



CHAPTER 157

EXPERIMENTAL AIRCRAFT ASSOCIATION

Newsletter March 2020

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EAA Chapter 157

P.O. Box 992353

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Join Us

Third Tuesday of each month

6:30 PM Dinner Meeting

In the Quonset Hut

On the west side

Benton Airpark

The Prez Sez-Shifting Priorities

I won't go into a lot of detail here, but I'm currently dealing with a medical issue. It started out as an irritated area of my tongue. As time went on, a succession of doctors finally determined it was a serious issue that required surgery last week. All of this has reminded me of how conditions can change and how our priorities must be adjusted to the situation at hand.

When we first started flying, we struggled to get basic flying skills ingrained in our minds and bodies. Eventually, things got much easier. Then, when we thought we were getting the hang of things, that annoying person in the right seat reached over and pulled the throttle back to nothing. Instantly, your top priority became setting up for an off-field landing. You probably didn't waste a lot of time because you knew it was coming...just not when. While it's impossible to surprise yourself, when was the last time you pulled the power, set up the proper glide attitude and set up for an off airport landing?

Have you ever had to execute a go-around because there was something unexpected on the runway? Did it catch you off-guard? A CFI once advised planning for a go-around on every landing and then IF and ONLY IF everything looks OK, go ahead and land. That way you're prepared for that one time out of a hundred when you shouldn't try to land. It also helps get out of the habit of thinking that every approach needs to end with a landing. The point is that you're already prepared and don't waste time recalculating your priorities.

I've also heard of people who have made mistakes while executing the go-around, like pulling the yoke back too far, not adding full power, dumping flaps before getting a climb established, etc. Personally, I do missed approaches fairly often just to stay in practice. I do the same with stalls, slow flight, steep turns and ground reference maneuvers. I'm nowhere near being a great pilot, but I feel that doing these things helps keep me sharp and more readily prepared to shift priorities. Hopefully, you've found these tips useful and have ideas of your own.

Jim Bremer

"The greatest discovery of all time is that a person can change his future by merely changing his attitude".

Oprah Winfrey

EAA Chapter 157
Minutes
Board Meeting March 3, 2020

The meeting was called to order at 7:00pm by Vice President Paul Gilman

Members present: Paul Gilman, Barbara Crooker, Sue Kerr, Wayne Pero, Dave Kirkman, Julie Ostendorf and Herb Zuidama

OLD BUSINESS:

Barbara Crooker made a motion to approve the minutes of the last meeting with the correction that the date for the Red Bluff Young Eagles event is set for May 23rd. Second by Wayne Pero; motion passed.

Barbara Crooker presented the Treasurer's report. Sue Kerr made the motion to accept the Treasurer's report, Wayne Pero seconded the motion. Motion passed.

No correspondence

Stump removal: Dave Kirkman suggested that we have Jim Bremer clarify whether the City of Redding might be responsible for the repair. A discussion followed. Sue Kerr made a motion to hold off on stump removal until we verify the responsibility. Barbara Crooker seconded the motion; motion passed.

National Guard Update: No new information

Scholarship Update: A motion was made by Barbara Crooker to keep the boundaries currently in the application and not add Butte County and to extend the current deadline to apply to May 1st. Sue Kerr seconded the motion; motion passed.

Secretary of State 501C3: Waiting to hear from the state.

Lake California Fly In: No new information

Young Eagles: Website is set up for the April 18th event at Benton in Redding. Insurance has been ordered. A reminder that participants should have a current background check through EAA.

NEW BUSINESS:

March meeting: Possibility of Wanda Schuler as guest speaker

Father's Day: A discussion about writing down process to set up, order food, etc. for this event so that anyone taking over as chair for this event would have some guidance for purchasing, etc. Barbara Crooker has already outlined the set up for making coffee. It was determined that approximately 440 paid breakfasts were served the last two year. A discussion regarding advertising on Face book and other media outlets was discussed.

Herb Zuidama

The meeting was adjourned at 8:07pm.

The next meeting is on March 17, 2020
Todd and Sandy are cooking corned beef and cabbage
Don your best green duds and join us for a rollicking good time!

Announcements

Please Note: Airports for Autism 2020 will be coming to Benton Airpark on Saturday, April 4, 2020 beginning at 8:00AM. A notice has been sent to tenants stating the hours that the airport will be closed.

EAA Chapter's Flight Simulator: Our Chapter's Flight Simulator is gaining in popularity. It needs more operators and transporters. Can you help? It is now parked in the Sun Shade tie down area at Benton (O85).

Mount Shasta 99s Women's Aviation Group: Monthly meeting every second Saturday at 12 noon at the Quonset Hut. All women aviation enthusiasts are cordially invited. Call Barbara Crooker (530 549 4275) if you have questions.

Benton Airpark AWOS: Check out our new AWOS: 118.675 Tel. 530 225-4183.

FAA Safety Meetings (FAAST): Second Saturday of the month at 10:00 AM at Benton Air Center.



*“Man must FLY above the earth to the top of the atmosphere & beyond,
For only then he will fully UNDERSTAND the world in which he LIVES”
Socrates*

**THIRD TUESDAY DINNER VOLUNTEER CHEFS
2020 EAA CHAPTER 157**

Thank you for all who have signed up!!

JANUARY.....Rita Limmer, Nancy Marshall, Diana Ward

FEBRUARY...Jim Bremer, Julie Ostendorf, Dave Kirkman, Sue Kerr, Barbara Crooker

MARCH.....Todd and Sandy Papesh

APRIL.....Norm and Kay Overbay

MAY.....

JUNE.....Eric and Nancy Marshall

JULY.....Dick and Fran Wilkinson

AUGUST.....Laura and Paul Gilman

SEPTEMBER.....Jack, Herb and Wayne

OCTOBER.....Marc Wagner

NOVEMBER.....

DECEMBER.....

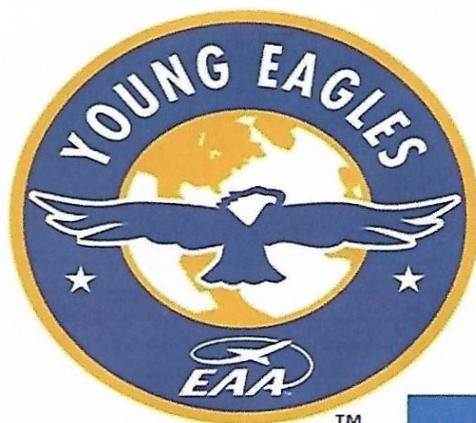
Please think about signing up for one of our monthly meetings.

Does not have to be fancy.

Chapter reimburses for the food purchase.

Sign-up sheet will be at our dinner meetings.

April 18, 2020
Benton Air Park – Pre Register Online
or Registration Starts at 9:00 AM



Learn
to Fly
Day!!

Kids Fly
Free!!



Young Eagles!

Local pilots and members of EAA Chapter 157 invite kids 8 to 17 to bring a parent or guardian & come for a First Flight Day. Come to **Benton Air Park** by 9:00 AM to check in for your Young Eagle ride. Be prompt! See you there!

Please preregister online at
<https://youngeaglesday.org/?1264>

**Hands-On Flight Simulator
Available Too**

Highlights

- Learn about how airplanes fly
- Check out the local airplanes on field
- Fly for free!
- **Get your Young Eagle Certificate and photo with your pilot**



For more info call
Barbara Crooker
530-515-7929
flylady182@gmail.com

Take a good look!

**This is Benton Air Park with two runways.
It you look closely, you will see Shasta High School near the top left, can you find it?**





Lt. John W. Benton, Army Air Corps Pilot, on the right.

The following information is from “Enjoy” magazine
February 2017 by Al Rocca

Benton Airfield, Redding’s historic westside airport, is named for Army Aviator John W. Benton. Born on November 27, 1896 in Manton, Benton enjoyed the outdoor life. As an adolescent and a young man, Benton was fascinated with the adventures of Wilbur and Orville Wright and other early aviators. He left Shasta County to attend the University of California and graduated from the School of Military Aeronautics. From here, the young flier trained at Rockwell Field in San Diego, receiving his “wings” and his commission as a Second Lieutenant in the Army. Like most adventurous young pilots of the time, Benton hoped to see action in World War I. However, America, a late entry into the war, had many more pilots than available airplanes in France. Instead, he moved from one Army aviation training center to another, serving as flight instructor. His main assignment was to teach new pilots how to fly Thomas Morse scout planes, and later, how to successfully pursue enemy aircraft.

The war ended before Benton received his orders to go overseas. Disappointed, he requested a discharge in early 1919. Back in Shasta County briefly, Benton worked in his father’s successful lumber business. However, he still dreamed of an exciting flying career, so he re-enlisted the following year. This time he went to March Field near Riverside. With a promotion to First Lieutenant, Benton wanted to be closer to family and he did receive new orders to report to Kelly Field (San Antonio, Texas), and finally, Crissy Field at the Presidio in San Francisco.

In December 1926, Benton served as a pilot on the U.S. Army Pan-American Goodwill Flight. The mission included presenting “messages of friendship” from President Calvin Coolidge to the foreign governments south of the United States.

One set of flyers, including Benton, began from San Antonio and flew south, stopping at airports in Mexico, Central America, Columbia, Peru and Chile. The other crew headed south from the east coast, visiting the Caribbean, Venezuela and Brazil. The crews timed their flight to arrive in Buenos Aires, Argentina close to the same time. Everything went fine until they met.

On February 26, 1927, Benton and colleague Clinton Woolsey, flying together in the Detroit, came too close to another plane. The details of what happened next are ambiguous, as accounts differ on some details of the disaster. The New York Times stated that three Argentine planes came up from an airport serving Buenos Aires to greet the two American planes, the Detroit and the New York. Crowds below watched in delight as the Argentine pilots maneuvered their planes in basic stunt formations. The American pilots then mimicked these moves. As the planes neared the airport, the Detroit and New York descended together at what appeared to be “a prudent distance.” However, all at once the two planes drifted together, locking their wings.

Observers on the ground gasped as a burst of smoke followed the initial noise of the crash. The planes fell as one mangled heap. Within seconds, two parachutes appeared and drifted downward and apart from the falling debris. These parachutes belonged to the crew of the New York. Later, one version of the story reported that Benton “had put on a parachute but it failed to open,” while Woolsey “was burned to death.”

The two pilots of the New York landed safely, ran to the wreckage of the Detroit and tried to help: “Such was their excitement and desperation that it was necessary to restrain them by force from throwing themselves into the flaming planes in an effort to get the bodies of their companions.”

Full military honors included a ceremony headed by Secretary of War F. Trubee Davison and an Army flyover. Woolsey’s body was sent on for burial at his home in Northport, Mich., while Benton came home to San Francisco. He is buried at the National Cemetery at the Presidio. Later in the year, John W. Benton received, posthumously, from President Calvin Coolidge, the Distinguished Flying Cross for his years as an Army aviator displaying “initiative, resourcefulness and a high degree of skill under the many trying conditions encountered.”

I hope you have enjoyed “the rest” of the story.

Sue Kerr, editor



AIRCRAFT PROJECTS UNDER CONSTRUCTION/RESTORATION

Listed below are homebuilders who fly out of either Benton Airfield or Redding Municipal. The reason for this list is as a resource for anyone who may need help with a similar project. This is not a complete list as we do not know all of the projects and there may be resources at other local fields that are not listed. If you know of anyone working on a project and they are not listed here, please pass along their contact information. You can send an email to Sue Kerr: sue@eaa157.Org.

1. Mark & Karen Pion, RV7
2. Evan Johnson, evmeg@snowcrest.net RV10
3. Bruce Swanston gwestelect@aol.com Moose
4. Paul Osterman 357-3405 plo@shasta.com RV8
5. Kathleen Evans 396-2422 kathleen@evans.net
6. John Graves RV7A
7. Tex Byrd 241-4204 Benton Air RV6A
8. Doug Noble 722-9150 firefoxes@aol.com Kit Fox
9. Tom Ivceovich 415-722-1407 tommytwang@hotmail.com Wright Flyer
10. Jack Kilpatrick 241-0431 Spad 13
11. Irwin Fust 378-1801 ifust@digitalpath.net Pietenpol Air Camper
12. Robert Keline Stearman (indiv. design)
13. John & Kathy Chocolas Tigerr Moth, Zodiac 601XL, Corby Starlet
14. Paul Shepard 925-2061 pmshep@snowcrest.net Several RVs
15. Kelsey Jewett 224-0821 Big E-Z
16. Mark Legarra 221-5468 P51 restoration
17. Rex Daniels 243-1992 rv8er1@uno.com RV8
18. Jerry Tubbs 232-0926 jerrywingmantubbs@yahoo.com RV4
19. Chuck Werner 223-3749 chas.Werner@sbcglobal.net Lancair 360
20. P.C. Davis 244-1706 pcd1@charter.net Lancair 360
21. Dennis Harman 623-5546 harmandd@gmail.com RV9A

Please help to update this list. There are some that are no longer in the area or their information is not valid. We would like this list to be as current as possible.

