

EAA 297KITTYHAWKERS

NEWSLETTER



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PRESIDENT SENDS

The joy and mystery of aviation, and aircraft ownership, continue.

I had two fun trips this past month in the Bonanza. The first was a trip up to Williamsport, PA for a family wedding. The airplane flew great, and the autopilot was well behaved. We had to make an RNAV (GPS) RWY 12 approach due to some low clouds. We popped out and I saw a runway. I sure do like it when that happens. I had Anne and Tommy on board and we saved about five hours, each way, over a trip in the car.

The wedding was a hoot. My wonderful son-in-law introduce me to two young gents who were involved with military aviation. The first was Fred Young, (Brother of the Groom) who was an Air Force Sargent who had been a C-130 Flight Engineer. Yeah, I said the same thing: "They still have them?" This guy was eaten up with aviation, to the point where he had gone out and gotten his Private License to feed his habit. He had been flying the C-130 for nine years. The Air Force had just reassigned him to recruiting, and he was bummed. However, they offered him a recruiting station in his hometown. Turned out he liked recruiting and he was loving life. One new aviation buddy.

The second gent, Capt. Brian Keck was an Air Guard C-17 Pilot and a NJ Policeman. He was exposed to a general aviation flight when he was young, and was instantly hooked. He worked over a number of years to get his private pilots license, and like many of us, his training path was an on, and then off again, affair as money would allow.

He tried hard to get into the Air Force, and just couldn't. He was told there was a local Air Guard wing that might need a pilot, so, he pivoted, and tried to

get into the National Guard. Additionally, he was told it would be helpful if he earned his private license. In a matter of months he completed his training. Now, a long story shortened, on a second attempt, he was offered a pilot position in a C-17 wing, located just a few miles from his hometown. Again, talking aviation, I learned Brian had learned to fly at an airport just a few miles from my home town of Whitehouse Station, NJ. His wife grew up in Flemington, NJ where I attended High School. Score a second, new aviation buddy.

I was introduced to these two gents one at a time. So, I made it a point to drag Fred over and introduce him to Brian. They started to compare stories and sure enough they were at the same airbase over in Afghanistan about the same time. Fred was sure they had met while deployed. The tales started, the booze did its work, and it was fun to just listen. The aviation world is indeed a small one.

Sidebar: I learned from a lifelong friend of Fred's, that I should ask him about "the Camel story". Sheepishly, he indicated the FLIR of the C-130 gunship indicated that there was a bunch of Taliban on the ground, so they engaged the target. Nope. But, to acknowledge the event, a young airman painted a Camel emblem on the aircraft, next to its other notable accomplishments!

Trip number two: A quick trip down to Atlanta to scope out one of our customers new Atlanta facility. I landed at Griffin-Spalding County Airport (6A2). The FBO building looked empty so I taxied over to a busier part of the airport. I shut down in front of what appeared to be an avionics shop, walked in, and introduced myself. I was told that indeed, the FBO, was on the other side of the airport. I was going to be picked up by a rental car company, so I wanted to get back to the other side quickly.

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Due to the heat, and with a heat soaked engine, I was concerned about fighting a hot start. That can be a humbling experience. Master on; mixture shut off; throttle closed; and fuel pump on for 30 seconds to clear hot fuel from the engine compartment. Mags on; starter engaged. Nothing. No starter noises, no loss of ship's power as in a low battery. Just nothin! Tried it again, and this time I check battery volts. The gage indicated 12.7 volts. But still, no starter or starter noises. And I have to catch a ride.

So. Back into the aviation shop where I talked to the owner. He said he would be happy to take a look at the plane first thing in the morning. My ride, not seeing me at the FBO, came over to the avionics shop, as they pick many people up there. I felt that was a good sign that I had shut down in the right place.

That night I posted on the Beach Talk Forum, and was able to pose my problem. Within two hours, there were ten posts with both suggestions on what to check as well as phone numbers of local contacts to call. It turned out, I had parked at a great avionics shop: Scotty Collins's Premier Avionics shop in Griffin. Additionally, a gent by the name of Bob Ripley, whom is a renowned Bonanza guy, was just a few miles away, as well as a of number of aviation supply houses.

The next day after work was done, I headed back to the airport. I found Scotty, and he indicated the plane started right up. He tested it three times, and he couldn't find a problem. Oh, and this too, no charge.... But, the plane was in need of a static and transponder check, so I offered: if the shop had the time, that I would like to have them completed.

I headed back to the FBO, to work for a few hours. Later, Scott called me and announced the aircraft was ready to go. I didn't mind the delay. I used it to allow some nasty weather to clear from my route home.

That is the wonderful thing about aviation, it is a small club, and we share a very a special bond. Just

like EAA 297, if you have a problem, a question, a project, someone is willing to jump in to help you.

We are just a month away from "Oshkosh", or Air Venture as it has been called for the past few years. It's is the Mecca of the GA world. It has been said in the past, and I'll say it again, if you haven't gone before, go this year. You are not getting any younger! And just like I have shared above, I guarantee you will make new and maybe meet old friends you haven't seen in years.

This weekend is our July meeting, and "Hawk" Thoman has designed two wonderful aeronautical challenges for the club. The first is a navigation contest and the second a spot landing contest. I know we don't have too many aircraft, so I am making it a point to invite as many pilots as I know from Wilmington. Additionally, I will work on personal invitations to the Chapters in Morehead City, and Southport, as well as others. The goal of the day is to get as many non-flying members paired with pilots to follow our Primary Mission Statement: HAVE FUN.

If you know of anyone who has a plane, and may have an interest in the challenge, please invite them.

Blue skies,

Tom

WEATHER IN OUR AREA

Mr. Tim Armstrong is the Meteorology and Climate Forecast Leader for NOAA in Wilmington. He gave an outstanding presentation of the weather in our south-east area and the general patterns that affect us. His visual presentation brought his discussion to life and made clear the rather complex, scientific principles.

He started with a discussion of the difference between the concepts of "weather" and the larger idea of "climate", and then he jumped right into the weather in our coastal area. He described how we are effected by both the waters of the Gulf of Mexico and the Atlantic Gulf Stream. They are both responsible

for the rainfall and humidity in our area. Which is no surprise to us, when we tally the number of chapter events that we have been forced to “rescheduled”. And he showed how they also spawn the hurricanes’ that occasionally batter our homes and hangars. Then he told of the Bermuda High pressure area, that often rests in the mid-Atlantic during the summer, and how it brings our local heat and humidity, but also helps to steer the major storms away from our beaches.



Bringing the discussion to the more local area he told us of the Summer Seabreeze’s that brew up the coastal thunderstorms on a daily basis. And then how, during the winter, the High-Pressure area will often rest over the eastern United States and cause a cold flow of air from the northern latitudes. And then he discussed the local weather phenomenon’s, he referred to as “micro-meteorology”. These weather patterns are caused by the different soil contents in different areas. The soils are heated by the sun at different rates, and this uneven heating can cause local weather patterns in the air above the soils.

The most fascinating part of Tim’s discussion was how modern data gathering and computer modeling have changed weather forecasting. He showed us how the local digital observations were transmitted to a computing system that then performed calculations for the local area and then combined those local models into a larger continental model. He also told us of how even a small miscalculation in a local area measurement could cause a profound change in the larger forecast model. He told us that

the biggest improvement in local weather forecasting will occur when there is less distance between individual reporting stations.

Tim’s presentation touched upon some very detailed and complicated sciences, but he made them understandable to we who simply want to fly thru the air safely. His enthusiastic expertise makes me more confident in the weather forecasts that I receive from our NOAA weather experts. Following the formal discussion, Tim answered lots of good questions. It was clear that his presentation was well received by the chapter. Thanks Tim!

FIFI’S VISIT

WILMINGTON, NC – Austin Smith - So, I got up in the morning, and I was so excited that I forgot my hat and sunscreen. (The major sunburn to my forehead caused many regrets later in the day.) Got to ILM... with no plane there. No matter, I waited where there were clearly other people who were looking to see the same thing I was. There were already a couple of other aircraft on display. The A-26C Sky Raider "Spirit of North Carolina" was very beautiful to behold (even from behind the yellow rope holding the masses back from the flight line). There was also a T-6 on display with fabric control surfaces. And beside it the same T-28 that came to our spring fly-in during 2016. The local Harrier Jets made a bunch of noise while they made a quick takeoff. Within seconds they were above the cloud layer that was hanging over the airport. Later, while he was landing, I even saw our own Ken McGee flying his R-44. There were lots of general aviation traffic going in and out along with some bigger regional jets.

About the time I was able to view all that was there, flying overhead of the airport, I could make out the sound of multiple prop engines, and saw the B-29 “FIFI” on final approach. A magnificent landing was announced with the bark of the tires as they touched



the ground. The aircraft taxied with the help of a ground control officer wearing large Micky Mouse

hands. (I didn't know those were regulation, but who was I to question!) The engines were shut down and the lucky passengers, who flew the first flight, disembarked from the aircraft. They had occupied various crew positions during the flight. Then the passengers for the second flight boarded, and the radial engines were started with a cloud of smoke and noise. "FIFI" was taxied out toward the runway.



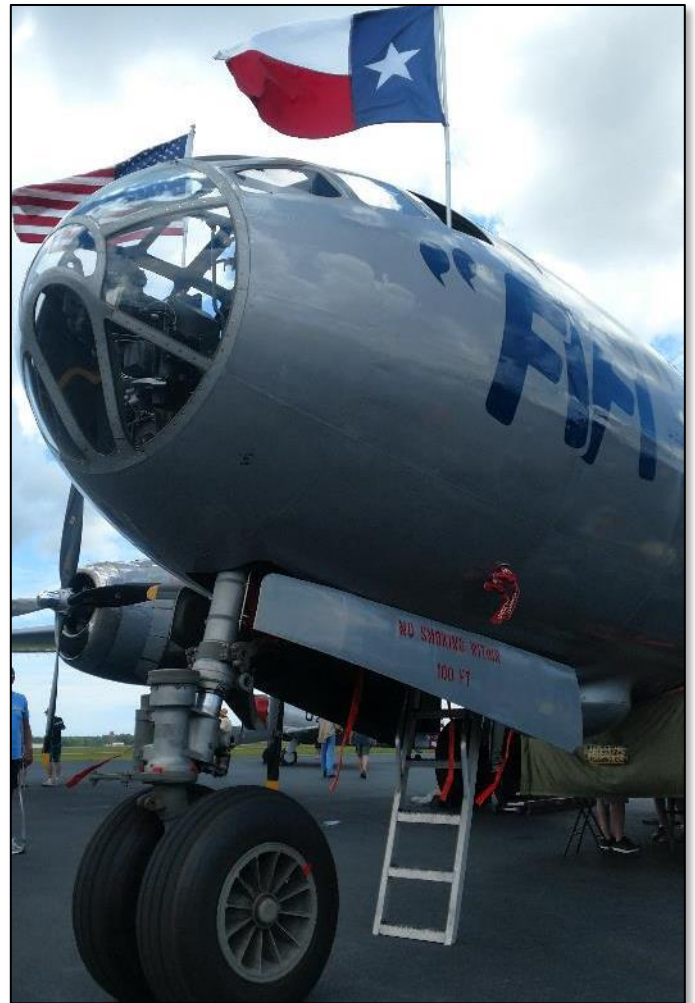
There was a T-6 Texan, flown by the Commemorative Air Force, that was also giving rides. Shortly after "FIFI" returned, and the passengers disembarked, they opened the bomb bay doors, and set up ropes to direct those who wished to explore the aircraft. They gave preference to Veterans of different wars, starting with WWII, on up to the present day, before letting the common rabble (myself included in that group) see the aircraft. After forty-five minutes of waiting in line, I was able to take a few pictures of the interior of the aircraft and many more of the exterior.



Overall it was an enjoyable experience. And it was inspiring to watch this flying piece of history that is the B-29 Super Fortress "Fifi".

To view all of the pictures that I took please click here or copy and paste this address into your web browser:

<https://goo.gl/photos/tofaQizCxXpZ1RcH8>



JULY AVIATION COMPETITIONS

During our July 1st meeting we will hold both a Navigation Competition and a Spot Landing Contest. We would like to invite any and all local EAA members to join us in these competitions. Our primary effort is to have fun, give us an excuse to fly, and to allow non-flying members to get a chance to go flying. Please come join us, have some fun, earn some awards, and some "bragging rights".

The "rules" and safety considerations for both contests are included with this email. The simple details of both competitions are included, and if you have any questions please be sure to contact us.

There are two weather related factors that will have to be considered prior to holding the competitions. Of course, the local weather on Saturday morning will have to be good enough to hold the event. If the local weather is not "flyable" then we will hold them on another meeting day. But every bit as important will be the runway conditions at Stag Air Park. If the runway is not dry enough to support the traffic then we will also have to postpone the

events. If you have any questions, or are making preflight preparations, please feel free to contact any of the chapter officers that are listed on page two of our newsletter.

MINUTES OF THE JUNE MEETING

Tom Goodwin gavelled the meeting to order at 10:07 am and promptly opened with "Mr. Health and Happiness" himself, Ken McGee. (Ken and his bride were flying the Robinson to Norfolk, Virginia and briefly stopped at Stag Air Park to top off the fuel tanks.) But, he still had time to tell us a great joke and introduced the "Chefs' de Jour" Billy and Glenn Hughes.

The Pledge of Allegiance was recited and then our guests, Clair (Jerry Collins friend.) and Don Jenkins were introduced.

The meeting continued with project reports:

Sam McGowan is still in the process of sanding his aircraft. (I'll bet about now it feels like a B-737.) A group of members helped him remove the starboard wing (that's the right one for you land lubbers) so that he could set it on some sawhorses and turn it over. Sure makes it easier to sand the bottom of the wing.

Billy Johnson reported that his work priorities had been misaligned during the previous month and that little had been done on his seaplane.

Mark Thoman reported that he had "completed" the starboard wing. Well to be more accurate, the fabric installation was complete and it was ready for the spray gun. He also reported that it was not very morale boosting to put the skeleton of the port wing on the sawhorses and then turn the pages of the instruction manual back to the start of the chapter that reads, "Let's do a Wing".

Aubrey Thompson reported that he was working on the control cable pulleys of his Cessna wings, and that he had purchased an automobile that he wanted to restore. Then he regaled us with the details of his involvement with an attempt to beat the "Time to Climb" record. The group is installing a Mazda Rotary engine with two rotors into a Harmon Rocket. Aubrey assisted in the selection of the gear train that would reduce the RPM of the engine to one that would be most efficient for the propeller.

The Minutes from the May meeting, and the Treasurers Report were accepted and approved.

Following a good bit of discussion, the chapter determined that we would hold our Navigation and

Spot Landing competitions during the July meeting. The objective of both of these events is to have fun, hone our flying skills, and provide non-flying members an opportunity to enjoy a flying adventure. The rules for both contests were published with last month's newsletter and will be published again with the July newsletter. It is the chapter's desire to open the competitions to all members of area EAA chapters.

We discussed our chapter participation in the Young Eagles program and how we might invigorate it. We have individual pilots who are "qualified" still participate but as a chapter we have not had any Young Eagle rallies in some time. It was recognized that an energetic Young Eagle Coordinator was central to the success of the program.

Austin Smith alerted us all to the arrival of the Commemorative Air Force, B-29, "Fifi" at ILM on June 16th thru 18th. We discussed the potential of hosting the EAA Ford Tri-Motor at OAJ during the fall.

Tom then introduced our guest speaker and we enjoyed a superb presentation.

Respectfully Submitted,
Mark Thoman, Acting Secretary

TREASURER'S REPORT

Editor's Note: As the newsletter was going to press, our able Treasurer was in the throes of moving to a new domicile. All his financial data was packed safely in the depths of a box yet to be opened. He will provide the current data for next month's newsletter.

FUTURE EVENTS

July 2017

- | | |
|---------------------------|--|
| Saturday 1st | EAA 297 - Chapter Meeting 10:00 AM in the Chapter Clubhouse. Lunch in the No Whining Saloon 12:00 PM |
| Tuesday 4th | Independence Day |
| Saturday 8th | EAA 297 – Board of Directors Meeting in the clubhouse. Time: TBA |
| Sunday 9th | South Carolina Breakfast Club, Triple Tree Airport, (SC00) |
| Sunday 23rd | South Carolina Breakfast Club, Cheraw Municipal Airport, (KCQW) |
| Monday 24th – Sunday 30th | EAA Airventure, Oshkosh WI (KOSH) |

August 2017

Saturday 5th EAA 297 - Chapter Meeting 10:00 AM in the Chapter Clubhouse. Lunch in the No Whining Saloon 12:00 PM

Sunday 6th South Carolina Breakfast Club, Anderson Regional Airport (KAND)

Sunday 20th South Carolina Breakfast Club, Berkeley County Airport (KMKS)

September 2017

Saturday 2nd EAA 297 - Chapter Meeting 10:00 AM in the Chapter Clubhouse. Lunch in the No Whining Saloon 12:00 PM

Sunday 3rd South Carolina Breakfast Club, Jim Hamilton - L B Owens Airport, (KCUB)

Sunday 17th South Carolina Breakfast Club, Laurens County Airport, (KLUX)

CLASSIFIED

FOR SALE - AIRCRAFT

1947 Stinson Voyager 108-2 - N9735K, 165 HP Franklin, 115 hrs SMOH on engine, 2199 TT on airframe, New Ceconite 101 Fabric 1998, new interior 1997, VFR instruments. \$38,000. Contact Larry Cutting (207) 752-3693 or Bill Rose (603) 531-2485

FOR SALE - HOUSES

101 Aviators Lane - 3 bedrooms, 2 bathrooms, roomy kitchen, laundry room, aircraft hangar. Listing Price: \$279,000. Contact Scott Shapiro - RE/MAX, Office: (910) 777 2761, Mobile: (910) 200-1525.

99 Aviators Lane - 2 bedrooms, 2 bathrooms, new kitchen, 1 year old, hangar plans available. Listing Price: \$189,900. Contact Robert Grasso - Intracoastal Realty, Office: (910) 256-4503, Mobile: (910) 899-8569.

ALAN CRADICK PHOTOGRAPHY

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HUNGRY? - Come join us at
the

NO WHINING SALOON

Enjoy a home cooked meal
prepared by our master chef.

Lunch is served promptly (not
really) at 12:00 following EAA
Chapter 297's business meeting
the first Saturday of the month.

- Recommended Contribution -

\$5.99 for fixed wing pilots.

\$4.99 for rotary wing pilots.

SAM'S FLYING SCOOPS

Johnston Regional Airport
Smithfield, NC

Local Farm Fresh Ice Cream

M-Th 2:30-7:00 / Fri & Sat 11:00-7:00

Sun 12:00-7:00

(Weather permitting)

info@samsflyingscoops.com

919-205-8599

Wisdom of Larry the Cable Guy

Eagles may soar, but weasels don't get
sucked into jet engines.