



Website:

<https://www.eaa1310.org>

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Vice President:

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Secretary:

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Membership Coordinator:

David Christman

Young Eagles Coordinator:

Paul Dowgiewicz

Skylark Airpark (7B6)

Mailing Address:

EAA Chapter 1310
54 Wells Road
Broad Brook, CT
06016-9612

For member contact info

Log in with your 1310 ID at:
login.microsoftonline.com

Next Meeting

Saturday November 11 about 10:45 AM at Skylark Airport and online

2024 chapter officers and director elections

In this month's Chapter Video Magazine, Charlie Becker gets you up to date on EAA happenings:

- EAA Non-Builder Owner's Guide to Amateur-Built Aircraft
- Young Eagles Credits
- Webinar November 16: Hosting a Young Eagles Rally — Advanced Best Practices
- Request Ground Volunteer Recognition Pins and Certificates
- Ray Aviation Scholarship • Webinar November 2: EAA Ray Aviation Scholarship — 2024 Update
- Ray Foundation 600K Matching Challenge
- EAA Aviation Scholarships
- Chapter Renewal
- Service Awards
- Farewell to the Liberty Ford Tri Motor

Other topics to be announced

VMC Club Meeting

Saturday November 11, 10:00 AM

This month's topic will be
The Impossible Turn, presented by Chris Tarbell

If attending online, you can sign up through the link below. You can use that link even if you'll be attending in person. Register with your Zip Code to receive WINGS credit:

<https://meeting.eaa1310.org>

Next Events

Pancake Breakfast - Saturday November 4 8:30 - 11:00 AM

Enjoy all you can eat pancakes, sausages, scrambled eggs, and fruit cup. There will be coffee, tea, orange juice to drink.

It's all you can eat for a \$10 donation.

Skylark Potluck Dinner - Saturday December 9 6:00 PM

Bring your favorite dish to share with your airport friends.

Online sign-up form will be available soon.

2024 Membership Renewals

Renew your chapter membership by mailing a check payable to EAA Chapter 1310 to 54 Wells Road, Broad Brook CT 06016. We'll get your membership card back to you.

Annual membership is \$25. Renew for three years for \$60. Save \$15.

The online store is temporarily out of service for an upgrade.

Thanks go out to all the members who have renewed.

Chapter Clothing

Chapter logo T-shirts, sweatshirts and hats are available at our next meeting and event.

T-Shirts ~~\$12.00~~ SALE \$6.00 (Only 1 Size XL shirt remaining)

Sweatshirts ~~\$25.00~~ SALE \$12.50 (M, L and XL sizes available)

Notice of Annual Business Meeting

In accordance with the Bylaws of Skylark Flyers – Experimental Aircraft Association Chapter 1310, notice is hereby given that the Annual Business Meeting of the members will be held at Skylark Airpark, 54 Wells Road, Broad Brook, CT 06016 on Saturday, November 11, 2024 at 10:45 A.M.

Notice is further given that the election of officers and directors will be held as the first item on the agenda at the Business Meeting.

NOMINATIONS FOR CHAPTER DIRECTORS AND OFFICERS

Pursuant to the Articles of Incorporation and Bylaws of Skylark Flyers – Experimental Aircraft Association Chapter 1310, nominations are hereby solicited for Class I Director positions and the officer positions of President, Vice President, Treasurer and Secretary to be filled at the 2024 Annual Member Meeting. Nominations for these positions shall be made by email to (info@eaa1310.org) or call 860-281-1310.

2024 Chapter Officers and Directors Needed

We currently have no one who has volunteered to hold any of the four officer positions next year. Next September will be the 25th anniversary of the chapter. It would be a shame to have to dissolve the chapter because we don't have anyone in a leadership position.

Our election for chapter officers and directors will be coming up at the November 11 meeting. EAA recommends that officers not serve more than two consecutive years so people don't get the impression that they will have to serve for a long period. We have extended some positions for an additional year if we haven't been able to find replacements.

All of our current officers have been in their positions for at least two years, so we need different members to take on the offices of president, vice-president, secretary and treasurer.

We currently have six additional members serving on our board of directors who are elected annually. The number of directors can be adjusted as desired.

National Championship Air Races Selecting a New Location

Over fifteen hundred pages of supporting documents have been submitted by six cities vying to become the new home of the National Championship Air Races (NCAR) after responding to a request for proposal distributed by the Reno Air Racing Association (RARA) earlier this year. RARA is looking for a new venue for the event after announcing its departure from Reno following the final race in September. The world-renowned event has contributed over \$100 million annually in economic impact to the region, while also establishing itself as the global standard for air racing. The National Championship Air Races is the only event in the world to feature seven classes of exciting air racing action in one incredible venue. Six closed-course pylon contests and the immensely popular and entertaining STOL Drag combine to create a motorsport experience like no other.

“Seeing the interest to host the National Championship Air Races at each of these unique venues gives me great hope for the future of air racing,” said Fred Telling, CEO and chairman of the board for the Reno Air Racing Association. “We’re looking for our next home, somewhere we

can celebrate many more anniversaries, so we've assembled an expert committee that is putting an extreme amount of care and diligence into choosing our next location."

The bidders that responded to the request for proposals include:

- Casper, Wyo.
- Buckeye, Ariz.
- Pueblo, Colo.
- Roswell, N. Mex.
- Thermal, Calif.
- Wendover, Utah

The National Championship Air Races is a unique event that has called northern Nevada home since its founding in 1964, nearly 60 years ago. In the past 10 years alone, the event has attracted more than one million visitors to the region, generated more than \$750 million for the economy and contributed significant aviation related education and outreach to schools and non-profits all around the area.

The committee researching the bid submissions is made up of RARA personnel from all areas, including operations, safety, security, business development and more. The race classes are also represented in the group and will continue to be an integral part of the selection process. At this point, the selection committee is thoroughly vetting the different proposals and will conduct site visits later this year. There are numerous factors to consider, but a few of the critical requirements for the event include considerable open land available for the race courses, suitable runways, ramp and hangar space, administrative and security facilities, as well as proximity to hotels, commercial airports and restaurants.

Soon their Site Selection Committee will visit these locations to further evaluate their ability to be the future host of the National Championship Air Races." A final decision is expected to be announced early next year as the organization prepares for a final air show in Reno in 2024 before moving to the new location in 2025.

Alaska Airlines Incident

On Oct. 22, Alaska Airlines Flight 2059 operated by Horizon Air from Everett, WA (PAE) to San Francisco, CA (SFO) reported a credible security threat related to an authorized occupant in the flight deck jump seat,' Alaska Airlines said. "The crew secured the aircraft without incident."

It turns out the man who posed the security threat was an off-duty pilot.

The two pilots in the cockpit immediately jumped into action, neutralized the threat and removed the man from the cockpit.

Joseph David Emerson, 44, was arrested and charged with attempted murder after he tried to shut off the airplane's engines mid-flight.

Emerson was charged with 83 counts of attempted murder, 83 counts of reckless endangerment, and a count of endangering an aircraft, NBC News reported.

The following is from a thread on this topic from Twitter started by user @mcccanm:

Watching Twitter Public Health 'experts' melt down over the last two days reminds me of a problem we used to have in aviation: unchecked authority & ego.

We worked VERY hard to get rid of it. Just to be clear: Pilots *can* go to therapy & should if they need it!

It's just that, like many things in the FAA, it's not clear what's reportable or jeopardizes your medical certificate.

Seeing a licensed marriage and family therapist (LMFT) to get through a rough patch?

The FAA doesn't care. You don't even need to report it.

Get a diagnosis of clinical depression that will require medication? Now it's going to get complicated.



By the same token, if you are going through a rough patch in life and turn to a non-medical counselor, pastor, or other trusted advisor for help, the FAA does not care. You do not need to report the life coach helping to improve your efficiency or the marriage and family therapist working to make your family relationships more supportive. But, if your symptoms become significant enough that you have taken medication or you are working with a psychologist or psychiatrist, that is something you should disclose.

The first place a pilot should turn is to their union or AOPA legal services.

Many maintain robust programs specifically for this purpose, like ALPA's Pilot Peer Support Program or SOAR.

They know the system & will steer you in the right direction.

<https://www.alpa.org/news-and-events/air-line-pilot-magazine/introducing-pilot-peer-support>

The ALPA program is pretty clear that unless the issue poses imminent harm, nothing gets noted.

<https://www.alpa.org/-/media/ALPA/Files/eLibraries/Safety/pilot-assistance/pps-operations-manual.pdf?la=en>

Suffice it to say “don’t report anything you can avoid reporting lest you be slapped with three years of expensive limbo hell” is soul crushing when you haven’t already “made it” and gotten to a 121 operator.

If you report basically any depression or suicidal ideation any time in your life, in good faith, even if you were a teenager in objectively terrible circumstances when it happened, you’re treated as the problem; the threat.

There’s no distinction between that and people who’ve openly expressed homicidal tendencies like the pilot of GW9525.

You have to pay for ALL of your own evaluations with money you don’t have, because none of it is covered by insurance.

You’re not supposed to get punished for reporting anything in good faith in this business and that’s part of what inspired me to become a pilot.

But in practice, you are. The 8500-8 (Application for Airman Medical Certificate or Airman Medical & Student Pilot Certificate) is the choice between lying on a federal form and basically destroying your flying forever.

Seems pretty clear with the FAA actually. You go to therapy; you report it on your annual physical. And yes, you should expect to provide documentation. This is firsthand knowledge, as an FAA Controller.

Another comment:

If you end up with a diagnosis of a mental health issue, such as bipolar disorder or clinical depression, then, yes.

If you go to a marriage counselor, or need to just talk about a few things, then it’s not reportable.

<https://www.aviationmedicine.com/article/counseling-depression-and-psychological-support/>

Part of the problem is that many pilots work in precarious employment with inadequate provision for loss of income or medical suspension. It creates a huge conflict of interest for pilots assessing their own fitness to fly.

Another in-depth article on this topic is from Oregon Public Broadcasting:

<https://www.opb.org/article/2023/10/27/horizon-alaska-pilot-in-flight-accident-depression-mental-health-stigman/>

Federal Aviation Administration has strict policies that discourage pilots from disclosing mental health issues, aviation experts say.

Local Aviation Event Schedule

Commented [P1]:

Visit the eaa1310.org Calendar page for updated listings and more information about these events.

Reoccurring Events

Chapter 1310 Meetings – 2nd Wednesday of April – October at 7:45 PM
2nd Saturday of November – March at 10:00 AM

Chapter 166 Meetings – Last Saturday of month 10:00 AM (Except July, Nov & Dec) at Hartford Jet Center, 20 Lindberg Drive, Hartford. <http://www.eaa166.org>

Chapter 324 Meetings 1st Wednesday of month, 7:00 PM Simsbury Airport
<https://www.facebook.com/eaa324/> <https://chapters.eaa.org/EAA324>

Chapter 27 Meetings – 3rd Sunday of month, 10:00 AM at Meriden Airport
<http://eaa27.org/>

Chapter 1620 Meetings 2nd Tuesday of the month, 6:00 PM, Barnes Airport Hangar 3,
111 Airport Rd. Westfield, MA. 01085 <https://chapters.eaa.org/eaa1620>

Chapter 1310 Events

Saturday November 4 Pancake Breakfast

Saturday December 9 Christmas Pot Luck Buffet Dinner

2024 Aviation Events

April 9 – 14 Sun n' Fun Aerospace Expo 50th Anniversary
Lakeland, Fl
USAF Thunderbirds

July 22 – 28 EAA AirVenture, Oshkosh

August 3 – 4 Great State of Maine Air Show
Brunswick, ME
USAF Thunderbirds

September 14 – 15 Green Mountains Aviation Field Days, South Burlington, VT

If you have a topic you would like to see covered in our monthly newsletter or photos that may be of interest to our members, please send a note to Paul at info@eaa1310.org