



The Observer

THE OBSERVER IS A MONTHLY PUBLICATION OF
THE GETTYSBURG BARNSTORMERS, EAA CHAPTER 1041, GETTYSBURG, PA,



The Experimental Aircraft Association (EAA)

...is not just
Experimental Aircraft!

This organization is for everyone that has an interest in aviation. Whether you're an experienced pilot, or just someone who loves aircraft, EAA Chapter 1041 welcomes you!

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The Gettysburg Barnstormers, EAA Chapter 1041 February 2023

Experimental Aircraft Association celebrates 70 years— Sharing The Spirit of Aviation

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (January 23, 2023) — The Experimental Aircraft Association, organized with three dozen Milwaukee-area aviation enthusiasts on January 26, 1953, is celebrating its 70th anniversary with more than 270,000 members (the most ever) and 900 local chapters focused on growing participation in aviation by sharing The Spirit of Aviation.

"EAA's founder, the late Paul Poberezny, often said that he never expected this little Milwaukee airplane club to grow into what it has become, but it tapped into a basic aspiration — the freedom to fly," said Jack J. Pelton, EAA's CEO and Chairman of the Board. "For seven decades, EAA has allowed people to passionately pursue that dream with imagination and innovation, as they found kindred spirits that created an aviation movement that has no

equal in the history of manned flight. It is an anniversary to celebrate EAA as an achievement of the individual, as part of a greater group that supports those efforts."

While the original founding group consisted primarily of those who built, restored, and modified their own aircraft, the organization soon encompassed people across all aviation interests — as Poberezny put it, "welcoming all who wished to participate." Over its 70 years, EAA enthusiastically welcomed those involved in flying, building, restoring, or simply enjoying flight on all levels.

Today, EAA provides programming to engage people of all ages with aviation, whether it is through resources from its headquarters in Oshkosh, Wisconsin, or from a local EAA chapter. In addition, the organization works to break down

barriers to flight, whether those hurdles come from regulations or access to aviation.

EAA is also known worldwide for its annual fly-in convention, EAA AirVenture Oshkosh, which attracts more than 10,000 aircraft and a total attendance surpassing 600,000 to Oshkosh in late July each year. That event is the world's largest fly-in convention, with more than 5,000 volunteers welcoming visitors from more than 90 nations.

"While there are many associations one can join, EAA is among that unique set where members are significantly engaged and encouraged to participate, where aviation can grow on a local level," Pelton said. "That member-helping-member mindset has fueled the growth of the association throughout its history, and we're very excited about where the dreams of flight can take us in the future."

Henry's Hangar

"Everyone is welcome, including the kids. We're the ones who have to plant the seeds."

Paul Poberezny, EAA Founder, 1921-2013

As Barnstormers, we certainly have a reputation of including the kids. For the 30 years that we have been an EAA Chapter, we have always made a priority of sharing our passion for avia-

tion with young people. In fact, one of our members, Craig Johnston, was personally invited to be a Young Eagles Coordinator by the very first YE Chairman, actor/pilot Cliff Robertson! That was at Oshkosh 1992, a year before our group became an EAA Chapter. And as the saying goes, "The rest is history".

This year, EAA has a 70th anniversary. While this will be celebrated all year, the date that EAA was originally founded was January 26th. Chapter 1041 was chartered on September 24th, 1993. During the January meeting, I invited our members to think about how we should celebrate our 30th anniversary.

(continued on page 2)

UPCOMING CHAPTER EVENTS For FEBRUARY 2023

- **February 6th**
Regular Chapter meeting 7PM
Gettysburg Regional Airport
- **February 11th**
IMC/ VMC gathering 9:00 AM to 10:30 AM
at the airport
- **February 18th**
Chapter Fly-Out
- **February 26th**
Soup-R-Sundae
Gettysburg Regional Airport
Noon to 3:00 PM

A LOOK AHEAD TO MARCH 2023

- **March 6th**
Regular Chapter meeting 7PM
Gettysburg Regional Airport
- **March 11th**
IMC/ VMC gathering 9:00 AM to 10:30 AM

Henry's Hangar (continued from page 1)

We need to spread the story of our group to everyone in the surrounding areas. Many folks know us as the people who host those great breakfasts twice a year, but we have so much more to share about our history and projects. Please contact me with your suggestions and ideas.

Another area that you can lend ideas to is speakers/programs for our monthly Chapter gatherings. February and March are already booked, we still need programs/presenters for April, May, June, & July. Maybe you

have a suggestion of a video or movie about aviation? Maybe you have an acquaintance that has an aviation connection and an interesting story to share? Maybe you, yourself, have something to share with your fellow Barnstormers? Please get in touch with me and we'll schedule an upcoming program.

Before ending the column for this month, I want to recognize Dick Young for his dedicated service as our Fly-Out Coordinator. Dick has done a fine job for a number of years and we sincerely appreciate

his good suggestions and knowledge of great restaurants at so many flying destinations. Dick has decided to retire and picked Dave Speranza to continue selecting our monthly Fly-Out activities. A great big Thank You to both Dick & Dave !

I'm looking forward to seeing you at our Soup-er-Sundae events as well as our monthly gatherings. Our group is much better when we have you with us.

Henry

Last Month's Program Review

We did some catching up last month by viewing several of the EAA Chapter Videos from last September, through January 2023.

We also had surprise special video – a 40? year flashback of our technical counselor, Richard Horigan.



Even Max watched the videos! Photo by Sam Kistler

This Month's Program Preview

Periodic maintenance vs. component failure.

The need for scheduled inspection programs.

This will be the program for February's Chapter gathering. Jason Henry, A&P, IA, and owner of Henry Aviation, will speak to us about his experiences involving aircraft maintenance.

Jason operates a maintenance shop at Lazy B Airport near Dover, PA.



Photo Copyright: (c) Dezzor | Dreamstime.com

Steep Turns Revisited—by Phil Roth

In today's technological frenzy there is a tendency to make age-old flight practices unnecessarily complicated.

At a fundamental level, there are only three things that need controlled for a successful flight. In order of importance; AIRSPEED, ALTITUDE and HEADING.

With an otherwise adequately equipped airplane and commensurate pilot skill, controlling these three aspects of flight, occupants can expect to visit nearly anyplace around the world.

The complexity in executing a 45° or steeper banked turn skillfully, simply requires PICs to know when and where to focus their attention on these three aspects of flight. Also noted is another truth about manual skill of all kinds, "Easy doesn't come without practice."

Prioritizing Attention

ACTION	AIRSPEED	ALTITUDE	HEADING	Angle of Bank	Subordinate Attention
Roll into Turn	Add Power	X	Note		Trim/Back pressure
Establish turn		X		X	
During turn		X		X	
Roll Out	Reduce Power	X	X		Trim/Back pressure
S & L		X	X		

Graphics courtesy of Phil Roth

Long-Time Barnstormer Receives Wright Brothers Master Pilot Award

On Wednesday, February 9, 2022, former Hanover resident and long-time Barnstormer member Jim Jones was honored with the prestigious Wright Brothers Master Pilot Award. Jim and his wife, Kris, now reside in Arizona.

The award was presented by a man representing the FAA, but was an Embry-Riddle employee. Apparently, FAA employees were still working from home, hiding from COVID. He had a nice PowerPoint presentation on the Wright Brothers and the history of the award. Jim gave a short speech. Jim first soloed in the spring of 1961.

Jerry Breeyear was his sponsor and the friend who encouraged Jim to apply for the award. He's been Jim's mentor/advisor. He is an A&P, IA (Inspector Aircraft), and he's been heavily involved in the restoration and repairs on Jim's Wagabond. A Wagabond is a copy of a Piper Wagabond PA-15.

If anyone wants to plant the seed for a future Wright Brothers Master Pilot Award, he/she must have at least 50 years of flying experience with no violations. For more information, Google: FAA Wright Brothers Master Pilot Award. Or if anyone has questions, contact Jim at 928-237-8013, jones12645@gmail.com "

With this being Chapter 1041's 30th Anniversary year, we need to mention that Jim Jones was one of the original Chapter Charter signers. There were 21 original charter members in 1993, we are aware of 10 who have since passed on. There have been several other Barnstormers who have received similar awards. Can you name them?

Pictured on the right, Friends Denis & Nancy Bailey pose with Jim & Kris following the award. Denis used to fly with his dad. He's often "checking in" on Jim's progress with the Wagabond. Photos courtesy of Jim Jones.



Above left: Jim's Wright Bros. Master Pilot plaque. Above right, Jim with Jerry Breeyear, the man in the red shirt, was his sponsor and the friend who encouraged Jim to apply for the award.





January Fly-Out

The January Fly-Out was to fly to Altoona, PA but the weather had something to say about that.. Due to icing conditions over the mountains it was decided to gather at a Dunlap's Restaurant in Gettysburg and have lunch.

A good time was had by all as there were no cats.

Hopefully next month's Fly-Out won't get grounded.



**Welcome to
Dan's
Cathouse!
Meet the stars—
Louie, Piper,
and Max!**



IMC/VMC Club—Last Month's Questions and Answers

Last month, the IMC question was: "What is the difference between a MOCA and MRA on a VOR federal airway?"

The answer:

The MOCA (Minimum Obstruction Clearance Altitude) is the lowest published altitude between radio fixes on VOR airways, off-airway routes, or route segments at which obstacle clearance requirements for the entire route segment are met and which assures acceptable navigational signal coverage only within 25 statute (22 nautical) miles of a VOR.

The Minimum Reception Altitude (MRA) is the lowest altitude at which we can navigate the airway and also identify navigational fixes using the identified off route nav aids. Note that the MOCA may be lower than the MRA, and an MRA could be higher than the minimum en route altitude (MEA).

The VMC question was: "You are contemplating a short, daytime over water VFR flight (sea level) in Class G airspace with overlying Class E airspace having a floor of 700 feet. The current conditions include a ceiling of 1,100 feet and 10 miles visibility. What is the highest altitude at which you can legally fly?"

The answer:

Although you might be tempted to fly higher over the water for safety reasons, you must remain below 700 feet to avoid entering the Class E airspace.

Although in Class G airspace you need only remain clear of clouds, once in Class E airspace you must be at least 500 feet below the clouds. Once you cross the line into Class E airspace, you are in violation of cloud clearance requirements.



Can I have a sip? I hope there's cream in that...

IMC/VMC Club photos above, below, and lower left, courtesy of Henry Hartman



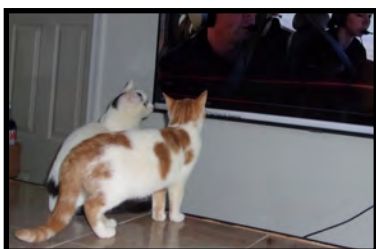
Members of the IMC/VMC club at the January meeting

Next Month's Questions

The IMC question is: Under what conditions can a pilot deviate from an instrument approach procedure to complete an approach and landing under IFR conditions (Contact Approach)?

The VMC question is: What three factors constitute a "stabilized approach" when making a VFR approach and landing, and when should the aircraft be stabilized?

Even the cats are interested in the videos!



Cat photos left and below courtesy of Dave Speranza





January's Souper Sundae

The January Souper Sundae was a hit as always with great soup, and other contributed dishes that included chili, beefaroni, and peanut butter pie. We want to thank everyone who contributed to the potluck.

As part of the Souper Sundae

program, a video on the Piper aircraft was shown as well as a replay of a video shown during our January program. The video was from over 40 years ago that featured our own Richard Horigan. We loved that dark hair and Elvis sideburns!

Don't forget that our February Souper Sundae event will be on Sunday, February 26th from noon to around 3pm. As usual, please bring a can of soup and a dish to share. If you have a guest (or guests) that might be interested in the EAA, but can't come on a Monday night, this is perfect!



Soup, Beefaroni, Chili, Peanut Butter Pie, Brownies, cookies and more! YUM!

Photos on this page courtesy of Dianna Moy





Photos above courtesy of Sam Kistler

Name Badge Refresh

Over the last couple of meetings, I'd noticed that a lot of the name badges were getting pretty well-worn. If you are in need of a new label please send me an email and let me know and I will replace the old label

with a new one at the next meeting.

Board members— please let me know if you have an embossed or label badge. Those that have label badges will get a new

label that includes your Board position title below your name. This will make it easier for club members to identify Chapter officers..



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**ANNUAL DUES
PAYMENT**

FOR THE TIME BEING,
PLEASE DO NOT
USE THE PAYPAL LINK ON
THE WEBSITE.

PLEASE MAKE PAYMENT
VIA CASH, CHECK, OR
CREDIT CARD (A
PROCESSING SURCHARGE
WILL BE ADDED).

IF PAID VIA CREDIT IN
PERSON AT A MEETING OR
EVENT, THE PROCESSING
FEE IS REDUCED.

Letter From the Editor

"If it ain't broke, don't fix it." How often have we heard or said that phrase? Over the holidays, that phrase came back to bite Southwest Airlines really hard.

A system that employees had told management was outdated and needed to be updated failed during a perfect storm of events resulting in over 16,000 flights being cancelled. Information Technology, or "IT" for short, has been changing faster and faster. Where we used to look at updating/replacing a computer every 3-5 years, that timeframe is now half that. Some computer manufacturers have product lines that are non-upgradeable and are really inexpensive—basically a disposable computer.

Keeping up with technology

and making sure that both the hardware and software can handle the demands of the business is an expensive proposition, but it's a lot cheaper than having to pay thousands of people for the inconveniences they incurred.

Southwest learned their lesson, but did the Government and the FAA? The NOTAM system (Notice to Air Missions) was created in 1947. The failure of that system caused more than 1,300 flights to be cancelled and 9,000+ to be delayed.

Even with the redundancy that is supposedly built into the system, clearly there is a flaw that the issue caused a ground stop.

In this situation, the passengers still have rights— even though

the situation is out of the airlines' control— to be rebooked on a new flight or get a cash refund.

In 2021, the U.S. House of Representatives passed a bill to establish an FAA task force to improve the NOTAM pilot alert system but it stalled in the Senate.

Air traffic control systems need to be state-of-the-art. Radar failures in Florida, and even ATC failures in Canada in January highlight the necessity to ensure the systems are up-to-date. We need to get the Senate to reconsider and pass the bill to ensure our airways remain the safest in the world.

Dianna Moy

Updating our systems...

Speaking of updating information systems...

While our Board was updating our By-Laws and reviewing the information that we need to keep on our members to stay compliant with the EAA and our Charter, we find that we need to update and confirm some of our data.

Our membership "database" is (at least) 7 years old and it needs to be rebuilt. To make this useful to the different committee and activity coordinators, we will be asking you what activities you are interested in (such as fly-outs, IMV/VMC Club, etc.) and whether or not you permit us to send you a text message regarding those interests. This way, you're not inundated with

email on things you're not interested in

We also need to keep track of those that are EAA members and the expiration date of that membership.

In addition, we'd like to start keeping track of those that have a Facebook or other social media presence).

Beginning mid-February, I will be sending out individual emails to confirm or update the information we have for you. Please return the email with any corrected information, and your responses to the interests and if you opt-in for text alerts.

If you prefer that the update of information be done over the phone, instead of via email,

please call me at 301-717-7412. If I don't answer, please leave a message letting me know your name and the best time to return your call.

Those of you that attend the monthly meetings may also update their information in-person during the meeting. I will have the database on my PC and update the information immediately.

Your response to the text message opt-in question is important as we realize some people need to pay extra or have a limit for text messaging, and some don't want to be bothered. We want to make sure that we respect your choices.

Dianna Moy

AVIATION LINKS

**Have an aviation related link?
Let us know so that we can include it!**

www.eaa.org
www.aopa.org
www.1041.eaachapter.org
www.intrepidmuseum.org
www.york-aviation.com
www.airfactsjournal.com
www.jerryandersonart.com

You can find us on Facebook as well!

<https://www.facebook.com/groups/1101406127018136>

Coming soon: Instagram and Twitter! Keep an eye out here!

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