



EAA 297 – KITTYHAWKERS NEWSLETTER

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SEPTEMBER MEETING RESCHEDULED BECAUSE OF DORIAN SATURDAY SEPTEMBER 14TH – 10:00 AM

PRESIDENT SENDS

Greetings fellow aviators,

As I am writing this, on Labor Day, we are on the cusp of Fall and the weather is beautiful for flying. The temperature is cool, there are breezes and scattered clouds to make flying small airplanes more fun. The problem is: that monster named Dorian approaching from the South. Because of the storm we will delay our September meeting until Saturday the 14th. That will allow everyone to recover from the storm and relax on the following Saturday with fellow members.

We have a new aircraft on the field at Stag Air Park. It is a trike with an IvoProp propeller. You must attend our September meeting to learn more about it and see it up close! But, before the meeting, you can read the fascinating story of the inventor, a man who goes by the name, Ivo, and his "twistable" propeller here:

<http://www.ivoprop.com/ivostory.htm>

Be thinking about our educational "hands-on" activities for the Fall Fly-in. We will need to finalize our plans for those at the Saturday meeting. I'm planning to broadcast our radio communications over the PA system this time to add another element of awareness for the attendees.

See ya' Saturday,
Aubrey

AUGUST MEETING MINUTES

10:02 AM – The meeting was called to order. Aubrey is absent – Mark Thoman is standing in. The Pledge of Allegiance was recited.

Introduced guests – Wade Hanchey joined us. He just started flight instruction in June. He has amassed a total of 9 hours. His son just bought a kitfox and flies an RC.

Today's raffle prize - The Cannibal Queen by Stephen Coonts.

Bill Mathis has donated paperwork, books, plaques etc. to club. Please help yourself.

10:10 AM - Letter from Mr. and Mrs. Dennis Murphy of Bellmore, NY. They made a generous donation to the young eagle fund in honor of Jerry Trembly who recently passed. When Jerry was an air traffic controller, he talked Elizabeth Moore safely to the ground after her husband had a heart attack in mid-flight. The family had still kept in touch with Jerry over the years.

10:13 AM - Kitchen is in operating order. New and old, finished and unfinished cabinets installed to working order, a lazy-susan is in the corner, Corian countertop and a deep sink were installed with all the plumbing completed. Aubrey Thompson was conspicuously mentioned for his singular efforts in seeing the kitchen completed. Some minor trim work needs to be completed.

10:17 AM - Dave Moore's Legend Cub in nearing a flyable status. Phil Ellison, Bob McGowan and Gary

EAA CHAPTER 297

87 AVIATOR LANE, BURGAW, NC 28425

www.eaa297.org

PRESIDENT – AUBREY THOMPSON	(910) 232-2939	aubrey.thomp@gmail.com
VICE PRESIDENT – DREW HOLBROOK	(910) 232-8019	andrew.holbrook@ge.com
SECRETARY – KRISTEN MONTEFUSCO	(516) 668-1309	kmontefusco@century21sweyer.com
TREASURER – BOB MCGOWAN	(910) 367-2963	rmcgowan681@gmail.com
SAFETY OFFICER – PHIL ELLISON	(910) 623-4343	phillip.ellison@ge.com
NEWSLETTER – MARK THOMAN	(910) 577-5446	mnthoman@embarqmail.com

Brown have devoted significant time and effort and they have made expert repairs under the watchful eye of Don Rhodes.

Flying Club – If it is ever going to get off the ground a lot needs to be completed. The airplane needs to be inspected and log books and records brought up to date. Then the club and the aircraft need to be insured. Then there are several important administrative tasks that must follow. A legal entity needs to be created, possibly and LLC. Officers need to be designated, members organized and flight operations coordinated. For the club to be a success someone needs to step up and spearhead the effort.

10:25 AM – Treasurer’s Report. As of July: Starting Balance - \$4,443.38, Income - \$393, Expenses - \$947.51, Ending Balance - \$3,888.87. The balance of the Sam McGowan fund - \$1,865. The balance of the Gary Trembly fund - \$125.

10:27 AM - November 9th will hold our fall fly-in. We need to designate a fly-in coordinator. He acts as a center of communications for all of the individual efforts. Phil Sharpe will help but will be gone most of October. Allan Bobby graciously agreed to serve as the Fly-In Coordinator. Thank you, Allan!

Then followed a discussion of the tasks that need completing:

Notify EAA Headquarters of the date for insurance purposes.

Need to invite the Antique Auto Club folks. Gary Henderson is our point of contact. Allan will get in touch with him.

Pilot Bags – Paper bags with an RC Cola and a Moon Pie for all pilots and drivers who register at the fly-in.

Food - Drew Holbrook invited the folks that provided the BBQ. The food was delicious and they were a great success. Please invite them again!

Raffle – The 50/50 raffle is our only profitable event. We will do that again.

Contests - Best Airplane. Best Automobile. Farthest Distance Traveled. Awards will need to be ordered and purchased.

It was suggested and approved that the Pender County Sheriff’s Office should be invited.

Possible Fly-In Activities:

Building Projects Display – It was suggested that whoever is building bring in parts for display - Rans, PATROL, Seafire, Legend Cub, C-150.

Navigation contest for local and fly-in pilots.

Fly Young Eagles.

Parking - Have reserved parking for experimental aircraft on the apron out in front of the hangar.

Advertising – We discussed flyers, email addresses, chapter Facebook page, and ensuring that Social Flight has the updated data.

11:15 AM - Ken’s Lunch Report. Ken rolled in cooler that he made into a poor man’s cooling unit for his garage. The lunch menu would include; Lasagna and potato salad with apple pie and ice cream for dessert.

11:25 AM – Project Reports:

Billy Johnson – The engine is mounted on top of airplane. He needs to build a scaffold to work up on top of the aircraft.

Chris Montefusco – He has completed the elevator, the horizontal stabilizer, the vertical stabilizer and the rudder. He is currently working on left wing.

Mark Thoman - Patrol is coming along. The fuselage is ready for fabric. He is currently working on the interior. That involves working with contact cement – gluing foam to interior panels and the gluing fabric or vinyl on top of that.

Larry Goff – Reports that his project is at a temporary stand still.

Phil Sharpe – Has purchased a house with a three-car garage in Hampstead. There he will be able to build his Rans S-19. The aircraft parts followed him out west and is still stuck in Idaho. He is working on getting it transported back to ENC.

11:50 - The meeting was adjourned, and we all went out complete the weighing of the Legend Cub.

WEIGHTY EXPERIENCE

STAG AIR PARK – In preparation for a return to flight it was determined that the Dave Moore Legend Cub should be weighed. That would in turn allow for the calculation of a current center of gravity. During the discussion it was suggested that we could involve our chapter members by

performing the task following the next monthly meeting. So that is exactly what we did.

In preparation, Bob McGowan hauled the scales out of storage and did some very necessary maintenance. He found that all of the batteries needed to be replaced and that several of the battery terminals needed some corrosion control. But by the start of the meeting Bob had all of the components displayed in the clubhouse, connected together, and in excellent working order.

Bob Richards, a current A&P, attended the meeting and was asked to lend some official supervision to the event.

The weighing team of Bob McGowan, Garry Brown, and Phil Sharpe, ably led by Phil Ellison, made the preparations for weighing. The aircraft was carefully rolled up the specially made ramps so that the main landing gear rested on the scales. Then the tail was lifted on to a third



scale that rested on a welded steel stand. The stand was adjusted until the aircraft was longitudinally level. All of the fuel was drained from the tanks and then all of the engine cowlings and interior panels were rested in their proper positions.

The most difficult task was groveling around on the hangar floor marking the standard datum point and then



measuring the distances from there to the center of the main and tail wheels. These distances are as important as the three weights when calculating the aircraft center of gravity.

With all of the preparations complete the actual weighing was anti-climactic. The weights from the three scales were read and “officially” recorded by Secretary Kristen Montefusco. All of the data was collected and the aircraft’s basic weight and basic CG would be calculated later. The new basic CG will be compared with the manufacturers published CG limitations to ensure that the aircraft is well within limits. And, as the new flying club operates the airplane, the basic weight and basic CG will be used as the mathematical starting point for all operational calculations of total gross weight and CG.

Thanks to Bob McGowan, Phil Ellison, and his able team for a job well done. The mission was accomplished and the data collected. Members who had never witnessed an aircraft being weighed, assisted in the event, and enjoyed the learning experience.

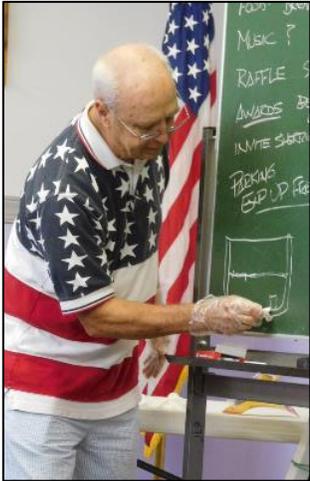
The final statistics: Left front main – 420 lbs. Right front main – 411 lbs. Tail wheel – 51 lbs. Aircraft Total Basic Weight – 882 lbs.

COOLEST COOLER

STAG AIR PARK – Our Master Chef and patriot, Ken McGee, displayed his ingenuity and resourcefulness when he unexpectedly presented his own, hand crafted, garage cooler at our chapter meeting.

Apparently, Ken has been working in spaces that are not air-conditioned. And it has been miserably hot lately. His personal discomfort led him on a search for a commercial space cooler, but he rapidly discovered that

the exorbitant costs were prohibitive. Not to be deterred, Ken designed and constructed an ingenious cooler, from



available parts, that has proven to be very effective.

Ken started with a simple ice chest. He modified the cover to accommodate an intake grille and an exhaust hose. Inside he mounted an automobile transmission fluid cooler unit with fan and radiator. The cooling tubes from the radiator were submerged in the ice water that was poured into the bottom of the cooler. He used foam rubber insulation around the fan unit to control the airflow and the fan motor was connected to a 12-volt battery. For portability the whole assembly was placed in a collapsible utility cart.

Ken proudly displayed his invention to the chapter as he drew a rough sketch on the board. The attendees were impressed with his imaginative handy work and responded with a rousing ovation. Well done Ken!

LEGEND FLYING CLUB

STAG AIR PARK – The Legend Flying Club conducted its first official meeting on Saturday August 24th in the EAA Chapter 297 Clubhouse. The meeting was attended by Aubrey Thompson, Phil Ellison, Bob McGowan, Mark Thoman, Chris Montefusco, Leon Sandstrom, and Mart McConnell.

Based on the intentions of those present, and previous communications with those that were unavoidably absent, there are enough confirmed members to proceed with the establishment of the flying club. Currently there are nine total members who have expressed a willingness to join. Six are confirmed, and three are provisional.

The majority of the discussion involved what type of legal entity should be formed, and then what would be the club's appropriate tax filing status. The attendees discussed these topics at length but admitted that none had the appropriate knowledge to make any accurate decisions. Aubrey Thompson has agreed to research and report the most appropriate legal entity. Mart McConnell has agreed to research the most appropriate tax filing status.

The officers of the club are currently as follows:

Club Manager: Chris Montefusco
Club Secretary: Mark McConnell
Club Treasurer: Bob McGowan
Club Schedules Officer: To Be Announced
Club Maintenance Officer: Jim Finger
Club Safety Officer: Mark Thoman

The Legend Flying Club's mailing address was established as:

115 Aviators Lane
Burgaw, NC 28425
(This is Bob McGowan's home address.)

Insuring both the club and the aircraft was the next topic of conversation. Bob McGowan has agreed to make some initial inquiries with several aviation organizations, and several insurance companies, to learn the best course of action.

In an effort to understand the possible annual and hourly expenses the attendees discussed and approximated both fixed and operating costs. Based on the estimations, it is apparent that the largest fixed expenses will involve storage and insurance for the aircraft, followed by aircraft maintenance and then operating costs. Rough calculations indicated that monthly membership fees and hourly operating costs could be quite reasonable for an individual member.

The final topic that was discussed was the coordination of flight scheduling. Apparently, there are several digital methods that are available that would allow club members to reserve the aircraft and minimize confusion and consternation in that regard. But the attendees realized that the club was a long way from the need to solve that particular problem. The topic was tabled for a later date.

As you read this, if you are inclined to join the Legend Flying Club, and take advantage of an inexpensive way to fly, please contact any of the officers and make your interest known.

GOOGLE PLAY CARD SCAM

JACKSONVILLE NC - This month I was very nearly caught in a financial scam. I learned later that this particular scam is quite common. I knew nothing about it, so I thought there might be some value in describing the scam so that you might avoid becoming a victim.

My wife received an email from our church's pastor asking for her help. Nancy was travelling so I replied and asked what I could do. Our pastor responded, and explained that she had a close friend who, within hours, would be undergoing cancer surgery. In an effort to help maintain her confidence during the protracted fight with cancer, would I please purchase some Google Play gift cards, and then forward the data on the cards directly to the cancer patient. While an unusual request, it came from our pastor, who is a person of impeccable character and integrity. At that moment I had no reason to question the legitimacy of the request, so I indicated that I would be happy to help.

The next morning, I received an email directly from the patient. She expressed her gratitude and told me how much she was looking forward to my help. Wow, I thought, I get to be a knight in shining armor! So, I drove to our local Walgreens and gathered a stack of Google Play Cards, in the requested amounts, and got in line to purchase them. Arriving at the cash register a very astute young man examined the cards and began to ask me questions. I was surprised that a cashier would question a purchase. I instantly felt uncomfortable. I felt like an underaged kid who had been caught trying to buy alcohol. But the cashier persisted. He explained that the total dollar amount of the cards that I was purchasing was very unusual. He added that they were aware of many scams involving Google Play cards. He really wanted *me* to be convinced that I was purchasing these cards for a legitimate reason. He also informed me that the gift cards could not be returned.

At that moment it dawned on me that this whole transaction "smelled fishy." I realized that I had not actually communicated with our pastor and confirmed the initial request. I agreed with the cashier that I was not

confident of my purchase. I thanked him for his attention to detail, and I returned the cards to the display rack. Returning home, I called our pastor on the telephone. She instantly confirmed that this was a scam, and informed me that I was the fourth parishioner who had contacted her with questions about a similar request.

So, it was a scam. And I fell for it hook line and sinker. That realization caused me to examine why I was so easily tricked. I have since concluded that there were two major points that cause me to fall for the scam. The first was my confidence in the integrity of the person making the initial request. Our pastor would not be part of a scam. But, of course, the initial email did not come from our actual pastor but from someone simply using her name. A bit of examination on my part confirmed that the email address from the scammer was not the same as our pastor's email. And, of course, the email from the cancer patient was likely registered to a fictional person. All of the addresses involved in the scam happened to be "gmail" addresses. And I have since discovered that all of the names and emails used in the scam were readily available on the church's website. The scammers were smart enough to start with someone who had instant credibility with the targets. And who better, than a pastor, to initiate a request for help.

The second reason that I was so easily tricked was my complete unfamiliarity with Google Play Cards. These are cards that can be found on the same display racks with many other store gift cards. Unlike most gift cards, that are redeemed during a purchase transaction in a specific store, these cards are redeemed digitally. Once purchased, you scratch the back of the card to expose the digital code numbers. Then the numbers can be used on a computer or smart phone to purchase app's, movies, or games. Following the instructions of the scammers, I was supposed to scratch off the back of the card and then email the exposed numbers to the "patient". She would then use the data to make her desired purchases. I explored the Google Play website and found cautions concerning the scams that are being played. In fact, they accurately described the scam that was being played on me. The website also suggested that reports of scams should be made to the local police, and the website posted a connection to the Federal Trade Commission. I connected to the FTC website, but was informed that they could do nothing for these types of minor computer scams. I have since learned that many of the large chain stores no longer carry Google Play Cards because of the scams associated with them. The purchased cards cannot be returned, and the companies are tired of making their customers unhappy.

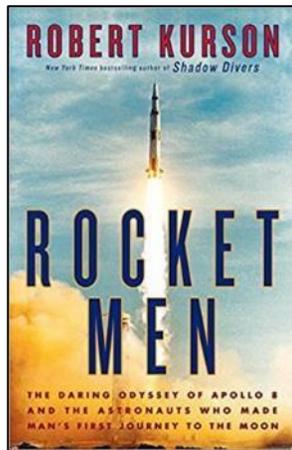
So, I have learned two simple things that I will do when I am confronted with this type of email request. First,

check the email address. Second, when confirming the initial email request, use a different method of communication. Rather than responding using the “reply” function, I should have picked up the telephone. That is not what the scammers would have wanted me to do, but it would have saved me a good bit of time and effort.

I am still particularly appreciative of the cashier at Walgreens who saved me from this expensive scam. I returned to the store to personally express my gratitude. He grinned with pride and told me he was happy to be of service. His was a valuable one.

ROCKET MEN

Most of us are old enough to remember exactly where we were when Neil Armstrong made his first step on the moon. We grew up with the Mercury, Gemini, and Apollo space programs. I have read several books that described these events including; The Right Stuff, and Apollo 13, but none of them captured my attention as much as Rocket Men by Robert Kurson.



Rocket Men is an in-depth description of the Apollo 8 mission. This was the mission that history has acknowledged put us ahead of the Russians in the “space race.” And it was a daring gamble. Our intelligence sources informed us that the Russians were very close to sending men out of earth orbit and toward the moon. NASA had a very safe and deliberate schedule, and it was planned that the Apollo 9 mission would be our first attempt at leaving earth’s gravity. But it would launch well after the Russians had already accomplished the feat. A brilliant executive at NASA looked closely at our planned missions and realized that Apollo 8 could be reprogrammed to leave earth’s orbit. Armed with this information he approached the Apollo and NASA executives and convinced them to adjust the mission schedule. Apollo 8 was now assigned the mission of orbiting the moon. It was a bold decision, and much had to be accomplished, in a very short time, to succeed.

History now lists Frank Borman, James Lovell, and Bill Anders as the first humans to ever leave the effects of earth’s gravity. They helped pave the way for Apollo 11’s successful moon landing. Despite the fact that I already knew the mission had been a success, this well written, and detailed book had me on the edge of my seat. If you enjoy reading about our space program, this is a volume that you will very likely keep on your book shelf to read more than once.

FUTURE EVENTS

September 2019

- ~~Saturday 7th EAA 297 - Chapter Meeting, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM~~
- Sunday 8th South Carolina Breakfast Club, Jim Hamilton - L B Owens Airport (KCUB)
- Saturday 14th **EAA 297 - Chapter Meeting, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM**
- Sunday 15th South Carolina Breakfast Club, Laurens County Airport (KLUX)
- Saturday 21st EAA 939 Big Toy Day/Young Eagles Rally, Cape Fear Regional (KSUT)
- Sunday 29th South Carolina Breakfast Club, Anderson Regional Airport (KAND)

October 2019

- Saturday 5th **EAA 297 - Chapter Meeting, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM**
- Sunday 6th South Carolina Breakfast Club, Woodward Field Airport (KCDN)
- Monday 14th Columbus Day
- Sunday 20th South Carolina Breakfast Club, Sumter Airport (KSMS)
- Thursday 31st Halloween

November 2019

- Saturday 2nd **EAA 297 - Chapter Meeting, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM**
- Sunday 3rd South Carolina Breakfast Club, Orangeburg Municipal Airport (KOGB)
- Saturday 9th **EAA 297 Fall Fly-In and Car Show, Stag Air Park**
- Friday 7th -thru-Sunday 11th EAA 939 hosts the EAA Ford Tri-Motor Tour Visit, Cape Fear Regional (KSUT)
- Sunday 11th Veterans Day
- Sunday 17th South Carolina Breakfast Club, Mid-Carolina Regional Airport (KRUQ)

CLASSIFIED

FOR SALE – HOUSES – 97 Aviator Lane, Burgaw, NC – 1300 heated square feet, 3 bedroom, 2 full baths with airplane hangar. Located on the runway at Stag Air Park (7NC1). Listing Price \$250,000. Contact Kristen Montefusco, Century 21 Sweyer & Associates (516) 668-1309.

FOR RENT - HANGAR SPACE

Stag Air Park – Hangar Space Number 4 is available for rent. \$225/mo. Contact Vernon Pitts (910) 619-2554