



# ***Experimental Aircraft Association***

## ***Chapter 891***

### ***The Sussex EAagles***

EAA Chapter 891 May 2022 Newsletter

Volume 5-22

#### *April 2022 Meeting Minutes*

*Date: April 14, 2022*

*Location: Sussex Airport*

*In Attendance: President John Massari, Vice President Dick Aaron, Secretary/Treasure John Lipari, Dick Smith, Matt Smith, John Neumeister, Bob Hewitt, Paul Trotter, Reid Bodine, & Curt Pitzer*

*Guest: None*

*Call to Order: 7:47 PM*

*Secretary's Report: The minutes from the previous meeting were read and accepted.*

*Treasurer's Report: The financial report was read and accepted, all bills are paid. Currently we are still awaiting dues from several additional members.*

*Old Business: John Massari provided an update on the ongoing airport issues he stated he sees some movement in the case but that it still remain to be resolved.*

*New Business: John Massari reported that National has an aircraft it is looking to donate to a chapter in our area for completion. This lead to a discussion in which that it was decided the chapter would indeed like to take on the project. John Neumeister agreed to act as overseeing A&P and Bob Hewitt agreed to provide space in his hanger to complete the work. John Lipari will draft a letter of request for our chapter to be considered for the project.*

*Projects: No current updates.*

*Meeting adjournment: 9:12 PM*

*This Month's Topics:*



# Fly-In at Lincoln Park Airport (N07)

Lincoln Park, NJ May 14,  
2022 10am to 4pm.  
Rain date 5/15.

Sponsored by EAA Chapter 501      Come One, Come All!

<b>N07 Airport Data:</b>	<ul style="list-style-type: none"><li>• Grill Food &amp; Beverages ~11:00 – 2:30</li><li>• Aircraft Judging &amp; Trophies in various classes. Entries close at 1:00 PM. Awards presented at 2:00 PM.</li><li>• Check our chapter website for updates: <a href="http://eaa501.org">eaa501.org</a></li><li>• Call Steve Vail (973) 886-8462 or email <a href="mailto:vails@wpunj.edu">vails@wpunj.edu</a> for additional information.</li><li>• We will observe any mandated pandemic safeguards in effect at the time.</li></ul>
Elevation      181'	
Pattern Altitude 1181'	
RW 01/19 (asph) 2767' x 40'	
CTAF/Unicom    122.8	
Fuel Available    100LL & Jet A	



**Also May The 15**  
**Chapter 839 Fly-In & Keystone Car Club Car Show**  
**Pegasus Airpark Saylorsburg, PA**

*Experimental Aircraft Association Bruce McCombs Chapter 72  
2022 Airplane Raffle*

*Win A RANS S-19*



*The Raffle Drawing Will Happen On  
December 17, 2022 or sooner if all tickets are sold.*

*Grand Prize if 700 or greater tickets are sold is a RANS S-19 OR \$35,000 Cash  
Grand Prize if less than 700 tickets sold is a lump sum equal to 50% of the Net Raffle Proceeds  
Raffle Tickets cost \$100 each  
+\$3.30 per ticket credit card processing fee if purchased online*

*In 2018, a nearly completed RANS S-19 was offered to EAA Chapter 72 as a gift. After we got over the shock and pleasure of this gift, we determined the best use of this extremely well built aircraft would be to raffle the aircraft off. The proceeds of this raffle will be dedicated to scholarships for pilot and mechanic training. In addition, our Chapter will acquire a flight simulator for our region's pilots to use for recurrency and advanced training.*

*In the interim, until now, we have completed the aircraft with only final paint to be applied in June 2022.*

*EAA Chapter 72 will raffle off a brand new 2022 RANS S-19. There will ONLY be 2500 tickets sold for \$100 apiece and sales will begin January 1 and end on December 16, 2022, or sooner if the tickets are sold out prior. The raffle drawing will occur on December 17, 2022 or sooner if all tickets are sold.*

[\*\*Official Rules\*\*](#)

[\*\*Purchase A Ticket\*\*](#)



## Opinions Differ On Pilot Shortage

By: Russ Niles



Time	Destination	Flight Number	Status
11:55	Dubai		
12:15	Plymouth		Cancelled
	via: Newquay		
12:55	Salzburg	2653	Cancelled
12:55	Faro	Y892	Cancelled
13:15	Malaga	Y860	Cancelled
13:20	Manchester	2905	Cancelled
13:35	Sofia	Y897	Cancelled
13:45	Innsbruck	2691	Cancelled
13:45	Naples	2607	Cancelled
14:00	Geneva	S847	Cancelled
14:25	Malta	Y882	Cancelled

The world's biggest pilots' union says there's no pilot shortage, just a shortage of management skills to deploy them. The Air Line Pilots Association has created a webpage in which it contends there is actually a surplus of pilots. "So, although we don't have a pilot shortage, we do have a shortage of airline executives willing to stand by their business decisions to cut air service and be upfront about their intentions to skirt safety rules and hire inexperienced workers for less pay," the ALPA page says. It also says some airlines prepared better for the post-pandemic recovery and those that didn't are the ones canceling flights and facing pilot protests.

Meanwhile, airlines themselves are at odds over whether there's a shortage. Forbes gathered up CEO statements on the issue from earnings calls and Spirit CEO Ted Christie seemed bullish on the pilot pipeline even though his airline is cutting flights and citing the shortage. "We anticipate you could interpret that data to suggest it will probably be closer to what you've experienced in the past," Christie said. "Supply and demand will work itself out over that period of time." United CEO Scott Kirby had a polar opposite view. "The pilot shortage is real, at least for the next five years. "Most airlines will not be able to realize their capacity plans because there simply aren't enough pilots, at least not for the next five years," he said. Kirby said airlines need 13,000 pilots a year and output is now no more than 7,000.



*FAA ANNOUNCES PILOTS CAN TRACK MEDICAL APPLICATIONS IN REAL TIME  
A WELCOME MEASURE OF TRANSPARENCY  
April 21, 2022 By Amelia Walsh*

*The FAA has added a new feature to its online MedXPress process, allowing pilots to track their medical applications in real time—a welcome sign that the agency is working to modernize its outdated systems.*

*Beginning April 15, all new applicants signing into **MedXPress** accounts will be able to see their real-time application status on a dashboard. The system is designed so that pilots will no longer need to call the Office of Aerospace Medicine for updates. Those with applications prior to that date will be able to see any new activity on the dashboard when new action is taken on their case. This process will not alleviate the current backlog of applications.*

*Status updates will change as the application moves through the FAA's review process and will be listed as: pending, in review, additional information requested, final medical review, and complete.*

*If an application is deferred or denied, the applicant will receive additional detailed information via mail. Additionally, pilots will be able to see when documents are scanned into the system.*

*bid to be more transparent with the aviation community. "If you can track where your ridesharing car is or the status of a company delivering your package, pilots should be able to see online the real-time status of their application," said Federal Air Surgeon Dr. Susan Northrup.*

*AOPA has championed changes to the medical certification process for years, and welcomes this new program intended to help pilots track their medical applications.*

*"Wondering the status of one's medical application has been an issue for our members and pilots for some time, we are hopeful this feature will be a valuable tool for transparency," said AOPA Director of Medical Certification Gary Crump. "We are thankful for Dr. Northrup's leadership and the staff of Office of Aerospace Medicine for their continued efforts to improve transparency and customer service for aviators and the industry."*



**A SQUAWK LIST FOR YOUR NEXT ANNUAL INSPECTION**  
*April 1, 2022 by Kenneth Stahl, MD, FACS*

*Whether you have your own airplane or fly a rental, there's always a way of letting your mechanics know when something's not right.*

*It's affectionately called a "squawk list." You likely have a pretty good relationship with your mechanics and give them a verbal or formal written list of items you want them to check into and fix at the plane's annual inspection. The back-and-forth between mechanics and pilots has generated some of the best aviation humor out there. Supposedly, a pilot once complained to his mechanic, "Test flight OK, except auto-land very rough." The mechanic had a bit of a harsh reply: "Auto-land not installed on this aircraft." Ouch. Sometimes the back-and-forth is actually instructional. One pilot complained that the "friction locks cause throttle levers to stick," to which the mechanic came back, "That's what they're for." The FAA requires specific training to service airplanes and get an Aviation Maintenance Technicians (AMT) certification and their work is critical to your safety. It's no exaggeration to say that your life may depend on their skills.*

*A good pilot would no sooner bring his plane to his AMT for an annual inspection without a squawk list than anyone should show up to their local doctor for an annual physical exam without a similar list of problems and questions. On an airplane, the list of rough-running engines, strange noises and warning alarms might produce a long list of specific items to address during the annual inspection. The same is true for alarms that your body sends to you with aches, pains, and symptoms. Someone once said "pain is your body's way of telling you something is wrong," but signs and symptoms are not always as obvious as the alarm bells and lights on your plane. As subtle as they may be, these alerts are not just an annoyance, you need to pay attention to all of them and discuss them with your doc at your yearly exam. Just like in your plane, it helps to keep a log of things that you have questions about all during the year, not just the day before your appointment. When you work on your medical squawk list keep in mind that the actual time you have with your doctor for a physical exam is going to be much shorter than the time a mechanic has with an airplane, so make use of every minute. Write your list down and stick to it item by item. But don't be shy; there's no such thing as "just a little thing." If it's bugging you and concerns you it's a big thing. Be specific. A vague mention like "something loose in the cockpit" will only get you a glib response like "something tightened in the cockpit," and it's no different at your annual health exam. For your mechanic to identify and solve airplane problems he needs details; the same is true with your family doc who is charged with figuring and out solving your yearly health squawks.*

Organize your medical squawk list like you would with your airplane, front to back and top to bottom, from the prop spinner working back to the empennage. Start at the top of your head and go down to the bottom of your feet. Besides the usual age-related trauma, we men have with hair loss. If your hair is thin or falling out when it had not before that could be the tip of a more serious problem. Hair loss in women or sudden loss in men can be from a dietary deficiency, anemia, and exposure to some types of toxins, fad diets, overuse of some vitamins (vitamin A is very common), side effects of some medications or thyroid abnormalities. Headaches, earaches, dizziness, and sinus problems are all important things to note, especially for pilots spending time at altitude. Visual or hearing changes can also be age related but might be a tip-off to other, treatable conditions.

Taste has been a big deal lately with COVID, but it can be a harbinger of lots of other issues. It can be related to medications like ACE inhibitors and beta-blockers used for blood pressure and also some meds like antidepressants, decongestive and antihistamines. It can also be related to cigarette smoking, sinus disease, nerve injuries, and nasal polyps.

Write down if you haven't been sleeping well or your appetite is changing or you're having mood swings. It's not a whole lot healthier to be losing weight when you're not trying to than gaining weight when you're trying not to. Mention if your speech patterns have changed or if you have had even a momentary episode of slurred speech that can indicate subtle atherosclerotic changes in the blood supply to your brain, something we call "transient ischemic attack (TIA)." This is particularly more worrisome if it is associated with brief visual changes known as "Amaurosis Fugax."

Another really important thing to report is any changes in swallowing that can portend esophageal diseases like cancer or neurological damage due to local nerves in the neck or a central nerve injury.

Report on any chest issues, obviously chest pain but also irregular heartbeats, changes in exercise capacity, palpitations, wheezing, or shortness of breath. Pay special attention to when you get these symptoms, if they awaken you from sleep or come on during exertion or at rest. All these bits of information are important clues for your physician to nail down the source of your "squawks." Something you might think is a little silly to report like prolonged hiccupping can be a clue that you have something directly irritating your diaphragm like an infection, tumor, nerve injury or any source of irritation along the course of the phrenic nerve that runs through your neck and chest all the way to the diaphragm.

Abdominal complaints are among the most common symptoms that people bring to medical attention. Pay particular attention to any changes in your appetite or stomach aches and pains. Don't forget about any changes in bowel habits or blood in your stool that can be important information and may point to early diagnosis of a major problem when it is still very treatable. The same is true for any urinary symptoms such as burning, pain, frequency, hesitancy, or difficulty emptying your bladder that would help your doc decide to do some extra checking. In men the concern is for prostate disease or cancer and women for infection or pelvic malignancy. With all of these issues, early diagnosis and treatment are not just essential, they are lifesavers.

Changes or complaints about your arms and legs need to be mentioned, especially if you are experiencing new onset of tremulousness, twitches or joint pains. Pain down your arms with exertion is a common symptom of cardiac disease. While you're at it, make sure you get all the way down to the bottom of your toes. Specifically mention cramps in your calves that are a tip-off to peripheral vascular disease or any ankle swelling that can indicate many types of systemic problems.

I'm not trying to make anyone into a hypochondriac, but don't be shy about your squawk list for your annual physical exam. Be honest, not apologetic, and never think you're just "whining" or complaining. Don't worry about that pilot who wrote on his post-flight squawk list, "Whining sound heard during the shutdown of the engine." The mechanic's reply was kind of harsh: "Pilot removed from aircraft. Whining stopped." Let your doc decide what's important and what needs to be checked out further. It's not whining, it's helping. The more complete your list, the more it helps you and your doc reach your goal of maintaining good health. Get your doc all the information about your own power plant and frame just like you give your mechanic all the things he needs to diagnose and treat what's wrong with your airplane. That way you and your airplane will always be "fit to fly."



## Grab Bag



*Manfred von Richthofen  
The Red Baron  
By: The editors of History.com  
Updated: August 21, 2018*

*The Red Baron was the name applied to Manfred von Richthofen, a German fighter pilot who was the deadliest flying ace of World War I. During a 19-month period between 1916 and 1918, the Prussian aristocrat shot down 80 Allied aircraft and won widespread fame for his scarlet-colored airplanes and ruthlessly effective flying style. Richthofen's legend only grew after he took command of a German fighter wing known as the Flying Circus, but his career in the cockpit was cut short in April 1918, when he was killed in a dogfight over France.*

### **WHO WAS THE RED BARON?**

*Baron Manfred von Richthofen was born on May 2, 1892, into an affluent family of Prussian nobles in what is now Poland.*

*He enjoyed a privileged upbringing and spent his youth hunting and playing sports before being enrolled in military school at age 11. In 1911, after eight years as a cadet, Richthofen was commissioned an officer in the 1st Uhlán cavalry regiment of the Prussian army.*

*At the beginning of World War I, Richthofen's cavalry regiment saw action on both the Eastern and Western Fronts. He received the Iron Cross for his courage under fire, but he later grew restless after his unit was consigned to supply duty in the trenches.*

*Desperate to make his mark on the war, Richthofen requested a transfer to the Imperial German Air Service, supposedly writing to his commanding officer that he had not joined the military "to collect cheese and eggs."*

*The request was granted, and by June 1915 the headstrong young officer was serving as a backseat observer in a reconnaissance plane.*

### **RED BARON TAKES TO THE SKIES**

*Richthofen spent the summer of 1915 as an aerial observer in Russia before being transferred back to the Western Front, where he earned his pilot's license. After honing his skills flying combat missions over France and Russia, he met the famed German flying ace Oswald Boelcke, who enlisted him in a new fighter squadron called Jasta 2.*



Under Boelcke's tutelage, Richthofen grew into a seasoned fighter pilot. He recorded his first confirmed aerial victory on September 17, 1916, by shooting down a British aircraft over France, and soon racked up four more kills to earn the title of "flying ace."

By early 1917, Richthofen had downed 16 enemy planes and was Germany's highest-scoring living pilot. In recognition of his deadly precision on the battlefield, he was presented with the Pour le Mérite, or "Blue Max," Germany's most illustrious military medal.

In January 1917, Richthofen was placed in command of his own fighter squadron known as Jasta 11, which featured several talented pilots including his younger brother, Lothar von Richthofen.

Around that same time, he had his Albatros D.III fighter plane painted blood red. The distinctive paint scheme gave rise to the immortal nickname "the Red Baron," but he was also known by a number of other monikers, including "le Petit Rouge," "the Red Battle Flier" and "the Red Knight."

### **FLYING CIRCUS**

The spring of 1917 proved to be Richthofen's deadliest period in the cockpit. He shot down nearly two dozen Allied planes during the month of April alone, increasing his tally to 52 overall and cementing his reputation as the most fearsome flier in the skies over Europe.

He also became a beloved propaganda symbol in Germany, where he was lavished with military decorations and featured in numerous news articles and postcards.

Unlike many of World War I's top pilots, who prided themselves on their white-knuckle acrobatics, Richthofen was a conservative and calculating tactician. Preferring to avoid unnecessary risks, he typically fought in formation and relied on the aid of his wingmen to ambush his enemies by diving at them from above.

To mark his growing kill count, he commissioned a German jeweler to make a collection of small silver cups bearing the date of each of his aerial victories.

In June 1917, Richthofen was promoted to leader of his own four-squadron fighter wing. Officially called Jagdgeschwader I, the unit became known in the press as "the Flying Circus" due to its brightly painted aircraft and swift movement to hotspots along the battlefield.

Later that summer, it was outfitted with the Fokker Dr.1 triplane, the distinctive, three-winged machine that would become Richthofen's most famous aircraft.

### **DEATH OF THE RED BARON**

Richthofen endured numerous close calls during his flight career, but he suffered his first serious war wound on July 6, 1917, when he sustained a fractured skull after being grazed by a bullet during a dogfight with British aircraft.

Despite returning to duty with his Flying Circus just a few weeks later, he never fully recovered from the injury and complained of frequent headaches. Some historians have since speculated that he may have also been suffering from post-traumatic stress disorder (PTSD).

The Red Baron's final flight took place on April 21, 1918, when pilots from his Flying Circus engaged a group of British planes over Vaux-sur-Somme, France. As Richthofen swooped low in pursuit of an enemy fighter, he came under attack from Australian machine gunners on the ground and a plane piloted by Canadian ace Arthur Roy Brown.

During the exchange of fire, Richthofen was struck in the torso by a bullet and died after crash-landing in a field. Brown got official credit for the victory, but debate continues over whether he or the Australian infantrymen fired the fatal shot.

Following Manfred von Richthofen's death, Allied troops recovered his body and buried him with full military honors. The 25-year-old had only prowled the skies for a little over two years, but his 80 confirmed aerial victories proved to be the most of any pilot on either side of World War I.

His mysterious death and his legend as the fearsome Red Baron ensured that he lingered in the popular consciousness after the conflict ended, and he has since been depicted in countless books, films, songs, comic strips and television programs.

### **SOURCES**

Richthofen: Beyond the Legend of the Red Baron. By Peter Kilduff.

Ace for the Ages: World War I Fighter Pilot Manfred von Richthofen. Aviation History Magazine.

World War I: The Definitive Encyclopedia and Document Collection. Edited by Spencer C. Tucker.

How Did the Red Baron Die? PBS.

## Upcoming Events Schedule

**May 14 Chapter 501 Fly-In Lincoln Park Airport Lincoln Park, NJ**

**May 15, Chapter 839 Fly-In & Keystone Car Club Car Show Pegasus Airpark Saylorsburg, PA**

May 15 On Social Flight Best Tips for Preflight Weather Brief 12:00 PM PDT/3:00 PM EDT

May 22 The Bayport Aerodrome Society Pancake Breakfast Bayport Aerodrome Bayport, NY

June 03 - 05 Mid-Atlantic World War II Weekend Reading Regional Airport, Reading, PA

June 04 Chapter 146 Spring Fly-In Kline Kill Airport Ghent, NY

June 04 - 05 National Warplane Museum – Geneseo Airshow Geneseo Airport, Geneseo, NY

June 10 - 12 Greenwood Lake Air Show Greenwood Lake Airport, West Milford, NJ

June 12 Chapter 839 Fly-In & Mianta Car Club Car Show Pegasus Airpark Saylorsburg, PA

June 21 - 25 Sentimental Journey Fly-In William T. Piper Memorial Airport, Lock Haven, PA

July 17, Chapter 839 Fly-In & Allentown Corvette Club Car Show Pegasus Airpark Saylorsburg, PA

July 25-31 Oshkosh-AirVenture Wittman Airport Oshkosh, WI

August 24 Atlantic City Air Show – Thunder over the Boardwalk Atlantic City Beachfront, Atlantic City, NJ

August 27 - 28 Northeastern Pennsylvania Scranton Armed Forces Air Show Wilkes-Barre Scranton Int'l Airport, Avoca, PA

September 10 Chapter 146 Fall Fly-In Kline Kill Airport Ghent, NY

September 10 – 11 New York Air Show Orange County Airport, Montgomery, NY

October 16, Chapter 839 Fly-In & Jeep Enthusiasts Car Show Pegasus Airpark Saylorsburg, PA

6/1/22 7 p.m. CDT Failure to Rotate ( Burned Valves) **Qualifies for FAA WINGS and AMT credit.** Mike Busch Savvy Aviation's Mike Busch discusses the function of exhaust valve rotator caps and their importance to keep unwanted deposits from sticking to the valve seat. Mike will review the causes of burned exhaust valves, and discuss ways to prevent and remediate without removing the cylinder

## Upcoming EAA Webinars

6/07/22 7 p.m. CDT

*One Week Wonder Build: AirVenture 2022 Homebuilders Webinar Series*

Mark Schaible and Charlie Becker Coming up at AirVenture 2022, EAA will be organizing a group of volunteers to build a Sonex Waix in 7 days. This webinar will provide an overview of the build, equipment, and volunteer opportunities.

6/14/22 7 p.m. CDT

*Aluminum Overcast, the history of EAA's B-17 Museum Webinar Series*

Chris Henry and Ben Page The B-17 is an icon of World War II, and the legendary bravery of the combat crews is still talked about today. EAA's B-17 tours the country to educate and inspire. Join EAA Aviation Museum staff members Chris Henry and Ben Page as they discuss the history of EAA's B-17, N5017N.

## Chapter Officers

President: John Massari: [jmassari@embarqmail.com](mailto:jmassari@embarqmail.com)

Vice President: Dick Aaron: [raaron4u@yahoo.com](mailto:raaron4u@yahoo.com)

Treasurer: John Lipari: [slick1@ptd.net](mailto:slick1@ptd.net)

Secretary: John Lipari: [slick1@ptd.net](mailto:slick1@ptd.net)

And Appointments

Newsletter Editor: John Lipari: [slick1@ptd.net](mailto:slick1@ptd.net)

Web-page Editor: open

Membership Chairman: open

Young Eagles Coordinator: Dick Aaron: [raaron4u@yahoo.com](mailto:raaron4u@yahoo.com)



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