

THE CHAPTER 961 "FLYER"

EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 961
ROCK HILL, SC - KUZA



WHAT'S INSIDE THIS ISSUE:

- NEXT MEETING INFO
- PRESIDENT'S MESSAGE
- 2020 MEMBER RECAPS
- NEW CLASSIFIED ADS

THE TECH CORNER

Written by Rick Maury

As the title says, I've changed roles in the chapter! I am now an official EAA Tech Counselor. Who knew? I decided to see what it would take to be one, so I filled out the form as to my experience, had the Chapter Pres and a local A&P/AI sign me off, and viola! Tech Counselor.

As to my experience. Well, it's mostly hanging out at airports since I was born. I helped around the hangar when I was a 14-year-old line boy at the glider airport. I restored my Luscombe and learned some woodworking skills on a WW1 Hanriot that a United mechanic was helping restore.

There was the re-covering of some Super Cubs, Gliders and my Luscombe wings. That is when I should have applied to get my A&P, but I didn't. Then I built my RV-7. I helped Gene build his RV-12, and have been working with Chris Minton to maintain the care and feeding of our club Citabria and Cherokee 140.

As you can see, I know nothing and can prove it! I will quote my dad when he was a Flight Engineer at United Airlines; "I wouldn't make a good pimple on a real Flight Engineer's behind!" I realize I'm a very good hobbyist and would probably starve if I did this for a living.

Just a reference to the younger crowd, real FEs were A&Ps that flew with the airplane and could actually fix it. It was sometime in the late 50s to early 60s that FEs became pilots.

Which brings me to what a Tech Counselor is, and more importantly, what he isn't.

The EAA Tech Counselor Program was started as a safety bridge between the FAA/DAR and the home builder. It allows another set of eyes to look at projects for safety reasons.



When a Tech Counselor makes a visit to your project, they are just there to see if anything is amiss. A Tech Counselor **DOES NOT SIGN OFF YOUR PROJECT!!!** A Tech Counselor will fill out a form that goes to you, the EAA, and stays with the Counselor. It is an advisory role only, but having said that, the FAA does look favorably if you have had visits.

Remember, this isn't a pass or fail inspection. It is your project, and as the builder, it is ultimately your decision to make.

I'm not here to help you build during my visit. Of course, this doesn't stop me from helping from time to time. My interest is to help you build a safe and reliable airplane. To be your cheerleader. To be a pathfinder, since I've been there. To give you a sounding board to help you. I will use Part 43.1ABC, Acceptable Practices, as my reference. I'll tell you what has worked for me and what didn't. And best of all, it's free!

With that, I'm looking forward to learning in my new role in the chapter. So, if you have any questions, don't hesitate. This also goes if you are thinking about a project. We can talk about what decisions as to what type of project you may want to tackle.

Good Building!
Rick Maury



NEXT EAA CHAPTER 961 MEETING:

Monday
January 11, 2021
7:00 PM

AT JOE BAKER'S NEW
(TO HIM)
TAXIWAY J HANGAR



SOCIAL TIME AND FOOD WILL COMMENCE AT 6:30 PM, AND THE MEETING WILL BEGIN AROUND 7:00 PM.

OUR PRESENTER THIS MONTH IS JOSH PUSSER FROM TITAN AVIATION FUELS.

BRING YOUR QUESTIONS ABOUT THE FUTURE OF AVIATION FUEL!

President's Message

WRITTEN BY JOE BAKER

Esteemed fellow members of EAA Chapter 961! It is with great pleasure that I welcome y'all to 2021—and I don't think it is any secret that we are all happy to see the last of 2020! What a bizarre year it has been!

But with all the external issues we faced in 2020, we have seen some great things happen. After three cancellations, and the weather clearing at the last minute, we finally were able to gather at Unity for our "Instead-O-KOSH!" And we call it a success. While not as large as it would otherwise have been, we still had a great turnout, great surprise visiting aircraft (including some fly-bys) and a superlative pulled pork dinner! And we topped it off with a screening of the aviation classic "The Right Stuff." Many thanks to the gracious hosts, Les Kanna and Ed and Liz Lee for allowing this event to happen, and Wally Overton for the food! We are lucky to have them as resources and even luckier that they have such a perfect place. If you have not stopped by there yet, give them a call to get the scoop! Great folks!

We have had several large-scale donations this year, including a trailerable grill, sound system, food prep equipment like ice chests and all sorts of things. Thank you! We have further cemented our partnership with the flight instruction opportunities provided by The David Griffin Foundation, and have had one student solo already, with several more close behind! Great things are happening there! Just think how much impact we can have with local youth if we were flying Young Eagles! Looking forward to this for 2021!

Best yet, our membership is growing! Y'all are doing a fantastic job of getting the word out to friends and neighbors who have an interest in aviation. Keep it up! Seems there is someone—usually several someones—new at each meeting. This is a good thing!

And there is much to be optimistic about coming into the new year. As of now, Airventure is up and running, with some things that were planned for 2020, like the



President's Message

CONTINUED

100th celebration of Stinson Aircraft, for example, still on, even though a year late. We are working on our traditional chapter get-together up there at OSH, so watch these pages closely.

Speaking of get-togethers, this is one of our challenges this year. We have officially outgrown our FBO meeting location. One reason is Covid, but another more lasting reason is that our membership is really and truly growing, and the Fire Marshal doesn't like it. We will be scouting new locations to meet in the next few months, and some of you have made suggestions already. Thanks you for those! We have not forgotten them, and may give ya a jingle for more information.

Another challenge is to fill the size umpteen shoes that Dick Kruse has left when he stepped down as Secretary of the chapter. Dick has been a stalwart, a rock, and a dynamo! He will still remain involved with Young Eagles, but, sadly, not as chapter secretary. Therefore, please evaluate your circumstances. If you have a few hours each month you might be able to help Louis, Paul and myself with this great adventure, we'd love to hear from you! And you can nominate someone too, if you think they are capable and too bashful to say anything. Thanks again, all of you!

The meeting this month will be held at my hangar, number 510. It is the inside end unit of the hangar row closest to the runway. Let's try this and see if it works. One of the downsides of doing meetings in open-air locations like hangars is we have to accept hot and sticky in the summertime and cold and dark in the winter. But at least we are not in Michigan! We are at least lucky that our climate is milder than that. Still, we have heaters available and will make every effort to make it as comfortable as possible. Presentation for January will be Josh Pusser from Titan fuels, so please bring your questions about availability of lead in the future, possible biofuels, stuff like that! He's the guy! As usual, pizza will be there by about 6:15, and the meeting will start at 7:00 pm! Remember, January 11th, Hangar 510—on the end—at about 6:15 to socialize. We look forward to starting a great new year by seeing you there! Bring a friend! Thanks, everyone!

Joe



The David Griffin Aviation Foundation

WRITTEN BY KEN NELSON

Passing into a new year always causes me to reflect on the accomplishments and achievements of the last year. I am still in shock that a hangar conversation between a hand-full of local flyers last February concerning making aviation more accessible to young people has turned into both a successful non-profit foundation and a very active training flying club, the Rock Hill Flyers LLC. By the end of 2020, in spite of “the pandemic”, we had five volunteer CFI’s paired with five Student Pilots in two donated Cherokee’s. We had our first solo in November, and have two more that are imminent. Our sixth member is waiting to turn 15½ to join, and by the end of ’21 we will have our first graduating class of 4 Private Pilots. Our two youngest pilots will have soloed and be preparing for their Private check-ride on their 17th birthdays.



How did a foundation that only received their 501(c)3 authorization last June, form a flying club and get this done in about a half year? In one word....SUPPORT! From the beginning this was always perceived to be a grassroots effort, local folks in our aviation community supporting and helping our own young

flyers. WOW! The support has been amazing! Chapter 961 voted unanimously to give \$1000 and allowed us the profit from the Chapter sticker sales. SO MANY local aviators, many of them members of our Chapter, have also come forward with generous financial support. Two gentlemen bought Cherokees and have donated the use of those aircraft virtually for free. Leslie Griffin has offered the use of David Griffin’s Cessna. Hangar owners have provided rent at huge discounts. THANK YOU ALL, without your support all of this would have been impossible.

We are just getting started; we pledge the next year to be just as exciting as our first year. We are combining several professional curriculums and resources to make a custom Private Pilot training system that is second to none. Additionally, we are working on a briefing area that will be the envy of even the largest of flight schools. David’s Cessna 150 will be added to our fleet after a fresh annual inspection to include several upgrades, including ADS-B. Our first goal will always be to provide a mentor environment for each of our young aviators and produce the safest and best trained Private Pilots possible.

So the next time you see one of our RHF Cherokee’s taxing out or in the pattern at KUZA, remind yourself that if are reading this newsletter then you are part of that success. As a supporter of the David Griffin Aviation Foundation you are providing an opportunity for a young aviator to be at the controls, learning to fly. Thank you, and have a healthy and happy 2021.

The David Griffin Aviation Foundation
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Rock Hill, SC 29732
Ken Nelson (803) 367-3261
Rick Maury (803) 230-3879

Please remember us during your next online purchase at Amazon
Smile / David Griffin Aviation Foundation

2020 Member Recaps

SUBMITTED BY EAA CHAPTER 961 MEMBERS

New Member, Aaron Harper

My older brother, Thomas Harper, wanted to get his Private Pilot Certificate over the summer, in between school semesters of college. I did not have my CFI certification yet, so I studied and got my CFI in the first month of the summer.

The day after my checkride, my brother was my first student. We flew for two months, and he was able to have his knowledge test done and had his checkride scheduled before he went back to school at Clemson University. He then took his checkride and obtained his Private Pilot certification!



Mark Accomazzo

KUZA Tour de York Part "Deux"

RV formation with Tom Dubrouillet (right), Rick Maury (left), and Mark Accomazzo (pictured)



Bruce Windom

I've attached a few photos of my "bucket list" trip out West to Monument Valley this fall. It was certainly the flying highlight of my year, and of my 4-year RV experience!

- Sleeping Bear
- Rocks National Lakeshores
- Badlands National Park
- Mount Rushmore
- Devil's Tower National Monument
- Yellowstone National Park
- Teton National Park
- Canyonlands National Park
- Glen Canyon National Recreation Area
- Monument Valley
- Natural Bridges National Monument
- Arches National Park
- Dinosaur National Monument

I was very fortunate to have several days of clear, smooth skies for my first trip over the Rockies. However, the tailwinds that helped me back East had quite a bit of smoke in them from the forest fires, so the view on the way back was limited, but not much that I couldn't see an empty & lonely-looking Wittman Field at Oshkosh, Wisconsin.

In total: 5 days, 11 states, 30 hours.

America the Beautiful!





Emma Baker (left)

At the very beginning of the year, I visited a tiny Idaho aviation museum, where I stumbled across a true historical gem. N51RH "Ole Yeller" was the second Mustang that Bob Hoover demonstrated at air shows back in the day. Apparently she still flies! Amazing.

I got my first ever ride in a Stearman, thanks to local Stearman aviator Chris Redhouse.

Chris, if you're reading this... I dig your airplane.

I started a new job at Skytech, Inc. at KUZA. Here's a photo I took while I got to go on a test flight in one of their gorgeous Pilatus... Pilati? Pilatusses? Anyways, super proud of that one.

And of course, I couldn't pass up an opportunity to showcase the most beautiful airplane in the world, my Silvia.



Frank Larrazabal (right)

One year and two months worth of work has yielded:

- many many lessons in aircraft building
- tingling hands from all the clecos
- a sheer determination to someday fly my mid life crisis





New Member, Cole McKibbin (above)

2020 was certainly an interesting year! Even through all the difficulties, I managed to complete some non work related, fun flying. Got to fly an M600 back and forth to Denver twice, and even completed a checkout in a 450hp Stearman. Looking forward to all 2021 has to offer. Safe landings!

Joe Baranowski (below)

The Red Baron is back in the air, thanks to the help of selfless members of this chapter. Due to technical difficulties with the VW based engine, members of our EAA chapter helped me pull the wings and put it on a trailer. At my new airfield, Holly Ridge/Topsail Island Airport (N21) The Red Baron was reassembled, tuned up, and back in the air. Feel free to come and visit our 3600 foot grass strip airport!





Robert Dicky (above)

Tyler Fisher (left and bottom)



John Long (right)

October had a couple of lovely weeks of very nice weather. We decided we needed an excursion.

A three day trip to Key West, FL with stops to visit friends and family along the way was just what we needed.

We meant to leave early on the 13th, but morning fog delayed us until a 10:15 take off. Stopped in Crystal River FL, KCGC, for late lunch with retired friends from MD at an outside water front restaurant, then on to KEYW.

The photos show us (1382) on Right downwind to KEYW right at sunset, (1388) an extended turn to base leg just outside the end of the island and (1389) with our wing pointing to the southernmost point of the mainland (the little hook).

We spent the night having dinner at the hotel in their outside bar/restaurant. Had a late breakfast, then departed for KVNC, Venice FL, for another outside lunch at a waterfront restaurant, with a neighbor from MD. Then on to KSGJ, St. Augustine, FL to spend the night with a cousin. And yes, we took them to dinner in another outside restaurant in St. Augustine.

After breakfast we left for KUZA. Just what we needed!



New Member, Todd Ford (below)

I have committed to a Van's RV-10 project by purchasing the empennage kit this past week. I am scheduled to begin construction, with my son Jake, and daughter Sarah, under the watchful eye of the team at Synergy Air South on March 15th. We are looking forward to a fun project and learning a lot of new skills.





HANGAR RENOVATION

WRITTEN BY JOE BAKER

I have been lucky over the last thirty some-odd years in that the relatively short times the trusty Luscombe had been outdoors (i.e. not hangared), those times have been in Arizona, where there is absolutely zero corrosion. Oppressive, rubber-and-vinyl killing heat, perhaps, but no corrosion. And I've been lucky in the Carolinas, too, mostly though the generosity of gentleman par excellence Gary Barbeau, who let the old girl crash in his busy hangar for a good many years.

So imagine my delight when the end hangar unit, right next door to Gary, came available. Many of you know him simply by "Country," as in "Country's Harley-Davidson." Yup, that's the guy. We'd been trying to be friendly with him now for more than a decade, and when it was time for him to sell, we were there. A deal was struck, and we arranged for more than a month for him to get the place cleared out.

When the date came for me to take possession, a fairly large contingent of you (and thank you mucho, by the way), arrived. No Country. We gained access to the hangar and started taking inventory. Still no Country. Then, all of a sudden, he rolled up.

The loading began in earnest now. Not only were there two airplanes in there, but there were also six Harley-Davidsons, a whole bunch of tools, and a '79 Blazer. Tires were flat, wires were bare, and more than two decades of grease and dirt adorned the floor.

With the help we had (again, thank you all involved), it was still complicated getting everything out, the bikes loaded and more than one pickup truck loaded to the gills. It still took two whole trips to get the stuff to its new home. While unloading the motorcycles, my bike-unloading buddy shouted, "Country! Look at your

hand!”

Country held up his hand. Blood flowed freely down it, onto his sleeve, leaving evidence all over his stuff, his truck, and his shirt. He had loaded a large piece of plate glass, which has broken, and sliced his thumb virtually to the bone. After some time, it became clear Country was not himself. He was unresponsive, and didn't seem to care about his wound. He fell over the Harleys, and did not seem to understand basic conversation, and was unsteady on his feet.

The time had come. We put in a call to 9-1-1 and the techs arrived and stabilized him and got him safely to the Emergency Room. We finally got hold of his son, who met him at the hospital.

What a relief!

The hangar turned out to be an interesting mix of genius and neglect. Being an end unit, the extra space had been converted to a shop, complete with well-built storage area above the room and multiple electrical and air outlets.

First order of business is the floor. I used a product called Rock Solid by Rustoleum, chosen mostly because it cured down to 40 degrees rather than the 50 that most other products require. Pro-tip: plan on twice the coverage the box says. A few minutes spent on the rickety loft area above the back of the hangar convinced me that some serious reinforcement needs to happen, and it was relatively straightforward. Electrical had to be run to the workbench, and for heaven's sake new paint! The model cabinets with 150 little 1/72nd scale airplanes travelled well, thanks to a few more friends, with a gear door off the Lancaster bomber the only casualty.

But the result is starting to come together! We'll probably have our January meeting there, if we can figure out the parking. Be sure to come to the meeting!

We'll see ya there!



Pitch Black Landing in Vietnam

WRITTEN BY RALPH GRIGG

I was stationed in Saigon, Vietnam, with the 19th Air Commando Squadron flying C123 aircraft. The Air Commando motto was “any time any place.”

My mission this day was called the mail run. It was called mail run because we took mail and passengers and flew a prescribed run that started in Saigon went to Vung Tau and then proceeded along the east coast of Vietnam to all of the stops along the way up to Da Nang. We then turned around and repeated the same process to all of the stops on our way back, dropping off and picking up mail and passengers at each of the stops. I was an instructor pilot, with a new pilot in country on his first mission pilot check-out flight. He was also my brand-new Squadron Commander.

This was a normal mission to begin the mission pilot checkout in country. For this mission, he was assigned to the copilot seat so he could participate in and observe crew coordination and see all of the country that this mission provided.

This mission with all of its stops, including lunch, refueling, and other delays, consumed the whole day. When we arrived back at Vung Tau, it was dark. We left Vung Tau on our way back to Saigon and I checked in with the air lift command center (ALCC) to give them all the stats for the flight. They asked me if I could divert to pick up an air crew whose aircraft was not airworthy; they were afraid that they were going to get mortared that night. I looked in the direction of the field, but it was pitch black—not one light of any kind as far as I could see.

I asked ALCC if they had any runway lighting. They stated that that field did not have any lighting. I told ALCC to stand by. I got out my list for the artillery units for that location, called the first unit and asked if they had any parachute flares. They responded that they did, and I asked them to pop one. When you don't have runway lights, you improvise.



It took a couple of minutes, but they lit up the whole area. I contacted ALCC and told them I would go and pick the crew up. I then asked the artillery unit to get a few more flares ready and told them I would tell them when to pop one. It was pitch black and I could not see where the field was, but I estimated that I was getting close enough that I would have to start thinking about turning downwind. I asked him to pop another flare. I used that flare to position myself on downwind. It went out before mid-downwind. I asked for another one, and before I started turning base leg. I asked for another.

I was established coming down final, however the flares were coming down to the point that I had to use one of my hands to shield the extremely bright flares so that I could see what I was doing. Just as I started my flare for landing, the last mortar flare hit the ground and went out. It was pitch black and my night vision had been ruined by the extremely bright flares. The aircraft hit the runway and I immediately went into reverse pitch and got on the brakes. I stayed in reverse pitch until some of my night vision came back and I could see that the dust was coming around and being blown in front of the aircraft.

Pitch Black Landing in Vietnam

CONTINUED

I came out of reverse and the dust cleared. The field had a parking area to the right of the runway with two exit taxiways from the runway into the parking area. The taxiways were located approximately 1/3rd of the way down the runway and the second one about two thirds of the way down the runway. After I came out of reverse, I saw a taxiway to my right and turned on to that taxiway. I thought that I was at the last taxiway further down the runway, so when I reached the ramp, I started to turn to the right to enter the ramp. I did not see any asphalt, so I stopped my turn. I turned back to the left and started taxiing back towards the other C-123. The crew was running towards us so I stopped. They piled in and away we went.

On the way back to Saigon, the new Squadron Commander asked me if this was normal. I told him that in our operation things similar to this happened almost every day. We definitely had to improvise to get the job done.

Other night landings were accomplished mostly by the Army using 100mm howitzer shell casings filled with sand and JP4 burning for runway markers. The smoke coming from the homemade flare pots mixed with the high density, fog-like air to further reduce the visibility. This required us to start our approach fairly low so that we could see under the mist or fog and locate the runway.

One night we were resupplying a base that was under attack. Things started getting bad, with us starting to get more and more ground fire. Word got around through the radios for us to make black out approaches. We did that and only used lights in the offload area to keep from running over anything or person. Later that night we were told, "Don't come back, we can't provide protection. They have penetrated our perimeter." We terminated our mission.

Young Eagles

WRITTEN BY BOB KUDWA

Sometimes I feel like the men in the movie "The Great Escape". We can almost see the end, but we still have to keep going one spoonful of earth at a time. The vaccine has been approved, but it may take a while for us to get protected.

Much of my time was spent with these wonderful young people. Before my 'honeydo' list gets any longer, here is hoping we can be flying our Young Eagles again soon.

Stay current, safe, and healthy.

Kude



TRIPLE TREE AERODROME

UPCOMING EVENTS

*FROSTY DOG
JANUARY 9, 2021*

*CHILLY CHILI FLY-IN
FEBRUARY 6, 2021*

Triple Tree Aviators would like to invite all RC pilots to our Frosty Dog! Join us for the coldest flying day of the year and bring any type of aircraft and all flightlines will be open!

Please, no camping, this is a one day event 8:30 am to 6:30 pm.

This year for lunch we need to change from our usual buffet serving style to a box lunch style. A limited number of TTA volunteers will still cook the lunch fresh and will package it in Styrofoam trays. We ask that you take them back to the flight line to eat and not sit in large groups on the patio or hangar.

We will serve between 1:00 and 1:45 and will ask you to stagger your arrival time to pick up your lunch.

Also, when flying, we ask that you try your best to not gather in large groups, and if you can not keep socially distanced to please consider wearing a face covering.

Runway closed to full scale aircraft during the event.

Triple Tree Aviators would like to invite all aircraft and their pilots to come out for our annual Chilly Chili Fly-In and Lunch. Join us for one of the first General Aviation Fly-Ins of the year!

Drive ins are welcome.

Please, no camping, this is a one day event, 9:00 am till 5:00 pm.

Lunch will be at 12:30 in the hangar (gas heat) rain or shine and includes: Homemade Chili, Fresh Bread, Cheese, Jalapenos, Corn Chips and dessert.

In the interest of keeping it simple when you land, please park on the east side of the runway in a single row. There will be a shuttle bus to pick you up and take you to the hangar and patio for lunch.

Fuel will not be available.

For questions about the Chili Chilly Fly-In, contact:
Mark Davidson Mark@tta.aero 864-275-0406



LEARN. BUILD. FLY.



Homebuilders Week

Sponsored by



HOMEBUILDER'S WEEK: ONLINE EVENT STARTS JANUARY 26

AN ONLINE OPPORTUNITY TO LEARN ABOUT ALL ASPECTS OF BUILDING YOUR OWN AIRCRAFT

EAA is launching a new online learning event for aircraft builders:

www.EAA.org/HomebuildersWeek

It will be five straight days of educational forums covering a broad spectrum of aircraft building topics.

It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

CLASSIFIED ADS

ADVERTISEMENTS FROM LOCAL CHAPTER MEMBERS

SUBMIT YOURS TO EAACHAPTER961@GMAIL.COM

INSIDE

CAROLINA
AVIATORS
NETWORK

A&P/IA
LOOKING FOR
WORK

TONGUE &
SCISSOR
JACKS
AVAILABLE

UNITY AERODROME HANGAR PROJECT

CONTACT: MIKE DREWS

Now that everything related to Covid has more or less settled to the point that everyone has determined the impact that will likely have for them, we want turn attention to building the hangar.

For those that are not familiar with the hangar project, we intend to build ten fully nested hangar units at Unity. The building will be set up using a condominium structure with individuals owning their own hangar space, one electric supply with internal meters for separate billing of power. Lancaster county property taxes on your plane and your hangar should be lower than either Rock Hill or Monroe.

As stated previously, Unity Aerodrome (SC76) is to be restructured such that the runway will be separately owned and restricted in use to always be a general aviation airport.

Please register your interest via email at unityhangars@gmail.com or any questions at 803-792-5468

CAROLINA AVIATORS NETWORK

CONTACT: TIM GAUSE

Some of our members who are familiar with Facebook may have seen a group that was started to encourage sharing our common admiration for all things aviation related. This group is called Carolina Aviators Network, or CAN for short. The concept is simple! It is a site devoted to share, encourage, and promote what we love about flying airplanes!

There is only one rule that you must agree to for acceptance into the group. That is to be Kind and Courteous! It is a private group, so you either have to be invited or approved by one of the administrators. Photos of your airplane and/or flying activities are highly encouraged. We are also planning fly-outs to several airports that have restaurants either on the airport or within walking distance of parking. If you join the group you'll see that our first scheduled event will be at BQ1 on Jan 30, 2021 with an arrival window between 11:00-11:30.

CAROLINA AVIATORS NETWORK, CONTINUED

CONTACT: TIM GAUSE

Hopefully we'll fly somewhere different on the last Saturday of each month. We'll discuss at our first event other recommended airports to fly to and then post those destinations for the remainder of the year. We are also planning other airfield options to brown bag your own food and enjoy a picnic of sorts.

The administrators have decided that 3 miles visibility and 1500' will be our go-no go weather criteria for the group, so you can decide whether to try and make it or not! We currently, as of 4 Jan 2021, have about 80 members, and we just started this group 1 Jan. I think this group has the potential to become a fun and loosely structured organization that requires no fees, no requirements but gives us all a simple excuse to go fly your airplane, and then share it (or not) with the group!

If you have questions or comments, feel free to contact our own 961 member, Tim Gause, admin for CAN.

A&P/IA LOOKING FOR WORK

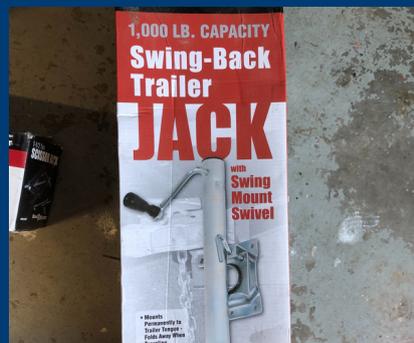
CONTACT: RYAN WEIERBACH

Ryan is looking for work in this area. The past few months he has performed annuals on PA 28, J3, and OTW, along with a gear problem on a PA 32R. Does a excellent job. His cell number is 302-561-0762.

TONGUE & SCISSOR JACKS AVAILABLE

CONTACT: DICK KRUSE

I have a new & never used tongue jack and a scissor jack that I'd like to get rid of. Make an offer, and all proceeds go as a donation to the David Griffin Aviation Foundation. I'll bring them to the meeting on the 11th.



CERTIFIED FLIGHT INSTRUCTORS

If you are a CFI and are interested in having your information displayed, please send an email to eaachapter961@gmail.com

Please include your name, phone number, email, and credentials.

Aaron Harper

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EAA CHAPTER 961 MEMBERSHIP ENROLLMENT FORM

Interested in becoming a regular member of this active and growing chapter?
Dues paid after September 1st, of any year, will cover the following year.

Print and mail the completed form with a check for \$25.00 (payable to EAA Chapter 961) to:

Paul Fischer / Treasurer EAA 961
11500 Glenn Abbey Way
Charlotte NC 28277

Name: _____

Address: _____

City: _____ State _____

Zip Code: _____

Preferred Phone Number _____

Circle one: home / work / cell

E-mail Address: _____

*EAA Member Number: _____ *

Pilot Ratings: _____

Aircraft Owned/Interested In: _____

**Are you a Young Eagles EAA Member? Circle one: YES / NO **

Do you want to order a chapter name tag? Circle one: YES / NO

Do you want to order a chapter shirt? Circle one: YES / NO

If YES, then what SIZE _____ COLOR _____

(Grey is the standard, but other colors are available.)

*You must either be, or become, an EAA National member to be a member of local Chapters.
To join EAA call 800 - JOIN EAA or go online at ww.eaa.org.

**Young Eagles that have completed their registration using the code that is on the back of their Young Eagles Logbook and received their EAA membership number are exempt from paying EAA 961 dues until the end of the year they turn 18, per revised chapter bylaws of 30 Dec, 2019.