

EAA 297KITTYHAWKERS

NEWSLETTER



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PRESIDENTS CORNER

This is the Month! Sun-N-Fun starts next Tuesday and some of our members will have already arrived when we kick off this Saturday's meeting. The weather outlook is looking great. Years ago, we had a tradition of meeting on Friday for lunch. If you are at the fly in, how about meeting Friday April 7 at 12 PM next to the FAA building for a Chapter lunch.

I am looking forward to heading down. And I am hoping to see more evidence of the FAA's new policy of allowing more of the experimental technology to be used in production aircraft. It will help with cost reduction and will new technologies into the cockpit. That will make our aircraft safer, more useful, and less expensive. Personally, I hope to see more of the ever elusive, diesel aviation engine.

For the meeting this month I wanted to get some long-range planning done for our May Fly in, so that is on the agenda. Additionally, we are on the lookout for a Secretary, so for any of you whom choose to miss our meeting, you do so at your own peril. Mark Thoman will talk about his recent visit to the Air Mobility Command Museum. Looking ahead, we will have a weather program in June and I plan a few aviation activities in the summer months. I hope to make it a fun summer.

Thank you to all of you, who, on a monthly basis, keep out chapter on course, on altitude, and ready to intercept the glideslope. The chapter couldn't function without your help.

If we don't see you at the meeting, I hope to see you down in Lakeland.

Blue skies and strong tailwinds,

Tom

MARCH MEETING MINUTES

The meeting was called to order at 10:01:47 By President Tom Goodwin.

Guests were introduced and included: Marcus Love and his father Melvin, Rudy Richardson (new chapter member), and Gerry Gable (new chapter member).

The Pledge of Allegiance was recited at 10:08:17.

Ken McGee conducted our daily Health and Happiness Instruction by building us either a two or four lane highway to Hawaii.

Aircraft building and Repair projects were discussed by various owners: Mark Thoman reported that Marcus Love, a senior at South West High School, is helping work on PATROL as part of his senior project. Marcus is also building a balsa model of a Citabria with a 6 foot wingspan! Sam McGowan- Says the wing that we worked so hard to attach to his flying machine must now come off for repairs. He was looking for assistance after the meeting.

There were several announcements: Sun & Fun this year will be held in Lakeland, Fl. April4-9, 2017. Air Wilmington would host a FFAST Safety Meeting on Mar 7 @1800. Our chapter spring fly-in will be held on Saturday May 13th. President Goodwin is looking to hold a chapter Board of Directors meeting in the next several weeks.

The program this month was given by Guest Speakers Jerry Gable and Ron Otejen who discussed their involvement with the new ADS-B program.

Lunch was served by Master Chef Ken McGee nearly, roughly, approximately, around noon.

Respectfully submitted,

Jim Flippen, Secretary

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ADS-B AND YOU

STAG AIR PARK – In accordance with current FAA regulation, an aircraft must have at least ADS-B Out when operating in designated classes of airspace after January 1, 2020. The presentations during our March meeting discussed both the history and the installation of the ADS-B system. The presentations were informative, and potentially expensive.

The first presentation was given by our new chapter member Jerry Gable. He, and his aircraft, were directly involved with the first test and evaluation programs of the ADS-B system. Jerry explained that initial research determined that our air traffic system was not going to improve if it continued to depend upon radar. With a GPS installed, an aircraft can calculate its own position with much greater accuracy than radar, and that the GPS can more readily predict the future movement of the aircraft because it is continuously monitoring both heading and airspeed. The ADS-B system is based on transmitting that data from multiple aircraft to the ground so that it can be collected and displayed. North Carolina became the first state to experiment with the early ADS-B system, and Jerry was asked if he would be willing to install the necessary equipment in his aircraft. Following some typical bureaucratic bungling his aircraft was certified and he participated in the early testing of the program. He discussed the equipment installation in his aircraft, the different displays, and the navigation software that he has used. His presentation was an interesting review of both the history and development of the ADS-B program.

The second presentation was given by Ron Otjon. He is the new owner of Sparkchasers Aircraft Services, located at the Johnston Regional Airport (JNX) in Smithfield, NC. They are currently installing the ADS-B systems in many different types of aircraft. His presentation was to the point and very

practical. He discussed with us the four most popular manufacturers of ADS-B systems including; Garmin, Avedyne, Lynx, and Appareo Startus. He detailed the capabilities and displays of each system, and the approximate cost of installation. Ron brought several of his technicians with him and they answered lots of individual questions from our chapter members. I was surprised to learn, that due to the approaching government deadline, there was a backlog for aircraft installation from ninety to one hundred and fifty days. There is also a government rebate program that is intended to encourage pilots to install the equipment in their aircraft. Following all of the procedures can earn a check of \$500 dollars.

Thanks to both Jerry and Ron for their time and effort. Both presentations were quite informative and certainly appreciated.

MARCH BOARD OF DIRECTORS MEETING

The Board of Directors met on Saturday March 11th in the No Whining Saloon. The board discussed the details of upcoming chapter events including presentations and the spring fly-in. Our President asked that both the minutes of our chapter meetings, and the monthly financial report be included in the newsletter. Our able Vice President, Aubrey Thompson, is the coordinator for the spring fly-in and he is ably marching forward with those tasks.

While we were conducting the meeting Gary Abrigo was flying his Jet Exec Helicopter for a prospective buyer, and Jim Flippen was similarly employed checking out the prospective buyer of his Aeronca Champ in a tail dragger. There was a lot of flyin' going on.

There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.

ANNIE'S BIRTHDAY ADVENTURE

Tom Goodwin - What do you do for your wife's birthday? Take her dinner with good friends. But it has to be a special dinner, and in the plane of course! I had heard about a vineyard and restaurant located just off Elizabethtown airport, (it is a major cross county). It was rumored to be quite delicious and very accessible from the airport. I called the E-town's airport manager, Oscar Taylor, and sure enough, the rumor proved to be true. Confirming with Oscar about the possibility of using the airport car Saturday night clinched the deal. When you're are trying to go big, you gotta' get the airport car, they always have so much ambiance. I once took some clients to dinner in Charleston via Charleston Executive back in the 90's. The airport car was a mid-70's wood-paneled Ford Country Squire, with each of the four doors a different color, and the headliner partially stapled to the roof - but I digress.

So, I called a buddy whose wife is a close friend of Annie's. I asked him if he would be game to take the girls on a mystery date and zip out to Elizabethtown Saturday night for dinner at a Vineyard. Doug, always up for a great bottle of wine, was onboard (so to speak), so I hatched a plan to tell Anne we were going out to dinner with Doug and Terrie, but I wouldn't tell her where.

Saturday night approached and Annie asked me what to wear, and I told her semi-formal, of course (remember the airport car). Saturday evening came and we jumped in the car, drove over to pick up Terrie and Doug, and started driving. There was some conversation about where we were headed, and I was "mums the word". As we turned on to North Kerr Ave, Annie was mildly curious about where we are headed, then when I turned into Tower Drive she was really curious. I got everyone through the security gate and walked to the waiting Bonanza. I had fueled and completed a pre-flight of "Bo" earlier in the day. So, we loaded the ladies in the rear seats, and Doug and I climbed up front for weight and balance. We fired up the engine, got the numbers, taxied out to runway 35, and in short order, we had our take-off clearance.

It's already dark, so this will be a night flight up to E-town. There was no moon so was a really dark night flight. Additionally, it was a short flight, and my eyes were taking a bit of time to adjust to the

dark cockpit. The winds were strong out of the northwest, and Bo's ground speed was a miserly 130 knots, so I started thinking about wind shear on final. My guests have been in the plane before but are not really GA people. And after talking up the trip, inviting our friends, I'm like, this has to be a magic carpet ride, it's got to be a smooth! (Note to self, remember the landing gear.)

I have flown into E-town a bunch for the Boy Scouts Young Eagles events we used to do. But I hadn't flown there in a few years. There was a +/- 2000' tower that was almost in a straight line between ILM and E-town and was indeed, an attention getter. I'm was looking for the tower and in the darkness, I couldn't find it. How can I not find a 2000' tower? And truth be told, I don't have the Ipad VFR Chart screen up. Nor do I really have time to look. Even in FAA vernacular, I'm not sure this would qualify as a cross county, it's just not that far. It's a 15 minute flight for crying out loud. Then I realized, that's the tower they took down last year! I found the airport and I check AWOS and wind was calm, so I planned for runway 15. In the descent, there were a few bumps, but the company seemed happy. I made a respectable night landing and parked next to the FBO. Of course, the place was empty. Now to find out if Oscar let me down!

We headed out to the parking lot, and low and behold I found a Ford LTD Crown Vic, police package with spotlight intact! Perfect! Keys were on top of the driver's wheel. Go Oscar! We piled in the car, and got it started. Of course, the "check engine" lamp is lit. Directions to the Cape Fear Vineyard and Winery were simple - left out of the parking lot, left at the light, left onto the Industrial Park Road, and right onto Vineyard Drive. Doug had me backed up with Siri Maps. We arrived at our destination without putting a mile and a half on the car. Terrie is truly impressed.

We walked into the restaurant and who do we find at the bar? Floyd Price and Robin Sprinks, who had also flown up from ILM in their SR-20. What a hoot! The restaurant sent over the Limo to pick them up because we had the airport car reserved.

So the vineyard and restaurant were an amazing venue. There are cottages available, (it's a bed and breakfast too), a lake, a huge ballroom, and a beautiful restaurant. The motif is celebrity art. We

were sitting next to paintings by Ringo Star and Sir Paul McCartney. Way cool!



Doug and the girls ordered a bottle of wine, it was ice tea for me. Dinner was great. Anne ordered shrimp and grits. Doug and Terri ordered the crab stuffed flounder, and I had the barbecue. The food was great, and the atmosphere and surroundings were superb. Our dessert was a chocolate lava cake, and it was a perfect finish to the meal. After dinner we walked around the restaurant. We headed into the ballroom and they had mannequins dressed with celebrity clothes. There was a suit of Sammy Davis Jr. (wow, what a little guy he was) and more celebrity art. There is a hallway of signed celeb's autographs. This place has to be seen!



We just about closed the place down, and we headed back out to the Crown Vic. We returned to the airport, we parked the car, and headed back to the plane. It was cool and clear and the airport is quiet and peaceful. The rotating beacon added to the picture perfect moment. We loaded up and got the plane started. We departed on runway 15 and climbed to 3000 feet, still looking for that silly tower.

The winds were kicking, and we had a 190 knot ground speed. The flight back to Wilmington was just a tad more than 10 minutes, but everyone was enamored with the beauty of the lights and sights. The "Bo" managed a decent night landing and the company and Annie were all pleased.

We all pushed the Bonanza back into the hanger and shut the doors. Annie's birthday dinner was a success and a great night to remember.



HUMOR

Harry Reasoner once wrote the following about flying helicopters:

"The thing is, helicopters are different from planes. An airplane by its nature wants to fly, and if not interfered with too strongly by unusual events or by an incompetent pilot, it will fly. A helicopter does not want to fly. It is maintained in the air by a variety of forces and controls working in opposition to each other. Having said all this, I must admit that flying in a helicopter is one of the most satisfying and exhilarating experiences I have ever enjoyed: skimming over the tops of trees at 100 knots is something we should all be able to do, at least once".

PLEASE PAY YOUR DUES

Our Treasurer, Jerry Collins, asks that you please remember that your annual dues of \$30.00 are due.

WEAR YOUR NAMETAGS

To be courteous to our guests, and to aid in learning our own chapter member's names, please wear your nametag during our chapter meetings. Thanks.

TREASURER'S REPORT

Editor's Note: Our able Treasurer, Jerry Collins, expressed the concern that our newsletter is published before the reconciliation of the chapter's account can be completed. The result is that this financial data is more than thirty days old.

January and February 2017 Combined

Beginning Bank Balance	\$2,396.65
Beginning Cash on Hand	\$90.00
Total Beginning Resources	\$2,486.65

Income

Hanger Rent	\$450.00
Meals	\$337.00
Member Dues	\$480.00
Chili Voting	\$118.00
Four County Elec Co-op Dividend	\$24.28

Total Income	\$1,409.28
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Expense

Chapter Room & Hanger	\$650.00
Meals	\$226.67
Propane	\$60.92
Bank Fees	\$6.00
Total Expenses	\$943.59

Net Income/(Loss)	\$465.69
Ending Cash on Hand	\$90.00

Ending Bank Balance	\$2,862.34
Reconciled	

Total Ending Resources	\$2,952.34
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Paid Members	16
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Respectfully submitted,
Jerry Collins, Treasurer

FUTURE EVENTS

March 2017

Saturday 4th	EAA 297 - Chapter Meeting 10:00 AM in the Chapter Clubhouse. Lunch in the No Whining Saloon 12:00 PM
Sunday 5th	South Carolina Breakfast Club, Lee County-Getters Field, (52J)
Sunday 19th	South Carolina Breakfast Club, Lexington County at Pelion Airport, (6J0)

April 2017

Saturday 1st	EAA 297 - Chapter Meeting 10:00 AM in the Chapter Clubhouse. Lunch 12:00 PM
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Saturday 1st	EAA 939 Young Eagle Rally and Cook-Out, KSUT East Ramp
Sunday 2nd	South Carolina Breakfast Club, Palmetto Air Plantation Airport (SC41)

Saturday 8th	EAA 297 – Board of Directors Meeting, No Whining Saloon, 10:00 AM
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Saturday 15th	EAA 939 Wings and Wheels Event, KSUT, West Ramp
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Sunday 16th	South Carolina Breakfast Club, Broxton Bridge Plantation Airport (SC55)
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Sunday 30th	South Carolina Breakfast Club, (KUZA)
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May 2017

Saturday 4th	EAA 297 - Chapter Meeting 10:00 AM in the Chapter Clubhouse. Lunch in the No Whining Saloon 12:00 PM
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Sunday 7th	South Carolina Breakfast Club, Whiteplains Airport (SC99)
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Saturday 13th	EAA 297 Spring Fly-In, Stag Air Park
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Sunday 21st	South Carolina Breakfast Club, Holly Hill Airport (5J5)
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June 2017

Saturday 3rd	EAA 297 - Chapter Meeting 10:00 AM in the Chapter Clubhouse. Lunch in the No Whining Saloon 12:00 PM
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Sunday 4th	South Carolina Breakfast Club, Rowan County Airport, NC (KRUQ)
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Sunday 11th	South Carolina Breakfast Club, Greenwood County Airport (KGRD)
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Sunday 25th	South Carolina Breakfast Club, Pickens County Airport (KLQK)
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HOW TO START A FIGHT

One year, I decided to buy my mother-in-law a cemetery plot as a Christmas gift... The next year, I didn't buy her a gift. When she asked me why, I replied, "Well, you still haven't used the gift I bought you last year!"

And that's how the fight started.....