



## LAKE RIDGE

# PROP WASH

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

January 2024

### Chapter NOTAM

EAA Chapter 879

Let's enhance chapter participation! We encourage all members to attend meetings and actively invite guests to join us. By doing so, we can create a more engaged community and achieve our goals with greater success.

### Notes from the President

Thank you to everyone who ordered a name tag. The chapter has received 12 donations, 16 name tags were ordered. Each tag cost the chapter \$8.49 and the suggested donation was \$10 per tag. If you have not contributed, please consider doing so. Sixteen name tags were ordered at a cost of \$135.84. I have received our order and plan on handing them out at our meeting on Saturday, January 13.

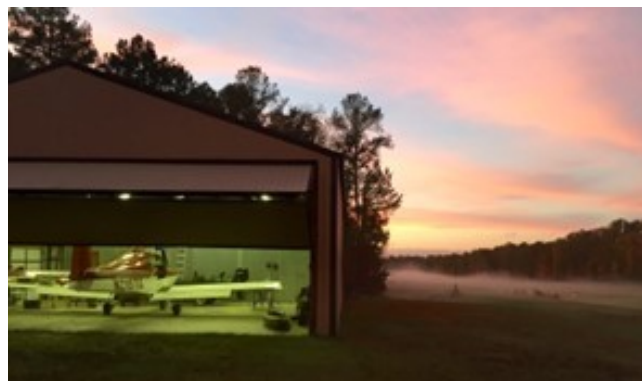
Bear

In this issue:	Next Meeting Agenda
<ul style="list-style-type: none"> <li>→ Tigressa Tales: Big Airports</li> <li>→ Pop Quiz</li> <li>→ EAA 879 Gets New Maillist</li> <li>→ EAA 879 2023 in Review</li> <li>→ Lake Ridge EAA Classifieds</li> <li>→ Mark Your Calendar</li> </ul>	<ul style="list-style-type: none"> <li>→ 10:00: Chapter Magazine Video</li> <li>→ 10:15: Opening Remarks / Welcome</li> <li>→ This will be a discussion about our chapter goals for 2024, please bring ideas.</li> <li>→ 11:00: Young Eagle Flights / Fellowship</li> </ul>

# TIGRESSA TALES: Big Airports

By: Bill Watson

My wife Alicia and I rarely hesitate to take Tigressa into a big, busy airport if the mission calls for it. The only eastern US airports we have crossed off that list are Chicago's O'Hara and Midway, Atlanta's Hartsfield, Washington's National, and New York's LaGuardia, and for reasons I can't quite explain, New Jersey's Teterboro. Everything else is considered in play if needed.



*Tigressa in her hanger*

Tigressa, the 4 seat RV-10 I completed in 2011,



has been into Charlotte many times and has dropped in on Pittsburgh, Cleveland, and busy Philadelphia when the mission called for it. Still, we've found that the FBOs and overall setup in those cities often favor smaller airports. Miami International (KMIA) potentially falls in the same category, given the large number of nearby airports with quality FBOs and easy access to all points of interest. There is no obvious reason to go to this busy international hub unless we need the airlines. However, when a friend who was joining

us in Key West needed to get from KMIA to Key West, we decided the mission called for a shuttle flight into KMIA.

We've been taking Tigressa into Key West (KEYW) at least once a year since she started her flying life in 2011. It's one of those locations that really benefits from having one's own aircraft. There are a limited number of scheduled flights in, and they can be both expensive and full during peak times. While flying Tigressa from Miami to Key West is barely a 45-minute flight, the drive can easily take 4 hours. Even the 2 hours it takes for a round-trip pickup is a big time saver over the one-way drive.

The wild card is cost; how much will it cost to do a passenger pickup at Miami's Signature? We assume there are landing fees and we won't be buying the expensive fuel since it's half the price in nearby Naples and Fort Meyers, so we can expect the penal' facilities charge' in addition to whatever else they

can come up with. While some pilots call ahead to determine charges and are too often disappointed to find the actual charges are even greater, Tigressa's owners just go and ask questions later. We figure that if we're going to take advantage of flying our own aircraft, we should exercise the privilege of landing at the airport of our choice. It's not necessarily an 'expense be damned' approach, but rather a 'hope springs eternal' wish that somehow, we may be graciously allowed to pass without paying some outrageous toll.

After a leisurely breakfast in Key West, we used FlightAware to time our departure for KMIA. We joined the flow of airliners into the airport and distinctly recall being asked to slow down so as not to run up on a 767! Pulling up to the Signature ramp, we let them know we'd only be there for a few minutes to pick up a passenger; no fuel or services were needed from the line. They pushed us into a corner on the busy ramp and otherwise tried to ignore us. We then walked inside to the front desk and asked for help picking up a passenger from the terminal. We hoped for a loaner car, but they gave us a driver and a car. Alicia went ahead to spot our passenger, and I stayed in the terminal to keep an eye on Tigressa. After about 10 minutes, I sensed that Tigressa was causing problems on the ramp. I walked up to the desk to investigate and was immediately asked whether I was the pilot of that little red and white plane.

"Well, yes, I am, and I'll get it out of there in just a minute once my passengers show up. Your guy is driving them over here right now," I said.

After a few minutes, the car returned with my passengers. I signaled to the desk we were ready to go and that we'd soon be out of the way.

Seeing a possible win, I rushed us out to the plane, struggled a bit with a hot start, and taxied off their ramp onto an adjacent non-movement area and parked it. Now it was time to shift gears back into pilot mode, turn the intercom to mute, run the checklists, call ATIS, and plan the flight back. After a few deep breaths, a call to clearance delivery was made, the squawk code and departure frequency were entered, and a taxi for takeoff was requested.

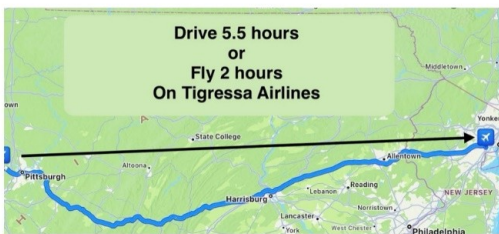


Once in-cruise back to KEYW I smiled as I confirmed what my wife suspected: we had done it again! Flown into a big busy airport and its high dollar FBO, did our business and departed, avoiding the high FBO fees while picking up our passenger. We generously tipped the FBO's driver. We don't necessarily practice avoiding FBO fees. We simply recognize when the situation is presented to us.

We learned to recognize these situations when flying our tailwheel Maule. These days, no one has a towbar for tailwheel aircraft, so one often has to self-park at big airport FBOs where most planes are towed to parking. Tiedowns are often scarce, and we tend to in-

sist on having something to tie our little flivver down to. This would often result in us ending up somewhere 'out back' or on the grass, out of sight, out of mind. Then, upon our return, we would be asked if we needed to be pulled out. We'd explain that they didn't have the right tow bar and that we'd pull it out ourselves. If we didn't buy the big airport expensive fuel, we'd often just get a nod as they buzzed us out to the ramp. A small but enjoyable victory over the high cost of flying. Nowadays, we get the same

treatment as any other Cirrus-looking light plane, and we almost always fill up with fuel no matter the cost. However, sometimes the game can still be played and won.



Earlier in Tigressa's life, we flew to Pittsburgh to see family and meet up with an old high school buddy who had moved away long ago but was returning for a Pirates baseball game. He was a former Pirates bat boy, so he was able to treat us to a private box and a grand view of a game at the then-new stadium. When my buddy and his wife, who

were world travelers with homes in California and Switzerland, told us they were driving from Pittsburgh to Newark to catch a flight home, I immediately thought, 'Wouldn't it be cool if we could fly them to Newark'? Frankly, I hesitated, having not considered Newark a viable airport for our adventures. But a check of the weather indicated that it would be an easy IFR flight in mostly VMC conditions from the airport I learned to first fly at, Allegheny County (KAGC), to a busy NY area airport that wasn't LaGuardia. I didn't know anything about fees or costs beyond fuel, but given our grand treatment at the game, I was looking forward to treating my high school friend to a flight.

The flight went as planned. The NY area traffic was intense, but I was familiar with NY ATC. I'd made a number of flights into Westchester and Long Island over the years. We were even asked to slow down while mixing it up with a couple of airliners. Otherwise, NY Approach was rocking and rolling as usual.

We landed. I suggested that we eat dinner in Newark's Ironbound district, where some great Portuguese and Spanish seafood restaurants can be found. We got a loaner car, had a leisurely dinner, returned to the airport, dropped my buddy and his wife off at the terminal, and returned to the FBO. We didn't need fuel for the return to Lake Ridge, so I sat down with Foreflight, checked the weather, filed a plan, and noticed that a 'get out of town free' situation may have developed. Since we didn't need fuel and didn't need to be parked or pulled out, no one knew what to do with us. In fact, it looked like the very relaxed desk crew was intent on just ignoring us, relative to fees and such. Perhaps they considered us more hassle than it was worth. We sensed it was time to say "Ciao", walked out to the plane, and started to get out of town. [Click to view ★Newark Departure](#)



Not so fast, Tigressa! As I dialed up clearance delivery and listened to the chatter, it appeared the airport was all but closed. Big afternoon thunderstorms popped up in several quadrants, effectively blocking most departures, though to trickle in. Looking at like a typical North Carolina were at RDU, operations affected. But this was the NY departures are somewhat con- proximately of so many airports. ing parked in the penalty box, ances. I figured we'd get in delivery immediately asked if go, and I said "YES!" perhaps gave us a clearance and told ground for an immediate de- The trick is to slow things and dot the I's, but ATC was off and out.



arrivals continued Nexrad, it looked afternoon. If we would barely be af- area, and I guess strained by the Airliners were be- awaiting clear- the line. Clearance we were ready to too eagerly; they us to contact parture!!! Again, down, cross the Ts anxious to get us

As we taxied past the penalty box and all the stalled airliners it seemed we had been dealt aces. We were the very next plane to takeoff! Except for screwing the Liberty Five Departure by blowing through a 2500' level off, the flight home was uneventful, making the passenger drop-off at KEWR a complete win! We never got a bill for a landing fee.

Bill Watson is the author of the *Tigressa Tales* series and a monthly contributor to the Prop Wash. Other *Tigressa Tales* stories are available in [prior editions of our newsletters](#).

## POP QUIZ

The best method to use when looking for other traffic at night is to:

- a) *Look to the side of the object and scan slowly*
- b) *Scan the visual field very rapidly*
- c) *Look to the side of the object and scan rapidly*

# QUESTIONS



*Answer on page 8*

# EAA CHAPTER 879 MAILING LIST

EAA Chapter 879 is pleased to announce that Chet Orton has taken on the role of our new listserv administrator and webmaster. We express our gratitude to Chet for volunteering to actively participate in Chapter 879. There are several other areas where our chapter could use your assistance. If you are interested, please get in touch with Bear or Frank.

## What is a Listserv?

In short, a **listserv** is software that helps manage an email list by collecting names and email addresses. It is capable of hiding email addresses from subscribers to the list, thereby offering privacy and protection. It also allows you to subscribe (opt-in) or unsubscribe (opt-out) at your pleasure.



## We are moving our Listserv

--Frank White

A few months ago, I created the listserv 'newsletter@eaa879.org' and took the liberty of subscribing most of you to it. We are moving our email listserve from newsletter@eaa879.org to the Google Groups platform.



I am concerned that some members may not be receiving our emails due to them being marked as spam. Large email services often mistake legitimate emails as spam, and unfortunately, our existing mailing list does not support a critical check that some email services require. Additionally, once the software determines it cannot deliver email to your address, it will automatically remove you from the list. I have seen a great number of automatic removals. We do not want to devote a lot of our member resources to resolving these email issues, so we are migrating to Google Groups. We believe this platform will be more convenient, as many of us are already familiar with it.

I recently had a brief conversation with Chet, and he pointed out that having monthly meetings doesn't mean we can't communicate more often. Our chapter's mission is to encourage our members to share their passion, exchange valuable knowledge, and promote a culture of safety. ***The listserv is open to anything relating to aviation, not just chapter business.*** This listserv will help facilitate conversations and hopefully allow us to get to know each other better.

Thanks, to those who've already joined. For those who want to joined please contact me, Bear or Chet.

To send an email to the entire chapter, email: [eaa-chapter-879@googlegroups.com](mailto:eaa-chapter-879@googlegroups.com)  
(Save this address)

# Our Year in Review

## Our chapter has seen some new and exciting changes in 2023:

- In March, we re-established our newsletter. Our gratitude goes out to Carl's daughter for creating newsletters (*The Propeller*) in the past.
- In April, we sponsored our very first Young Eagles Event, flying 19 Young Eagles in a single day.
- In July, we adopted a new official name for our monthly newsletter.
- In October, we elected a new chapter president.
- Throughout the year we've socialized, caught up on some of what our parent organization is doing, and enjoyed presentations from members and guest.



We are looking forward to a great 2024.

## LAKE RIDGE EAA CLASSIFIEDS

Buy/Sell/Trade/Lend/Giveaway | Send your items/service announcement to [classifieds@eaa879.com](mailto:classifieds@eaa879.com)

## 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 and informative. It is said, "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 and 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.

# MARK YOUR CALENDAR

- Submit events to [newseditor@eaa879.org](mailto:newseditor@eaa879.org) or [frank@ewhitecap.com](mailto:frank@ewhitecap.com)

## POP QUIZ Answer

The answer is C. All preventative maintenance on an aircraft is to be documented. The record should include pilot's signature, certificate number, type of certificate held, date of completion, and a description of the work performed.



The best method to use when looking for other traffic at night is to: a) *Look to the side of the object and scan slowly.*

*Ref.: Private Pilot FAA Prep Test, 2022 Ed, p.259*



# ABOUT EAA CHAPTER 879

EAA Chapter 879 organizes regular monthly meetings, breakfast and lunch events, and other aviation-related activities as opportunities arise. Chapter 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>  TBD – 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>

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