

EAA CHAPTER 879 Newsletter

July 2023

Notice to Chapter Members

- * Chapter meeting and luncheon following the meeting.
- * This issue includes a real-life story by a member

Notes from the President

This Saturday, July 8th, there will be an EAA meeting at the airport at 10:00. We will have lunch after the meeting.

Please send a [YES](#) or [NO](#) to let me know how many will attend lunch. This helps to plan how much food we need. Hope to see you there.

Wrapping up old business

At last month's meeting, we decided to defer two things:

- Choosing a name for the newsletter
- Finalizing our nominations for Chapter President.

You've had almost a month to think about a name for our newsletter. I know many of you have been consumed by this and have spent every waking moment running different names (and hopefully taglines) through your head. Some of you have had to keep aspirin and Tylenol nearby. Well, the good news is the time to throw out your ideas will soon be over.

Last month, someone threw in "Prop Wash," and another member mentioned Prop Wash in an email.

Allow me to spitball a couple suggestions, although I am not submitting these: 14-32 Newsletter - A Hard Head can make for a Hard Landing, Flaps Up Newsletter - Swat a Fly, Fly the Pattern, and so on. Since this is our club, not mine, whatever name and/or tagline we choose will be by consensus. Of course, in this democracy, I will have the final say - just joking.

We also talked about a new chapter president. Our president for over a decade, Carl Jensen deserves a break; he's earned one. Several names were thrown out, with three of them sticking to the proverbial wall: Frank White, Ben Plowman, and Steven West. One of our members made an excellent observation. Two of the three people named already have a role in the club. Frank White is the

Newsletter Editor, and Ben Plowman is the Young Eagles Coordinator. We believe we can avoid doubling up responsibilities, right?

Another request was that members get a bio (background information) on the candidates. If you are willing to serve, please send your bio to Frank White (frank@ewhitecap.com). Someone said last month all that's required to be president is a heartbeat. I would like to paraphrase Ben Plowman's presidential responsibilities:

1. Direct chapter activities
2. Promote the chapter

As pilots, we like to say, 'It's the journey; the destination ain't moving'. Same with electing our next president. Right now, we are collecting nominations. However, the collection process could go on for months if we let it. Unless there are objections, let's elect a president during our September meeting. That allows us to finalize our nominations next month.

By: Frank White

Refresher Questions:

1. Can Air Traffic Control deny you a full stop landing at a Class D Airport?
2. If your rudder fails during a flight forcing you to perform an unscheduled landing you have 10 days to contact the nearest NTSB office. *True or False*
3. Which drag element is more often associated with falling behind the power curve?
Parasite Drag or Induced Drag

See page 5 for answers

Tigressa Tales: AirVenture Comings and Goings

AirVenture will always be Oshkosh for this old guy pilot and so it is for my RV-10, Tigressa. Her first trip to Oshkosh in 2014 was my third. The two previous trips in my Maule were planned around meeting other RV-10 builders, getting design ideas and sharing building experiences to aid in Tigressa's completion. But this trip was a celebration of her capabilities; all 4 seats filled, full tanks and an overflowing baggage compartment. The journey began at Lake Ridge with a flight to Delaware Coastal KGED to pick-up my now fully grown 'little brother' from the Little Brother Program, and his 2 young sons Sterling Jr and Aiden. For Sterling, a young man I had mentored back in the early 90s, this trip in Tigressa would be a bit different than his usual globe spanning flights as a Flight Engineer on an Air Force C5 Galaxy. For his 2 boys, this would be their first flights in a light aircraft.



My old 180hp Maule could haul people and gear, slowly and surely, but the 260hp RV-10 could haul more, do it faster and more comfortably for both pilot and passengers even when 3 tents, sleeping bags and clothes were crammed aboard.

Early morning departures generally avoid the day's convective activity and as the day progressed we cruised smoothly above the early afternoon's fair weather cumulus. With no complaints from the novice passengers, we made a planned stop short of Oshkosh at KSMD for feed and fuel before proceeding in. Having done Oshkosh twice before I felt comfortable with the arrival procedure but I also knew that things could get intense and previous arrivals always included a surprise or two.

The usual late afternoon scattered rain cells had started to develop in the area but the airfield was clear and the traffic normal for the greatest assemblage of random aircraft in the world. The arrival procedure calls for 90 knots at 1,800 and radio silence, so with a requested wing rock near Fisk our 'Cirrus' was instructed to follow a Bonanza towards the field.

Aircraft were generally being sent to runway 9 but a shower was approaching from the north and I could see things might change. We were now getting bumped around a bit and the sky was darkening. The Bonanza driver up ahead had his gear down and now appeared to have landing flaps selected. I struggled a bit to stay line astern as our airspeed dropped to 85 then 80. I usually fly the pattern at 85 knots and don't drop below 80 until final. With full fuel and fully fed passengers, things were getting uncomfortable.

A cell was now on the edge of runway 9 as aircraft were starting to be sent to 36. One of the boys was getting uncomfortable and a call goes out for a barf bag. Things had gotten a bit busy so the best I could do was to tell

Dad where the bag was. Unfortunately the sick guy was in the right hand rear seat and Dad could only help so much. However, I can report that while Bose headset ear cups don't hold much, they are pretty much barf-proof and clean-up quite easily.

Distractions abound as all traffic was now directed to 36 or breaking off the approach entirely due to the cell encroaching on 09. The Bonanza driver seems to be headed to 36 but after a few uncommanded wing rocks, finally breaks it off. Though never able to confirm this, I believe this old Bo' may have had an ASI marked in

Fisk VFR Arrival to OSH



statute rather than nautical miles per hour (could that be true for an older Bo'?) because he seemed to be trying to hold 90 mph (78 knots) rather than the 90 knots called for.

Now that he was out of the way and I had mentally compartmentalized the mess in the back, we turned downwind for 36. The pattern kept elongating as the rain cell started to reach the north end of 36. The conga line quickly shortened as planes bailed out but I stayed with the plan, landed short on 36, and was

with the ground marshal's long before the cell shut down 36 and 09 reopened. Those kinds of fun and games are not entirely unusual for an Oshkosh summer arrival.

So we arrived, we camped, we saw lots of aircraft and a good time was had by all.

A few days later an early morning departure was planned, as it was for several hundred other planes. We fired up Tigressa and joined our second conga line for an eventual takeoff that was ultimately not to be. A Breezy had crashed on the airport and ground movements slowed before finally grinding to a halt and the airport closed. The good news is that the RV-10 is a fun plane to slowly taxi around in; both gull wing doors can be left wide open for cooling and the high perch makes an excellent viewing platform.

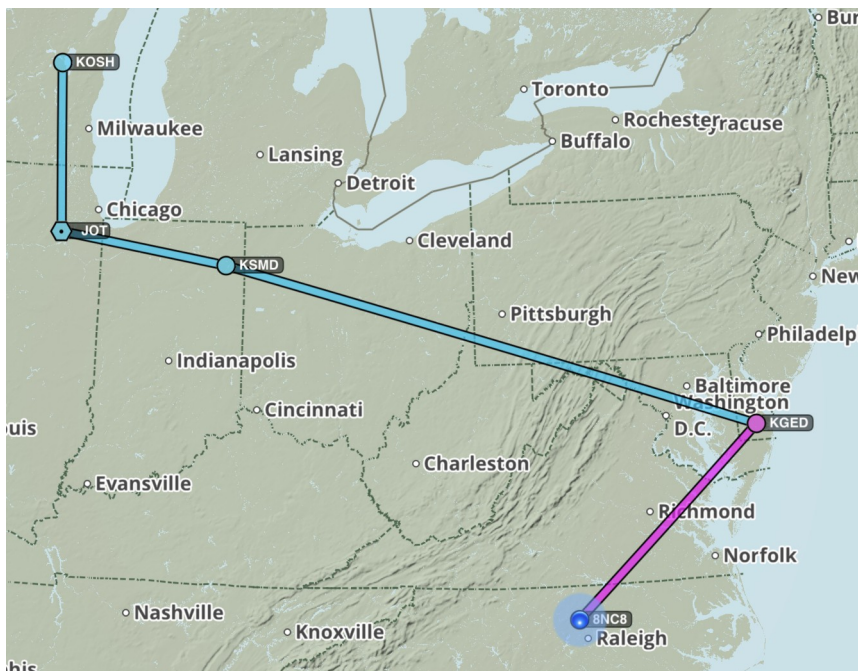
The bad news is that despite very aggressive leaning, the extended taxi and idle had fouled a plug or two. The rough running compelled me to pull out before a possible departure and we would at minimum have to wait until after the daily airshow.

As a new owner/maintainer, this was a challenge. Needing help, I was shepherded to the Oshkosh repair area where a bunch of volunteers offered hands-off advice and access to tools for experimenters that needed it. I sent my passengers off for more adventures while I slowly tackled this situation. I emphasize 'slowly' because I barely knew what to do, how to do it, nor how to survive doing it under the afternoon sun. After a few hours, plugs were pulled, swapped, cleaned and everything reassembled with just enough help and advice to get it done correctly and safely. There are a lot of fantastic people in this EAA world!

We all got back together to cool off while watching the end of the day's show and realized that the repair area was right next to the departure end of 36. We were ready when the airport opened up and were waved into place near the front of the line becoming one of the first 10 departures after the show!

Planning an IFR trip on a VFR day out of Oshkosh is tricky. You don't really do IFR departures from KOSH unless the weather is IMC. In our case we depart VFR and pickup a clearance from Chicago as we round the lake. I don't remember the details of what happened but it was busy, intense and satisfying in the end.

Why IFR? I've been flying with a clearance on practically all cross country flight for a long time because it's easier, safer, and the best way to stay proficient in the system. We got above cloud base and cruised home above a broken layer of cumulus and around a few scattered buildups. A process that was quite beautiful at dusk and which ended in a night landing in CAVU conditions.



I dropped off my passengers at KGED and let Tigressa fly me home. She once again proved to be a very capable cross country cruiser that allowed me to share a classic aviation experience with my big ol' little brother and his family. Mission Accomplished!

*From the Tigressa Tales Series
by: Bill Watson*

Answers to Page 1 Questions: 1) No | 2) False – Notify NTSB immediately | 3) Induced Drag.

CONTRIBUTE TO THIS NEWSLETTER

No one can make every meeting. That is one of the reasons why our chapter newsletter is essential. It provides an opportunity to engage stories we find entertaining or thousand words". Share the story behind photo gallery.



members and aviation enthusiasts about informative. It is said, "Pictures are worth a that great picture on your phone or in your photo gallery."

Send your announcements and/or, story & picture(s) to frank@ewhitecap.com for inclusion in an upcoming Chapter 879 newsletter.

MARK YOUR CALENDAR

- *EAA Chapter 879 Lunch – 12:00 PM Lake Ridge Aero Park*
- *AirVenture Fly-in – July 25th – July 27th*
EAA Fly-In Convention Grounds
3000 Poberezny Rd.
Oskosh, WI 54902
- *August 26 - [EAA Chapter 339 Pancake Breakfast](#) 8:00 AM*
2800 Airport Dr. Chesapeake, VA. 23323

ABOUT EAA CHAPTER 879

EAA 879	Meetings: Every 2nd Saturday 10:00 AM
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Location:	Chapter Officers:
Lake Ridge Airport - FBO Bldg 100 Citation Circle Durham, NC 27704	Carl Jenson – President cvj77@bellsouth.net Randy Smith – Technical Counselor randyjudy@mindspring.com Ben Plowman – YE Coordinator bwpagr@yahoo.com Frank White – Newsletter Editor frank@ewhitecap.com

