



RAY AVIATION SCHOLAR
FIRST LESSON!

Advisory Circular

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AC 90-66C UPDATE
THE FAA DOES NOT
REGULATE TRAFFIC
PATTERN ENTRY



FROM THE LEFT SEAT
YOU HAVE TO BUILD
YOURSELF!



CAVALCADE 2023!
EAA 461 MADE OVER
\$2000 ON SALES AND
DONATIONS!



From the Left Seat

Cavalcade! Ford Trimotor! Young Eagles! Oh My! I would like to start this month’s message by thanking all of our AWESOME volunteers for making Cavalcade of Planes 2023 a truly fantastic event! You ROCK!! I also want to acknowledge several of our chapter yutes - Mary Elizabeth, Jake, John, and Dante - who made both chapter leadership and the Trimotor Crew extremely proud with their outstanding support of Trimotor Ops (52 or 54 flights, depending on who is counting) throughout the entire weekend.

In addition to our incredible volunteer corps, I want to thank the Illinois Aviation Museum for their unwavering support (tables, water, food, patience, etc.), the Prop Masters RC Aeroclub for promoting the smaller-scale type of aviation that led me to my full-scale adventures, and Rick Ernst for showing us all that an RV is an airplane you have to build

EAA Chapter 461 is a 501(c)(3) non-profit charitable organization based at Bolingbrook’s Clow International Airport (1C5)



yourself (you can't buy it off the shelf). Seriously - Rick absolutely killed it for us this year.

The weekend after Cavalcade, we had another fantastic Young Eagles rally where we flew 40+ kids in amazing weather, and we have another rally just around the corner on July 8. Now that I hit my 30 for 30 (have you?), I am aiming to break 300. Who knows - maybe I will catch up to Zook one day. :)

Oshkosh is just weeks away, chapter camping is all set, and my wristbands will be here tomorrow. I hope yours are, too! Please take a moment to thank Jamie Nolan for making sure we have space to do our thing. Thanks Jamie!

On August 5, we plan to host the Envision Unlimited group once more. At this point, we have four (4) aircraft and pilots ready to participate. If you are interested in getting involved, please let Dina, Al, or me know.

I hope everyone is having a great summer so far, and I look forward to seeing all of you at Chow @ Clow, Young Eagles, and Oshkosh 2023!

VFRs

Cavalcade 2023!

Robbie Culver



Cavalcade 2023 is in the books, and what an awesome event it was! An estimated 28,000 people attended Saturday June 3rd and Sunday June 4th in spectacular weather. The tri-motor flew 21 loads on Saturday and another 23 on Sunday.

Aviation For All Ages and Interests

<https://www.eaa461.org>



Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our chapter. We are a group of aviation enthusiasts, aircraft builders, and pilots who get together with like-minded people to share ideas, exchange information, encourage safety, serve the local aviation community and have a lot of fun doing so.

EAA 461 volunteers manned flight operations Thursday through Sunday for the trimotor as well as in Hangar 461 all weekend.

While Saturday was very hot, the wind was up enough to help keep things reasonable - Sunday was about perfect. Abundant sunshine was the order of the day and for many of us, it shows! Sunscreen was a prerequisite.

As we do every year, EAA 461 volunteers made sure the tri-motor was safely put away every night on the north end of the airport, and safely rolled out each morning before the crowds arrived. It's a team effort and our youth ("yoots") showed their stuff! A huge thank you to all of our volunteers, especially those that came early and stayed late to ensure a national aviation treasure was well taken care of! Thank you one and all!



I will be the first to admit it is a bit nerve wracking knowing what we are doing. Tri-motor's are rare, and each one is a monument to early commercial aviation. It can only be moved into the hangar - carefully - by hand. And doing so is a choreographed dance you have to see to appreciate. Quoting one volunteer - "Don't ever bring the big trimotor back again!"



For Mary Elizabeth, her Dad, Craig, and I, a flight on Thursday afternoon was especially amazing. We were lucky enough to be

MONTHLY MEETINGS

The Chapter meets on the first Thursday of the month at Clow International Airport, typically at the Illinois Aviation Museum starting at 7:00 pm. Family members, extended family and guests are always welcome.



MEMBERSHIP INFORMATION

Membership dues for EAA Chapter 461 are \$25 per year and are due on the first of January each calendar year. Chapter 461 members are to be current members of the EAA, Oshkosh, WI.

Individual membership to the EAA is \$48 per year. Family memberships are available for \$60 per year. Both include a twelve-month subscription to Sport Aviation magazine.

“ballast” on a series of flights that had each pilot do three full stop taxi-back landings on runway 18, then swap. Total time was about an hour, with 3 of us in the back. It was absolutely fantastic!

EAA’s website has the [following history](#) of the historic Ford.

“From 1926 through 1933, Ford Motor Company built 199 Tri-Motors. EAA’s model 4-AT-E was the 146th off Ford’s innovative assembly line — the 76th model 4-AT-E — and first flew on August 21, 1929. Days later, it was sold to Pitcairn Aviation. When Pitcairn’s management changed hands later that year, NC8407 became the first airplane belonging to Eastern Air Transport, whose paint scheme is replicated on EAA’s Tri-Motor. Eastern Air Transport later became Eastern Airlines.



In 1930, the Tri-Motor was leased to Compañía Nacional Cubana de Aviación Curtiss, where it inaugurated air service between Havana and Santiago de Cuba. The airplane was later flown by the government of the Dominican Republic.

EAA’s Ford Tri-Motor returned to the U.S. in 1949 for barnstorming use. In 1950, it was moved from Miami to Phoenix and was refitted with more powerful engines for use as a crop duster. With two 450-hp engines and one 550-hp engine, it became the most powerful Model 4-AT-E ever flown. In 1955, it was moved to Idaho and fitted with two 275-gallon tanks and bomb doors for use as a borate bomber in aerial firefighting. Then in 1958, it was further modified for use by smoke jumpers.

After working for a variety of crop spraying businesses, EAA’s Tri-Motor moved to Lawrence, Kansas, in 1964, where its new owner flew barnstorming tours. During this period, it had a variety of roles, including serving as the primary setting for the Jerry Lewis comedy, *The Family Jewels*.

In 1973, the aircraft was still being used for air show rides, including an EAA chapter’s fly-in at Burlington, Wisconsin. While at the 1973 fly-in, a severe thunderstorm ripped the plane from its

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HANGAR NIGHT

Every Thursday evening from 7 pm to 9 pm we host a “hangar night” where we learn, we build aircraft, we socialize, and we work on our hangar.

No experience is required, no membership dues must be paid, and no expectations are set.

Come out, meet friends you haven’t met yet, see what the buzz is all about, and join in the fun!

tiedowns, lifted it 20 feet into the air, and smashed it to the ground on its back. EAA subsequently purchased the wreckage.

After an arduous, 12-year restoration process by EAA staff, volunteers, and Ford Tri-Motor operators nationwide, the old Tri-Motor took to the air once again, having its official re-debut at the 1985 EAA Fly-In Convention in Oshkosh.

It was displayed in the EAA AirVenture Museum until 1991 when it returned to its former role of delighting passengers on its annual tour across the U.S.”

It wasn't just the tri-motor that EAA 461 focused on at Cavalcade. Member Rick Ernst repeated last year's riveting and aircraft building demonstration, with long lines forming to hear him speak and try it for themselves. Hangar 461 was full of people all weekend and the proceeds from sales and donations totaled over \$2000! Fantastic team effort, everyone!

Cavalcade of Planes offers an opportunity for the general public to see aviation up-close and personal. (Although maybe not the kind



of aviation seen at Clow everyday...) The thick crowds covered our typically quiet taxiway and tarmac. As the aircraft and helicopters filled the air with a cacophony of sound, the crowd delighted in the spectacle. Aviation was on full display.

For many of us, Cavalcade offers an opportunity to get to know one another better, reconnect with friends we rarely spend time with, and show the best our chapter has to offer. Our flight simulators were a big hit, and Access Aero's Zenith drew lots of attention.

By Sunday evening, our sunburnt, exhausted volunteers managed

Chapter Leadership

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Vice President: Al Bally

Treasurer: Brenda Culver

Secretary: Alexander Falco

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one last team effort to tuck the tri-motor away. By any measure, Cavalcade 2023 was a huge success for both Bolingbrook's Clow International airport and EAA 461!

Advisory Circular 90-66C Update

Robbie Culver

The Federal Aviation Administration (FAA) recently released an **update** to Advisory Circular (AC) 90-66C, *Non-Towered Airport Flight Operations*. Thank you to my great friend Jon Couch for the tip on the update! For pilots, student pilots, air traffic controllers and aviation enthusiasts, it should be no surprise that the AC has been “updated to reflect current procedures and best practices at airports without an operating control tower or an airport with a control tower that operates only part time.” Obvious fact: Bolingbrook's Clow International airport (1C5) is an airport without an operating control tower. The past 18 months have seen multiple incidents and one landmark accident at airports without an operating control tower (also known as “pilot controlled”).

Section 8.2.1 of the AC states:

“The FAA does not regulate traffic pattern entry, only traffic pattern flow. This means that when entering the traffic pattern at an airport without an operating control tower, inbound pilots are expected to observe other aircraft already in the pattern and to conform to the traffic pattern in use. If there are no other aircraft present, the pilot should check traffic indicators on the ground and wind indicators to determine which runway and traffic pattern direction to use.

For example, an aircraft on an instrument approach flying on the final approach course to land would follow the requirements dictated by the approach procedure. ***Further, to mitigate the risk of a midair collision at a non-towered airport in other than instrument conditions, the FAA does not recommend that the pilot execute a straight-in approach for landing, when there are other aircraft in the traffic pattern. The straight-in approach may cause a conflict with aircraft in the traffic pattern and on base to final and increase the risk of a midair collision.***” (Editor's *emphasis*)

It is that last section that is a hot topic. On August 18th, 2022 a

Resources

Some resources used in studying for the FAA knowledge exam include the Airplane Flying Handbook, the Aeronautical Information Manual (AIM), the Pilot's Handbook of Aeronautical Knowledge, the FAA Aeronautical Chart Users' Guide, and the Practical Test Standards (PTS).

All of these are available for free online - a quick search found these documents in PDF format.

Much of this is the source material for your knowledge and oral exams, and none of it has to be purchased.

[Click here to locate these documents](#)

mid air collision at the Watsonville, CA airport resulted in 3 fatalities after a Cessna 340 making a straight in approach to runway 20 hit a Cessna 152 doing pattern work. The result of that collision was conversations across multiple Internet forums, Facebook groups, aviation alphabet associations, and pilot communities. Keep your eyes and ears open!!!

The AC adds in section 9.11.1 “Straight-In Landings. **The FAA discourages VFR straight-in approaches to landings due to increased risk of a midair collision.** However, if a pilot chooses to execute a straight-in approach for landing without entering the airport traffic pattern, the pilot should self-announce their position on the designated CTAF between 8 and approximately 10 miles from the airport, and coordinate their straight-in approach and landing with other airport traffic. **Pilots choosing to execute a straight-in approach do not have a particular priority over other aircraft in the traffic pattern and must comply with the provisions of § 91.113(g).**” (Again, editor’s **emphasis**)

As we have often discussed at Hangar Night and Chow at Clow, pattern entry at 1C5 is subject to this AC’s area of focus. If you spend time watching operations and listening to the CTAF on 122.9, you are sure to see just about every possible option exercised by pilots. In fact, it was a focus during my flight review, and I certainly learned something new as a result! (*Thank you Howard!*) Recently, I have seen and heard fixed-wing aircraft choose right-traffic for seemingly no reason (not authorized), aircraft failing to make radio calls when they definitely had a radio that worked (they made calls moments later), and a twin pass through the departure end of runway 36 at 1550’ at over 180 knots as 3 aircraft departed runway 36 in trail (confirmed by FlightAware). The struggle is real, my friends!

Let’s review a fact - “The FAA does not regulate traffic pattern entry, only traffic pattern flow.” That is a literal statement. “At an airport without a control tower, the pilot must fly the traffic pattern with left turns, unless otherwise stated in the Airport Chart Supplement, or as stated on the visual flight rules (VFR) Chart symbol for the respective airport.”

You can enter the pattern any number of ways - refer to the AC for specific examples - but you must fly the pattern making left traffic unless the FAA states otherwise. Period. *Just sayin’*

The FAA further clarifies this: “From the VFR Sectional Chart, a non-towered airport will indicate a right-traffic pattern with “RP”

Fly In Calendar

July 1st - Algoma WI (WI28) - Rio Creek Airport Fly-In and Hangar Dance. Starting at 7:30 A.M. 920-255-0094

July 2 Independence Day Pancake Breakfast Fly-In - Watervliet, MI (40C)

July 4, Ogle County airport, IL (C55) You don't want to miss the "Best in the Midwest" Fly-in/Drive-in Breakfast! 7:00am-11:00am ~ Rain or shine!
oglecountyairport.com/



July 8 EAA Chapter 2 Fly-in/Cruise-in - Fort Wayne, IN (KSMD)

Jul 9 Viroqua Fly-In/ Drive-In Breakfast - Viroqua, WI (Y51)

July 20-23 Brodhead WI (C37) - Pietenpol Reunion and Hatz Fly-in. Food, fuel, forums, camping and campfire. eaa431.org/

July 20-25 New Holstein WI (8D1) - Super Cub New Holstein Fly-In Week for AirVenture week. Activities, Food. Pre-register 414-253-0858 rcorfman@gmail.com

in the airport information on the sectional, which indicates that a right-traffic pattern is used at this airport.

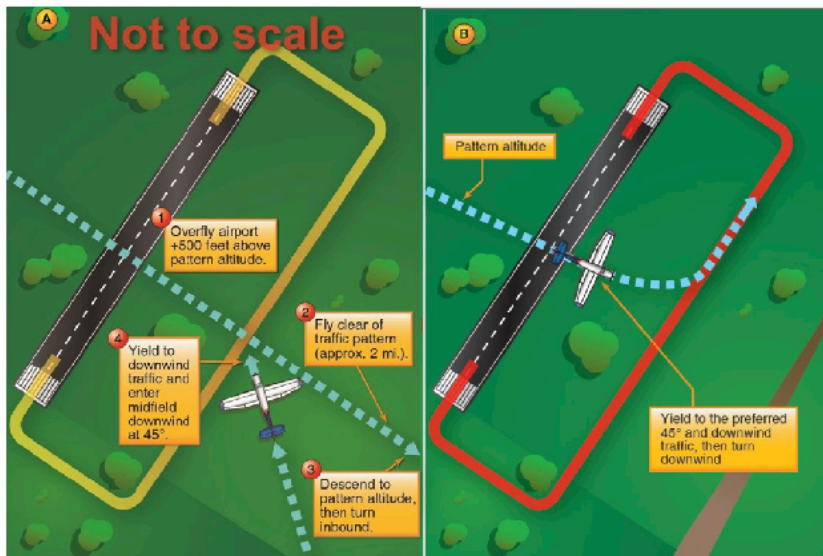
Figure 1. Sample VFR Sectional Chart With RP 32



Runways requiring the use of the right pattern are listed after the RP. An example would be RP 32, meaning that a right pattern is in use on Runway 32 (see Figure 1, Sample VFR Sectional Chart With RP 32). If an RP is not noted, it is assumed that the traffic pattern is a left pattern.”

That’s not optional! But how you enter that traffic pattern is. Section 9.2 adds “Fly the Standard Traffic Pattern. Arriving aircraft should enter the airport’s traffic pattern at traffic pattern altitude and avoid straight-in approaches for landing to mitigate the risk of a midair collision.” I will leave comments about straight-in approaches to more personal chats during hangar night or Chow at Clow. (I. Am. Not. A. Fan.)

Section 11.3 discusses “Traffic Pattern Entry. Arriving aircraft should be at traffic pattern altitude and allow for sufficient time to view the entire traffic pattern before entering. Entries into traffic patterns while descending may create collision hazards and should be avoided.



FAA Releases NPRM Concerning Flight Instructors

The FAA recently released a [Notice of Proposed Rulemaking \(NPRM\)](#) that is of interest to the flight instructor community and to those who are involved in the renewal of instructor certificates. The FAA is seeking comments on proposals described in the NPRM on or before June 22, 2023. The proposals include the removal of the 24-month expiration date on flight instructor certificates, replacing it with a 24-month recent experience requirement. Each of the current instructor renewal options would now be a method of demonstrating this recent experience.

Additionally, the NPRM proposes adding a new method of establishing recent experience and to allow a flight instructor whose recent experience has lapsed by no more than three calendar months to reinstate flight instructor privileges by taking an approved flight instructor refresher course rather than completing a flight instructor certification practical test. The FAA is also proposing to add two new methods under which a flight instructor may become qualified to provide training to initial flight instructor applicants.

For more information, [click here](#).

Entry to the downwind leg should be at a 45-degree angle abeam the midpoint of the runway to be used for landing. Aircraft should always enter the pattern at pattern altitude, especially when flying over midfield and entering the downwind directly.” *Descending into the pattern is bad.*

I know pilots use the teardrop entry, the midfield entry, the crosswind entry and the 45 degree entry. Each is relatively safe and each has its merits on any given flight. Be flexible, pay attention, and do what is needed to be vigilant and safe.

Most importantly - don't be afraid to learn. We are all student pilots. I heard the most experienced pilot I know say that. We should all be so humble.

Ray Aviation Scholar Update

Dante Gentile

I've waited a long time to start on my PPL and it is finally here! My first lesson was on Memorial Day at Joliet regional airport through J.F. Aviation. I have the same flight instructor that last year's Ray Scholar Jake used, Linda Colon.



So far I have totaled four hours of flight time, and four hours of ground school. During those flight hours I have been introduced

New NPRM Proposes to Formally Restore Flight Training in Experimental Aircraft

A Notice of Proposed Rulemaking (NPRM) from the FAA entitled “Public Aircraft Logging of Flight Time, Training in Certain Aircraft Holding Special Airworthiness Certificates, and Flight Instructor Privileges” will be published tomorrow in the Federal Register.

Among several rule changes, the NPRM proposes to codify the ability to train, without any further FAA authorization, in experimental, limited, and primary category aircraft when the use of aircraft is not being offered for hire to a third party as part of the instruction.

Under the proposed rule, Letters of Deviation Authority (LODAs) would continue to permit certain types of training where the aircraft is offered for hire.

For more information, [click here](#).

to steep turns, power on stalls, power off stalls and pattern work. On my third time up, my CFI let me take off on a grass runway which I was really excited about. It was bumpier than I thought it would be. Unfortunately because of the Canadian fires the visibility hasn't been great, so one day turned into instant ground school and another day during the flight we decided not to do the power on stalls. But it has been slowly getting a little better.

My main focus this summer is to try and get in as many flight lessons because once school starts it will be more difficult due to time constraints. I feel that so far, I'm taking this in stride and I cannot wait for the next lesson. I would like to end this by saying that I'm extremely grateful for Chapter 461 for the opportunity of this scholarship.

I'm happy that this Chapter is playing a huge part in my life and I hope to make everyone proud. *(Editor's note - you already have!)*

First Lesson

John Ogan

Here I am on June 6, 2023 holding my first flight logbook in front of a Remos GX.



My summer had already been off to an amazing start as I had the honor of being a member of Dean's ground crew for the Ford Trimotor visit at Cavalcade, and it had just gotten even better.

As a participant in the Young Eagle's Program since 2019, I have had a tremendous amount of amazing flight experiences. Whether

Moon Missions, Unique Aircraft Part of NASA's Presence at AirVenture Oshkosh 2023

America's legacy and future on the moon, unique aircraft, advanced aviation technologies, and a variety of presentations are among NASA's highlights coming to EAA AirVenture Oshkosh 2023 on July 24-30 at Wittman Regional Airport in Oshkosh, Wisconsin.

NASA's activities will be centered at its pavilion in Aviation Gateway Park, just northwest of the FAA control tower on the AirVenture grounds.

Other exhibits and programs will be showcased throughout the week at various other locations as well.

For more information, [click here](#).





it was Chuck's Cessna 182, Chad's or Zeke's Piper, Robbie's Sonex, George's RANS or RV Bob's, well, RV, 1C5 has been the site of many exciting flight memories for me.

The past year has been filled with Hangar Night discussions and re-viewings of Sporty's Learn to Fly videos. I enjoyed hearing other pilots' stories and following along as other members of EAA 461 shared their path to flight.

Now back to me in front of that sleek Remos. That was taken at *SimplyFLY* at the Aurora Municipal Airport (KARR) in Sugar Grove. After many visits to local airports and different flight schools, I decided that was the place for me.

Upon visiting with my CFI, Jack, we completed my application to the FAA, scheduled my first lesson, and I received my flight instruction binder.

At *SimplyFLY* all students receive a binder organized by flight level to provide a targeted progressive approach to training. The large array of different procedures and topics are presented in a logical order which the student and CFI work together to master.

The following week I headed back to the airport for my first lesson. I could hardly believe the day had arrived. I had completed all of my assigned reading and called WX Brief (*Editor's note - YAY!*). It was a sunny, hot afternoon and conditions were acceptable for VFR. My first lesson had been scheduled for the previous day, but we had to delay due to poor visibility which switched the airspace to IFR for a portion of the day.

Vietnam vets attending AirVenture: Honor Flight opportunity

This year, Vietnam-era veterans attending EAA AirVenture Oshkosh can apply for a unique opportunity to be part of the annual Yellow Ribbon Honor Flight that creates an unforgettable experience and welcome home for these vets. A limited number of seats are still available for the American Airlines flight on Friday, July 28, from Oshkosh to Washington, D.C., and returns at the end of that afternoon's air show.

For more than a decade, EAA has been proud to host the Old Glory Honor Flight organization as part of our annual Salute to Veterans Day at EAA AirVenture Oshkosh. Hundreds of northeast Wisconsin veterans have been part of this memorable day and the welcome home at The World's Greatest Aviation Celebration. Now there's an opportunity for other vets at AirVenture to apply!

If you or a Vietnam-era veteran you know is already planning to attend AirVenture 2023 and would want to apply for a seat on this year's flight, please go to the [online registration link](#) to apply by June 30. Available seats will be filled by a random drawing until they are gone. (NOTE: Applicants must be already attending AirVenture 2023 to be eligible. No transportation, lodging, or admissions to the event are provided to take part in the Honor Flight.)

For more information, [click here](#).

During our pre-flight briefing, Jack explained the goal of the flight would be to get the feel of the airplane and practice straight and level flight and turns. With an air of excitement, he told me that in spite of having previous exposure to a variety of GA aircraft as a Young Eagle, this would be the real thing with me in the pilot's seat.

A Remos is a slightly different bird than the classic 172 trainer, being powered by a Rotax engine and having a carbon fiber fuselage offering good thrust to weight ratio. The flight deck offers the pilot dual glass cockpit displays with an auto-mixture throttle and backup steam gauges. Unlike a Skyhawk, it feels as if you wear the Remos around you. The high wing construction with low dashboard and sunroof provides excellent visibility in nearly all directions except for directly below and behind the aircraft, making it a perfect VFR training cruiser to take to the sky.

During my second lesson more skills and maneuvers were added, including tower communications, clearing turns, slow flight, stalls, and takeoff. As we rolled down the taxiway we turned the plane into the wind and completed our before takeoff checklist. As we lined up on the centerline and increased the throttle Jack asked me the Vr speed; I replied "35," and he responded, "Let's go!"

Looking back I'm surprised I was able to give him the correct answer. If you had asked me ahead of time, I probably would have guessed that I wouldn't even have been able to answer what my name was given the excitement of the moment.

Watching the aircraft increase altitude above the ground is one of the greatest beauties of flying, the moment of liftoff giving the



EAA Aviation Museum Welcomes Two New Exhibits Along With Other Updates

The EAA Aviation Museum is seeing some updates, as two new exhibits will open in the coming weeks. One will focus on the work of drafters who played a pivotal role in designing some of the most iconic aircraft of WWII. The other exhibit will showcase the career of Mike Melvill, the first commercial astronaut.

The Telling Gallery in the Eagle Hangar will be the home of AirCorps Aviation's traveling exhibit titled *Drafting: The Art of Aircraft Engineering in WWII*. The exhibit provides a detailed look at the process of drafting aircraft designs during World War II. Original drawings from the Ken Jungeberg Collection are displayed across the exhibit, showing detailed depictions of some of the war's most iconic aircraft such as the B-25 and P-51. The Telling Gallery is sponsored by Fred and Barbara Telling.

immense feelings of freedom and adventure, heightened by being behind the controls.

I've only just started my flight lessons and I don't yet know where this journey will take me, but I can tell you as a new student pilot, it is the best feeling to be joining your friends in the sky and finally be Entering the Pattern.



Fond Farewells

Robbie Culver

As many of you have heard, it is time for Brenda and I to start saying our fond farewells to our family at EAA 461. This spring we purchased a lot at an airpark in Texas (Aero Estates - T25) and are in the process of having a hangar/home built there. A recent update - we have found a home with a hangar to rent on site while ours is built.

If all goes as planned, we will be living at the airpark by September 1st. This leaves us with many mixed emotions. EAA 461 and Clow are always going to be part of our extended family, and all of you will be welcome to come visit. Change is never easy, and we all know moving is especially stressful.

As a result, we need to start stepping back from our involvement with the chapter to focus on the craziness that comes with moving 902 miles with two people, two dogs, two cars and of course two airplanes! We will still be around through the move....but very busy.

So this is not so much a goodbye, as it is a "all y'all come visit!"

Historic Homebuilt Aircraft Anniversaries Part of EAA AirVenture Oshkosh 2023 Activities

A number of iconic homebuilt aircraft designs will be celebrating notable anniversaries this year at EAA AirVenture Oshkosh, which annually brings together the world's largest gathering of amateur-built aircraft. The 70th edition of EAA's fly-in convention is July 24-30 at Wittman Regional Airport in Oshkosh, Wisconsin.

"Homebuilding has been at the core of EAA since the first meeting in Milwaukee in 1953 with homebuilt aircraft continuing to represent a substantial percentage of the 10,000-plus aircraft that fly into AirVenture every year," said Charlie Becker, EAA's homebuilt community manager. "As we celebrate our organization's 70 years, several popular designs are celebrating their own anniversaries, and we invite all owners of those aircraft to come to Oshkosh to help commemorate the occasion."