



## LAKE RIDGE

# PROP WASH

A MILE OF HIGHWAY WILL TAKE YOU A MILE,  
A MILE OF RUNWAY WILL TAKE YOU ANYWHERE

September 2023

### **Notice to Chapter Members** (not a NOTAM)

You should get a second copy of this month's PROP WASH. We're planning to upload a web friendly version to our new mailing list program.

"Access the archived editions of Lake Ridge PROP WASH on [eaa879.org](http://eaa879.org)."

### **Notes from the President**

Please join me in showing appreciation to Carl for his tireless dedication and service to this chapter since 2007

Starting next month, I will began publishing the meeting agenda via this newsletter..

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## Carl Jensen, Immediate Past President

For well over a decade (2007-2023), Carl Jensen has been at the forefront of Chapter 879, leading the group with a steady hand and unwavering dedication. While he may have relinquished his role as Chapter President, his influence and contributions to the Chapter remain as strong as ever. As the current Treasurer, Carl has taken on the crucial responsibility of managing the Chapter's finances, ensuring that resources are allocated effectively and efficiently. Moreover, he has also taken on a mentorship role, providing guidance and support to newer members of the Chapter. Thanks to Carl's perseverance and tenacity, Chapter 879 has weathered its fair share of ups and downs, emerging stronger and more resilient. The Chapter's legacy is a testament to the hard work and commitment of all its members, with Carl standing as a shining example of the values that drive the group forward.

It has been a privilege to observe firsthand the unwavering



commitment that Carl has demonstrated towards our Chapter. We've witnessed his Carl showing up to represent the Chapter at other events, including Young Eagles events sponsored by our sister Chapters. Despite the inherent difficulties and demands that come with volunteering for a single event, Carl has never faltered in his dedication nor wavered in his attendance to be present. Time and time again, he has gone above and beyond to ensure that our chapter meetings run smoothly and efficiently, arriving early and staying late to ensure that everything is taken care of. His selfless contribution has been invaluable and has truly made a difference in the success of our events.

Even after stepping down from his role as president, Carl's invaluable experience and wise guidance will remain a vital asset to the Chapter. His dedication to mentoring both newcomers and seasoned members alike will undoubtedly contribute to the continued growth and success of this organization.

--Frank White  
Sept. 2023

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## POP QUIZ

**Squawk Code 7700 is:**

- A) Hi-Jack
- B) Electrical Failure
- C) Radio Failure
- D) None of the Above

Answer on Page 11



# TIGRESSA TALES - The Beautiful Bahamas and Beyond

## *-Part 1*

*By: Bill Watson*

The Bahamas are where two disparate lifelong interests have converged into a series of experiences that have become much greater than a sum of the parts. An adolescent interest in fishing turned into an obsession with fly fishing. Model RC model building turned into an RV-10 building project. After completing our RV-10 build, we decided to use Tigressa to flyfish for bonefish and explore the remote beaches in the Bahamas.



*The Bahamas from the Air*

Why the Bahamas? Because it is beautiful, it is close by and full of bonefish, but some qualifications are required on these points.

First, one should understand that there are two Bahamas. Nassau on Grand Bahama Island is where the casinos are, where cruise ships dock, where most international flights terminate, and where most people experience the Bahamas. Personally, we've never been there and probably never will. Then there are

the Out Islands of the Bahamas. In fact, there are some 700 islands or cays out there, with approximately 30 populated. The Out Islands are where the real fun is, including millions of bonefish and innumerable remote white-sand beaches to explore.

The Out Islands is a good fit for Tigressa and her travels because roughly 40 public airports are on those 30 islands. Most of the major islands are not only accessible by plane, but many also have airports that serve as Ports of Entry (POE) to the country through on-airport customs and immigration facilities. That means they can be flown to directly from the States. Once entry is established, one can easily island hop from place to place and fly directly back to the States from any POE airport.



*Popular Bahamian airports from the Abacos in the north to Inagua in the south.*

Taking Tigressa to the islands means

overwater flight in a single-engine land-plane, and such operations have inherent risks. Flying a single-engine plane well outside the gliding range of land, let alone an airport is a hard stop for many of us. All I can say is that we've decided to accept those risks and mitigate them in the usual ways. At cruise speeds of 155 knots, it's difficult to plot a trip that exceeds 45 minutes without an airport underneath, and the flying is 100% VFR if one chooses. The water is warm, and we have the requisite safety and survival gear aboard. Modern engine instrumentation means that any emerging problem will likely be detected before a total failure. We're in contact with ATC when flying high. The fact that Tigressa is 100% owner-built and maintained (OBAM) aircraft is an additional mitigation and confidence factor in my mind. I know the history of the engine and the airframe since birth and have a great deal of confidence in its continued operation. I have more confidence in Tigressa than I would ever have in many 2nd hand factory planes.

Long live OBAM aircraft!



## Tigressa's First Trip

We flew from 8NC8 down to KPMP, Pompano Beach, FL, to fuel up and to spend a night with Alicia's sister, who lives nearby. We were already equipped with the recommended safety items, including an inflatable raft, life vests, personal locator beacons (PLBs), and such. All of that can be rented at certain Florida airports, but since we had planned to make multiple trips, purchasing these items made sense.

Returning to the airport for our departure to the Bahamas, we experienced our first and only equipment failure in over 10 years of island travel: a flat main tire. There was extensive construction taking place at KPMP that year, and I assume the flat was from some sharp piece of FOD that fell off a vehicle or something. This put a 3-hour crimp in our planned departure, along with a lot of unplanned sweat. Fortunately, there was a repair shop available, and my tool bag included the jack point bolt required to get the wheel off the ground. Most importantly, I took the time to revise our APIS information for CBP. When traveling outside the US in your plane, you will become familiar with the Advance Passenger Information System (APIS) used to transmit travel information to US Customs and Border Protection (CBP). Its use is *absolutely* mandatory, though our delayed departure probably didn't require an APIS update. However, the process of returning to the States requires a phone call to CBP in addition to APIS. Forget either of these two items, and you will experience difficulties.



*The Tigressa*

Our first leg was to Andros Island for my introduction to flyfishing for bonefish. So, what is it about flyfishing for bonefish? Flyfishing is a set of techniques for catching fish with essentially weightless

artificial baits. Catching trout that are feeding on diminutive mayflies is the classic form of the sport, but chasing certain saltwater fish is considered an ultimate form of the sport by many. Bonefish eating tiny crustaceans while cruising shallow tropical flats is the most popular target for saltwater flyfishers. One can chase them from the bow of a poled flats boat where the guide spots the fish for you. Or, with some experience, one can wade the warm waters, sometimes barefoot, searching for the fish's telltale shadows and reflections. Once spotted, a well-placed cast will entice a bite followed by a screaming run towards the horizon. After 2 or 3 runs, the 2-8 pound fish is subdued, the barbless hook removed and the fish gently returned to the water. After all, the fish is considered too bony and mushy to eat by non-Bahamians and is most valuable to the sport and to the Bahamian economy when healthy and feeding freely on the flats.



*A typical Bahamian bonefish is being released back into the wild.*

*This school of 9 bonefish are well aware of my presence, know precisely what I'm up to, and are therefore 'lockjawed'. After learning about their daily tide-driven trip into the mangroves, I successfully ambushed one a few days later that counted as my first DIY wade-fished bone!*

Tigressa's first trip started at one of the closest, by far the largest, and notably the most





atypical Out Island: Andros. Andros is mainly treeless and sparsely populated with little cultivable land but surrounded by expanses of shallow bonefish waters. There are several airports and a number of fishing lodges, one of which we chose for our first bonefishing experience. It turned out that Alicia was the only woman and non-fisher at the lodge that week. Still, the fishing was great, and Alicia started falling in love with the remote beaches and solitude despite having to take meals with a bunch of grungy fishermen.

From Andros, we flew over to a now-closed resort on Cat Island, where we ran into a group of pilots touring the islands for AOPA magazine (see video [Flying to the Bahamas](#)).



We joined this group on a lunch trip to Staniel Cay, a popular boating destination. We visited the ‘Thunderball Grotto’ where a sequence from the 007 movie was shot. We also went swimming with some pigs. We even ‘photo bombed’ the magazine piece covering the trip!



Talking to some boaters over lunch on Staniel, it was impossible not to reflect on the extreme time shear between boating and aviating; boats travel the islands in day and week increments while Tigressa travels in minutes and hour

*Nassau International and New Bight International on Cat Island*

increments. But with that said, here is a key bit of advice for pilots looking to enjoy life in the Out Islands: slow down before you get there.

The Bahamas run on ‘island time’, so what may seem slow or unresponsive to state siders is simply a difference in the value of time. It is to be enjoyed, not used and abused. Island time begins at the airport’s customs and immigration office; the officials there are competent and totally professional despite the rustic setting at some of the smaller Out Islands. Take your time, give them time, and everything will be taken care of in time.

You might notice a “Pilot Bill of Rights” posted outlining what you, as a private pilot from the States, can expect from the Bahamian administration. The bottom line is that the Bahamas welcome US pilots to travel there. Notably, that welcome extends to all the islands and all the public airstrips on them.

However, this warm welcome is not universal throughout the Caribbean, as you will learn in Part 2 of this story.

So, when arriving at a resort or VRBO rental, slow down and hold your horses. It will take longer than stateside, even if you are the only person being served. Accommodations vary widely from gated all-inclusive resorts to beach-side shacks. Air conditioning, clean water, and cell service are the only constants, at least between power outages. And if a frog has taken up residence in your toilet, just leave the lid up and give it some time to move on.

Since that first trip, Tigressa has visited Long Island, The Abacos, Eleuthera, Exuma, Crooked Island, and Berry Island, with repeated trips to most of them. The strips often appear rough and uneven from the air but are, in fact, wide, long, smooth, and flat. High winds are not uncommon. A strong crosswind will invariably be accompanied by lots of turbulence near the ground due to the lack of trees or cover. Tigressa handled these conditions well, which made one arrival on Long Island especially memorable. Behind me was a twin turboprop commuter flight out of Nassau. As we walked through the small passenger terminal, we learned the commuter pilot decided that the winds were too high, and he returned to Nassau for the night.

Facilities vary from a few full-service FBOs (e.g., Marsh Harbor) to rustic (almost everywhere else). Often, there is a passenger terminal but no FBO or fuel. Fuel stops should be carefully planned, and fuel availability confirmed by phone. Good tie-downs are scarce, requiring visiting pilots to bring their own. Canopy covers will protect your exterior from prop-blast, and sunscreens will give your interior a break from the tropical sun. Though you may feel your aircraft is somewhat vulnerable to theft or vandalism at some remote airport in the Out Islands, we've neither experienced nor heard of such instances over the 10 years of our travels. On our first trip, I brought a prop lock; on subsequent trips, I left the doors unlocked.

Places to stay and things to do, vary quite a bit. There are a few gated, private, all-inclusive enclaves that you can't get into without an invitation or a purchase. There are old and new resorts with all levels of service and amenities. There are VRBO rentals of all sizes, shapes, and qualities. There are well-worn cottages and shacks that, at minimum, have AC. There's sun almost every day, wind on most, and those cursed no-see-ums that come out at dusk and will drive the unprotected crazy when outside. We've tried a little of everything. Alicia and I have found we are drawn to the same kind of places for entirely different reasons; she likes beachcombing from little cottages on remote beaches while I like wading remote sand flats hunting bonefish. We bring our own food, cook our own meals, and make our own entertainment. YMMV.

The Bahamas is an aviation gem hiding in plain sight, just off the Florida coast. We've had the pleasure of introducing a Bonanza couple to the islands. I've also taken some trout fishing friends from Argentina on their very first saltwater fly fishing trip on Andros.



Don't hesitate to contact me for more information. We hope that sharing Tigressa's experiences in the Bahamas will encourage you and others to travel there.

**To be continued...**

[Bill Watson](#), the author of the *Tigressa Tales*, is a monthly contributor to The Lake Ridge Prop Wash Newsletter

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## EAA AirVenture Oshkosh 2023 Facts and Figures

This year's annual convention turned out to be another record-setting year.

"There was so much going on during the week that encompassed the entire world of flight, from the presence of the U.S. Air Force Training Command and NASA, to magnificent aircraft restorations and exciting new flying technology," said EAA Chairman and CEO Jack J. Pelton. "Oshkosh was again the place that brought the aviation world together."

This year's attendance was approximately 677,000, up from the previous record of 650,000 last year. But attendance numbers weren't the only record.

"We had record-setting totals of campers, exhibitors, volunteers, and more," said Jack. "It was also a challenging year at times with weather, logistics, and other factors, which makes me even more proud of the efforts by our volunteers and staff to organize an outstanding event."

Here are some additional details from this year's fly-in:

**Total aircraft:** More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 21,883 aircraft operations in the 11-day period from July 20-30, which is an average of approximately 148 takeoffs/landings per hour when the airport is open.

**Total showplanes:** 3,365 including a record 1,497 registered in vintage aircraft parking, plus 1,067 homebuilt aircraft, 380 warbirds (up 3 percent from 2022), 194 ultralights, 134 seaplanes and amphibians, 52 aerobatic aircraft, and 41 rotorcraft.

**Camping:** More than 13,000 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

**Volunteers:** More than 5,500 contributing in excess of 250,000 hours.

**Commercial exhibitors:** 848 (another record number).

**Forums, Workshops, and Presentations:** More than 1,400 sessions hosted throughout the week.

**Social media, internet, and mobile:** More than 18.3 million people were reached by EAA's social media channels during AirVenture (up 78 percent over 2022), with engagement of 1.9

million; More than 189,000 hours of viewing EAA video clips online also occurred during the event (more than double the 2022 total).

**International guests:** International visitors returned in a big way in 2023, with 2,372 attendees registering the International Visitors Tent from a record-tying 93 countries outside the U.S. Adding a significant number of international visitors who do not register at the tent when they arrive, the actual total is much higher.

**The Gathering:** The EAA Aviation Foundation's annual event to support its aviation education programs attracted more than 1,000 people and raised more than \$2 million dollars that will be focused on EAA's mission of growing participation in aviation.

**Media:** 863 media representatives on-site, from six continents.

**Estimated economic impact\*:** \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond du Lac, Calumet, and Brown).

\* - based on 2017 University of Wisconsin Oshkosh economic impact study

By the time you read this, planning for EAA AirVenture Oshkosh 2024 has begun in earnest.

“We are already looking at a number of big activities, including the 100th anniversary of the Royal Canadian Air Force,” said Jack. “Plenty of ideas have also been forwarded to us from EAA members and others that will be part of the planning for 2024.”

Reprinted in its entirety from:

*EAA AirVenture Oshkosh 2023 Facts and Figures*

2023, August, 8, EAA.org, <https://www.eaa.org/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/eea-airventure-oshkosh/2023-airventure-attendance>

[Link to a photo of AirVenture taken from space:](#)

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## LAKE RIDGE EAA CLASSIFIEDS

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# CONTRIBUTE TO THIS NEWSLETTER

No one can make every meeting. That is why our newsletter is essential. It also provides an opportunity for members to share stories we find interesting. "Pictures are worth a thousand words". Share the story behind that great picture on your phone or in your photo gallery.



one of the reasons why our chapter newsletter is essential. It also provides an opportunity to engage members and non-members about stories we find interesting or informative. It is said, Share the story behind that great picture on your phone or in your photo gallery.

Send your announcements and/or, story & picture(s) to [newseditor@eaa879.org](mailto:newseditor@eaa879.org) for inclusion in an upcoming Chapter 879 newsletter.

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## MARK YOUR CALENDAR

- *October 28, - Henderson-Oxford Airport (KHNZ). Young Eagles Rally (Sponsored by EAA Chapter 1114, Apex, NC \*\* rescheduled from Nov 4\*\*) [More info...](#)*
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## POP QUIZ Answer

The best answer is B – Electrical Failure. Squawk Code 7700 is reserved to communicate an emergency of any kind.



# ABOUT EAA CHAPTER 879

EAA Chapter 879 organizes regular monthly meetings, breakfast and lunch events, and other aviation-related activities as opportunities arise. Chapter 879 also provides support and resources to local pilots, offering workshops and training programs to enhance their skills and knowledge. Finally, the chapter provides a platform for anyone interested in aviation, including non-pilots, to connect with a vibrant aviation community, in and around Durham, NC.

<b>EAA 879</b>	<b>Meetings:</b> Every 2nd Saturday 10:00 AM
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<b>Location:</b>	<b>Chapter Officers:</b>
<b>Lake Ridge Aero Park - FBO Bldg 4340 E. Geer Street Durham, NC 27704</b>	Ben Plowman, President <a href="mailto:President@eaa879.org">President@eaa879.org</a>  Carl Jenson – Treasurer <a href="mailto:cvj77@bellsouth.net">cvj77@bellsouth.net</a>  Randy Smith – Technical Counselor <a href="mailto:randyjudy@mindspring.com">randyjudy@mindspring.com</a>  Stephen West – YE Coordinator <a href="mailto:youngeaglecoordinator@eaa879.org">youngeaglecoordinator@eaa879.org</a>  Frank White – Newsletter Editor <a href="mailto:newslettereditor@eaa879.org">newslettereditor@eaa879.org</a>