



Experimental Aircraft Association - Rock Hill, SC - KUZA

EAA Chapter 961 *Flyer*

June 2020

Facebook www.facebook.com/EAA961/

Website <http://961.eaachapter.org>

Managed by member Chris Kelly chris@control1comm.com



REGULAR JUNE ISSUE EAA 961 Newsletter

Please allow me to jump in here to tell everyone that your EAA 961 Chapter is starting to slowly start functioning again,

Though there have been some impromptu “Pik-N-Pig” luncheons, (where having a high wing aircraft made my Champ a popular shady lunching spot), none of these outings were official.

In this issue, lacking the regular events to write about, we are starting a series on members who have especially interesting aviation backgrounds, ably written by our own Angela Sells. We are also reporting on current building projects by our members.

Hope you enjoy and will consider coming out and joining us at our upcoming events.

Dick Kruse, Secretary



Most of us likely have felt, at some point in these past few months, like we are hearing Dante's Virgil whispering in our ear, "Abandon hope all who enter here!" The media have been thrilled to officiously inform us of pandemic progress, and other breathless statistics, using scary (usually red and black) graphics, often with little or no context. When I was teaching freshman American History, I used to make the point that the main objective of the vast majority of the news media (on every political side) is to not to inform you, but rather to sell advertising. The advent of the 24-hour news cycle and cable TV offered unique opportunities for fracturing and specialization of messages, in order to peddle to their target audiences.

But the cloud is lifting, the lights might be dimly visible at the end of a tunnel, any tunnel! And we no longer need to feel like we are abandoning hope! We have set our next meeting for the usual day and time, second Monday of the month (this time falling on the 8th of June) but we are accommodating the professional and public advice by having it "outdoors" at hangar 503, on the Taxiway J side of the Rock Hill York Country airport. If you haven't been to that side of the airport yet, here are some tips:

From Celanese, turn onto Bryant Blvd at the QT. Then look for "Taxiway J Dr." This road is not even on my phone, but it is only about forty feet from where Bryant bumps into Homestead Rd. We will open the gate for you. Hangar 503 is on the front row, the last right turn you can take before you get to those scary signs saying you are about to go onto the runway. Please don't. Besides, there are no burgers on the runway! There will be at the hangar, so look for the silver Luscombe! We'll start discussing chapter business about 7:00 pm, but burgers will start about six! Come early and socialize!

We actually have a fair amount to discuss! Not only are we planning Instead-O-KOSH for July—and it needs help—but there is a trash pickup scheduled, we are hoping to have some new members to introduce, you know, stuff like that. The Usual. And that gives me great pleasure to say "usual" because these last few months have been anything but!

As much as I despise pithy phrases like "The New Normal," here we are. Your chapter presidency is excited to see y'all again, and gradually start those activities that we can! See ya Monday!



Joe Baker
President

Treasurer's Two Cents Worth !

Question: Is flying at pattern altitude considered "social distancing"?

Answer: As long as your aircraft are 6 feet apart.....and if they're not, COVID-19 is not your most pressing issue! Who said Bean counters don't have a sense of humor.

Since we haven't met since March, I figured it was time to bring everyone up to date on our membership numbers. Of the 130 members we had at the end of 2019, 90 have renewed their membership for 2020. I will be sending out reminders to those who have not renewed to make sure that it is not just an oversight.'

Additionally, as part of our Young Eagles program, last fall we sponsored an event for the newly formed Aviation Club at Ardrey Kell High School. We flew 15 club members, and the club organizer, Henry Constantino, has joined the Chapter. Henry is in the process of recruiting other Ardrey Kell Aviation Club members



Paul Fischer
Treasurer



Contact Information for your EAA 961 Officers and Committee Chairman

President	Joe Baker	k7cci@yahoo.com
V-President	Louis Kantor	louiscfi@aol.com
Treasurer	Paul Fischer	plfischer31@gmail.com
Secretary / Newsletter	Dick Kruse	krussr05@gmail.com
Young Eagles Coordinator	Bob Kudwa	kude@aol.com
Airport Clean-up	Bob Cottom	nseg@carolina.rr.com
	Mike Drews	mdrews531@gmail.com
Fly-out / Fly-in	Stacy Lutes	stacy_lutes@hotmail.com
EAA Tech Counselors	Dave Fortenbury	jdfnnef@bellsouth.net
	Bob Cabiness	bcabanis46@yahoo.com
EAA Flight Counselor	Gerry McBurney	gemmail@earthlink.net

EAA 961 QUARTERLY AIRPORT SERVICE PROJECT

**ROCK HILL AIRPORT TRASH
PICK-UP SCHEDULED FOR
SATURDAY JUNE 13th**

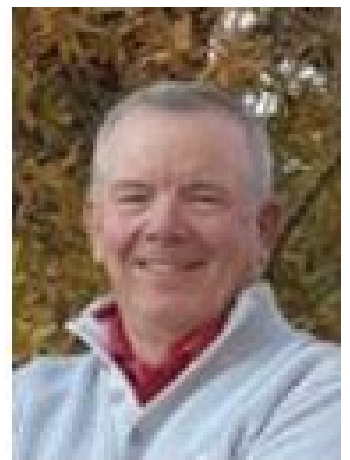
**Meet at the Rock Hill FBO just
before 8 am,**

**Gloves, vests and trashbags
provided...All Are Welcome**

**Project ends at 9 am with a visit to
the local Bojangles where the
chapter is happy to buy your
biscuit and coffee.**

*The man in charge is
Mike Drews*

mdrews531@gmail.com



NEWS FLASH

from John Long

**The SC Breakfast Club,
met for the first time in
about two months at SC41,
Palmetto Airpark 5/31
About 25 aircraft and 50 to
60 people. Socially
spaced seating in an open
air pavilion. Delicious
breakfast.**

**The Greenwood EAA
Chapter announced that
the next meeting would be
NEXT WEEK,
JUNE 7, D Day+1, at GRD.**

**UPCOMING
EAA 961
JULY 24th
and 25th
Fly-In/Drive-In
EVENT**



Start planning now to attend your EAA Chapter's July Drive-in / Fly-in event at Unity Aerodrome, SC76. Location is Les Kanna and Ed & Liz Lee's 60 acre grass strip. Address for gathering is 3118 Shilo Unity Rd, Lancaster SC and the strip is located on Sectional Charts and displayed in ForeFlight. There will be ATC for Air and Ground similar to Triple Tree, with parking for approximately 50 aircraft. Overnight camping will also be available, whether flying in or driving in.

TENTATIVE SCHEDULE

Friday evening cookout and an aviation themed movie
Saturday is a Fly-in pancake breakfast, a chance to display aircraft and a Flour Bombing contest

Watch for more information coming your way via email as plans and details come together.

Like any aviation event, many hands are needed to make this a SAFE and fun event. There are many small jobs and we are asking you to consider stepping up to manage or help out.

Contact Joe Baker to volunteer k7cci@yahoo.com



Thomas (Pinky) Funderburk

In these uncertain times that we're facing today, it's good to reflect on the past and draw strength and understanding from it.

We owe everything we are to the men and women that serve, and have served and sacrificed in our military so much for us to claim the

freedoms that we enjoy as Americans today. Given an opportunity to spend time with the defenders of our freedoms and share their stories with you is an honor. While this is just one story, I hope it encourages you to thank those who are currently serving when you see them, and those veterans that have served through the years to secure our future..... Angela Sells

I would dare say there are a few, if any, local EAA chapters that can claim to have an active member of the club that is also a WWII hero. Our chapter, EAA 961 has one of those incredible gentlemen we call our own. Thomas "Pinky" Funderburk is an active member, helping at our Young Eagles events as well as attending meetings and all other functions we hold. At 95, he seems as eager to help a anyone. We are extremely fortunate to have him amongst us.

During this Covid-19 crisis and stay-at-home order, I've had the immense privilege of getting to know Pinky and learning more about him. While we can't visit in person at this time, I decided to ask him to be my internet pen pal. It's been an amazing experience getting to read the incredible stories he shares with me. I'll cherish these letters forever. It reminds me of listening to my grandpa when I was younger, and how much I loved hearing him tell me stories. I realize how much I miss him. He would have been about Pinky's age if he were still around.

Part of reaching out to Pinky was to share his stories with you, some are new to our club, like me and may not know much about him. He is very quiet and humble. He's also very sweet and friendly if you get a chance to speak with him.

These men from WW2 were in their late teens and early 20's when

they left to go to war across the sea. I don't think most of us around today understand the gravity of that war, nor how many countries and lives were affected by it. I've had the opportunity to dive in a bit deeper with someone who lived to tell the tale, and over this past month of emailing and reading books, it's obvious why they are referred to as "the greatest generation".

Pinky was a B-17, Flying Fortress pilot in WW2, and had just turned 20 when he flew his first mission. While many may know this about him, I wanted to know how a 20-year-old ends up flying a B-17 across the ocean and what got him there.

Tom was born in Pageland, SC and began flying at 16. When I asked him how he got interested in flying at an early age, he recalls in his pre-teen years, "making balsa wood and paper airplanes like the Neiuport Baby Scout and German stuff like Baron Von Richtofen's plane"; then climbing on his roof, setting fire to them with a match and throwing them off. I chuckle to myself envisioning this scene in my mind. What a great memory!

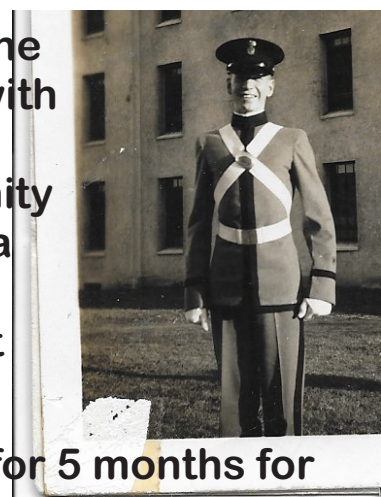
He says he'll never forget his first airshow his dad took him to when he was very young. He recalls it being 'amazing'.

He also had two friends in Pageland that had Stinsons and a little grass strip where he would fly with them when he was 16 to 17 years old.

High school only went to 11th grade back then, and after graduating, Tom was 17 and went to the Citadel for a year of college before going into the military.

While he was a freshman Cadet at the Citadel, the owner of a Stinson Reliant, who was a civilian with the CAP (Civil Air Patrol) and doing submarine patrols over Charleston, gave Tom the opportunity to fly with him several times. He recalls this as a 'really exciting' time and was instrumental in helping him decide to go into the Aviation Cadet program.

After basic training, he was sent to Texas Tech for 5 months for their pre-flight training program.



The military realized they didn't have enough instructors to train their pilots, so they enlisted civilian partners to help during this time.

Tom flew the Taylorcraft L2A for 10 hours while at Texas Tech but didn't solo there. He recalls that this program was designed to find out if a guy had the propensity to fly and says many washed out.

Next he went to Santa Ana, California for classification. It was where they determine what role you'll play in aviation: either a pilot, bombardier, or navigator. Here is where he made it through his pilot preparatory training.

He went on from Santa Ana to his first primary training at Hemet, California in the all metal, low wing, Pt22 Ryan with a 65 hp engine. He speaks of what a 'beautiful little plane' it was. I can tell there is some wonderful sentiment for this open cockpit trainer to him.

One of his funniest moments is during his third hour of solo. Davis-Monthan Air Force Base wasn't too far away and he saw a B-24 fly over, and he said, "I'll show that guy, and I started doing snap rolls and slow rolls to show off. About that time, I hit his prop wash and it put me into about three unrequested snap rolls and scared the heck out of me. That was my first introduction to prop wash."

Tom moved from Hemet to Tucson, Arizona for phase two of training in the "Vultee Vibrator" -the Vultee BT-13 Valiant-a single engine high-powered aircraft. This plane was nicknamed the "Vultee Vibrator" by pilots for the uncomfortable vibrations in the cockpit. The Vultee BT-13 had a continuous canopy with a crew of two sitting in tandem behind dual controls. It was also equipped with blind flying instruments to teach new pilots the basics of flying at night or in foul weather. The student pilot was taught to use two way radio communication with the ground and to operate landing flaps, and a two-position Hamilton Standard controllable pitch propeller. Tom recalls, "it was a big, clumsy airplane." He says he did a lot of night flying in it.

Next, Tom moved to Douglas, Arizona to Douglas Army Air Field,

he flew his advanced training in three different twin-engined aircraft: the Curtiss-Wright AT-9, the Cessna AT-17 and the North American B-25 Mitchell.

Tom graduated from advanced training on August 4, 1944 and says, “I got those awesome wonderful wings. Pilot wings are kind of the equivalent to an Eagle Scout award - something you can cherish and brag about the rest of your life.”

He wanted to fly fighter aircraft when he graduated, but “they didn’t need fighter pilots,” so Tom was sent to Kingman, Arizona to learn to fly the Boeing B-17 Flying Fortress, a four-engined heavy bomber.

One thing that stood out to me in retracing Tom’s early years, is the amount of training and different types of aircraft he got to fly. I didn’t realize how much training the pilots were actually given prior to getting assigned during the WW2 era. It’s mighty impressive to think that he was 18-19 years old when he was going through his flight training and preparing to go to war.

I wanted to know more about how Pinky got started flying, his training experience and background before I dive into his WW2 experiences, He has quite the story, and I look forward to sharing more with you over the next couple of months. As life begins to find some normality again, hopefully we’ll be meeting together and greeting each other in person soon. Please take the time to introduce yourself to Tom, “Pinky” and let him know how much we appreciate him being amongst us.

Editors note

Angela Sells, a member of EAA Chapter 961 is herself a private pilot, a United States Air Force Veteran, wife and mother, a published aviation author and photographer with her material appearing in EAA magazine among others. She can be contacted by emailing to southernflygirl@gmail.com



YOUNG EAGLES FLIGHTS and Programs



As we watch the country emerge from this tragedy, all of us want to get back to doing what we love, with whom we love, where we love to be. I was approached by the execs to think about Young Eagles at our Unity July event.

Regardless of one's political views regarding the re-opening, we need to wait until it has been decided it is safe to reopen the schools. I personally hope the legislative branch sees fit to record a protective clause to alleviate litigation for those who chose to 'open'. This will cover CEO's, campus presidents, small business owners, and people like us.

Waiting to bark orders on the flight line,

Bob Kudwa kude@aol.com
Young Eagles Coordinator



COVID 19 RESOLUTIONS

MY GOAL FOR 2020 WAS TO
LOSE 10 POUNDS

I'VE ONLY GOT 14 TO GO

961 member Jim Katz
has completed his
“Fly Baby”



We look forward to his
completing his testing and
seeing it at fly in events



Another 961 Member Build Project

Chapter President Joe Baker asked me to share my story on restoring this 1946 Cub.... Mark Accomazzo

This is definitely a story or how life gets in the way, family takes priority, and an airplane project gets side lined.

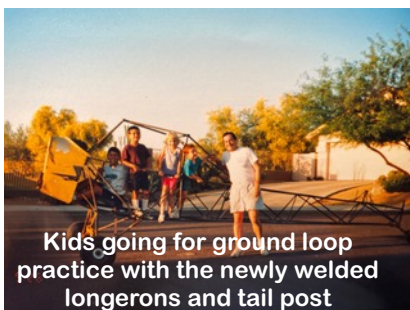
I bought my project in 1996, a basket case 1946 Piper J-3 Cub. It was pretty rough, but the wings were in good shape, paper work was all there, and I could see myself slipping the surly bonds after a quick restoration. I had loads of ambition and no idea what I was getting myself into. I just finished loading up the new project in my trailer when 2 of the elder statesmen pilots of the airport stopped by and asked if I just bought the Cub. I proudly said I was the new owner. They asked if I was a welder. "Not really", I said. "You will be a welder when you are done with that project", they said laughing while they drove off in their golf cart!

Unfortunately, the elder statesmen were right. Once I sand blasted the frame, I found that from the tail post to rear landing gear mounts the lower longerons were peppered with the dreaded rust holes. We were living in Phoenix Arizona at the time and I looked for someone to help me with the project.

I lucked out that one of the best antique aircraft welders, George Evans, from EAA chapter #1 at Flabob, California retired within a block of my house. When he saw my project he told me this was a ton of work. I told him my plan to restore the airplane and



learn to weld as part of the deal. He took me under his wing and for the next year I learned from the best how to gas weld, tig weld, and aluminum weld with a Miller Syncrowave 250 welder my cousin sold me. Once I could weld .035 thick chromoly tubing, George gave me his blessings and I started replacing rusted sections of the frame. I made good progress and got it complete enough to put the landing gear on it and run the kids in the frame down the street for ground loop practice, then life took a turn.

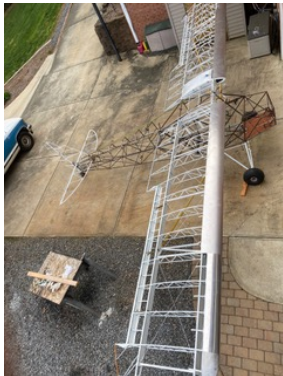


Kids going for ground loop practice with the newly welded longerons and tail post



Dreaming of the first flight

In 1999, we packed everything up and moved to Charlotte. At this point, life got in the way big time and my project sat dormant for 16 years. In 2017, home life had stabilized enough to re attack on my Cub. I commandeered the basement and moved the wings inside to completely rebuild them with a few new rib replacements, new leading edges, replacement parts from Univar, Dakota Cubs, Javeron Cubs, and the addition of a 12 gallon wing gas tank.



It is slowly coming together



My wife, Vina, giving encouraging smile while the kids get their first look at the Cub

I have the original A-65 engine, but found a nice Continual C-90-12 on Craigslist and have had everything yellow tagged and ready for assemble. In 2019 I found a beautiful set of Aqua 1500 floats from a J-3 flying off of Lake Norman. We live on Lake Wylie so the dream of flying my own sea plane off my dock was starting to look like it might happen.

Today, I'm spending every moment I can to complete my project. I have taken a voluntary leave of absence offered for 6 months by my employer American Airlines. Welding will finish this week. I will prime the frame, build a boot cowl, and then assemble the plane to see if it all fits together. Next, will come engine assembly and test run. Then it's disassemble, fabric, paint, and then final assemble.....almost done.....Right??

I promised my oldest son that this project would be completed by the time he was 14 so I could teach him to fly. He is now 32 and a 737 co-pilot for American. I did teach him to fly, but I am hoping to fulfill my pledge for a family Cub this year, God willing.



Mark

Interested in becoming a regular member of this active and growing chapter?

Just fill out the form shown below and send it along with a check for \$ 25 to Paul Fischer, Treasurer, made out to EAA CHAPTER 961

(Dues paid after September 1st, of any year will cover the following year)

EAA CHAPTER 961 MEMBERSHIP ENROLLMENT FORM

Please fill in the information below.

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 No. _____ h,w,c.

E-mail address: _____

EAA Member Number: _____ *

Pilot Ratings: _____

Aircraft Owned or interested in: _____

Are you an Young Eagles EAA Member YES ___ NO ___ **

Do you want to order a chapter name tag YES ___ NO ___

Do you want to order a chapter shirt YES ___ NO ___

If YES, then what SIZE _____ COLOR _____

(Grey is the standard but other colors are available)

EAA is for both pilots and non -pilots who are interested in aviation. Founded in 1953 it offers activities for the entire family in local, regional and national events. EAA supports and encourages those who are building or restoring aircraft and those flying or renting any type of aircraft or interested in learning to fly or those who would like to be associated with those that do.

***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 www.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**

UPCOMING EVENTS AND PROGRAMS

planned for our regular meetings.

**Next meeting planned for
July 13th. Watch for information**

**Josh Purser
a presentation on
Aviation Fuels and Safety**

**A presentation on AVIATION TIRES
their manufacture and upkeep
by MICHELIN AVIATION TIRES**

**VIETNAM AIR COMMANDO
presented by Ralph Griggs**

***Be sure to practice proper
“Social Distancing”
1,000’ AGL over populated areas
and 500’ AGL over non-populated***



Looking For or For Sale by 961 Members

**LOOKING FOR A SMALL VERTICAL CARD
COMPASS TO MOUNT ON TOP OF PANEL**

If you know of one, please contact

Patrick Oltmanns

patrick@clickfold.com

**New member Matt VanDeventer
is interested in finding a
Bonanza and a hanger
within an hour of Lake Wylie**

Matthew.vandeventer@gmail.com

**If you are a current member of EAA Chapter 961 and have
a personal AVIATION RELATED item or items to donate or
sell, please submit the information to me at this email**

krussr05@gmail.com

**Going forward, I will keep your item in the newsletter for
only two issues unless I hear back from you that it is still
available.**

**Thank You
Dick Kruse
Secretary EAA 961**

FLIGHT REVIEWS

*Here is the contact info of a few of
your Chapter 961 member "CFI"s
who are available to do FR's.*

Tail Wheel, Check out's, Aerobatic Training, etc.



John Connor gearupandfly@gmail.com 919-247-8115

Mitch Eudy homes@mitcheudy.com 704-634-0234

David Graham jetjockey@comporium.net 980-228-0758

John Staines john.staines@gmail.com 386-846-2956

Tyler Fisher tfisher1112@yahoo.com 704-915-1682

Dick Kruse krussr05@gmail.com 704-999-4025