



# NEWSLETTER

## EAA 297 - KITTYHAWKERS

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## HOLIDAY CAUSES MEETING DELAY

STAG AIR PARK - At last month's meeting it was observed and discussed that our September meeting was originally scheduled during the Labor Day Holiday. A motion was made, seconded, and passed that the September meeting would be delayed one week to maximize participation.

So this is your formal notice: September's meeting will be held in the No Whining Saloon at 10:00 am on Saturday the 10<sup>th</sup> of September. The clubhouse will be rather quiet on Saturday the 3rd of September.

### PRESIDENTS CORNER

Don't forget our EAA chapter meeting will be delayed one week due to the Labor Day holiday. It will occur at the usual time on Saturday, 10 September 2016. Mark Thoman recently visited the Western North Carolina Aviation Museum and he will give us a presentation on the museum. Our Master Chef Ken McGee will create a culinary delight for lunch. Should be a fun meeting!

I expect some rough weather during the next several days as a couple of low pressure systems move adjacent to New Hanover, Pender, and the outer banks. I'm going to do some hanger flying and install a new battery solenoid on my Cub.

I'm still looking for some help to stand-up a booth at the (ILM) Wilmington's Aviation Day, Saturday, 8 October. It starts at 0900 and ends at 1500. There will be some static airplane displays, fire trucks, etc. One of my neighbors is bring his club's remote control planes for static display. Food trucks will be selling food.

Interest in standing up a Stag/EAA 297 Flying Club will be discussed during our next meeting. This is a great opportunity to advance in aviation experience. Anyone who has experience with/in a flying club is solicited to attend. We need to start building some simple business rules. I'm sure we can find some basic business rules to start with.

The third class medical reform is a vision realized. Check EAA and AOPA websites for details and answers to your questions. The FAA is still in the effort of drafting and publishing the detailed rules for the medical reforms, but the rules will not take effect until 2017.

A chapter board of directors meeting is planned for 14 September at 1900 hours in the clubhouse. This date can be moved as necessary for the board members. We have received several requests for Church/Boy Scout merit badge help and we should discussed these at our next board meeting.

Our chapter presentation for Saturday, 1 October will be a quest speaker with USAF experience with advanced experimental aircraft. It should be quite interesting.

Dave

### FLYING WITH DREW AND GARRY – by Mark Thoman

STAG AIR PARK - Last month's meeting proved to be much more exciting than I had originally anticipated.

My guest Robin and I arrived at the No-Whining Saloon more than twenty-five minutes early. We met Garry Brown in the clubhouse where he was firing up both the coffee and the air-conditioning in preparation for the meeting. We chatted a bit and then I prevailed upon Garry to give Robin a close up look of his prized RV. When we got to the hangar it was all closed up, but during the walk around Garry opened the doors and pulled his aircraft into the sunlight. The blue and gold markings gleamed in the sun and Garry was showing us the recent work that he had completed on his engine cowling.

While we were admiring Garry's craftsmanship Drew Holbrook taxied up in his cherry red RV-8. He stopped in front of Garry's hangar and made a few hand signals that made it very clear he was looking for a copilot. In true aviator fashion I turned to Robin and announced that, "I

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was going flying!” and that she was on her own. (Real nice host I turned out to be.) About half way to Drew’s aircraft I realized that I wasn’t being very polite and turned to see Robin’s reaction. It was then that I understood why Garry had pulled his machine out of the hangar. He was going flying too, and Robin was going to be his copilot. Any guilt that I might have had immediately vanished.



Drew shut down enough to retrieve a headset from his forward baggage compartment and he help me get strapped in. Seconds later he fired up the engine and we were taxiing for takeoff. And here I thought that this was going to be just another meeting day. Instead, I was going flying!

Drew methodically completed the engine run-up, the takeoff checks, and he taxied onto the runway. He smoothly added power and we rapidly accelerated. I don’t think we rolled more than 500 to 600 feet before we left the ground and established a pretty steep climb angle. Whoa! This aircraft wants to fly! At this point I have to mention that all of the following performance descriptions are based on a comparison with PATROL, my old, heavy, slow, and underpowered Citabria. I have just climbed into a light, low drag, and well powered little rocket. So, you will have to forgive my enthusiasm.

Any of you who have had the opportunity to examine Drew’s RV-8 know what a beautiful aircraft it is. Drew’s craftsmanship and meticulous attention to detail are evident throughout. He has had a lot of fun adding a digital cockpit and an autopilot. I’m not sure why he needs an autopilot. Drew flies his aircraft smoothly and

confidently, and he makes the aircraft do exactly what he wants without any apparent control input. Why would you want to turn those fun duties over to a computer?

With one hundred and eighty horses under the cowl and a constant speed propeller we were climbing through three thousand feet in very short order. It was a beautiful Carolina Beach morning with white cumulus clouds starting just a little over two thousand feet. The sun was shining above those clouds so Drew pointed the nose up again, and we blasted through the cloud layer and leveled off above five thousand feet. Once level he set a cruise power and propeller setting. At 55 percent power (a digital cockpit gets you that kind of accuracy) we were slicing through the sky at 165 knots. Drew trimmed the aircraft for level flight and then said the magic words, “You’ve got it”.



The visibility under Drew’s fighter like canopy, even from the rear seat, is spectacular. Except for the small part of the horizon straight ahead, blocked by Drew, I had an unobstructed view of the world. I do enjoy a low wing aircraft for visibility. From horizon to horizon was Carolina blue sky, ocean, and glistening white clouds.

This is flying at its finest. I stretched my legs out to rest them on the rear seat rudder pedals. They are a uniquely simple design. Instead of a second set of rudder pedals, there is a small tube connected to the pilots rudder pedals that extends aft to the copilots foot rest. It has a silver dollar sized pad, connected to the end, that the copilots foot rests on. As I pressed on the pad I actually moved the pilots rudders. The stick in the rear cockpit is much shorter than the one installed in my Citabria. But I realized in seconds that the mechanical advantage that is required in my aircraft is certainly not required in Drew's. His flight controls are light and responsive and the shorter stick gives you all of the control input that you need.

And does his aircraft respond. I wiggled the controls just a little and the aircraft jumped at every input. PATROL would not have even moved with the same stick wiggle. The roll rate in Drew's aircraft is impressive. The short wing span and the large ailerons make for a very quick response and turning is just a thought away. Flying straight and level is so overrated. I spent the next several minutes rolling in ever increasing angles of bank while attempting to hold a reasonably level altitude. I was expecting to have to coordinate with rudder to maintain balanced flight. In fact the ailerons create very little adverse yaw and unless you are really aggressive with a roll input there is almost no requirement for a rudder input. I found that if I left the rudders alone the aircraft remained in balanced flight. At steeper angles of bank a smooth pull aft on the stick increased the "g" appropriately and there wasn't a notable decrease in airspeed.

At this point I must note that there are no cockpit indications in the rear seat of Drew's aircraft. An out of balanced flight condition is very evident from the back seat, but whether I actually maintained altitude or airspeed is a mystery to me. And at that point I didn't care. This was "seat of the pants" flying at its finest. Drew suggested that he might put some indications in the rear cockpit. I think he should leave the indications in the front seat and allow the copilot the pure joy of flight, without the requirement to stare at an indicator. But, I must admit that old habits die hard. During several turns I remember attempting to glance inside at a gage only to realize that there was nothing to look at. So my scan rapidly became one that was purely "outside". With the advent of the "glass cockpit" looking out is something that we have been forced to teach. Most new pilots get sucked into the cockpit displays and rarely look out the windows. That's not flying, that's managing the numbers.

So after a few turns I began to add some climbs and descents in some ever increasing lazy eights. As the nose

got higher I could feel the airspeed decrease a bit and as the nose got lower, in this low drag rocket, I could feel the airspeed build rapidly. I mentioned to Drew that I had no airspeed indications and had no idea how close I might be coming to maximum airspeeds. He indicated that he would give me a warning if I started to get too close. I steadily increased the angle of bank in the lazy eights to ninety degrees with the nose coming up and down around thirty degrees. At that point the maneuver should really be called a wing over. What fun!

Now arises the problem, I really wanted to "get upside down", but I am a guest in someone else's aircraft. So I asked Drew if I could perform a roll. He said, "Sure." and we discussed his procedure. He described using full aileron deflection for a really quick roll. So I started with a shallow dive to pick up a bit of airspeed, then brought the nose ten to fifteen degrees above the horizon. There I gave a slight push forward on the stick to create a little less than a full positive "g", and I put in what I think was about half the aileron deflection. The horizon effortlessly rotated around the nose. It was beautiful! Even with only a half deflection the roll was complete in about three seconds. Then Drew demonstrated what full deflection looked like. The roll was complete in a little over a second.

Then I executed my favorite aerobatic maneuver, a barrel roll. With the nose down and some added airspeed I pulled up and at about thirty degrees nose up I began a roll that just flowed from right side up to upside down and back again. What a smooth and exciting maneuver that rotates around all of the aircraft's axis. Last but not least I asked Drew into showing me a loop. He smoothly buried the nose, picked up airspeed, and then pulled smoothly to about three and a half "g's". That was when I really appreciated the full canopy. Nearing the vertical in the loop we both tossed our heads back and picked up the far horizon. This keeps you oriented during the maneuver and helps you judge the speed of the nose through the top half of the loop. In PATROL there is fabric over my head and I am forced to perform a loop "in the blind". I do not see the far horizon until I am almost inverted. All I can do is to keep pulling and hope not to run out of airspeed before I am finally on the downward side of the loop. At the bottom of Drew's loop we flew through the burble that was our own prop wash. I was taught in flight school that when you did that, you had flown a "perfect" loop. Well done Drew! There is nothing like turning the horizon around to give you a new "attitude".

Drew had me point the nose back toward home and we began a power on descent. Lined up with the runway I flew us into the "left break for runway two-nine". I

snapped to ninety degrees angle of bank, added back stick pressure to bring on the “g” to decelerate, and smoothly brought the power to near idle. I hadn’t performed a “break” in a while. Drew took over on downwind with the landing checklist and then full flaps. We came over the fence with his fancy, computerized stall warning system starting to beep. Drew flared in front of the clubhouse and squeaked onto the runway with just a whisper of the grass against the tires. A perfect ending to a fantastic flight. A few minutes later Garry and Robin were back on the deck, and based on the four big grins, I knew that all of our “fun meters” were pegged.

Robin spoke excitedly of her flight while we drove home from the meeting. Her enthusiasm for aviation has certainly been rekindled. I want to express our sincerest appreciation to Garry and Drew for sharing their time and aircraft with us. Flying is a special adventure, and it is not until you haven’t flown in a while that you recognize just how special an adventure it is.



Garry Brown, Drew Holbrook, and their RV’s.

## FUTURE EVENTS

### September

- Sunday 4<sup>th</sup>** South Carolina Breakfast Club, Jim Hamilton L B Owens Airport (KCUB)
- Saturday 10<sup>th</sup>** **EAA 297** - Chapter Meeting 10:00 AM in the Chapter Clubhouse. Lunch in the No Whining Saloon 12:00 PM
- Wednesday 14<sup>th</sup>** **EAA 297** - Board of Directors Meeting 7:00 PM, No Whining Saloon
- Sunday 18<sup>th</sup>** South Carolina Breakfast Club, Laurens County Airport (KLUX)
- Saturday 24<sup>th</sup>** EAA 1456 - Pancake Breakfast Fly-In Sumter County Airport (KSMS)

### October

- Saturday 1<sup>st</sup>** **EAA 297** - Chapter Meeting 10:00 AM in the Chapter Clubhouse. Lunch in the No Whining Saloon 12:00 PM
- Sunday 2<sup>nd</sup>** South Carolina Breakfast Club, Woodward Field Airport (KCDN)
- Sunday 16<sup>th</sup>** South Carolina Breakfast Club, Sumter County Airport (KSMS)
- Saturday 22<sup>nd</sup>** EAA 1456 - Pancake Breakfast Fly-In, Sumter County Airport (KSMS)
- Sunday 30<sup>th</sup>** South Carolina Breakfast Club, Orangeburg Municipal Airport (KOGB)

### November

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

Sunday 27<sup>th</sup>

South Carolina Breakfast Club,  
Fairfield County Airport (KFDW)

## HUMOR

### The Importance of an Occupation After Retirement

As we get older we sometimes begin to doubt our ability to “make a difference” in the world. It is at these times that our hopes are boosted by the remarkable achievements of others who have found the courage to take on challenges that would make many of us wither.

Harold Schlumberg is such a person: This is quoted from Harold:

“I’ve often been asked, ‘What do you do now that you’re retired?’ Well... I’m fortunate to have a chemical engineering background and one of the things I enjoy most is converting beer, wine, and whiskey into urine. It’s rewarding, uplifting, satisfying, and fulfilling. I do it every day and I really enjoy it.”

Harold is an inspiration to us all!

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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.

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“There is something fascinating about science. One gets such wholesale returns of conjecture out of such a trifling investment of fact” – Mark Twain