

A MESSAGE FROM THE PRESIDENT



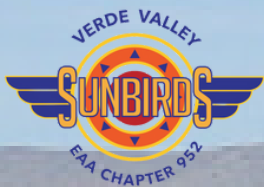
We are in the deep of Winter as much as Winter goes in Arizona. There are some days which are raining and a few warm days. The raining days we can work or build on our projects and the warm days we can enjoy the beautiful Arizona flying. This month's Gathering will be featuring our new Vice President, Ed Kettler, giving a presentation on his Nanchang Cj-6A N53HM. We are narrowing down our selection for our 2024 Ray Scholar and plan to announce the Scholar by March. We are making plans for our Spring Young Eagle Rally in the later half of April. Your Chapter Board wishes you the best for your February building and flying activities. Don't forget your Valentine sweetie on Wednesday the 14th!

A MESSAGE FROM THE EDITOR

Welcome to the February 2024 Edition of *"The Intercom"*! It's been an exciting few months working on the reimplementation of our monthly Chapter 952 newsletter, and we can't thank everyone enough for your support, enthusiasm, and participation! This month (being the month of Love) we invite YOU to share YOUR love of aviation by sending in a couple of sentences up to a small paragraph telling us WHY you love aviation so much! Feel free to include photos of you in the cockpit or next to your favorite bird especially if you are flying with a special someone! Send your stories/pics to our chapter email eaachapter952@gmail.com



Cap'n Sunbird



THE INTERCOM



The Newsletter of EAA Chapter 952 - Cottonwood Airport (P52) - Cottonwood, AZ

Volume 2, Issue 2 February 2024

Chapter Officers

President

Larry Battin

Vice President

Ed Kettler

Treasurer

Bob O'Connell

Secretary

James Hauke

Facilities Operations

(Open)

Chapter Meeting Location and Time

Chapter 952 meets: First Tuesday of each month, Social time begins at 6:00pm with our program starting at 6:30pm (VMC Club begins at 5:30pm, held bi-monthly)

Location: Chapter 952 Meeting Center, Cottonwood Airport (P52)

West side of airport behind hangars. Additional information can be found on our website at <https://eaachapter952.org>

Chapter Coordinators

Young Eagles Coordinator

Doug Wright

VMC Coordinators

Doug Wright & Lori Parker

Scholarship Coordinator

Chuck Losinski

Technical Advisor

Jim Redmond

Newsletter/Web Editor

James Hauke

Member at Large

Don Miller



NOTAMS

(Notice To All Members)

Chapter Dues Are Due!

It's time to renew Chapter Membership!
Please submit your dues to
James Hauke at the next meeting.

Single Membership - \$20

Family Membership - \$30

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New Members

Mary Anne Robertson

January Debrief

Air Methods Medevac Operations - Thank you to all who attended the January Chapter Meeting and a special thanks goes to Bill from Air Methods for his presentation on Medevac Helicopter Operations! We are all grateful for the work and service you and the Air Methods crew provides for our Community, especially for our friend and fellow Chapter Member Jim Redmond after his unscheduled ride in the helo!



January Debrief

Chapter Service Awards - As we move into a new year we would like to thank our 2023 Board Members for all of their hard work and dedication towards the ongoing growth our Verde Valley EAA Chapter 952!

A well deserved Congratulations goes to Larry Battin, Doug Wright, Lori Parker, Bob O'Connell, and Jim Redmond



Thank
you

Calendar of Events

Date	Program
Feb. 6th	Chapter 952 Meeting - 6:30pm - 8:00pm (<i>Guest Speaker - Ed Kettler</i>) Reminder: <u><i>Chapter Dues are Due!</i></u>
Feb. 15-18	Arizona Flying Circus @ Motown - <u><i>Click Here for More Details</i></u>
Feb. 16-18	AOPA Fly-In at Buckeye Air Fair KBXK - <u><i>Register Here</i></u>
Mar. 5th	VMC Club - 5:30pm - 6:00pm Chapter 952 Meeting - 6:30pm - 8:00pm (<i>Guest Speaker - Greg Brown</i>)
Mar-Apr.	Young Eagles Rally - TBD
Apr. 9-14	Sun 'N Fun - <u><i>Click Here for Info & Tickets</i></u>
July. 22-28	EAA AirVenture Oshkosh - <u><i>Click Here for Info</i></u>



Join the members of Chapter 952 for bi-monthly VMC (visual flight rules) Club meetings in which pilots can network and share knowledge and experience using real-world scenarios. The intent is to foster communications, promote safety, build proficiency, and have a great time doing it! Meetings will be held at 5:30 pm in the EAA Building in Cottonwood, 1001 W Mingus, Building O.

Make Your Voice Heard!

You Still Have Time! The 2024 Budget Survey for the City of Sedona will open between January 3 and February 5, 2024.

Every year, the city evaluates what projects will be included in future year budgets by weighing needs, funding levels and other competing priorities. As part of this year's budget process, the city conducts an online survey seeking input from the community on projects city staff has heard should be implemented.

The city will take the input received from this survey and use it during the budget preparation process so that the City Council, Citizens Budget Work Group, City Manager and staff can make more informed decisions.

Click Here for the Survey!

Member Spotlight

Rodger & Lori Parker - EAA Members since 1966 & 2003



Q: *Rodger, How did you get into aviation? What gave you the flying bug?*

Rodger: As a kid my Dad put me in a link-trainer, it stuck! My Dad flew in the Army Air Force. He and my Mom would fly on weekends but would never take me. You know how it is when someone says “you can’t do that”. Well, that’s how it was with me.

Q: *Where/When did you start training? What did you fly?*

Rodger: 1963. When I had enough money, I headed down to Torrance Airport. I was 20 years old. The cost was \$13.00 an hour for a Piper Cub and \$6.00 an hour for the instructor, real money back then. First lesson, a preflight walk-around when my instructor noticed a wire had fallen off the spark plug. “Damn, I hate when this happens”. That image stuck in my mind, so I don’t recall much about that first preflight. However, what followed, I recall vividly. We took off and headed toward the ocean. The instructor decided to show me how easy it was to restart the engine. What could possibly go wrong?! Well, how about a dead battery? Yes, that is what went wrong.

After the instructor hit the starter several times, we heard clicks that successfully turned the prop about three inches per click. After another moment of silence, the instructor repeated what he said earlier, “I hate when this happens”. At that point, I had to agree. After another brief moment he said “But, I can fix it”. Without any notice, he pushed the stick forward into a steep dive, hit the starter again, and “Yea” it started. So, the training continued. Next lesson, stalls.

The Piper Cub is a drama queen, stalls are straight up, then straight down. My feet ended up on the panel which almost ended my desire to fly. However, after nearly ruining my underwear, I decided to push on but requested a friendlier plane.

It started with a Cherokee 140, an airliner compared to the Piper Cub. I had a need for speed so kept climbing up the ladder. Next, a Cherokee Arrow. After that, every Cessna available, then Bonanzas, Bellanca Viking and Mooney. After renting a number of planes, I decided to finally buy one. It was a Piper Seneca twin. Great plane, put a few thousand hours on it. But, wanted to go faster.

Continued on next page...

When Lori started flying, we bought a Cessna T-210. Another great plane but I liked the security of having another engine. Of course, being addicted to speed I went for the Aerostar. Early on, I had a pilot friend and mentor and we'd meet up at many of the Baja resorts. He was also building a BD5 kit-plane in his living room at Lake Havasu, Arizona and I would fly out to help. He was also the friend that introduced me the person that's now my wife, Lori Parker.

Q: What ratings have you achieved?

Roger: Private, Instrument, Commercial, Multiengine, Wright Brothers Master Pilot

Q: How do you/have you use(d) aviation in your career/daily life?

Roger: Location scouting for film industry.

Rapid Fire Q&A (Roger)

Q. If you could fly ANY airplane, what would it be?

Roger: Learjet 23

Q. Long XCs or Short Flights?

Roger: I'm open to flying anywhere!

Q. Props or Jets?

Roger: Light Jets

Q. Best advice for anyone wanting to get into Aviation/Homebuilt

Roger: Join EAA & take the courses!

Q. Why should everyone join EAA?

Roger: Most combined knowledge and support available!

Q: Lori, How did you get into aviation? What gave you the flying bug?

Lori: Actually, it was Rodger who inspired me. I was working on my Masters, consulting and practicing Karate, with not a lot of time for much else. Rodger asked if I was interested in learning to fly since he was interested in getting back in the air after a 10 year hiatus. I replied, "Ask me when I am finished with my studies." The day I turned in my last paper, a gift certificate arrived on my desk for a discovery flight. I thought to myself, can I really do this? After my first flight, the answer was yes!

Q: Where/When did you start training? What did you fly?

Lori: After renting for a few months in a plane that was less than stellar, Rodger decided I needed a training plane where we could control the quality of maintenance. A friend had a Cessna 152 for sale. The interior smelled bad but the engine was good. Rodger replaced the headliner and carpet and I was on my way.

Q: What ratings have you achieved?

Lori: After I completed my PPL in 2002 in Camarillo, CA, Rodger wanted to sell the plane and get a T210. At first, I thought, "why"? Next thing I knew we purchased 115RP (call letters completely a coincidence) and I then understood. We could go faster, climb higher and go further. I was happy, but the requirement of 500 hours and a IFR rating for insurance took time. At least the high performance and complex endorsements didn't take as long.

Continued on next page...

Once I satisfied the insurance standards, I would fly my pilot girlfriends to aviation meetings, a fun lunch or a flyout with the Ventura County Ninety-Nines. Of course, Rodger and I flew together too. A few years later, he wanted to sell the 210 and buy an Aerostar. Of course, I once again asked why, and once again I learned the answer – faster, pressurized and the security of two engines. Now I had another challenge – a multi-engine rating. My friend was heading to Arizona to get her multi and insisted I come along. So, we headed out from Camarillo on a hot summer day in her Cessna 150 packed with books, computers and suitcases. As we barely climbed at 200fpm, she made the radio call, “...We are a 152 heavy” and the controller began laughing uncontrollably and so did we. We were on our way for an adventure. We both returned with our ratings a few days later.

In 2006, I talked Rodger into going to South Africa for a flying adventure. After we earned our SA pilots licenses, we took our rented 182 (with only a car GPS) and flew with our group of 6 planes to our first stop. Murphy’s Law then threw a wrench. With the worst weather in 100 years, the rain kept us grounded. When the weather finally improved a bit, we departed in formation and our flight leader ended up stalling her 206. There were no injuries but now we were on our own. Long story, but it definitely was an adventure!

Q: How do you/have you use(d) aviation in your career/daily life?

Lori: Although we flew the T210 to Mexico a few times, the Aerostar provided us more comfort when flying further. So, we took a few trips more trips to Mexico before retiring our international flights. Since then, we fly to Aerostar meetings, Sunriver, OR, and where ever the spirit moves us. Our dog Niki is always a passenger. We used to fly to Sedona often, but now that we live here, we fly back to CA on occasion – not nearly as much fun!

I have been a Ninety-Nine since 2002. Two years I transferred to the Sedona Chapter. As for EAA, I have been a family member with Rodger for a long time but was never active. When we moved to Sedona, we both became members of 952 and have been active ever since.

Rapid Fire Q&A (Lori)

Q. If you could fly ANY airplane, what would it be?

Lori: Fly the Vison Jet just once. At \$3,000 plus an hour, it would be once. If I can have a second option, it would be a seaplane.

Q. Long XCs or Short Flights?

Lori: Long XC to get somewhere fast. However, I love going with friends in a slower aircraft to see the sites that are missed when flying higher altitudes. I sometimes miss my 152 for that reason. (But I don’t miss it when there are significant crosswinds on landing...)

Q. Props or Jets?

Lori: It depends on who is paying...

Q. Best advice for anyone wanting to get into Aviation/Homebuilt

Lori: Take the first step- Action Leads to Motivation. Motivation leads to achieving your goals.

Q. Why should everyone join EAA?

Lori: Everyone? Folks interested in any aspect of aviation can find enjoyment and educational opportunities within EAA. Whether you are a homebuilder, pilot or have a fascination with aviation, there is something for everyone – especially at Oshkosh AirVenture!

Volunteer Needed!



Building Coordinator - We are looking for a volunteer to be Chapter 952's Building Coordinator. Duties will include being the point of contact to coordinate building repairs/maintenance and liaison between Air Methods and Chapter 952 leadership. Please speak with Larry Battin or any Chapter board member if you are interested.

Scholarships

AOPA Flight Training Scholarships - Made possible through donations to the AOPA Foundation, the more than \$1 million in scholarships are a major benefit of AOPA membership, helping members reach their aviation goals.

Scholarship applications open Sept. 5, 2023, with awards ranging from \$2,500 to \$14,000 for primary flight training, advanced ratings/certificates, aviation maintenance, and more.

Open to AOPA members that are U.S. citizens or U.S. permanent legal residents. Some scholarships also require applicants to meet additional criteria (see listings below)

Scholarship applications will close February 9, 2024, at 11:59 p.m. EST. You need only submit one application that will be automatically considered for all scholarships for which you are eligible.

The number and amount of all scholarships will be determined by donor funding, which may not be finalized until immediately before awards are announced. Scholarship applicants will be considered for all scholarships for which they qualify. **[Click Here to Learn More and Apply!](#)**

Scholarships cont.

EAA Aviation Scholarships - Are you interested in pursuing flight or a career in aviation or an aviation-related field? We encourage well-rounded individuals who are involved in their school or community and interested in the world of aviation to apply for an EAA scholarship.

Here are the key dates for this year's scholarship cycles:

Next Cycle: Opens November 1, 2023 and closes March 1, 2024.

[Click Here for more Information!](#)

Questions should be directed to Scholarships@EAA.org

Aviation Careers Podcast Scholarship Guide - The scholarships guide includes over 200 Aerospace scholarships with a combined value of over \$120 Million. Entries are updated regularly to assure accuracy.

Welcome to your resource for Aviation and Aerospace Scholarships. The information concerning each scholarship is presented in a compete and simplified format. Our scholarship team constantly updates and verifies each listing giving you the most up to date information.

It can be a daunting task researching scholarships for your specific needs. Many of the online directories have inaccurate or outdated information. Some only containing links to the scholarship website.

This directory will help you achieve your career goals by obtaining money to fund your training and education. By applying to one or more scholarships you could earn thousands towards your education and training.

[Click Here for more Information and to purchase the Scholarship Guide!](#)

Is There a Doctor On Board?

Need to obtain or renew your Medical Certificate? You have options!

Dr. Jason Wesley (MD) – AME 928-660-6960 (Behind Walgreens in Sedona)

[Click Here for More Info on Dr. Jason Wesley](#)

Dr. Debra Dykema (DO) – AME (602) 978-1555 (Deer Valley/Prescott once/mo)

[Click Here for More Info on Dr. Debra Dykema](#)

Dr. Jane Dill (MD) AME 928-419-7751 (Flagstaff area)

[Click Here for More Info on Dr. Jane Dill](#)

[Search for other Aviation Medical Examiners \(AME\) by Clicking Here](#)

Who's in the Pattern



Other EAA Events & Resources

EAA News: <http://www.eaa.org/news>

EAA Aviation Calendar of Events & Experiences: <http://www.eaa.org/calendar>

AirVenture Information: <http://www.airventure.org/index.html>

EAA SportAir Workshops: <http://www.eaa.org/sportair>