destinyjay Maletta, Secretary, EAA 857



Pittsburgh-Butler Region Experimental Aircraft Association—Chapter 857 Minutes of January 17, 2023 Board Meeting

General:

Financial analysis: [EAA 857 2022 Treasurer's Report](#)

Air Academy: 2 Candidates; Lindsay Lips and Thomas Edwards applied to Young Eagles camps for 2023. They have been accepted and received further paperwork documents to be filed. Deposits were paid. Balance due in May.

Tool Lending program: A future project and at the time of the meeting we are not pursuing it.

Young Eagles: Chapter iPad: We didn't purchase an iPad, instead we will continue to use Teds.

Ray Aviation Scholarship: We elected to give remaining funds to Naomi Wigley and return what we couldn't give to Naomi, per scholarship rules, back to headquarters.

IMC/VMC: Work in progress.

Minutes of February 28th, 2023 Board Meeting

Meeting attendees: All 7 board members were present.

Board Meeting Minutes: To be reviewed via email and going forward, board meetings should be ran like a normal meeting.

Treasurer: Two checks remain to be sent out. Kyle is meeting up with Frank this week for dual signatures.

Current Membership: Deadline: April for dues payment. Frank Szczerba is sending out a due's payment reminder.

To be discussed in order of priority:

Ray aviation scholarship:

3 finalists were determined

Virtual interview

Motion to establish a committee made by Ted Merklin

Committee members Danny Michaels and Josselyn Slagle with Kyle Riedel.

Order of merit list

External to the interview, we need to confirm that the parents will commit to paying the unfinished balance of the PPL license. The major challenge of virtual interviews is getting all (or small number of board members online to conduct it). The president would be fine conducting interviews on her own.

Fundraising: Ray Scholarship Fund option: 25/75: split threshold. Previously was 50/50. Chapter should raise funds to cover our 25% prior to electing to offer this scholarship option.

Young Eagles: \$1,000 per Air Academy camper. \$200 deposit already paid for each. Net \$1,600 remaining. \$800 for credits. May net balance to be paid out is \$800.

Beaver chapter 68 involvement: Invite them for our August event



New Business: The following items were discussed:

The software developer (Don White) of the YE registration and EAA builders log also has another registration product for the Eagle flights and several other products for tracking, communication and chapter finance. We are looking into potential of utilizing some of these other products.

Consider recycling obsolete VGA Video projector asset, we will see it at the next meeting.

Tool room/chapter club house as a future goal of the chapter

Ask Airport Manager to join our next meeting

Alex Wagner asks to address the chapter

Closing: Ted Merklin made the motion to adjourn, and Dan Hood seconded for

Respectfully submitted:

Destinyjay Maletta, Secretary, EAA 857

About Alex Wagner

by Alex

Hi, I am Alex Wagner, most likely the newest member of EAA Chapter 857. I am a senior at Quaker Valley High School located along the Ohio River northwest of Pittsburgh. This past summer, I decided to dream big and explore my interests in aviation by taking flying lessons at High Flight Academy based at the Butler airport. I am proud to say I received my private pilot certificate in four months, at the age of 17 — the youngest age allowed by law. I have decided to turn my passion into a career. In the fall, I will be attending college to earn the rest of my ratings and a degree in aviation management. To get a jump-start, I am currently taking dual enrollment classes with Embry-Riddle Aeronautic University and studying meteorology. Some of my other interests include competitive swimming, trap shooting, and a love of the outdoors.

I am looking forward to high school graduation and a fun summer before college. I want to join a flying club to keep my skills sharp and lend a hand with EAA chapter events such as Young Eagles. I also hope to help with outreach by making a connection between the chapter and my high school's career education coordinator who runs Quaker Valley's Wayfinding Program. Wayfinding helped me discover that becoming a pilot fits my strengths, interests, and skills. It encouraged me to follow my dreams. I think it would be great to help introduce others to a career they might not otherwise hear of — in collaboration with EAA under the Quaker Valley Wayfinding program.

Bring Aviation History to the Chapter Newsletter

by Kyle Riedel, VP

Among the criteria that EAA National uses to rate its many local chapters is publishing a monthly newsletter. Publishing the monthly chapter takes input from the membership which is always appreciated. But what really makes Chapter 857's Newsletter a stand-out from other Chapter Newsletters is show-cased professional-grade photos from Ted Merklin's personal library of aviation photos. I especially appreciate his work in capturing vintage military aircraft. Here are a few questions that I asked Ted about his aviation photo-library and how he gets those amazing shots.

Questions and Answers with Ted Merklin: (EAA 857 Newsletter Creator/Editor)

Q. Ted, How did you get started in aviation photography?

My fascination with aviation began when I turned 7 and my Dad's job with ALCOA was transferred from Vancouver Washington to Davenport Iowa. We flew from Portland OR through Midway to Moline IL on a United DC-7 and a Convair twin. I definitely remember the experience of watching the radial engines starting up on that DC-7! We even got to visit in the cockpit as we boarded the plane and I was given a pair of UAL wings! Not likely to happen today!. By the time the next opportunity to fly came it was nearly 9 years later and we were fully into the jet era when my brothers and I flew back to Portland from Iowa on United 737 and 727.

Near that same middle teen years I got my first camera, a Kodak Instamatic cartridge camera and a few years later a 1950's era Kodak 35mm rangefinder camera. On various occasions I had brief opportunities to go to a local airport and take a few airplane pictures there. One special opportunity occurred when as an Air Explorer several members of our post were flown from Moline to Rockford for a day at the last EAA convention that was held there. Somewhere in a shoebox there must be some prints from that visit. I do distinctly remember seeing Bob Hoover performing in his Mustang and Shrike!

After graduating from high school, I flew out west for several years to attend college at Oregon State University so I had lots of opportunities to catch air to ground photos; I definitely prefer the window seats! There were a couple of one day airshows or museums I attended over the years as the opportunity arose, most all after settling in Pittsburgh in my own career with Westinghouse and Eaton.

Fast forward to 2005 and I had just obtained my first Nikon DSLR camera after having used a Canon digital point and shoot for several years. In 2006 I had some airline credits to use up and while wondering where to go, it occurred to me that Oshkosh was the prime opportunity. So that 2006 show was my first extensive airshow photo experience I have been shooting there every year since except when our Grandson was born a bit early and then when shows were canceled or missed due to Covid. Other airshows I have seen have been at Cleveland, Columbus, Latrobe, Wings over Pittsburgh, Sun n Fun, Sentimental Journey and at museums such as at the Air Force Museum in Dayton OH, Fantasy of Flight, Evergreen Aviation Museum and others.

Meanwhile I joined EAA 857 around 2010 and have shot extensively at our Young Eagle rallies and for both of our Tri-Motor events.

Q. What is the total size of your collection?

I did a quick tally of the catalog, and it looks like there are over 42,000 images from AirVenture shows alone and perhaps 11,000 from other events, all since that first visit to Oshkosh in 2006. There are very many similar images in those counts, and I would never claim all are worthwhile or unique. I would not be surprised if 85-90% of those duplications could be filtered down to represent the better images I have taken, but that task to do so would be overwhelming! Someday I might try.

Q. Is any of your collection licensed or copyrighted?

Technically they are; the content creator is first and foremost the original copyright owner and that occurs the moment the image is created. Most images should have in the appended image file data a copyright reference added by the camera software. Sometimes I have marked them as such on the image with a watermark. However, I have never formally registered any specific image with the US copyright office. If I were acting in a professional capacity with a business at stake, that would certainly be necessary to do.

Q. Are you proud of any photo (and why)?

There are probably several that I could point to where I managed to get an image when the light conditions were good, the capture parameters and focus were appropriate, and my processing of the images achieved a pleasing result.

Generally, the subject matter wants to be something I have seen that is unique and historic. I tend to gravitate to the Vintage and Warbirds at AirVenture. An example might be the opportunity afforded to photograph the only two flying B-29 Superfortress in existence, “FiFi” and “Doc”, in formation several years back. “FiFi” has flown with the Commemorative Air Force for some time now. Recently “Doc” completed its restoration and the two aircraft joined in formation at the 2017 AirVenture show. Others might be from the



celebrations of the 100th anniversary of Naval Aviation in 2011 or the recent rare appearance of the restored F-82 Twin Mustang at Sun n’ Fun and AirVenture. I always love the Navy and Air Force Legacy and Heritage Flights, too!

Q. Getting specific photos may take exceptional coordination and timing. Are there any photos that you had to work hard to get the right shot (which ones)?

This is true, and in a venue as crowded as AirVenture, patience is key. There are so many people there that I often must wait quite a while to have a fairly clear view of the static aircraft without heads and feet sticking up or below the fuselage. It does tell a story though to also catch a classic like the Stearman or Corsair being examined by fellow aviation enthusiast gazing into the cockpit! In a museum of course one has to plan for poor lighting in most cases and what will be needed to get a proper exposure.

Lighting conditions on the field are also important. The real benefit for AirVenture shows at Oshkosh is that they are held in the afternoon on the north-south runway. In the morning the operations are backlit and from the show line you are shooting to the east into the sun. By afternoon, the sun is behind you, the views presented by the passing aircraft in the air are fully lit and the sky and clouds in the background present better color and less haze. It only gets better as the afternoon wears on towards what's called "The Golden Hour" as the sun sets in the west. That's the best time to catch the departures from the field after the show ends.

Q. Since your collection is quite large, how do you intend to handle its legacy? Is there a family member that is going to continue building it? Will you donate it to an aviation organization?

My eldest son is also quite into photography and in my opinion has far exceeded me in his skills and efforts. He shoots sports and dance for his daughters, and also does some product and personal people photoshoots. I keep my photos cataloged and backed-up, perhaps at some point he might take some of this over, but we haven't pursued any discussion of that. It could be that since we use different software it may not be straightforward to do as edits from one software do not translate to those of another. I seriously doubt my images will ever be turned over to any other entity. If I ever did that, the collection would need to be **seriously** culled and edited beforehand to clear the duplication and lesser images out of the catalog.

Q. How long have you been assembling the chapter newsletter and sharing your photo collection?

I have done the EAA 857 newsletter since 2010 so many issues since then have had one or more of my photos included. I have also solicited others to contribute their words or images every month to share with our members. I am always very appreciative of any content and support we receive in the production of our newsletter

Q. How many hours monthly do you spend building the newsletter?

If I had to guess it might be in the order of 6-10 hours in acquiring content and laying out and editing the pages which usually amount to 10-15 in our newsletter. Usually that layout work is done over several days the week prior to our monthly meeting. Then the documents has to be converted to a PDF format for distribution to our email recipients and to be placed on our chapter website.

Ted, Thanks for sharing your time and talent as our Chapter Newsletters creator/editor and for making the final product visually interesting and memorable with your personal aviation photos (not to mention your service as a board member). On behalf of all members of the Chapter, we appreciate your past and enduring commitment to keeping EAA Chapter 857 among the best in the Experimental Aircraft Association.

Respectfully,

Kyle Riedel,

Chapter VP



AirVenture 2006 featured the Theme “Big Bomber Reunion” so, at the upper left is the only flying British AVRO Lancaster bomber in North America. On the Right is the Consolidated B-24 Liberator “Diamond Lil.”



The Boeing B-17G Flying Fortress was represented by EAA’s “Aluminum Overcast.” Also, the medium class bombers were there, one of which was the North American B-25 Mitchell “Panchito” on the right.

Mike Neuman - in the Caribbean

My wife and I were fortunate enough to spend February in the ABC islands. These islands are Aruba, Curacao, and Bonaire and they are about 50 miles off the coast of Venezuela. We were able to spend a week or so on each island, and while each is unique in its own way, Bonaire was my favorite. It offered many opportunities for snorkeling, diving and kitesurfing. I started my kitesurfing lessons last year in Mexico, but this year I was finally able to stand up on the board and go for a little while on the board. I hope to continue with my lessons next year. These islands are north of the equator but south of hurricane alley and benefit from consistently nice weather and prevailing easterly winds. There are two local air carriers that offer inter-island flights departing hourly every day. I thought it would be no problem getting a flight from Bonaire to Aruba if I booked it as soon as we arrive in Bonaire. WRONG! It turns out that both local carriers were totally booked for the whole week because of carnival. After talking to some of the local pilots, I found one it was willing to charter his 172 Cessna. Although it was quite pricey we had our lodging in Aruba already paid for and did not have any other option. In the end, it was well worth it because he let me fly the airplane and log and unforgettable memory.



On top @ 8000' on our way to Aruba.



Having a good time at Carnival, with some of the locals that we met during the six hour parade. What a party!



Kitesurfing is not as easy as it looks, but I was glad my instructor had a boat to come and chase me down.

Pittsburgh Soaring Association

Dave Von Kaenel asked if we would add these promotional brochure scans produced for the Pittsburgh Soaring Association. The club's season opens on April 1, 2023. Dave has for several years served as one of the tow plane pilots for the club. They flew for many years out of the Bandel airport near 84 PA, however now they operate from KWAY, Green County airport.

"I love soaring because it's the closest thing to magic I have ever seen. It amazes me that 900 pounds of airplane and pilot can climb thousands of feet in the air, fly for hundreds of miles, and stay aloft for hours without anything but nature's air currents."

"Flying a glider is the closest thing to real flying without feathers"

"It's another world up here in the air!"

COME SOAR WITH US

Contact Us
...for any questions including more information to schedule your first flight!

Chuck Fessler, Club Secretary
 412.205.8884 • GliderPilotC@aol.com

Soaring over Pittsburgh and beyond since 1964!




Pittsburgh Soaring Association
<http://www.pghsoar.org/>

Greene County Airport (KWAY)
 417 E Roy Furman Highway
 Waynesburg, PA 15370

© 2022 Pittsburgh Soaring Association (ORIGINAL, 0822)

The Pittsburgh Soaring Association (PSA) was founded in March 1964. Our 40+ members soar from April to October at the Green County Airport in Waynesburg, Pennsylvania (designation KWAY). We are a Soaring Society of America member and offer Soaring Orientation Flights (SOFs), primary flight instruction for beginners, and more advanced instruction for competitive soaring pilots.

Our Soaring Fleet



PLUS OVER 10 PRIVATELY-OWNED SAILPLANES

\$99 Introductory Flight (SOF)

- ◊ 20 - 30 minutes of flight 3000 feet above the airport with our Certified Flight Instructor
- ◊ Pre-flight ground & safety brief with our Certified flight Instructor
- ◊ One-month temporary PSA membership for lessons and flights
- ◊ A complimentary three-month Soaring Society of America membership
- ◊ One complimentary issue of the Soaring Society of America's member magazine

Year-long gift vouchers are available and make a perfect gift. Please advise us if you (or a voucher recipient) weighs more than 200 lbs.



Membership Plans

Full (ages 22-65): \$500* initiation fee with \$54.25 monthly dues

- ◊ Club voting rights and can serve as an Officer or Board Member
- ◊ Soaring Society of America membership and magazine subscription
- ◊ Temporary Members that upgrade receive an immediate \$50 discount

Youth (ages 12-22): \$100 initiation fee with \$23.50 monthly dues

- ◊ Club voting rights and can serve as an Officer (when ≥ 18 years or older)
- ◊ May transition to a Full Membership when older than 22 years with no additional fees

Family (Spouses and/or children ages 12-22): \$500* initiation fee with \$67.75 minimum monthly dues

- ◊ Significant discounts are available for additional family members
- ◊ Club voting rights and may also serve as an Officer or on the Board of Directors

Senior (ages over 65): \$100 initiation fee with \$17.25 monthly dues. Only dual-flights with licensed pilots.

Visiting Memberships are also available for licensed pilots / students with an SSA membership, log book, and a check ride evaluation

Flight Rates

PSA Fleet Fund (\$5) - only for the day's first flight

Per flight:

- Tow Hook Up (\$25) • Tow Altitude (60' / 100') - from takeoff to cable release • Club Glider Rental (\$10 / hour with a \$10 minimum) • Instruction (\$30/ flight)

*\$200 due upon joining; the remainder is due after the first year

Prices are as of August 2022 and subject to change.

AirVenture 2023 Bus Trip Planned

Hello,

I just wanted to let the EAA chapters know that a bus trip is once again being planned for AirVenture at Oshkosh. If you could pass along the attached information, it will be greatly appreciated. It's always a great group of people to travel with and it's nice when several members from a chapter go together. This is a convenient way to get to this event and it's fun to travel with people that share a common interest. Thanks for your help.

Kent Shoemaker (Shoe)

724-766-5847

kentLshoemaker@gmail.com

Oshkosh – AirVenture Bus Trip

Tuesday, July 25th to Saturday, July 29th

2023



It's time to plan the **2023 Oshkosh – AirVenture Bus Trip**. This will be the 32nd year for the trip and I hope you will be a part of it. This will be the first year that we leave on a **Tuesday** (July 25th) and return on a **Saturday** (July 29th). Departure will be from the Butler Farm Show Airport (3G9) located on Rt.68 just West of Butler. We'll spend three days at AirVenture: Wednesday, Thursday, and Friday. Once again our lodging will be at Ripon College dormitories and we'll travel on an air conditioned coach bus with a restroom.

The cost of the trip increased slightly from last year, mainly due to the increased cost of diesel fuel. However, the trip is still a great bargain because transportation, 4 nights lodging, and breakfast each morning are included, and it's always a great group of people! Participants are responsible for air show entry fees. The cost of the trip is:

Double Occupancy: \$390.00/per person Private Room: \$490/per person

If you're interested in participating in this adventure, then I will need a **deposit check in the amount of \$100.00** made out to **Kent L. Shoemaker**. The balance will be due in May. Please complete the registration form below and send it, along with your deposit to:

Kent L. Shoemaker 225 Glade Run Road Renfrew, PA 16053

In May, a letter requesting the balance due, along with trip details, will be sent to all participants. If you have any questions, please call, text, or email me:

724-766-5847 or kentLshoemaker@gmail.com

Name: _____ Telephone # _____

Email address: _____

Home Address: _____

Indicate your lodging choice: Double Occupancy Private Room

Roommate (if applicable) _____

Amount Paid: \$ _____ Balance due: \$ _____



EAA 857 - Chapter Meetings and Events for 2023

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 17 February 21 March 21 April 18 May 16 June 20 July 18 August 15 September 19 October 17 November 21	
IMC / VMCClub -		TBD	
International Young Eagles Day -		Saturday,	June 10
EAA 857 Fly-In and YE -		Saturday,	August 12
EAA 857 Fly-In and YE -		Saturday,	September 9

2023 National Events

Sun 'n Fun -	March 28 - April 2
Sentimental Journey -	June 20 - 24
AirVenture Oshkosh 2023 -	July 24 - 30

EAA 857 Chapter Officers for 2023

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	Dan Hood 2023-2025
	Ted Merklin 2023-2024
	Danny Michaels 2023
Website / Newsletter	Ted Merklin