

NEWSLETTER

EAA 297 - KITTYHAWKERS

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PRESIDENTS CORNER

Please be aware of our chapter's active November thru December calendar of events. We will hold our traditional chapter meeting in the "No Whining Saloon" on Saturday the 5th of November. During the meeting we will discuss the logistical details our November Fly-In. Of course we will be looking for chapter members to volunteer for various responsibilities during the fly-in. These include: aircraft parking, antique automobile parking, and general help to our guests. There are lots of opportunities to have fun and be a part of the success. We will also discuss the details of our annual Christmas Party. Our meeting will be followed by our famous "NO Whining Saloon" lunch prepared by our master gourmet chef Captain Ken McGee.

On Saturday 12 November we will hold our traditional Fall Fly-In at Stag Air Park. The fly-in will include a collection of antique automobiles and the traditional pork and chicken Bar-B-Q dinner provided by the Jordan's Chapel. And starting this year we have an additional surprise; Flying Scoops will be selling homemade ice cream! There will be lots of FUN for all!

During December we will finish our chapter year with our annual Christmas Party on Saturday the 3rd of December. This has always been a favorite chapter event of mine.

I am looking forward to seeing y'all at the meeting!

Cheers!

David Moore

MR. JERRY GABLE AND THE X-29

STAG AIR PARK - Tom Goodwin - Our October program was presented by Mr. Jerry Gable on the X-29 experimental aircraft. Jerry is one of the founding members of EAA Chapter 939, owns a 1962 C-172, and is a long time pilot with more than 6,000 hrs of flight time. Jerry's aircraft was the first to have an operable ADSB system in his aircraft. (More on that next year!)

Jerry is a Physicist by degree and had the opportunity to work with a number of non-governmental think tanks as a technical grant reviewer. The projects were all DoD type projects. In this capacity Jerry would review proposals to determine if the technology proposed in the projects were truly within grasp, or to put in other words, that the project was technically feasible. There were many grant applications were deemed possible, but not yet technically feasible.



Jerry had a Grumman project that came across his desk that called for an aircraft with forward shaped wings, much like that of the Junkers Ju 287. The theory was that the forward wings would make for a extremely maneuverable fighter. The tricky part lay in the building of the wings. The wings had to be tremendously strong, as the bending moments

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at the tip of the wings tended to cause the wings to break off in flight. The time frame was the early 1980's and graphite fibers were just coming on to the scene. The new fibers were extremely strong, and could be molded into many forms. So Jerry felt that with the use of carbon fibers, the wings could be made sufficiently strong to prevent the wings from bending. So the go ahead was given to Grumman for two X-29 test bed aircraft.

The X-29 design made use of the forward fuselage and nose landing gear from the F-5As with the control surface actuators and main landing gear from the F-16. The wings of the X-29, made partially of graphite epoxy, were swept forward at more than 33 degrees.

As with many projects, the project started to fall behind schedule. At this point in time, Jerry was still working at the think tank. Grumman felt that with his knowledge of the program as well as his technical skills, he would be the man to put the program back on track and offered him the job of project manager. Jerry eagerly took the job.

Jerry explained the aircraft was unstable in all three axis, so a fly by wire system had to be developed. The flight control system was made up of three redundant digital computers backed up by three redundant analog computers; any of the three could fly it on its own, but the redundancy allowed them to check for errors. Each of the three would "vote" on their measurements, so that if any computer was malfunctioning, it could be immediately detected.

Jerry also discussed how the X-29 design made use of the anisotropic elastic coupling between bending and twisting of the carbon fiber composite material to address this aeroelastic effect. Rather than using a very stiff wing, which would carry a weight penalty even with the relatively light-weight

composite, the X-29 used a laminate which produced coupling between bending and torsion. As lift increases, bending loads force the wing tips to bend upward. Torsion loads attempt to twist the wing to higher angles of attack, but the coupling resists the loads, twisting the leading edge downward reducing wing angle of attack and lift. With lift reduced, the loads are reduced and divergence is avoided.

Jerry was sent to Edwards AFB to help set up the logistics for the test program, but left the program prior to the official test program. Jerry's program was well received by our chapter, and I have invited Jerry to return next year to discuss ADSB technology and how he got to be a test bed for the ADSB program.

HOOD FIELD FLY-IN

HOOD FIELD - Bill Hood - It was a fantastic day. The weather could not have been better. About 24 planes and 6 powered parachutes took the field. We had about 15 pounds of chili leftover but all of the desserts, 160 pieces of fried chicken and over 200 drinks, tea and 200 water bottles were consumed.



My thanks to the pilots who flew all who were willing to stand in line. They include: Robert Montedonico (Piper Cub); Steve Winn (Sky Jeep); Tom McFalls (Piper Cub); and Robby Pederson (Just SuperSTOL) and the AirCAM. I estimate we took between 50 and 60 people flying. Everyone that was willing to stand in line got a ride.

We had a Beech 18 come from the Ahoskie area. This is one of the largest aircraft we have had at the fly-in. It certainly rivals the Cessna Caravan we had a few years ago. A beautiful aircraft from a bygone age.



Gina and I think we have at least one more fly-in in us and so hope to see you next year on the 28th of October.

HOOD FIELD - Garry Brown - Bill Hood's Fly-in Report

For those of you that didn't make it to 66NC on Saturday, you missed a great gathering. There were about 20 to 25 aircraft of the usual mix, to be capped off with the arrival of a beautiful Beech 18. It was an awesome sight to see the big plane (47.75' wing span) lumbering down the 70' wide runway and touch down at midfield. The Corvette club was back, wishing their rides had wings. There was enough Chili and airplane rides to go around. Jerry Collins and I were the only attendees from Chapter 297. There is always next year.

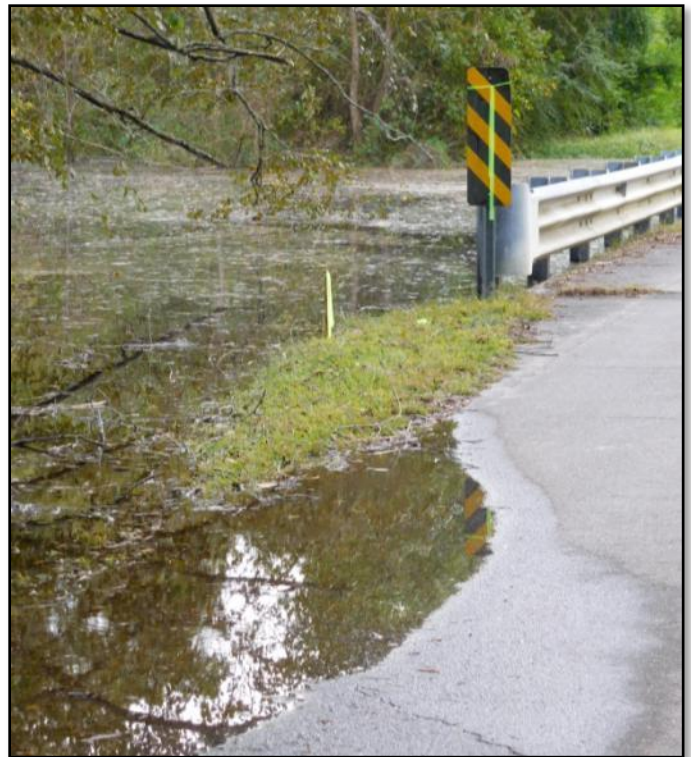
RESTORATION OF THE NO WHINING SALOON – “DIDN'T IT RAIN”

At our most recent board of directors meeting we determined that the clubhouse really needing some sprucing up. So we selected a date and determined that with enough help, and the right

supplies, we could paint the clubhouse during one Saturday.

I have painted a few too many rooms and during the drive home I contemplated the decisions we had made. I recognized that while a bean counter might reduce the task to a number of man hours, and then determine that if enough men were put in one room at one time, sufficient man hours might be available, the task would never be completed. Paint takes time to dry. So during the drive home I decided that I had both the time to spare and the basic technical skills. If I spent some effort getting the project prepared that on the Saturday planned we could actually finish the final painting with a group working together.

Then came hurricane Matthew. But he really only amounted to a wet delay of a day or two and on Monday following the storm I drove to Stag Air Park and began the project. Purchasing paint, and then removal of all art work, book shelves, and furniture from near the walls consumed the first day. During the afternoon Sam and Nancy McGowan stopped by with their Grand Daughter. Sam volunteered to help the next day so we set a time and I drove home.



Typical of a straight line, mission oriented, thinker; I listened to the reports of rising water to the west but didn't let that interrupt my progress on Tuesday morning. Right up until I reached the

intersection of Highway 53 and Highway 50 in Maple Hill, about half way between Jacksonville and the clubhouse. There I was met by a pair of State Troopers and lots of blinking blue lights. Highway 53 was underwater and closed. I could follow Highway 50 North to Chinquapin or South to Topsail and then continue to Stag. A quick glance at a map showed that turning north was shorter so off I went. There was a good bit of standing high water on Highway 50 but the road was not blocked. Until I got to Chinquapin where I met another team of State Troopers. Just a few yards behind their vehicles, Highway 50, in downtown Chinquapin, looked more like a reservoir than a road. At this point I had driven around eastern North Carolina for more than an hour and a half and not reached my destination. Enough. I communicated my predicament to Sam and headed for home, before I couldn't get there.



While the water continued to rise on Wednesday and Thursday, I was able to drive south on Highway 17 to Hempstead and then follow Highway 210 to Rocky Point. I did note that the water level at the small bridge just south of Stag Air Park kept getting closer and closer to the bridge. On Thursday Ed Brown, Vernon Pitts, and Tony Spicer helped move

some of the last of the furniture and prepare the walls for paint. Each day more of the trim was painted and the walls were cut-in for the final rolling.

I arrived on Friday to find Phil Ellison back from one of his world ranging excursions and he was spackling the damaged walls. He also did a lot of sealing with special paint in preparation for the final coats. Later in the day, as noon approached Bob Richards arrived. He made the mistake of asking if he could help and we broke out the paint rollers. He and Phil did a superb job of the initial paint of the walls. And amid all their efforts there were no major painting disasters. By the time we finished on Friday evening the clubhouse was eighty percent complete. But there was plenty of work to be done before we could hold a chapter meeting. Now the question was could we actually drive away from Stag Air Park. There had been some discussion that we might be stuck where we were, but I got home successfully. I did note that the water under the bridge continued to rise.



Saturday was the big day, and to make it really special, Ken McGee flew up to Jacksonville in his R-44 to pick me up. It was fun to watch the stares

from the Home Depot parking lot as I climbed aboard my fancy ride. We got to fly low and observe all of the water that was forecast to peak that day. The North East Cape Fear River; which travels parallel to Highway 40 and winds under Highway 53 and then south around Stag Air Park; was well above flood stage. We observed at least one mile of Highway 53 completely submerged near Holland's Fish Camp. The small community near the corner of White Stocking Road was flooded, but fortunately the water looked to be less than a foot deep and not above the foundations of the houses.

We arrived at the clubhouse to find a crew ready to go to work. Lead by Dave Moore, there was Jerry Collins, Phil Ellison, Drew Holbrook, Aubrey Thompson, Sam McGowan, Ken McGee and I. A small team finished the painting chores while the rest decided to make repairs of our ageing fluorescent lighting. Lead by our pair of "knowledgeable" electricians (Aubrey and Ken) they made a trip to the hardware store and after several hours of effort replaced the baffles in half of the fixtures. Then came the effort to determine which of the pile of light bulbs was good or bad. But after a lot of effort the clubhouse lighting shone brightly. It made a remarkable difference. Aubrey Thompson also installed a new set of blinds in the window to help block the light during our multi-media presentations.



The team collectively determined that the basic configuration of the clubhouse has served us well over the most recent years so we elected not to change it. Jerry Collins made a thoughtful suggestion, and we decided to take the wall space near the American Flag and fashion a "Memorial

Wall". We would like to hang there the photos of our chapter members that have "gone west" in a fitting tribute to their contribution to aviation and our chapter.

By late afternoon we began to hang some of the artwork and fixtures back on the walls, but we learned quickly that hanging artwork "by committee" is a difficult task. While not officially complete, the clubhouse is ready for our next chapter meeting and will hopefully be finished for the Fall Fly-In.

A hearty "Thanks" to all who contributed. It was a job well done and I think you all will be pleased with the teams efforts.

Fortunately the North East Cape Fear River began to subside on Saturday and Highway 53 was reopened that afternoon.

FUTURE EVENTS

November

- Saturday 5th **EAA 297** - Chapter Meeting 10:00 AM in the Chapter Clubhouse.
Lunch in the No Whining Saloon 12:00 PM
- Saturday 5th Cox-Grantham Annual Fall Fly-in (6NCO)
- Saturday 12th **EAA 297** hosts Fall Fly-In 10:00 AM at Stag Air Park (7NC1)
- Sunday 13th South Carolina Breakfast Club, Mt Pleasant Regional-Faison Field (KLRO)
- Wednesday 23rd **EAA 297** - Board of Directors Meeting 7:00 PM, No Whining Saloon
- Saturday 26th EAA 1456 - Pancake Breakfast Fly-In, Sumter County Airport (KSMS)
- Sunday 27th South Carolina Breakfast Club, Fairfield County Airport (KFDW)

December

- Saturday 3rd **EAA 297** - Chapter Annual Christmas Party in the Chapter Clubhouse.

Sunday 11th South Carolina Breakfast Club,
(KSPA)

Sunday 18th South Carolina Breakfast Club,
(S17)

HUMOR

While walking down the street one day a corrupt Senator was tragically hit by a car and died. His soul arrives in heaven and is met by St. Peter at the entrance. "Welcome to heaven," says St. Peter. "Before you settle in, it seems there is a problem. We seldom see a high official around these parts, you see, so we're not sure what to do with you.

"No problem, just let me in," says the Senator.

"Well, I'd like to, but I have orders from the higher ups. What we'll do is have you spend one day in hell and one in heaven. Then you can choose where to spend eternity."

"Really? I've made up my mind. I want to be in heaven," says the Senator.

"I'm sorry, but we have our rules."

And with that, St. Peter escorts him to the elevator and he goes down, down, down to hell. The doors open and he finds himself in the middle of a green golf course. In the distance is a clubhouse and standing in front of it are all his friends and other politicians who had worked with him. Everyone is very happy and in evening dress. They run to greet him, shake his hand, and reminisce about the good times they had while getting rich at the expense of the people. They played a friendly game of golf and then dined on lobster, caviar and the finest champagne. Also present is the devil, who really is a very friendly guy who is having a good time dancing and telling jokes. They are all having such a good time that before the Senator realizes it, it is time to go. Everyone gives him a hearty farewell and waves while the elevator rises.

The elevator goes up, up, up and the door reopens in heaven where St. Peter is waiting for him.

"Now it's time to visit heaven....."

So, 24 hours passed with the Senator joining a group of contented souls moving from cloud to cloud, playing the harp and singing. They have a

good time and, before he realizes it, the 24 hours have gone by and St. Peter returns.

"Well, then, you've spent a day in hell and another in heaven. Now choose your eternity."

The Senator reflects for a minute, then he answers: "Well, I would never have said it before, I mean heaven has been delightful, but I think I would be better off in hell."

So St. Peter escorts him to the elevator and he goes down, down, down to hell...

Now the doors of the elevator open and he's in the middle of a barren land covered with waste and garbage. He sees all his friends, dressed in rags, picking up the trash and putting it in black bags as more trash falls from above.

The devil comes over to him and puts his arm around his shoulders.

"I don't understand," stammers the Senator. "Yesterday I was here and there was a golf course and clubhouse, and we ate lobster and caviar, drank champagne, and danced and had a great time. Now there's just a wasteland full of garbage and my friends look miserable. What happened?"

The devil smiles at him and says, "Yesterday we were campaigning, today you voted."

CLASSIFIED

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Will be opening soon at ILM

Discount for EAA Members

Always remember that you fly an airplane with your head, not your hands. Never let an airplane take you somewhere your brain didn't get to some minutes earlier.