



EAA 863 FLY PAPER



October 2024 EAA 863

Upcoming Events

November 14th 6PM regular meeting Hangar 2

December 6th Christmas Party!!!

December 31 Black eyes party.

2024 EAA 863 Board

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Membership Coordinator:
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Plane of the Month

John Hogancamp's A-36 Bonanza



Brian and Toby on their way to Oshkosh RV-6 Style



Presidents Column



As I look back at this past year I can't help but think about those who have gone west. Everyone plays a huge part in the chapter and what it has become, and losing a member is just like losing family.

We have accomplished a lot this year and I am very proud of each and every one of you that have put in time to help our chapter continue to grow. Our board members have put in a lot of effort in planning events and trying to keep things exciting but if there is anything at all that you think the chapter would enjoy, please let me or one of the board members know.

We are at the time of year for chapter elections, if you think you would like to be a part of the board please email me before the next meeting so I can put you on the ballot.

November is our annual chili cook off. In the past this has been a great time of competition and great chili. If you want to enter the competition just bring in your best pot of chili and we will let a random group of judges see if they agree. If you don't want to participate in the cook off we can always use fixings and desserts. We will have our normal donation to eat but the proceeds will be divided up into the top 3 winners.

Our Christmas party will be Friday December 6th at 6pm, I will send more information on this as the time gets closer but I did want to mention our silent auction table. We have had great success in the past with individuals bringing items to be auctioned off with the proceeds going to the chapter. The items can be anything that you think others would enjoy.

Thanks everyone for making this a great chapter and I look forward to seeing everyone at the airport.

Blue Skies and Tailwinds
Brian

I soloed about 6 weeks ago—I flew N757BZ, (1977 C-152), off the runway and back three times without damage or destruction to anybody or anything except my nerves, so I'm ready for a cross-country trip to Sun-N-Fun! Thanks to some very good friends, Robert Redmond and I are off in Poco Roho (1968 Citabria 7ECA,N2990G) with all our camping supplies for the week. All packed in Poco's 12" x 12" baggage compartment. That is tents, tie downs, cloths and toothbrushes.... Very small toothbrushes!



Since I'm in the front seat sitting on my clothes, two pillows, not what you would call "ship and we have a strong tailwind... the front seat. It is shady and very turned a pale shade of blue. He face was sun burned and my legs only known what those little round have closed them. Robert never the preflight! Our stops were freble even though our ride was a lit- Key for lunch, the landing was exciting. Imagine a poorly loaded, tail-heavy plane, in a crosswind, trying to set down on a 2000' strip with water on both ends. It looked like somebody's driveway to me. How I admire those carrier pilots. We were transported to the restaurant in an old station wagon taxi, driven by an even older lady... she had a face that looked like time itself. After a delicious lunch and a little shopping, we were on our way again to Lakeland.

and need to see over the cowl, I am towels and a jacket. Effective but shape". The temperature is 30° F the sun is beautiful and it is hot in cold in the back seat. Robert has kept saying turn up the heat . My well done. He was frosty. If I had things at my knees were, I would mentioned air vents to me during quent enough to keep us comfortable rough. We stopped at Cedar

My first big fly in, I was impressed! Suddenly there were planes everywhere. We only had a handheld radio and Robert was talking that "Pilot French" to some lady whose job it was to get us on the ground safely. He instructed me to Watch for planes, look for a golf course and a big orange ball, keep your altitude and "WATCH FOR PLANES!" At one point he took the stick and rocked the wings, I know now that this is a normal response to the instructions from the ground, but at the time I thought he was just having a bad day. Well he saw the golf course and I didn't , I saw the orange ball and he didn't , but we found the lake and turned toward the field. There we were, 1200' downwind when the lady said, "Red taildragger... Land Now!!!" She sounded really serious so we turned and put Poco in a Kamikaze dive for the end of the runway. Now Robert said 9R, but he gets his Left and Right mixed up sometimes and 9R looked like a bicycle path, so I thought he really meant 9L... that was a real runway. There we were in a side slip and crosswind.. me up front headed for 9L and him in the backseat wrestling with me for the stick and really wanting to line up on 9R. Of course, he won, and we put her down on a small taxiway. None too graceful I might add, but we stayed off the grass! His only comment was "I hope nobody we know saw that!"

What a week it was. More aircraft and types of aircraft than I knew existed, and he kept saying "This is nothing compared to Oshkosh." Still, I was impressed. You know all about Sun-N-Fun, what can I add. Don't miss it!

The day we started back began early. We planned to stop at Clearwater for a few hours of sailing. It was so warm and sunny; we weren't quite ready for winter yet. We were in line, taxiing for takeoff. I had seen enough that week to appreciate being in a real taildragger for the event and Poco was looking good, all the red and white glistening in the sun. People were watching us. I was in the front seat trying to look confident while Robert talked me through all the turns and kept me out of trouble. He said "Smile, they are taking our picture." And they were... because we were the only taildragger in line with a flat tailwheel! Off in the grass we went, a mad dash thru the fly market to look for a tube, tire or wheel... not too easy to find for Poco. We got one of each and I removed the wheel while Robert lifted the tail. The officials were very helpful and I sat in the shade while they helped Robert put the tire on the new wheel. I had a nice chat with a fellow from up north. He had some problems with an alternator on his P-51 on the way down...Nobody I knew...Found out later it was Paul Poberezny, a very pleasant guy.

Back in the air again. We had to beg for a rental car...the lady plane thing" in Lakeland and all the over to Tampa Bay for a few hours summer. A walk on the beach and bucking a stout headwind and flying were passed by everybody and an hour. Poco just doesn't get in a from where it took 5 hours to go. on Monday. Was it worth it? What



landed at New Port Richey... said they were having an" Air-cars were rented. We drove sailing, just like it was really we headed north once again, low to avoid the clouds. We watched Chattanooga for over rush. It took 8 hours to get back Back to 30° weather and work an adventure....Indeed it was!

Things in the wind

Brian Thompson giving dual to youth member Foster Routzahn in his back yard.



Out Fall Classic Fly In was a great success. Attracting all types of aircraft. Set up was a breeze with the dedicated EAA Members pitching in to help.



Our October meeting speaker was John Rotenberry. Our very own Paul Rotenberry's Nephew. He is an air traffic controller that coordinates all of the VIP TFR's



A word form Dick Haldeman

EAA Chapter 863 is a 501(c)(3) non-profit organization. Chapter 863 members aged 70 1/2 and older may make qualified charitable distributions (QCDs) directly to Chapter 863 from their traditional IRAs.

Making a QCD directly from a traditional (non-Roth) IRA has two significant tax advantages:

- First, QCDs directly from an IRA are tax exempt.
- Taxpayers aged 73 and older must take Required Minimum Distributions (RMDs) each year from their IRA accounts. A QCD counts toward that RMD.

EXAMPLE

If a Chapter member is required to take out \$50,000 from the member's IRA, the member must pay income tax on that \$50,000. But if the member makes a QCD of \$10,000 to the Chapter and takes out \$40,000, the \$10,000 QCD counts as part of the mandatory \$50,000 RMD -- but it reduces taxable income by \$10,000, so the member pays income tax on \$40,000, not \$50,000.. Hence, making a QCD directly from an IRA to Chapter 863 may be a doubly attractive option.

If you have any questions, you may want to consult your own tax advisor.

****Calling all new members****

Please consider sending a brief Bio and pictures to airtoby@tds.net so we can introduce you to the entire chapter.