



LAKE RIDGE

PROP WASH

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

December 2023

Chapter NOTAM

Chapter 879 Membership dues are due on, or before, December 31, 2023. See Carl Jensen to pay your 2024 dues. (Cash, Check or Zelle to 919 271-1968)

Notes from the President

We need help scheduling Young Eagles Flights and Events.

In this issue:	Next Meeting Agenda
➔ Tigressa Tales:	➔ 10:00: Chapter Magazine Video
➔ Pop Quiz/Survey	➔ 10:15: Opening Remarks / Welcome
➔ EAA 879 building an airplane?	➔ Presentation -Bush Flying DVD (Discussion)
➔ Lake Ridge EAA Classifieds	➔ 10:45: Closing Remarks
➔ Mark Your Calendar	➔ 11:00: Young Eagle Flights / Fellowship

TIGRESSA TALES: Nova Scotia by way of Ecuador

By: Bill Watson

A few years ago, we decided to take Tigressa on the long trip of its short lifetime. Having traveled much of South America by airline, we were interested in taking Tigressa to at least one or two South American countries if possible. Alicia was born in Ecuador and still has plenty of family there. So, when we discovered that her older brother, who lived in California, was taking a motorcycle tour of the country, it seemed like the perfect time to make the trip and meet him at the end of his trip.

We had grown accustomed to making overwater flights during our explorations of the Bahamas, the Turks & Caicos, and the Virgin Islands. Flying a well-maintained aircraft over warm water with the proper survival gear certainly involved some risk, but the rewards were great. However, those countries openly welcomed general aviation flyers, and the security problems associated with the drug trade had died down years ago. A flight to Ecuador involved a whole new set of countries to deal with, and their openness to general aviation operations was unknown to us.

First, we began plotting a course that Tigressa might be able to fly. Key West was the obvious jumping-off point and became the first leg. Flying past Cuba and down the Yucatán Peninsula and the rest of Central America would require 2 to 3 legs to reach the South American (SA) continent. We were led to understand that landing in Colombia was not advised, and it became evident that the first landing in SA should be our final destination in Ecuador.

The problem was that Tigressa, with its 60 gallons of fuel, lacked the range to make the trip with comfortable reserves. An upgrade was required: extended-range tanks. An additional 14 gallons was available with a Hotel Whiskey Aviation product that put an additional 7 gallons in each wing.



Extended Range Tank for Tigressa

This was a relatively easy upgrade since they simply fed the main tanks via small electric pumps. A 25-minute transfer added over a full hour of LOP cruise. At this point, I realized I missed building, and this little exercise put me back in the work shop for a month.



A trip plan emerged that would take us from Key West to Honduras to Panama to Cotopaxi International in Ecuador. We had 2-3 stops planned within Ecuador to visit family and an RV-10 build site where the kit plane was being produced in volume for buyers worldwide. After a rendezvous with Alicia's motorcycle-touring brother, we would return via the same route with a stop in Belize instead of Honduras.

It turns out that this trip would involve less overwater travel than our previous trip to the Virgin Islands, but the real challenge was in making the so-called 'tech stops' for fuel and rest in various Central and South American countries. And even if not landing in all the countries along the way, overflights required certain procedures to be followed. To assist with that, we contracted with Caribbean Sky Tours (CST) to handle the logistics, including having a person meet us at each stop to help with the paperwork, fees and, fuel service. They responded better than I could have imagined but at a substantial price. Peace of mind can be expensive, but our confidence level went sky-high once the plan was fully laid out.

There was one other little technical problem: ADSB! Tigressa was an early ADSB adopter with the installation of the Navworx ADSB-B UAT transceiver. The US requirement could be met either with a 978UAT system or a 1090ES (Extended Squitter – love that term) system. But most international flights require the Extended Squitter. Once again, Tigressa required another upgrade. Again, I realized how much I missed building, especially working with the panel.



Tigressa with panels exposed. I've missed this work.

Even with all the technical challenges met, Tigressa's trip of a lifetime, planned for March 2020, could not foresee developments in world health. Covid struck, the motorcycle tour was moved, and our plans were deferred to March 2021. In the interim, we managed to take Tigressa to the Bahamas and successfully fly around the US, but the obstacles to international travel during the pandemic were made evident. The good news was that the motorcycle tour was finally held, but it would be without us and Tigressa. We canceled the big trip to SA!

Tigressa had been upgraded, a few dollars spent, and other dollars saved. We decided to leverage the situation and go play some golf in Nova Scotia Canada. I had taken up golf just before COVID-19 struck. Lucky for me, golf turned out to be one of the few activities that actually seemed to bloom during the pandemic shutdown. What better place to get away from the confines of the home office, ditch the mask and have a beer than the neighborhood golf course? So, after learning enough to break 100 on occasion, I looked around for an exotic fly-in golf location and picked Cabot Golf in the town of Inverness, Nova Scotia.

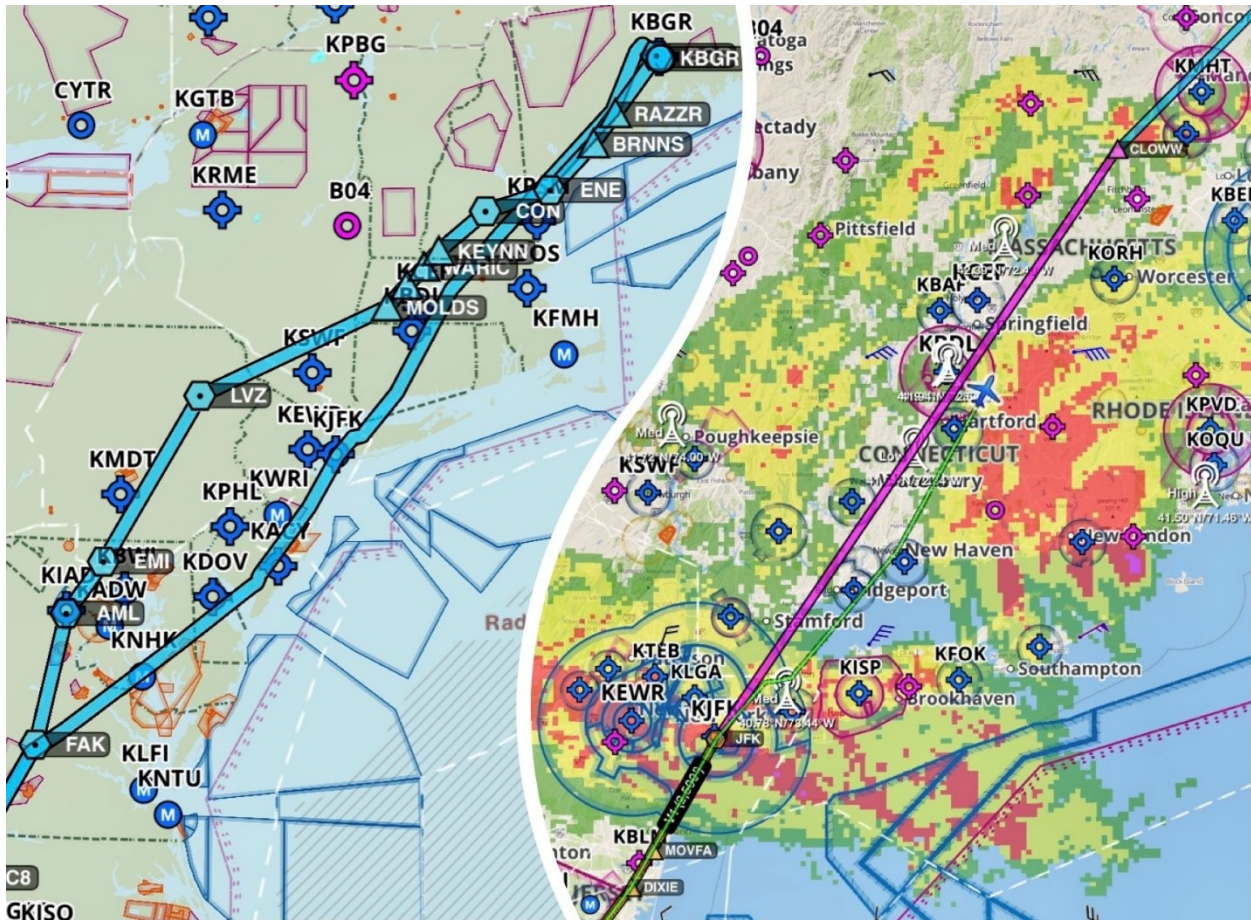
The trip to Inverness would benefit from Tigressa's longer range, and it required the updated ADSB avionics. Best of all, Cabot appeared to be sort of a Pebble Beach of the East Coast. Cabot's two courses were stretched out along the relatively calm Gulf of St. Lawrence, perched on high cliffs with magnificent vistas. Just what Tigressa and her owners needed... but COVID challenges remained!

The first leg of the trip took us from Lake Ridge in Durham, up the coast past NYC and Boston, and then all the way to Bangor, Maine. From there, we would need to break the last leg into several parts: the first to Moncton (CYQM), a Canadian airport with a customs and immigration office, and the second to Port Hawkesbury (CYPD). Finally, we would rent a car for the one-hour drive to Cabot. A real straight-forward trip.



Big Brother enjoyed his tour of Ecuador without us

I filed an IFR route that took us west of the Phillie/Newark/NYC corridor. Having had a fair amount of experience flying into NYC, I thought this route would not only avoid the convoluted routing usually required to transition through the area but would also circumvent the remnants of a tropical storm. Instead, my routing was amended in the air to take me directly through the center of NYC and the wad of rain over the city. The route looked wet but doable due to pilot reports, ceilings, and my own visual assessment. As bad as the Nexrad looked, it was in and out of stable wet clouds and, happily, the shortest possible route to Bangor. You never know what you are going to get from NY TRACON.



Route - North Carolina to Maine

The bigger tanks allowed us to fly into Bangor with more than adequate reserves. We then took Tigressa to Moncton where we experienced a COVID-era customs process. We landed, parked in a random area, and called the customs office per the Covid procedure. We exchanged forms electronically, were processed into Canada, and took off for Port Hawksbury without leaving the cockpit or seeing an official!

We were not able to rent a car in advance, but we had booked a room and were assured that the folks at Cabot Golf would arrange the hour long ride to the resort. It turned out the only rental vehicle within 100 miles was a single U-Haul truck, which was in great demand. The FBO at Hawksbury was accustomed to lots of turbine traffic bringing golfers to Cabot out at Inverness but was still adjusting to Covid protocols. In the end, a transfer was arranged and an absolutely wonderful 3 days of golf was had. The trip home was uneventful, and a successful test of Tigressa's new capabilities was completed.



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

What documentation is required when a pilot has performed preventative maintenance on an aircraft?

- a) *Pilot performed maintenance does not need to be documented.*
- b) *Only major repairs and alterations need to be documented.*
- c) *The pilot is to make an entry in the aircraft's maintenance records.*

QUESTIONS



Survey

Are you enjoying The Prop Wash Newsletter?

- *Yes. I read it cover-to-cover each month*
- *Yes. I've read only articles that appeal to me*
- *No. I receive it as a courtesy, but it's SPAM for the most part.*
- *No. I want off the list.*

Constructing Dreams: Musing over Chapter 879 building an Airplane

By: Frank White



Last month, I compared building an RV12 to a Sling LSA. Other EAA chapters are building airplanes, so why not chapter EAA879? Just musing over the obstacles can be a thought exercise that conjures up insurmountable problems. Nevertheless, two thoughts come to my mind: 1) Rome wasn't built in a day, and 2) It's the journey; the destination ain't moving. Embarking on a project to build an airplane, such as an RV12 or Sling TSI, is a significant undertaking that may appear overwhelming for a chapter of our size. Nevertheless, here are some insights and observations I've considered as I think about this ambitious endeavor:

1. ****Timeframe Acceptance****:

Acknowledging that the project might take 5, 10, or more years is a realistic approach. Managing expectations and understanding that such complex projects often take longer than anticipated is important. Regular progress assessments would help us stay on track.

2. ****Fundraising Strategies****:

Innovative fundraising is crucial. While selling lemonade and cookies might be a start, we must consider more substantial fundraising activities. We could organize aviation-themed events, seek sponsorships from aviation-related companies, or start a crowdfunding campaign. Engaging the local community and demonstrating the educational and communal value of the project can attract more

support.

3. ****Infrastructure Needs****:

Securing a hangar at Lake Ridge Aero Park is a practical necessity. This not only provides space for construction but also ensures the safety of tools and parts. We could explore options for renting or, if financially feasible, building a hangar. Engaging with Paul and Dan, who owns the airport, may yield collaborative opportunities or cost-sharing arrangements. This need, in itself, is a substantial challenge.

4. ****Educational Opportunities****:

Emphasize the educational aspect of building an airplane. Documenting the process, conducting workshops, and inviting guest speakers can enhance the learning experience. Each step, like riveting, offers a practical lesson in aviation mechanics and engineering. Engaging with local schools or technical colleges can broaden the impact and attract new members to our chapter.

5. ****Mission Alignment****:

Highlight how this project aligns with your chapter's mission. Whether it's fostering a love for aviation,

providing hands-on engineering experience, or bringing the community together, ensure that every stage of the project reflects these goals.



6. ****Project Management****:

Consider adopting a formal project management approach. Assign roles and responsibilities, set milestones, and hold regular meetings to monitor progress. This structured approach can help deal with such a project's complexities. I know

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of one EAA 879 member who is a trained professional project manager.

7. **Community Engagement:**

Engage with other EAA chapters who have undertaken similar projects. Their insights and experiences can be invaluable. Networking within the broader EAA community can also provide support, advice, and perhaps resource sharing.

8. **Celebrating Small Victories:**

Remember, every small step completed is a victory. Celebrate these milestones to maintain enthusiasm and motivation among the members.

9. **Risk Management:**

We must be prepared for challenges and setbacks. This project will give us practice in developing contingency plans. A risk management strategy is required to navigate unforeseen issues.

10. **Documenting the Journey:**

We could document the journey through blogs, videos, or social media. This serves as a historical record and can inspire others and attract more interest and support for our project.

Every great achievement starts with a dream. A vision of building an airplane within this EAA chapter is ambitious and inspiring. With careful planning, community engagement, and a passion for aviation, what now seems like a romantic dream can become a remarkable reality. Again, it's the journey 'cause the destination ain't moving.

LAKE RIDGE EAA CLASSIFIEDS

Buy/Sell/Trade/Lend/Giveaway | Send your items/service announcement to 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 and non-members about stories we find "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 entertaining or informative. It is said, Share the story behind that great picture on

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

Correction: Last month I erroneously said that flight schools like the one at Lake Ridge Aero Park offers aircraft rentals to their students. I meant to say that flights schools near Lake Ridge Aero Park offers rentals to their students.

MARK YOUR CALENDAR

- Submit events to newseditor@eaa879.org or frank@ewhitecap.com

POP QUIZ Answer

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



LAST MONTH an error was cited in the newsletter

With respect to VFR flying the term 3-152 is a memory aid meaning what?

- a) 3 Cessna C152s
- b) 3 Statue Miles visibility, 1 mile below, 500 feet above, and 2 miles from clouds
- c) 3 Statue Miles visibility 1 mile above, 500 feet below, and 2 miles from clouds

Last Month's answer should have been, 3 Statute Miles visibility, 1 mile above, 500 feet below, and 2000 feet from clouds.

How many readers of the Prop Wash do you think noticed and reported this error?

- A) Nobody
- B) 1 person
- C) 6 people.

Answer is B) You know who you are

ABOUT EAA CHAPTER 879

a) EAA Chapter 879 organizes regular monthly meetings, breakfast and lunch events, and other aviation-related activities as opportunities arise. Chapter 3 Statue Miles visibility 1 mile above, 500 feet below, and 2 miles from clouds 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.

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