
Pittsburgh-Butler Region Experimental Aircraft Association - Chapter 857

EAA 857 NEWSLETTER



BOB MOWRY AND HIS RV-12iS

Bob plans to present a virtual tour of his Vans RV-12iS project at our March meeting. He will give us an update on status, challenges he has faced and what is left to do.



PRESIDENTS MESSAGE



EAA 857 Members,

The March meeting will be in the KBTP conference room. We will also conduct this via a Google Meet live stream for those of you who may not wish to attend in person at the airport. I will send you the meeting link to use prior to the meeting. Please plan to mask and distance if you attend the meeting in person on Tuesday due to Covid-19 mitigations. *Please also note that Bob Mowry will give us a virtual tour of his Vans RV-12iS project at this meeting after the business portion is concluded.*

Today is the first day of daylight savings time and we are just one week away from spring. We are also coming up on the time in which we need to actively plan for resumption of our Young Eagle activities which will start with the International Young Eagle Day on Saturday June 12. We will need many volunteers from the chapter ranks to do this including:

- | | | | |
|----------------|-------------------|-------------------------------------|--------------------------------|
| Pilots | Registration Desk | Ground School | Aircraft and People Marshalers |
| Order Supplies | Kitchen staff | Cleaning, Setup and tear down staff | Cash Box |

Since our last events in 2019 we have had turnover in several of these areas and will need new participants to step forward and help us run this show. All pilots will need to be current on the Youth Protection Program certification as will several lead people on the hangar floor during the event to monitor activities. We will also need to implement best practices for Covid-19 protection. I will be calling for a Board Meeting soon to begin planning.

With the resignations of several members in January, we will also need 2 volunteers to step up and fill the positions of Chapter Secretary and the balance of a 1 year Board Membership. Please contact me if you are willing to do these tasks 2021.

Chapter dues **became due and payable on January 1, 2021.** Some members dues have not been received at this time. Please bring your dues to the meeting or mail them to Frank Szczerba at his address listed in our roster previously sent to you.

Thank you to the contributors for this months Newsletter! Your input is always appreciated! It is nice and sunny today, cool and clear so I hope many of you can get out and fly today! Take care and be safe!

Ted Merklin,

President, EAA Chapter 857



MINUTES OF FEBRUARY 16, 2021 REGULAR MEETING

Opening: President Ted Merklin called the meeting to order at 19:10 and led the members in the Pledge of Allegiance

Meeting Attendees: 5 present and 3 viewing a live stream on Google Meet; this was not enough for a quorum.

Previous Meeting Minutes: Reviewed and approved the January 19 meeting minutes.

Treasurer's Report: Reviewed and approved the current bank balance, income and expenditures.

Newsletter: The newsletter was distributed and uploaded to the chapter website. Contributions from Phil Kriley and Frank Szczerba were acknowledged.

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

Tech Advisor: No Report

Young Eagles: Frank Szczerba indicated he is now current and available to fly Young Eagles.

Air Academy: Young Eagles: Zach Jordan's father Brad indicated Zach is planning to attend the camp this summer but he still has to submit the paperwork. A new candidate for the Air Academy has contacted Dan Hood. His name (IIRC) is Rob Ruddigan and he is 14 and might attend in 2022.

Business:

- **Membership status:** 25 paid members, 9 still to pay dues. Another reminder to pay dues will be sent out. Resignations of Bob and Debie Santolla, Rick Schubert and Sue Hostler accepted. Added 2 people as family members – wife and son of John Moon.
- **Chapter roster:** Some member personal detail updates were received
- **2021 Chapter dues:** 9 still unpaid
- **Chapter renewal:** Nothing new
- **Chapter room:** Dan Hood plans to start construction of carts in April.
- **2020 Service pins:** Some pins yet to be awarded
- **Chapter leadership training:** 6 evening online classes presented by EAA beginning 2/11/2021
- **New chapter banner:** Ted Merklin ordered this and expects to receive it in 4-6 weeks. Also, a sign for our clubroom door is being designed.
- **Chapter Facebook page:** Bob Santolla's motion to remove the chapter's Facebook page was withdrawn. There was a 3-1 response from chapter members to keep the page.
- **Board positions:** With the resignations of Bob Santolla and Rick Schubert, we have an opening on the board and we need a new secretary. An email to solicit nominations and/or volunteers will be sent out to the chapter members. Phil Kriley is serving temporarily as chapter secretary.
- **Meetings:** Frank suggested that we share project status info at each meeting as a point of interest.

The meeting was adjourned at 19:40, and was followed by a couple of videos on attaching some fiberglass parts to an RV, that were interesting. Phil noted that he would like to have a "washer holder" tool as was demonstrated in the video. He has a couple of large washers on his nose gear that the tool might help with. There was no 50/50, as there were only 5 people present.

Respectfully submitted:

Phil Kriley, Vice President EAA 857

SAVANNAH & TYBEE ISLAND

By Chris McGeary

So, it's March and the weather finally broke. Clear skies were promised for the eastern half of the US. We were tired of bouncing off the walls at home and wanted to go somewhere, anywhere! Neither of us had been to Savannah, so...

First problem to solve is how to get close. Since I'm not big on flying into a busy Class Charlie airport, Savannah/Hilton Head International was out. There are a couple of airports inland, but the first one I found a car at was Beaufort Executive (KARW). Hertz was able to drop off a nice little Hyundai Tucson for our use for the weekend. The FBO closes at 6pm, but he told us there was a lockbox accessible for the keys. Gas prices were fairly reasonable (\$4.39 for self serve) and they only charge \$10 a night for tie down. The "interesting" part is that it's under the Beaufort 2 MOA. Fortunately, the MOA is supposedly only active for a couple 4 hour periods a week, so not too bad.

The weather on the Georgia coast was to be "somewhat" warmer than Pittsburgh, but we both packed ski socks, long underwear, and several layers of fleece, just in case.

We got out of KBTP about 2:30PM on Friday, and after clearing PIT's Class Bravo and getting up to 10,500 above the few clouds, we caught a VERY nice tailwind. It's fun when your ground speed is up over 200 knots. Once we got past Elkins, WV, the clouds were completely gone, and we had clear, smooth skies the rest of the flight. Something to watch for as you get close to Savannah is the restricted airspace associated with the various military bases in the area. I figure that it's best to just avoid them when at all possible.



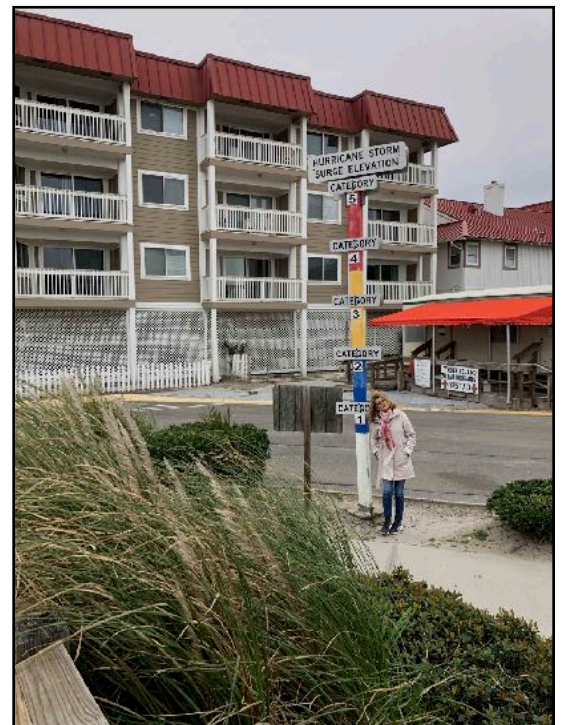
With the favorable winds, the 517 nm trip took just 3 hrs, 2 min. We didn't need the lockbox at Beaufort after all. By the time we had the plane fueled, tied down and covered, and hit the road, it was getting toward sunset. I drove and Margot got on the internet and found us a little AirBNB on Tybee Island. Because much of the trip to Tybee was after dark, we didn't see much on the way. But, driving through downtown Savannah, we kept seeing signs for "SCAD". We weren't sure whether it was a chain of some kind, or maybe maybe a community center?

In any case, the little apartment we got was in an older building about 100 feet from the barrier dunes and the pier. We found an interesting place to eat (outside with propane heaters). Fresh oysters, grilled whole fish, a wild boar hot dog (amazingly good!) and some nice local brews.

We were up early the next morning for a gray, cold and windy walk on the pier and beach, then off to Savannah. Savannah is a great town for walking. Interestingly, the town, with its 24 squares, was actually designed in England by General James Oglethorpe. He and about 120 others made their way by ship and picked the spot of the current city after arriving and starting the 13th colony. He named it Georgia after King George II. Street parking near Forsyth Park was free on weekends, so hunting for a parking garage was not necessary.



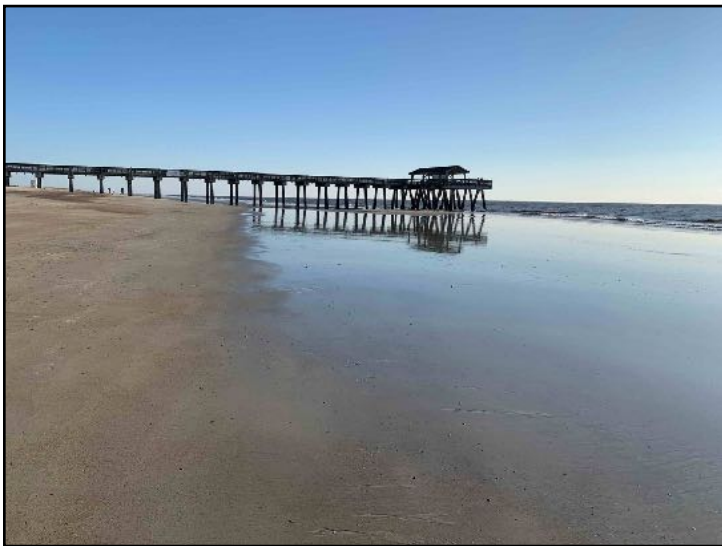
As I said, the best way to see Savannah is on foot. You can either walk, as we did, or buy a ticket on one of the hop-on/hop-off tour buses that continuously circle the city. We downloaded a walking tour app with audio narration to use as a guide. Some of the older buildings have been torn down, but in the 1990s, a local historical society began buying up the older mansions and restoring them. Today, there are many beautiful old homes to enjoy. Each square is a bit different, some with all residences, and one or two with only commercial buildings. Many of them have either monuments or fountains.



Along our way, we met a busker who invited us into an old brick armory to see the “SCAD Story”. It turns out that a young primary schoolteacher had the idea to create a different kind of college, where students would pursue the creative arts: fashion design, architecture, audio visual presentations, etc. The college is called Savannah College of Art and Design. It started in that old armory in 1978, and now has about 12,000 students. SCAD has been working with the city of Savannah to restore its architectural heritage. It now includes 67 buildings scattered throughout the city. The multi-media presentation we saw was amazing!, and well worth the time if you are in town.

In addition to its architecture, Savannah is also known for its beautiful old live oaks, dripping with Spanish moss. We encountered one (The Chandler Oak) that spanned 110’ across its branches. Savannah is also where a number of the scenes in Forrest Gump were filmed.

Lunch was at Sorry Charlie’s Oyster Bar, a seafood restaurant close to the waterfront. We had a great meal with a raw oyster sampler, seafood gumbo and Hoppin’ John (a tasty side dish made with vegetables, rice and hog jowl).



A couple more hours of walking brought us back to Forsyth Park, and 700 Drayton at the Mansion on Forsyth Park. If you are going to stay overnight in Savannah, this is the place to get pampered in old southern style. We, however, just stopped in for dessert. I had a bread pudding to die for, and Margot had a Coconut Financier, a little slice of heaven baked to order.

After those desserts, any more walking was no longer on the table, so we headed back to the car and drove around the edges of town, then back to Tybee Island. The usual Saturday night crowds made it hard to get early dinner reservations, but we did score a 9PM table for 2 outside under heaters. Po’boy sandwiches with blackened fish.

We were up early again the next morning for a much longer walk on the beach. The sun was out and the wind was down to a mild breeze. Then it was breakfast at Sunrise, shrimp & grits and chicken & waffles. Most enjoyable, but I’m glad I don’t eat that way too often. It would play havoc with weight & balance.

Tybee Island lighthouse is the oldest and tallest lighthouse in Georgia and one of the most intact remaining lighthouses in the US. The museum there includes the lighthouse itself (178 steps to the top), completely restored keeper’s dwellings, and the adjacent shore battery fortifications. As a lighthouse keeper posting, I think this would have been one of the better ones, with the expanse of beach, great fishing and local hunting. Note: the museum has its own parking lot, with parking included in your ticket. Don’t park across the street (and pay) in the public lot (..and don’t ask me how I know).

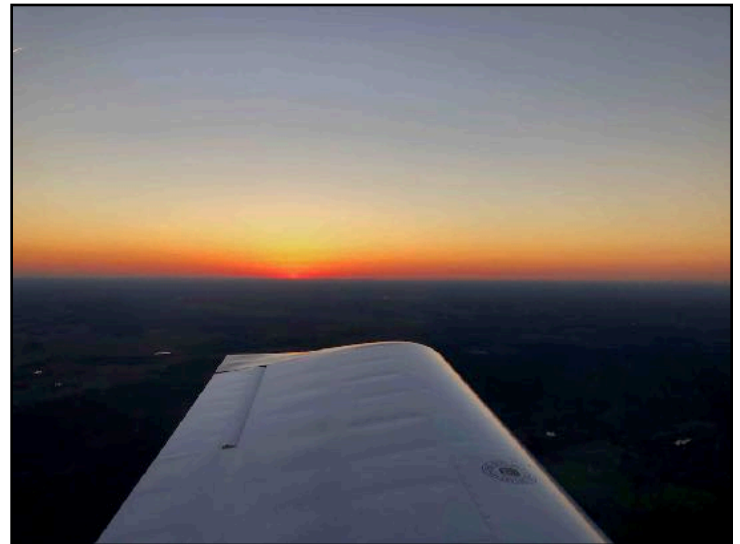




From there, it was back to one more stop in Savannah: The Ships of the Sea Maritime Museum in the William Scarborough House. If you enjoy model ships, you will love this museum. The models are large scale (many are 3/8” to the foot) and incredibly detailed. Some have cutaways showing the interior construction.

At this point it was getting to be midafternoon and time to head back. I had checked the weather and knew we had clear skies overnight, and I had picked out an airport halfway back with self-serve 100LL (and a backup if that airport’s pump was down). Just a mile or so from Beaufort Executive, we found another dining gem: Lady’s Island Dockside. Again, a screened in porch with heaters made us feel comfortable in these COVID times. Shecrab soup, crab cakes and corn bread with a local brew for Margot (ice tea for me).

Back to the airport, unload the car & drop it off, pay the bill, uncover the plane and preflight it (make doubly sure all the lights work, Yes!), fire it up, warm it up and off we headed north. Staying fairly low (3500 MSL) kept us out of the stronger northerly winds. An hour later we got a beautiful sunset, and an hour after that, we landed at Blue Ridge airport (KMTV), Martinsville, VA for fuel and a quick bathroom stop. From there, we headed a bit northeast to get around Roanoke airspace, then up to 7500 feet to make sure we were well above the mountains. Even then, due to the northwest winds, we found our



airspeed varying by more than 10 knots as we flew through rising and falling air bumping over the mountain ridges. It was a spectacularly clear night, and the stars were bright above the canopy.

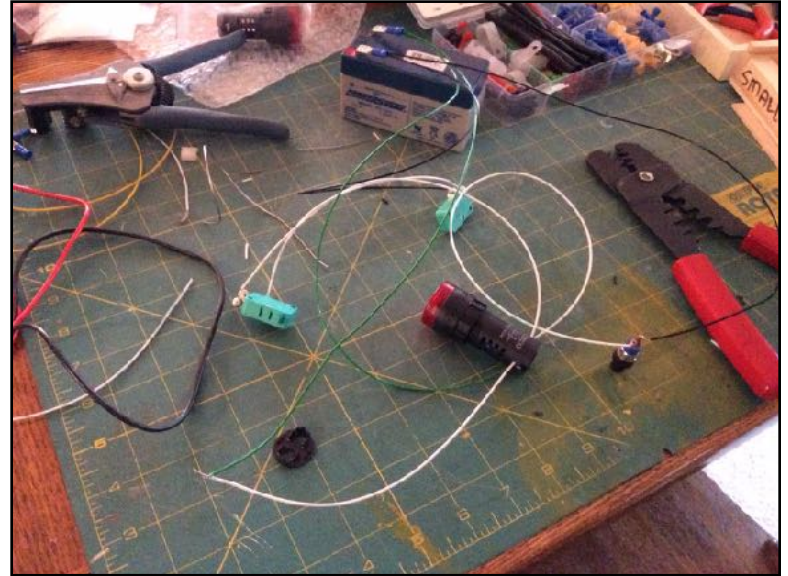
At 9:40PM, we landed and taxied up to the gas pump. Sure was a lot colder than it had been in Martinsville. The trip back took just over 4 hours, including the 10 minute fuel stop. Amazing the difference the winds can make.

...til next trip.

COZY REPAIRS IN WORK

by Phil Kriley

Here are a couple photos of my current work. I forgot to lower the nose gear in a recent landing so now I have some minor repairs to do and I am also installing a warning system. The first photo is a mockup of a gear down warning I will be installing in the plane I am flying. If the gear is up and the throttle is pulled back, a siren will sound and a bright red LED will flash on the flare shield. I expect that will get my attention!



The second picture is of my repaired nose gear, ready for primer and paint. The wheel pants will also get some paint to cover the scrapes. I still have some work to do on the nose section of the plane but should be back in the air within a few weeks.

ZENITH 701 SKY JEEP UPDATE

by Bob Tedesco

Bob says:

“All structures and sub-assemblies are done. Engine is in, prop is on, wiring is done, engine runs. Left to complete are: front cowling, upholstery, & 75% of painting.”



“I just installed the pilot's seat (picture) & I hope to work on upholstery & paint in the Spring & Summer.”

“After that, final assembly & strut work at Farm Show.”



EAA 857 - Chapter Meetings and Events for 2021

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 19 February 16 March 16 April 20 May 18 June 15 July 20 August 17 September 21 October 19 November 16
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IMC Club -	3rd Wednesdays, Cancelled until further notice.	
EAA 857 Chili Cook Off -	Cancelled	
International Young Eagles Day -	Saturday,	June 12
EAA 857 Fly-In and YE -	Sunday,	August 15
EAA 857 Fly-In and YE -	Saturday,	September 12

2020 National Events

Sun 'n Fun -	April 13-18
Sentimental Journey -	June 22 - 26
AirVenture Oshkosh 2020 -	July 26 - August 1

EAA 857 Chapter Officers for 2020

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

President	Ted Merklin	
Vice President	Phil Kriley	
Treasurer	Frank Szczerba	
Secretary	Open	
Board Members	Open	
	Dan Hood	2021-2022
	Mark Beighey	2021-2023
Newsletter	Ted Merklin	
Website	Ted Merklin	