

---

Pittsburgh-Butler Region Experimental Aircraft Association - Chapter 857

---

# EAA 857 NEWSLETTER

---



**It is just one month until Sun 'n Fun!  
This Beechcraft T-34 was seen there in 2019.  
Are you going to the show this year?**

## Presidents Message

Hello EAA 857,

Thank you to those of you that turned up to the January meeting. Your attendance is always appreciated! For those of you that didn't make it, there was free food if that incentivizes you in any way. Free food will continue to be present for our monthly meetings going forward.

THIS MONTH OUR MEETING WILL BE COMPLETELY DIGITAL (sorry no food). We will meet online to chat. We are doing this for two reasons. First, KBTP doesn't have our traditional room for us to use because they are reconstructing facilities. Second, it's winter and it's cold or at least it was supposed to be. Anyone else predicting a March snowmageddon? I hope you enjoy this digital adventure. We plan to resume in person meetings for March and there will be food!

It has been a busy month for me. I attended the Oshkosh leadership training conference. This was my first time going to Oshkosh and it was one heck of an adventure getting there. I had flights booked from PIT to ORD and ORD to GRB. PIT to ORD was uneventful. I got to meet up with a former co-worker and CCBC alumni who now works in the ramp tower at O'Hare for American Airlines during the connecting flight. Then, the flight from ORD to GRB diverted to Milwaukee due to weather. This is a great time to mention: flying the missed and going to the alternate is always an option no matter the size and operation. Other passengers on board were very frustrated but I was impressed with the pilots simple "safety is our first priority" remark. I ended up driving from Milwaukee to Oshkosh.

Another exciting venture completed was my mission to become a FFAST Representative like Mike Neuman has held for the last several years. As some of you have probably noticed by now, the IMC club and VMC club meetings have undergone some changes and will continue to be changed in the future. We appreciate your cooperation with this effort. We plan to have rotating speakers and provide wings credit soon.

I haven't had a chance to fly this month aside from as a passenger, but I am hoping next month to have completed some G.A. flying for currency.

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 January 17th, 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:** Sufficient members for a quorum were present. 4 members were online.

**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 Dan Hood.

**Treasurer’s Report:** Motion to accept put forth by Ted Merklin and seconded by Mike Neuman.

**Newsletter:** The newsletter will be distributed and uploaded to the chapter website. Newsletter contributions are always welcome!

**Website:** Enter <https://chapters.eaa.org/857> in your browser to view the site.

**Tech Advisor:** No report

**Next Regular Meeting:** Tuesday February 21<sup>st</sup>, 2023

**IMC meeting:** No meetings currently planned.

**Young Eagles/Air Academy:** January 31<sup>st</sup> new YE coordinator Webinar to be presented.

**Business:** The following items were discussed:

- Current Membership: We have 39 total numbers. 19 currently paid and 22 due.
- Ray Aviation scholarship recipient: Naomi received her Private Pilot License.
- Submit Ray Scholarship application by the end of the month.
- Gary Marsico will no longer coordinate the Ray Aviation scholarship. Kyle Riedel will.
- Ask if the Beaver chapter would be interested in co-hosting a YE event. Motion made by Kyle Riedel and seconded by Frank Szczerba.
- Discuss airshows and fly-ins next meeting.
- Certificates were passed out to board members.
- **New Chapter Officers for 2023:**
  - Josselyn Slagle - President
  - Kyle Riedel - Vice President
  - Frank Szczerba -Treasurer
  - DestinyJay Maletta -Secretary
  - Ted Merklin - Board Member (remain)
  - Dan Hood - Board Member (remain)
  - Mark Beighey - Board Member (remain)

**Closing:** The meeting was adjourned at 08:00 P.M. motion made by Kyle Riedel and seconded by Mike Neuman .

**Program:** Mike Neuman presented a discussion on Communication Procedures with ATC.

Respectfully submitted:

Destinyjay Maletta,  
Secretary EAA 857

## Fairchild Argus Bucket List

by Danny Michaels

I flew to KFNL (Fort Collins/Loveland, CO) to meet a friend to fly his Cessna 206, an aircraft that I considered before purchasing my C182Q. I'm 6'5" with long legs, so the high wing has a natural appeal. My glee was squelched by a dead alternator and battery, and we couldn't get a replacement before I would have to return home. This unfortunate turn of events led to one of the most exciting weekends of my flying career. With the 206 out of commission, my buddy called in a favor so that we could fly a 1946 Fairchild Model 24 Argus. I pulled out my bucket list and got my pen ready to scratch off another item.



The F24 is a four-seat, single-engine, tailwheel aircraft designed by the Fairchild Aviation Corporation in the 1930s. It was adopted by the United States Army Air Corps as UC-61 and by the Royal Air Force. In terms of build, the F-24 embraces a retro-style, tough-as-a-tank mentality, with steel tubing running everywhere. She's ugly in a badass sort of way. Locker-room gossip has it that the load factors are north of 9 G's, although that's not something I

was able (or wanted) to test, but by the way it looks, those rumors might not be far off. If the sewer-pipe-size tubing running through the rear corner of the door cut-out doesn't inspire confidence, I don't know what will. The windows are solid glass, with hand cranks on the door that resemble my first Impala.

Its landing gear makes it shine as a 1930s-40s rock star. Each leg pivots at the bottom longeron, and rather than using a shock cord or strut between the wheels, the Fairchild used a vertical oil/spring strut above the wheel, necessitating the many angled pieces of streamlined tubing. The tailwheel is steerable for a handful of degrees, and then it kicks out and swivels freely.



The one I flew had a 200-hp inverted Ranger engine. It's the same engine used in the Fairchild PT-26, and as a training ship powerplant it was produced by the thousands. For this reason, parts are still fairly plentiful (by 90-year-old aircraft standards) and "cheap" (airplane cheap, wink wink). The oil consumption is legendary, 2qts per hour in the bird I flew. The owner hand turned the prop for several minutes until the oil was dripping on the floor, something that is apparently required with the inverted mount. The best part of the inversion is the streamlined look of the cowling. She's long, pointy, and sexy.





The wing is fat like an ultra-sleek blue whale, which makes for great STOL performance, but not so much in the speed department. Being new to the aircraft, and with only a handful of tailwheel hours, I didn't test her agility. But even at 6,000-10,000 MSL I felt confident. Stalls were a non-event. She gracefully went to sleep, seemingly going backwards, and woke up the instant I applied power. Steep turns were easy. Even with some gusty mountain breezes, she oozed stability. It was my first time flying a stick and, wow, I loved it! There wasn't a ton of room up front, and a yoke would have made it impossible with my long legs. Given the size of the wings, I was surprised by the lightness of the controls. A few fingers were all that was needed; she just followed my thoughts. Other than the slow climb performance in the Rocky Mountains, it was exhilarating to fly such a classic aircraft.







Special thanks to Gary Macfarquhar, the owner of the Fairchild (N81210), for being my CFI and giving me the ride of a lifetime in his baby. Special thanks, too, to my buddy Kai Moenk, who introduced me to Gary and his gang at Loveland, CO, and who was an excellent host. I was so impressed with this group of aviators that I joined the Antique Aircraft Association and plan to see (and maybe fly) N81210 again in Blakesburg, IA in August. If you love antique aircraft, I recommend checking out [antiqueairfieldia27.com](http://antiqueairfieldia27.com) and making a pilgrimage to Blakesburg.



## Sun n Fun is Just Around the Corner!

March 28-April 2, 2023

by Ted Merklin



The 2023 version of this springtime airshow launches in just a few weeks down in Lakeland FL. This has been a very popular venue in the past for EAA 857 members to visit and reacquaint with their airshow vibes after a long winter in Pittsburgh. These photos were taken in 2019 when I had an opportunity to head south, soak in some sun, and some great aviation scenery! Above is a Fairchild PT-19 primary trainer from WWII and below is the Bell Boeing MV-22 Osprey on static display.





The above shot shows the vintage Navy jet trainer, the North American T-2 Buckeye in a Heritage Flight formation with the present day trainer, a BAE Boeing T-45 Goshawk.

Below we have the stars of the show, who will reprise their appearance in the 2023 version of Sun n Fun. They are of course the US Navy Blue Angels demonstration team. At the time this image was captured the team flew the Boeing F-18C/D Hornet fighter. They have since transitioned to fly the F-18E/F Super Hornet!

**Hopefully someone from EAA 857 will be there for this years show!**





## 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 32<sup>nd</sup> 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 25<sup>th</sup>) and return on a **Saturday** (July 29<sup>th</sup>). 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](mailto: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.

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

### 2023 National Events

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

### EAA 857 Chapter Officers for 2023

Use [contact@eaa857.org](mailto:contact@eaa857.org) to email the Chapter President.  
Your request will be forwarded to the appropriate individual.

<b>President</b>	<b>Josselyn Slagle</b>
<b>Vice President</b>	<b>Kyle Riedel</b>
<b>Treasurer</b>	<b>Frank Szczerba</b>
<b>Secretary</b>	<b>DestinyJay Maletta</b>
<b>Board Members</b>	<b>Dan Hood      2023-2025</b>
	<b>Ted Merklin    2023-2024</b>
	<b>Mark Beighey   2023</b>
<b>Website / Newsletter</b>	<b>Ted Merklin</b>