



The Leader In Recreational Aviation

# CHAPTER 157

**EXPERIMENTAL AIRCRAFT ASSOCIATION**

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## NEW Mailing Address

EAA Chapter 157

2600 Gold Street, Suite 7

Redding, CA 96001

Join us!

3<sup>rd</sup> Tuesday

Quonset Hut

2600 Gold Street

Redding, CA

MARCH 2023

## The Prez Sez-“Amateur Pilot”

I recently came across a video on Facebook that bothered me. It was about a pilot who made a safe landing after experiencing a stuck throttle. Apparently, the throttle cable had broken and the engine was at full power. While I think he could have taken some other actions, he landed the plane safely with no damage or injuries, so I can't fault him. I hope that I could handle a situation like that as well.

No, what bothered me was the title of the video, which was something like Amateur Pilot Lands Airplane with Stuck Throttle. Amateur Pilot? I'm used to seeing descriptions like Student Pilot, Private Pilot, etc., but I've never heard of a pilot referred to as an amateur. I'm not sure why this bothered me, but it did.

So what's an amateur?...someone who does something, but isn't paid for it? An amateur golfer becomes a professional golfer when he or she makes money playing the game. There are no requirements to be an amateur. You could start playing golf tomorrow and be considered an amateur.

Well I guess what bothered me about the term Amateur Pilot is that the pilot in the video held a Private Pilot Certificate, which means he went through training and passed a written and practical test.

Now, for something different: The Academy Awards ceremony happened recently. So, below is a movie trivia question. Good Luck!

Jim Bremer

The hero of this movie is Ted Stryker, a fighter pilot during the war. He had an unfortunate experience flying in combat and hasn't flown since.

Years later, Ted is a passenger on an airliner when calamity strikes. Everyone on the plane who had fish for dinner becomes violently ill, including the pilot and first officer. With no one else available, Ted reluctantly takes the controls. He's obviously over his head, dealing with the complexities of a modern airliner, plus bad weather and flashbacks from his military days.

ATC comes up with someone to help, an experienced airline pilot familiar with the plane. He also happens to be Ted's nemesis from his days as a fighter pilot. He gets on the radio and proceeds to guide Ted, sometimes yelling at him.

Clue: “It looks like I picked the wrong week to stop smoking”

Look for the answer elsewhere in this newsletter.

EAA Chapter 157  
Board Meeting  
March 7, 2023

Board members present: Jim Bremer, Paul Gilman, Barbara Crooker, Sue Kerr and Wayne Pero, Dave Kirkman and Julie Ostendorf.

The meeting was called to order by President Jim Bremer at 7:06pm

Minutes of the February 7<sup>th</sup> meeting were emailed by the secretary. Barbara made a motion to accept the minutes. Paul seconded the motion; motion passed.

Treasurer's Report was given by Barbara Crooker. Details are available from the treasurer. A check was received by Tony Miller for \$250 to go toward the simulator. EAA Chapter 1148 contributed to Bill Hill's event. Motion was made by Paul to accept the Treasurer's report. Dave seconded the motion; motion passed.

OLD BUSINESS:

1. King Air simulator: The simulator has been moved in to the trailer.
2. Raffle results safety seminar: The raffle will continue at the next safety meeting.
3. Young Eagle flights May 20: The venue has been changed from Red Bluff to Corning. The scouts will do food.
4. Glider network update: Jim sent an email to Paul Armstrong; the equipment will be here next month.
5. Benton update: No news
6. Helicopter simulator update: A trailer was donated but work needs to be done in order to put the simulator on it.

NEW BUSINESS:

1. March meeting and program: Jim and Paul will cook corn beef and cabbage. Jim would like to get a homebuilder to give a talk on the ins and outs of building an aircraft.

The meeting was adjourned at 7:37pm

Respectfully Submitted by Sue Kerr

EAA Chapter 157 Secretary

# ***MARCH MEETING***

***Quonset Hut at Benton Airfield***

**Tuesday, March 21<sup>st</sup>**

**6:30 PM**

**Corn Beef and Cabbage  
Presented by our resident Leprechauns  
Jim Bremer and Paul Gilman**

**Come enjoy food and rubbing elbows  
with other aviation enthusiasts**



# ***Flying Companion Seminar***

**Come learn from women pilots all the helpful and meaningful things you can do as a passenger during a general aviation flight.**



**SCAN ME**

***Presented by the Mount Shasta 99s as a fundraiser for our local scholarship awarded to women pilots.***

**When: March 25<sup>th</sup> , 2023 8:30am to 3:00pm**

**Where: Benton Airpark @ EAA Quonset Hut  
2955 South Street, Redding, CA**

***Your \$99 includes book, lunch, and new friends***

***We MUST have 10 registrants by March 11th or will need to cancel*** <http://www.mountshasta99s.org/events>

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## **Unusual Attitudes and Upsets**

### **NASA Aviation Safety Reporting System**

#### **From Issue 518**

An aircraft unusual attitude or upset can challenge and test a pilot's ability to maintain aircraft control. The unusual attitude is generally unintentional, unanticipated, and may consist of extreme aircraft attitudes, and yet, it might not exceed the parameters to be termed an upset. During flight or training, an upset generally refers to an unintentional pitch attitude exceeding 25 degrees nose up or 10 degrees nose down, or a bank angle exceeding 45 degrees, or being within those parameters and operating at an airspeed inappropriate for the conditions. [1](#)

Usual suspects in unusual attitude and upset incidents include environmental conditions, wake vortex encounters, mechanical issues, and Human Factors such as confusion, distraction, fatigue, human-machine interface, physiological conditions, or situational awareness. With aircraft control in the balance, it is crucial that every pilot be proficient in identifying and recovering from unusual attitudes and aircraft upsets. FAA mandates Upset Prevention and Recovery Training (UPRT) for part 121 operators and encourages it for all others. [1](#)

This month, *CALLBACK* shares unusual attitude incident reports, primarily from Part 91 operations, that display Human Factors along with some external stimuli. Enjoy the narratives, the lessons, and the cause-and-effect connections.

Note from editor: I have included just a couple as examples

### **Unusual Attitude, Invisible Conflict**

This military T6 Texan/Harvard instructor was conducting training in a Military Operations Area (MOA). An unperceived threat suddenly materialized during unusual attitude training and nearly resulted in a tragedy.

[This was a] training flight...in communication with...Center, but operating VFR within the boundaries of our assigned MOA block. We were executing a variety of contact maneuvers between 12,000 and 17,999 [feet] MSL, including basic air work, out of control flight, and unusual attitudes. We were monitoring the assigned...Center frequency but were not able to pay close attention due to focusing on the training maneuvers. At one point, I heard a civilian aircraft being advised that they were filing a flight plan through an active MOA but did not hear the aircraft's response. I heard multiple company

aircraft checking in for the MOA, including blocks adjacent to mine...I set up my student for a nose-low unusual attitude recovery maneuver, I noted a TCAS contact, but it was on a depicted section line for the MOA, so I dismissed the contact as company traffic with the expectation that they would be deconflicted through SOP adherence. As we entered a significant nose-low descent for training, we received another traffic advisory very close to us. We executed a 5G pull and turn for avoidance. Our indicated altitude dropped below the contact. I would estimate that we came within 100 feet of the conflict, though I did not get a visual on the other aircraft. Center called us and asked if we had to execute a significant evasive maneuver and advised that the conflict had been a civilian multi-engine aircraft. The Controller was apologetic for not providing a traffic call to us, though due to how dynamic our training maneuver was, I do not believe that the Controller could have anticipated the severity of the conflict.

### **The Reality Checkride**

A PA46 pilot shares some sobering wisdom after an aircraft problem in IMC led to an undesirable aircraft state.

After an uneventful instrument cross-country flight, I listened to the destination airport ASOS: wind 29 knots, gusting to 38, clouds overcast at 900 feet and visibility 4 miles. I set up the Flight Director (FD) for the RNAV approach into the non-towered airport. I had done this approach before in marginal VFR conditions....Cleared for approach with the autopilot coupled to the FD, I passed the IAF in heavy IMC and turned inbound at the intermediate fix. Approach cleared me to switch to the UNICOM frequency. I noticed that the autopilot was not maneuvering the airplane as I had intended. It was making a climbing left turn off course. I decoupled the autopilot and hand-flew the airplane while attempting to reset the FD....Distracted trying to reset the FD, I inadvertently got off altitude and heading, and found myself in an unusual attitude. I recovered from the unusual attitude, got the airplane stabilized, hand-flew the airplane, and landed without further incident.

I performed well during my recent instrument proficiency check, but single-pilot instrument flying in heavy IMC is not the same as being...under the hood with a Flight Instructor in the right seat. Also, emphasis should be made on Upset Prevention and Recovery Training. I will seek training before doing single pilot low IMC approaches in the future.

1. Advisory Circular AC 120-111 Change 1, Upset Prevention and Recovery Training, 1/4/17,  
[https://www.faa.gov/gov/documentLibrary/media/Advisory\\_Circular/AC\\_120-111\\_CHG\\_1.pdf](https://www.faa.gov/gov/documentLibrary/media/Advisory_Circular/AC_120-111_CHG_1.pdf)



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U.S. AIR FORCE AUXILIARY

WANT GOOD BACKYARD DEALS?

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For the Financial Support of Shasta Composite  
Squadron Civil Air Patrol



**SATURDAY, MARCH 18, 2023**

**9:00 AM - 4:00 PM SEE BACK FOR LIST OF ITEMS**

Visit us at the EAA's Quonset Hut located at  
2955 South Street, Redding, CA 96001

## ONE-OF-A-KIND FINDS!



**CIVIL AIR PATROL**  
U.S. AIR FORCE AUXILIARY

## **LOTS OF NEW AND USED ITEMS ANTIQUES TOO**

Baby Items Including "4 Moms" Bassinet and Swing  
New Room Size Rugs, Furniture, Shelves  
New and Used Jewelry  
Tools, Lamps, Purses, Clothes  
Cosmetic, Sewing, Shoes  
Dishes, Toys And More

**All Reasonable Offers Considered**

**Contact Commander Nancy Mass at (707) 498-8218 for more information.**



# EAA CHAPTER 157 MEMBERSHIP APPLICATION & RENEWAL FORM

Chapter Membership is \$20 per year

Date\_\_\_\_\_

New Member\_\_\_\_\_

Renewal\_\_\_\_\_

Name\_\_\_\_\_

National EAA member: Yes\_\_\_\_ No\_\_\_\_

If yes, member number\_\_\_\_\_

Address\_\_\_\_\_

City\_\_\_\_\_ State\_\_\_\_\_ Zip\_\_\_\_\_

Home phone\_\_\_\_\_ Cell phone\_\_\_\_\_

E-mail\_\_\_\_\_

Birthday (m/d)\_\_\_\_\_

Spouse/Partner's Name\_\_\_\_\_ Anniversary\_\_\_\_\_

Make checks payable to EAA Chapter 157 and mail with application to:

EAA Chapter 157  
2600 Gold Street, Suite 7  
Redding, CA 96001

All renewals due in January

Amount Enclosed \$\_\_\_\_\_

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Officer Use Only

Amount Received\_\_\_\_\_ Check\_\_\_\_\_ Cash\_\_\_\_\_

Signed\_\_\_\_\_

# ANNOUNCEMENTS

DUES ARE DUE

SEE MEMBERSHIP APPLICATION ON PREVIOUS PAGE

Your dues help to keep our clubhouse running

Only \$20.00 per year

YOUNG EAGLES

CORNING AIRPORT

MAY 20, 2023

Sign up on the EAA website if you can volunteer

If you are a pilot be sure you are current on the Youth Protection

Background check

The Young Eagle flights show our young people what aviation is all about. We provide financial help to those going after their aviation dream.

Let's keep them flying!!



## EAA Chapter 157 Dinner Signups

PLEASE HELP THE CHAPTER BY VOLUNTEERING  
TO HOST A DINNER

***WE NEED COOKS FOR 2023!!  
WE NEED TO START THE NEW YEAR OUT WITH COOKS!  
PLEASE CONSIDER HELPING OUT***

March: Jim Bremer and Paul Gilman

April \_\_\_\_\_

May \_\_\_\_\_

June \_\_\_\_\_

July \_\_\_\_\_

*(Please note, the chapter reimburses for purchase of food)*

Movie Quiz Answer:

If you said 1957's Zero Hour!, congratulations! If your guess was 1980's Airplane!, you get an honorable mention. The writers/directors of Airplane! borrowed generously from Zero Hour! (and other aviation disaster movies), using the same plot, many of the same characters and even some of the dialogue.

If you didn't come up with the correct answer, don't feel badly. I wouldn't have known before I recently watched Zero Hour! It didn't take long to recognize the similarities.



