



## January 2024 From the Prez:

As we charge into 2024, I trust ya'll have all made this most important New Year's Resolution; "I resolve to support EAA Chapter 776 by faithful attendance at monthly chapter meetings and endeavors and provide volunteer labor to accomplish our plans." Your chapter leaders



spend considerable time planning and arranging activities and events and seeing your cheerful noses in attendance at chapter events is our most visible means of judging how successful we are.

Back to business:

*Ibid.* The January 2024 Chapter meeting will be conducted in the baggage claim area of the airport terminal Tuesday, Jan 9th, 2024, starting at 6 PM. We will begin with a potluck social lasting half hour or so with paper plates, plastic table ware and cups provided. Bring your own drinks if you desire something more substantial than water.

The program this month will be a video followed by Jon Nelson leading a discussion. At our last meeting, John said, "Assuming you are an AOPA member, you most likely know Richard McSpadden was killed in an aircraft accident October 1. There's a lot that isn't known yet about the details, but enough in my view to talk about. There's a great video featuring Richard himself that addresses the "Impossible Turn." I'd like to



## EAA Chapter 776

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## Upcoming Events

[EAA Ch 776 meeting Tuesday, Jan 9th, 6pm at the Terminal Building](#)

Saturday, 6 Jan, 9am. [Pilot gathering @ Bisbee P04](#). Terminal Building

"Don't Pass Gas" Saturday is back. Sat 17 FEB at Tombstone P29. Discounted fuel.

[Buckeye Air Fair](#) 16-17 Feb @ KBXK

[Arizona Pilot's Association \(APA\) Calendar](#)

[APA Newsletter](#)

[New Mexico Pilot's Association Calendar](#)

[This Day in Aviation](#)

show it, then entertain a group discussion...all together taking about 30-40 minutes, depending on discussion time.”

EAA Chapter Service Awards and Certificates for 2023 will be presented to last year's leaders along with the following explanation from EAA HQ: “ It is our honor and privilege to recognize your leaders and chapter members who have given extensively of their time and talents to strengthen your local chapter and the EAA vision. As the year comes to an end, please reflect back on the accomplishments, friendships, and impact your chapter made in 2023. These special moments are made possible through the hard work and dedication of your chapter and its leaders.” Major accomplishments for Chapter 776 in 2023 included restarting our Young Eagles program with three successful rallies for Calvary Chapel school in January, Radebeul, GE exchange students in April and Veritas school /CAP students in October plus several individual flights plus awarding two scholarships to assist in the successful completion of FAA Flight Reviews.

Chapter elections were formalized at the December meeting. With the paucity (absence) of additional candidates beyond Jon Nelson, treasurer, and Larry Portouw, newsletter editor/young eagles coordinator, offering their services for 2024, the president Cliff Van Vleet, vice-president Paul Brick, Secretary George Clarke, Board Members George Clarke, Larry Portouw and Ben Middleton all agreed en masse to continue their 2023 positions through 2024. An informal comment was posed that we consider letting the chapter go dormant with the lack of volunteers for leadership roles. My response was that Carole and I, personally, have invested too much in our 30-plus years of membership developing the social bonds that we enjoy to cut that out of our lives so I will continue serving for at least one more year before deciding whether to allow the chapter to fade away. So, be aware, after this

coming year I might really follow through on my desire to retire after 2024 and the chapter will be needing a new president or will be fading into the west.

The 2024 Annual Chapter report to EAA HQ with the fees of \$100 Chapter dues plus \$322 Aviation General Liability Insurance Allocation has been filed.

George reports that sales of EAA 2024 calendars are not proceeding at the pace of a speeding bullet so he still has several calendars available for the bargain price of \$9 each.

Treasurer Jon is collecting annual dues; \$10 per person. If you haven't paid your 2024 dues Jon will receive them at any time throughout the year.

The [Buckeye Air Fair](#) February 16-18 is getting very close.

And the [Cactus State Fly-In](#) and Hot Rod show will follow closely on March 1-3.

EAA Air Venture Oshkosh 2023 Facts and Figures:

This year's annual convention was another record-setting year.

Attendance: approximately 677,000, up from the previous record of 650,000.

Show planes: 3,365 including a record 1,497 registered in vintage aircraft parking, plus 1,067 homebuilt aircraft, 380 warbirds, 194 ultralights, 134 seaplanes and amphibians, 52 aerobatic aircraft, and 41 rotorcraft.

Camping: More than 13,000 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

Volunteers: More than 5,500 contributing in excess of 250,000 hours.

Commercial exhibitors: 848 (another record number).

Forums, Workshops, and Presentations:  
More than 1,400 sessions hosted throughout  
the week.

*Excellence: EAA stands for family, high  
standards, and cleanliness. Paul Poberezny*

Happy New Year,

*Cliff*

Cliff's favorite airplane for January 2024 is  
the North American XB-70 Valkyrie.



Young Eagles

NSTR (Nothing Significant to Report)



## Meeting Minutes Dec 2023 EAA Ch 776

Those thirteen attending the December meeting were George Clarke, Anne Ballinger, Cliff and Carole Van Vleet, Monroe Normon, Jon Nelson, Chris Daley, Angelo and Wanda Petropolis, Chris Ireland, Paul Brick, Larry Portouw, and Ben Middleton. It was our usual evening potluck starting at 6 PM.

Following the Pledge of Allegiance Cliff led us with a big welcome and short member introductions due to most of us being the hard core of the chapter.

Next up Secretary George Clarke asked that the November meeting minutes be accepted as published in the December newsletter and they were.

Treasurer Jon Nelson reported that the chapter had \$1,277.64 in our checking account and \$21,800.72 in our Young Eagle account. Jon also reported that only 9 folks had paid their dues for the 2024 year.

The chapter requirement for elections in December saw no one stepping up to volunteer to replace any of the current officers and board so the current roster remains in place.

Our Young Eagle Coordinator, Larry reported we had no formal fly days for Young Eagles at this point and reminded us that the suspense to apply for an Arizona EAA scholarship to the EAA national camp for Young Eagles is 15 Feb 2024 this year. Carole Van Vleet pointed out that those pilots wanting to fly Young Eagles as individuals (not part of a formal fly-day) should know that the Young Eagle forms still on the national site are not the current required form. (Contact Larry for the current form- ed)

Chris Daley had attended the Sierra Vista Transportation Committee meeting and reported that the city was in the middle of coordination with the FAA as to the current

10-year plan for the airport and it would be available to the public in the near future. Carol Thompson reported that the ATC tower has a bad roof leak. Also, all non-military people and equipment are being moved to the civilian side. Chris said the city is still looking at how to acquire the 250 +/- acres on the north side of the airport owned by the DOD. He also said the committee planned to meet at the Sierra Vista Terminal on 3 Jan 2024 at 3:30 for a walking tour of the civilian side of the airport and the facilities.

Our chapter donation of \$1,000.00 for 2024 to Cheri McGunagle for use in the Young Eagle scholarship fund for the Young Eagle camp has been approved and the check sent to Cheri.

Upcoming events include the Buckeye Air Fair (with AOPA sponsorship) Feb 16-18 and the Cactus Fly-in and car show at Casa Grande 02 Mar, 2024.

Angelo reminded us that the Army is closing some of the runways to civilian use some of the time and is also requesting we not use the runways for pattern practice.

At this point George Clarke gave a short PowerPoint and discussion on recent FAA updated AC 90-66C (Non-towered Airport Operations). Cliff offered to show a video of "22s in 21", Oshkosh 2021 but we ran out of time and will see that at another meeting.

The next meeting will be a potluck on 09 Jan 2024 at the terminal starting at 6 PM. With that, Cliff wished everyone a Merry Christmas and the meeting was adjourned.



## Education Corner

1) An aircraft is loaded 110 pounds over maximum certificated gross weight. If fuel (gasoline) is drained to bring the aircraft weight within limits, how much fuel should be drained?

- a. 16.2 gallons.
  - b. 18.4 gallons.
  - c. 15.7 gallons.
- 2) To exercise the privileges of BasicMed, what additional documents must the pilot in command have?
- a. A current and valid U.S. driver's license, the completed CMEC checklist and BasicMed medical certificate completion course in the pilot's logbook.
  - b. A current and valid U.S. passport, the completed CMEC checklist, and BasicMed medical certificate completion course in the pilot's logbook.
  - c. Either a valid U.S. passport or driver's license, the completed CMEC checklist, and BasicMed medical certificate completion course in the pilot's logbook.
- 3) The minimum flight visibility required for VFR flights above 10,000 feet MSL and more than 1,200 feet AGL in controlled airspace is
- a. 3 miles.
  - b. 1 mile.
  - c. 5 miles.
- 4) To minimize the side loads placed on the landing gear during touchdown, the pilot should keep the
- a. longitudinal axis of the aircraft parallel to the direction of its motion.
  - b. downwind wing lowered sufficiently to eliminate the tendency for the aircraft to drift.
  - c. direction of motion of the aircraft parallel to the runway.
- 5) When departing behind a heavy aircraft, the pilot should avoid wake turbulence by maneuvering the aircraft
- a. below and upwind from the heavy aircraft.

- b. below and downwind from the heavy aircraft.
- c. above and upwind from the heavy aircraft.
- 6) You define an air mass as:
  - a. Low pressure areas.
  - b. High pressure areas.
  - c. Large bodies of air with a uniform temperature and moisture.

Answers: 1) b, 2) a, 3) c, 4) a, 5) c, & 6) c.

[Unusual METAR codes](#) (also stuck in the age of the teletype).

Have you ever wondered how to calculate an efficient cruise climb speed? From Phil Corman, in the Mooney Flyer. -ed

### **The Carson Speed.**

“Cruise Climb. As a Mooney pilot, I am obsessed with speed and also economy, which are the reasons I have owned Mooneys my whole aviation life. Let’s face it, no other GA airplane comes close to our speed and economy. We are all very aware of Vx and Vy and, if you are a long-time reader of The Mooney Flyer, you are aware of the Carson speed, which is the best speed/economy airspeed for cruise. But do you internalize Vcc or cruise climb. It’s a very handy speed for us Mooney pilots. There are several advantages to Vcc. First, it will keep your engine cooler than Vx or Vy. The second advantage is that it will get you to your destination faster than other airspeeds. Additionally, you will get better forward visibility using cruise climb, which is always an advantage in our faster Mooneys. I couldn’t find Vcc in my POH, so here is a method to compute it for your Mooney. Take the difference between Vx and Vy. Then add that difference to Vy and “Voila” you have Vcc. In my Eagle Vx is 85kts and Vy is

100kts. So, my Vcc is 115kts. So, if you want to get there faster with minimal loss in vertical speed in the climb, select Vcc.”

(Keep in mind that Vx and Vy converge as DA increases. -ed)



## **Safety Corner**

-Don’t collide with anything

-Always arrive when and where you want to

-Know when to park it

-Know when to turn around- always have an out.

*(Still looking for an author for this section of the newsletter. -ed)*



## **News and Links**

Remember the time the NOTAM system collapsed and the disruption that followed? Here is a well done, satirical take on the antiquated (think teletype) NOTAM system. Enjoy. [YouTube](#).

Politics and self interest over safety. An interesting [Op Ed in the WSJ](#) about the ALPA and addressing the pilot shortage.

*You can make this section better by sending items you think may be of interest to the chapter to [aviator@portouw.com](mailto:aviator@portouw.com).*



## **For SALE**

Tri-Pacer project. Contact the editor (below).



Editor's notes: Please submit input, to include articles, pictures, and upcoming events before the end of the month to Larry Portouw, [aviator@portouw.com](mailto:aviator@portouw.com). We would also like to identify an author for a Safety Corner submission each month. We would also like to add a project and chapter member section, so if you have an update on a project, you, or your aircraft, please submit it.

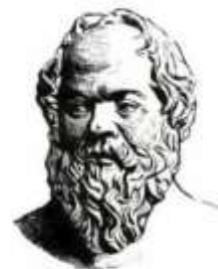


*Sighting of a Rare Bird*



*A Flock of Rare Birds @ E95*

"ehh, good enough"



- Mediocrates

*This month's newsletter brought to you by...*