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Pittsburgh-Butler Region Experimental Aircraft Association - Chapter 857

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# EAA 857 NEWSLETTER

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**An F4U Corsair in a photo pass at the 2019 Sun'n Fun!  
This is a composite treatment of the original image that swapped in a  
more interesting cloudscape than existed that day in Lakeland FL.  
The 2023 show is coming up soon at the end of March!**

## Presidents Message

857 Chapter Members,

Welcome to a new year EAA 857!

Thank you for continuing to be a part of our chapter.

I hope you all had a safe and happy holiday. I personally, enjoyed being able to spend much needed time with family after my 3 months away. As we venture into the new year, I hope that all of you have big dreams and big goals for our chapter, like I do. I've entertained the notion of New Year's Resolutions for EAA chapter 857 and I would love feedback (and additions) from all of you on the list below:

- 1) A combined event with Beaver chapter 68 EAA-imagine having twice the number of volunteers for an event
- 2) Attending five other fly-ins throughout the year for \$100 hamburgers
- 3) A group project (notice I didn't say build)
- 4) A formalized process with a timeline for both Young Eagles camp selectees and scholarship potentials
- 5) Adding an iPad to our fly in events

As they say, big success starts with big ideas. All of these remain ideas without your support and help.

As I step into this larger leadership role as your president, I've elected to gain education from EAA headquarters. I am happy to share that I will be venturing to Oshkosh at the end of January to attend the Leadership Academy. I've never been to Oshkosh, so recommendations are always appreciated.

Finally, I want to thank Ted Merklin for his continuous efforts with our newsletters and Phil Kriley for being an excellent chapter president in 2022. Thank you, as well, for all you do to continue to attend meetings, assist when needed, and serve in leadership roles.

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.*

*ps: Mike Neuman plans to conduct a 15 - 20 minute discussion at the end of the January meeting. The topic will be communications and it will include a handout courtesy of NATCA (National Air Traffic Controllers Association).*





## Pittsburgh-Butler Region Experimental Aircraft Association–Chapter 857 Minutes of November 15th, 2022 Regular 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:** 14 members were present.

**Previous Meeting Minutes:** The minutes of the prior meeting are in the newsletter. Motion to accept the minutes put forth by Dan Hood and seconded by Marsha Hood.

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

**Newsletter:** The newsletter will be 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 January 17<sup>th</sup>, 2023

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

**Young Eagles/Air Academy:** Double credit is being offered for December.

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

- Current Membership: We have 39 total numbers. January 2023 dues are right around the corner plan accordingly.
- Ray Aviation scholarship recipient Naomi needs to do 3 hours of flight and what her instructor calls “extensive ground training” prior to taking her checkride but other than that is ready
- EAA Post-Secondary Scholarships are available until January 31<sup>st</sup> 2023.
- All members discussed their developments over the last few weeks.
- EAA has requested 1 person per chapter to be sent to advanced camp otherwise waitlist potential becomes relevant
- Ted is reaching out to previously interested camp potentials
- **New Chapter Officers for 2023:**

Josselyn Slagle	- President
Kyle Riedel	- Vice President
Frank Szczerba	- Treasurer
Destiny Jay Maletta	- Secretary
Ted Merklin	- Board Member (remainder of term)
Dan Hood	- Board Member (new 3 year term)
Mark Beighey	- Board Member (remainder of term)
- Service awards were distributed to officers/board members and those assisting

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

## Pro-Pilot In-The-Making: Our New Chapter President

by Kyle Riedel, VP, EAA 857

Having had the opportunity to share some of the details about one of your Young Eagles from 2017 and his professional pilot path to a corporate flying job, I thought it was a good time to share a pro-pilot update about our new Chapter President - Joss Slagle.

Joss Slagle shared her most recent achievement while interning with United Airlines in the November Newsletter (20221113 EAA 857 Newsletter). Here are a few other facts about how Joss is building her Pro-Pilot resume.

### Education

Unlike many of Joss' peers, she has invested heavily in education. Joss holds four Associates Degrees from the Community College of Beaver County. They include associate degrees in Specialized Studies (2019), Aerospace Management (2020), Psychology (2022), and Professional Piloting (2022). She also holds a bachelor's degree from Florida Institute of Technology (2020) and is on track to complete her master's degree in Aviation Safety this fall.

### Aviation Work Experience

Joss has also worked for multiple companies in the Aviation Industry. Her longest tenure (since 2018) is with Integrated Deicing Services (IDS) out of KPIT where she is currently a Lead Aircraft Deicer. Additionally, she has worked for IDS as a Hybrid Diesel Mechanic and a Forklift Operator.

Prior to her time at IDS, her employers included: Boutique Air (2019-2021) as a Customer Service Agent/Ground Security Coordinator; Transportation Security Administration (2019) as a Transportation Security Officer; and Moore Aviation Inc (2016-2018) as a Aircraft Dispatcher/Line Service Person.

Joss also served as the EAA Chapter Secretary for the last two years and was a regular volunteer at most all Young Eagle/Fly-In events.

### Flight Experience

Joss has accumulated 400 flight hours and just completed her multi-engine certificate with Aces Aviation in September 2022. She is considering an accelerated Certified Flight Instructor (CFI) Instructional course with American Flyers to bridge into a flight instructor position. After obtaining her CFI, she hopes to work for a local flight instruction company that has an ethical commitment to a high graduation rates (or Designated Pilot Examiner (DPE) Pass Rates) and not a company that measures its performance solely based upon hours flown. Joss believes that aviation careers are launched not only by our flight instructors, but exposure to the true breadth of the industry and knowing where to seek out opportunities that fit individual goals.



## Ray Aviation Scholarship Update

by Naomi Wigley



My experience to become a private pilot definitely hasn't been the easiest, but it has been the most rewarding. From learning how to earn money for lessons to meeting some of the most selfless people I know, my experience is something I will forever be grateful for. I especially treasured the bright smiles on the kids' faces at the Young Eagles events and would love to remain involved in them.

With that being said, I want to thank the EAA chapter 857 for providing me with the opportunity to finish my license. In the fall of my sophomore year I made a promise to myself to obtain my PPL before I graduate high school; with you all I did just that. So far I have been accepted into Southern Illinois and Arizona State's aviation programs, and I have yet to hear from Baylor. I aspire to be a commercial pilot and join the Air Force, if possible, while in college.

Again, thank you all for helping me achieve my goal. Obtaining my license was much easier with all of the love and support. Maybe one day I can fund my own scholarship for teens in aviation who were in the same situation as me.

Many thanks,

Naomi Wigley

## Recommending the National Museum of the USAF

by Leah Martin

Over the holiday break, I visited the National Museum of the US Air Force, in Dayton Ohio. It was a great day seeing all the different types of aircrafts used in the Air Force over the course of decades. Some aircrafts were available for walk-thru tours which was cool! Below are two pictures I took of my favorite planes at the museum, the P-51 Mustang, and the Piper Cub. I would recommend the short trip to Ohio to visit this museum or check it out online:

[National Museum of the USAF](#)

### P-51 Mustang



### Piper Cub



## Niagara Falls Trip Report

by Phil Kriley

My son flies the P-8A Poseidon for the Navy, but whenever he gets the chance he likes to fly my Cozy Mk IV! So when he and his family came home over the holidays he decided to take his wife and me for a little sight-seeing. We decided a trip up to Niagara Falls would be fun, as we had never seen the Falls in the winter. The area had just been hit by a very severe storm system that dumped 4-5 feet of snow and travel on the roads was forbidden. Buffalo Niagara International (KBUF) airport was closed, and Niagara Falls International (KIAG) only had one runway open. This is a shot of Buffalo International:



Here is Niagara Falls International (out under the elevator):



It was a pretty windy day, and we expected to get a bumpy ride, but the air above 3500' was smooth as glass.

When we were getting ready to take off from Butler, we were a little concerned about braking action on the runway, but other planes were coming and going so we decided to test the traction. We had to shovel some snow in front of the hangar before we pushed the plane out, so the first test was when we started the engine. There was more than enough traction to hold the plane, so we taxied over to the self-serve fuel pumps. The taxi ways were pretty clean, and the runway had a nice area in the middle that looked good. We fueled up, then taxied to the end of 26 for the run-up. I had pre-heated the plane, so we already had over 100 degrees for the oil temperature by the time we reached the run-up area. Traction was much better than I expected and we completed the run-up with no issues.

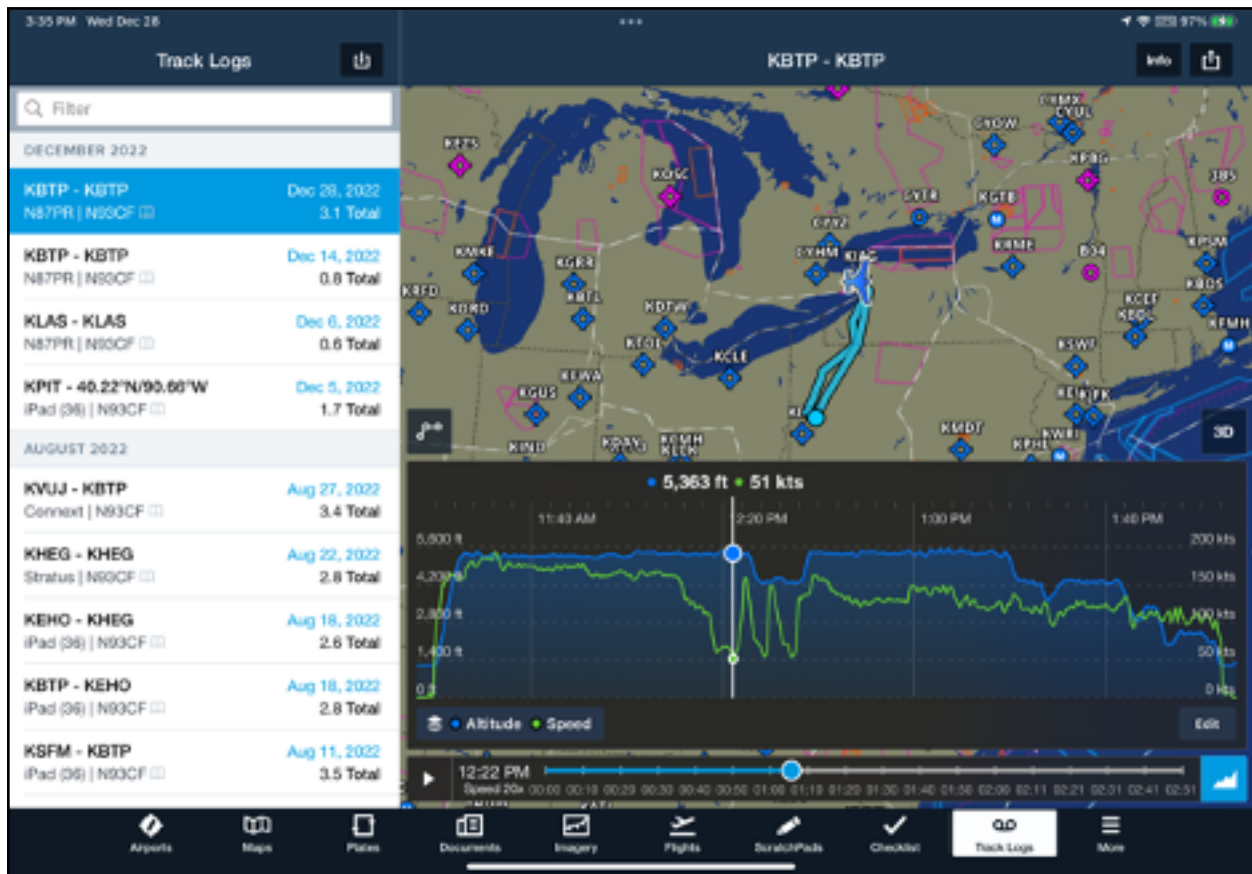
The climb was quick, even with full fuel and 3 people in the plane thanks to the cold air. The flight was a bit bumpy until we were above 3500' where it smoothed out completely – what a nice surprise! In addition, we had a strong tailwind, so our 150 kt airspeed became a 183 kt groundspeed. We cruised at 5500' and were at the Falls in an hour.



Here're a couple of panel shots:



When we reached the vicinity of the Falls, near Navy Island, we slowed to 100 kts airspeed before entering the pattern for sightseeing. For those of you unfamiliar with this area, 14 CFR 93.71 has specific instructions for sightseeing over the Falls, with one stipulation being to slow below 130 kts. The rule does not say if the 130 kts is airspeed or groundspeed, though... And on this day, that was a BIG difference! We descended to 4000' and entered the clockwise "racetrack" per the flight procedures. Part of the restrictions are that you have to stay above 3500' and not go north of the Rainbow Bridge. With the wind much stronger at 4000' than it had been at 5500', staying south of that bridge was a challenge! With a constant airspeed of about 100 kts, our GROUNDSPED varied from 150 kts down to 50 kts as we circled the Falls! Andrew did a great job staying on the "race track" in those conditions! Here is my track log from Foreflight:



You can clearly see our altitude drop from 5500' to 4000' (blue line) and our groundspeed fluctuating from 50 to 150 as we circled the Falls! My wife was at home following us on FlightAware and was wondering "What the heck are they doing?"

Here's a view of the Falls:



The Rainbow Bridge is visible just off the canard tip...and we had to bank pretty hard to stay south of it! I'm used to seeing the mist from the Horseshoe Falls rising well above the Falls and visible from miles away as you approach, but not on this day. The mist is not even as high as the Falls. The roads seem to be clear of snow and traffic from this view, which is over Canada.

On the way home Andrew experimented with a number of different IFR approaches and he was pleased to execute several different ones. My plane does not have the ability to do an ILS approach, though, but there were several other options for him to play with. Did I mention he likes flying the Cozy? We flew over to Franklin (KFKL) and some others and did some circles above his wife's house so her parents could come out and wave – that was cool! Then back to Butler. The runway was almost completely clear by now as the sun had been out all day. But the surface winds were strong and gusty and Andrew had his hands full, even though the Cozy has very good cross-wind handling. He set it down right on the center line and we taxied back to the hangars. That's when I noticed the windsock standing straight out perpendicular to the runway! One of the few times I was glad someone else was flying!

It was a great day for a little “road” trip!



## Ford Tri-Motor Visit: Final Thoughts

by Kyle Riedel, VP, EAA 857

EAA Chapter 857 finished out 2022 having hosted three Young Eagle events, sent Leah Martin to Air Academy, and brought the coveted Ray Aviation Scholarship to a very deserving applicant, Naomi Wigley. The Chapter also had a pop-up opportunity to again host the EAA Ford Tri-Motor thereby bring flying history back to Butler County, PA. Since there was no easily retrieved document that captured “lessons-learned” from the 2015 visit of the Tri-Motor, this article might serve that purpose when the Tri-Motor makes its way to western-Pennsylvania in the next five to seven years.

### Time-Line Overview

Mid-May: EAA National Approached the Chapter to host the Tri-Motor (8-12 Sept. 2022)

End of May: Chapter 857 acknowledge an initial interest to EAA to hosting the Tri-Motor

Mid-June: Chapter 857 voted to host the Ford Tri-Motor and to adjust the third and final YE event to concentrate volunteers for each event independently. The YE event originally scheduled for 11 September 2022 was shifted to 9 Oct. 2022 thereby de-conflicting it with the Ford Tri-Motor Event.

Mid-July: Chapter 857 received the Tour-Stop Manual/Promotional Material with guidance from EAA on key requirements for the supporting chapter.

Late-August: Chapter 857 Hosted a final virtual coordination meeting prior to the event.

8-12 Sept: Ford Tri-Motor Visit.

While there were plenty of comments and discussion at the meeting after the Tri-Motor Event, two main topics need to be addressed when hosting a vintage flying aircraft at Pittsburgh-Butler Regional Airport. These two main points (or topic area) include: Lead Time/Volunteer Support and Document Verification.

### Lead Time/Volunteer Support

Chapters accepting the Ford Tri-Motor as a sponsored event require long-lead times in planning. The 90 days available to Chapter 857 to identify “front-end” and “day-of” volunteers was insufficient to perform all the tasks necessary for a successful event.

A lead time of 120-180 days would have allowed the Chapter to identify a separate Marketing Chairman (who works directly with EAA) and a Merchandise, Ground Tour & Equipment Chairman (who works detailed planning with the chapter and parties of interest at the airport (Airport Manager, FBO, etc)).

Identification of corporate sponsorship, such as a local Ford Dealership, was a fundamental difference between the Tri-Motor event hosted in 2015 and 2022. Having only 90 days to solicit donations, when most corporate entities had already planned out their sponsorships, left Chapter 857 without a key source of funding.

While a print marketing plan was implemented, it was not matched with a parallel social media plan. Additionally, we didn't have the ability to conduct a cost/benefit analysis on conducting a print vs social media advertising campaign.



While “day-of” volunteers did make the event successful, identifying those volunteers and filling gaps in event coverage dominated the week prior to the event. The event was supported by a few non-EAA members, which was greatly appreciated. (The chapter formally recognized those people by name in a newsletter). The chapter would have benefited from having additional time to solicit and lock-in additional volunteers.

Multi-day events are exceptionally challenging to manage anytime of the year. This was the case for the week after Labor Day when several active chapter members were traveling for work and pleasure.

#### Document Verification

The EAA National Air Tours Manager is the sole point of contact for the Ford Tri-Motor Tour, but wasn't as responsive to chapter queries about the event (this aspect was also compounded by the shortened planning timeline).

The EAA National Air Tours Manager sent the Chapter an undated / un-numbered Ford Tri-Motor support manual that was outdated and had been succeeded by a newer version. The outdated version of the manual resulted in multiple challenges.

Differences in re-imbusement rates (from EAA National) for print media affected the overall success of the fund-raising effort.

Upon arrival to KBTP, the Tri-Motor Pilot had slightly different hangar and aircraft support requirements as compared to the version of the support manual the chapter received. While all differences were resolved, having the correct document prior to the event would set up a smoother arrival for the aircraft and supporting crew.

For future events, Chapter 857 encourages front-end volunteers to “trust, but verify” that EAA National and the Ford Tri-Motor Chief Pilot are operating off a common/updated version of the support manual.



## Homebuilders Week – Online Event Starts January 23

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA will be hosting our third annual Homebuilders Week online learning event for aircraft builders: ([www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will start on Monday, January 23, 2023, and run until Friday, January 27, 2023. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 11:30 a.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow time for attendee questions. Recordings will be archived and available to EAA members for review.

EAA Homebuilders Week coincides with the 70th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek) to review the schedule and sign up for a session.

Homebuilders Week Schedule  
January 23 - 27, 2023  
All Time Central  
[www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)

CST	Monday 1/23/2023	Tuesday 1/24/2023	Wednesday 1/25/2023	Thursday 1/26/2023	Friday 1/27/2023
11:30-12:45	Building an Aircraft: What You Need to Know- Charlie Becker	Composite Construction Basics- Mark Forss	Top Five Project Killers- Lisa Turner	EAA's Homebuilt Movement: Past Accomplishments and Future Opportunities -Jack Pelton & Charlie Becker	Amateur Built Aircraft Certification Process-Joe Norris
1:00-2:15	Wiring Basics - Dick Koehler	Buying a Used Homebuilt- Vic Syracuse	Flight Testing Basics-Gary Baker	Lycoming Engine Installation - Dave Prizio	Working with Wood 101- John Egan
2:30-3:45	TIG Welding-Charlie Becker & Earl Luce	The REAL Culprit in HB Accidents- Ron Wanttaja	Zenith Aircraft Kits & Plans- Sebastien Heintz	Panel Planning-Stein Bruch	Advocacy Update: MOSAIC, Fuels & More - Tom Charpentier & Rob Hackman
4:00-5:15	Sonex Aircraft & AeroConversions Products- Mark Schaible	Fabric Covering Basics - Mark Forss	Advanced Flight Systems- Rob Hickman	Garmin Experimental Avionics Solutions- Brad Brensing	Plans Built Aircraft: The Affordable Option-Tim Hoversten
5:30-6:45	Sheet Metal Basics - Mark Forss	Dynon Avionics-Michael Schofield	Gas Welding -Budd Davisson	Choosing Wheels & Brakes- George Happ	Van's New High-Wing RV-15-Greg Hughes
7:00-8:15	Kit Selection - Paul Dye	Van's RV Aircraft Kits-Greg Hughes	Finding an Engine for Your Homebuilt-Mike Busch	Painting Your Plane: DIY or Use an Expert?-Craig Barnett & Ken Reese	Maintenance Horror Stories - Vic Syracuse

To sign up, visit: [www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)



### 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>