



CANNON CREEK FLYERS

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Volume 21 Issue 11

NEWSLETTER

November 2021

November 3, 2021
Chapter 977 meeting minutes
Called to order: 7:15pm

President **Don Downs** called the meeting to order and led everyone in the Pledge of Allegiance. There were **42** members and guests present for the meeting.

Membership, Mel Towner - Welcome to our guests and prospective members tonight, Steve and his son Tyler, who learned about our chapter at the last Young Eagles Rally. Tyler is 11 years old and is very interested in becoming a pilot when he grows up.

Treasurer: Mark Sires— Insurance and tax bills just came in. All other financials are in order

Young Eagles: April Sedlak and Nancy Marquis

The last Young Eagles Rally was Saturday, October 16th and was a great success! We flew 51 kids despite the weather hold in the middle. Thank you to all our volunteers that made it a great event! A unique addition this time was having the Lake City Scouts here camping the night before as part of their Aviation Merit Badge program. Along with approval from our Runway Association, **Gary and Nancy Marquis** allowed them to set up tents on their property. The boys and the leaders really enjoyed being a part of it all.

Thank you to **Mary Beth and Shirley** (who couldn't be here for the meeting) for the setting up the refreshments tonight! Our extra treat makers were **Julie Sires and Sue Wiencek**. Contact Shirley if you'd like to bring your favorite goodie or treat to share at the next meeting.

Thank you to **Mike Corbett** for loaning the lift to upgrade our bright new lights in the hangar. And thank you to **DJ Torres, Bill Shippee, Gerry Kutner, Mel Towner, Les Bowser, Steve Smith, and Mike Corbett** for your help getting them installed.

The water problems here will be resolved by the next meeting:
Would like to move the pretty blue tank outside and will add a new electric instant hot water tank by the utility sink
Anyone with any ideas on what could work best for our chapter building, please send Don an email

A future program idea:

A field trip meeting (in lieu of of regular monthly member meeting) to Lake City Airport with the Forestry Dept. The program with Jim Stuhr, will give a tour of their aircraft and the equipment they use every day. The members present prefer to have this in January after all the holiday activities.

Tonight's Program:

Steward McQuillin, Retired RAF & USAF pilot

He and his team have started a non-profit for paraplegics & veterans that provide community, housing, training and support. He also helped create a leg-assist for those who want to fly helicopters. Stop by and see Stew and his helicopter at the St. Dennis' hangar. He's working on his 2nd helicopter now.



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Mark Wienczek is stepping down as our newsletter creator & distributor after 15 YEARS!!

If you are interested in doing this job for a little bit, give Mark a call or email.

Upcoming FLY-INS and events:

Loves Landing (Wings Over Lake Weir)

This Saturday, November 6th, Rain Day is the 7th
The fly-in is on the north end

DeLand Sport Aviation Showcase is back this year

November 11-13 at DeLand Municipal Airport

Movie Night will be Wednesday the 17th. The movie will be announced soon.

Friday December 3rd will be our Christmas Cart Parade and Soup Dinner

Details will be sent out soon. Gather your decorations for your carts and start planning!

Vicky Shanks:

Dec 11th is our annual Cannon Creek & Friends Christmas Party.

Tickets are available now! Location: American Legion in Lake City Catered buffet dinner and dessert
Drinks available for purchase (at the members discount price!) Music and entertainment by our own Shirley McManus
Our famous gift baskets will be there too! Raffle tickets available the night of event \$30 per person. Tickets are available through Vicky & Larry Shanks, Laura Shippee, Ann Bormolini. Please make checks payable to Larry Shanks

Christmas Day: If you are in town and don't have any plans for Christmas Day, join us for the Christmas Day Pot-luck. Last year we had 57 people attend! *We still need an organizer to head it up, which involves just keeping track of the dishes being brought in* If you are interested in helping to put this great new little event together, give Vicky a call.

Our **50/50** drawing tonight was collected by **Karen Smith** - happy to have her, and her cute hats, back!
Congratulations to our winner, **DJ Torres**, who donated his \$36 back to the chapter. Thank you!

Meeting adjourned at 8:18 pm
Have a safe and happy Thanksgiving everyone!

Submitted by April Sedlak, Secretary

EAA CHAPTER 977 LEADERS

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MONTHLY MEETING

EAA Chapter 977 holds a monthly meeting in which all aviation enthusiasts are welcome. The meeting is held on the first Wednesday of every month. Doors open at 7PM, meeting starts promptly at 7:15PM.

Meeting location is at the permanent home of EAA Chapter 977 which is located on Cannon Creek Airpark (15FL). Our street address is 288 SW Challenger Lane, Lake City, FL, 32025



SHORT FINAL...

Project Update: Highlander I thought I'd check in on my very own project. The airframe is coming along. Engine has been ordered (Rotax 912ULS), avionics suite is in hand, and work has begun on getting auto pilot servos installed. Next big hurdle will be covering. So far, I am leaning towards the one step "Oratex" product. I am at the point where builders say: "90% done, and 90% to go!" *Mark*

Project Update: Pearson Auto-Gyro Well, not so much a physical project update, but I had a chance to check up on Bill Jennings on his efforts to become a new Gyro Pilot. Bill did not have any other flying experience, so he is drinking from a fire hose learning the ropes and flying his gyro. Bill hopes to be soling the craft by the time you may be reading this. *Mark*



Young Eagles Event The Chapter hosed another YE event on October 16, and flew over 50 kids. The event saw some low scud in the early hours, but cleared nicely by late morning. The event ran like clockwork, and I believe all the kids had a wonderful time, if the picture I took of EJ on one of my flights is any indication! *Mark*



Fly Out Report, Ocala
Yes.. Ocala. Back on the Fly Out schedule after close to two years. On Tuesday 1026, Sue and I met Mark II at the new "Elevation 89" Restaurant in the new terminal building. It just opened a few days before. Initial impressions are very favorable. The Belgium Waffles that Mark and Sue had were excellent, as was the classic two egg dish I had. Full menu and times will be sent out in a separate email. We will sure be back! *Mark*



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What follows is a story submitted by Earl Levers (with his permission) regarding an "interesting" flight he took, as authored by his friend Larry Webberking. Mark

How has the country changed during your lifetime?

by Larry Webberking on January 23, 2021.



Larry Webberking, January 23, 2021

THE ELAPSED TIMELINE TO ANSWER ,YOUR QUESTION: 1937 to 2021. ---- WQW !!!!
technology --- medical --- electronics --- engineering (all types) --- space travel ---
politics --- global warming === civil defense --- international ballistic nuclear systems
--- WW 2 & continuing conflicts --- weather reporting & prediction --- architecture & types of
materials --- civil & military aircraft & naval designs --- GPS Global Positioning Systems &
satellites --- transportation systems : interstate highways & congested town & populated area
bypasses --- communication systems : cellphones , WI FI, blue tooth, analog to digital, big
screen TV the norm, motion detectors, alarm systems, DUMB-ASS HEARING AIDS esp blue
tooth, --- automotive & trucking engineering & designs powered electrically by batteries
--- plastics & micro fiber, --- THE LIST IS NEVER ENDING.

Changes in flying a single engine aircraft since I started flying in 1990 are dramatic. A task I learned early during training to pass private proficiency test is DEAD RECONING. This is a way to navigate an airplane solely by means of computations based on air speed, ground speed, course, heading, wind direction & speed, ground speed, and elapsed time.

September 1990 two of my close buddies offered to fly me to Forrest Lake, Minnesota to fly my newly purchased North American Lark Commander home. Jay Penrose piloted his Cherokee 180 and Earl Levers was copilot, myself in the rear seat. We departed Wilmington, Delaware after daylight, headed West over Pennsylvania. The clouds were broken at 3500 & 5500 ft. VFR (visual Flight rules). I remember as if it were yesterday, looking down into the valleys between the mountains and seeing the areas filled with dense fog. I WAS THE "NEWBE" ----- I had recently flown solo in my flight school's Piper Tomahawk. It is a two place tri gear (three wheels) T tail aircraft. I departed Wilmington KILG into the wind in radio contact with the tower for taxi, runway departure ,crosswind ,downwind, base, final landing, & taxi return to the flight school. --- A pilot's SOLO is akin to a birthday --- its a big deal. I was excited, calm, and delighted that everything went the way I trained for. Pilots usually get their shirttails cut

off as a tradition. After the flight on my way to my auto shop (THE BRAKE SHOP) I passed a DUNKIN DOUGHNUTS. I bought a dozen doughnuts & drove back to the tower for the controllers for their help.

JAY & EARL WERE MY HEROES. — Back to our flight to Forrest Lake, Minnesota — Hand held GPS for light aircraft was hardly on the market. Jay had use of his (now outdated) VOR receiver which only gave compass heading without distance. — We passed through the mountains of Pa. and to Toledo Ohio South of Lake Ontario with fuel stops when needed. Our next task became a monster for accurate DEAD RECONING. We crossed the widest width of Lake Michigan on our heading for Minneapolis. Visibility had been fine over land, We were over water for some time before the ceiling lowered but we still had reasonable altitude. Jay & Earl had fun with me in the back seat. I saw a good size ship — my assignment was to notify them if I saw another ship in case we had to swim to it. The DEAD RECONING paid off in our favor. The ceiling clouds were getting lower & we didn't want to turn back 180 degrees to landfall. — Jay & Earl couldn't resist the opportunity to kid me about all the money to pay for N4033X. I would have to explain it wasn't drug money to authorities if we went down. We eventually saw the marker lights on several extremely high towers .& onward to Minneapolis & Forrest Lake & landed on a grass runway. .

We met the seller & he slid the hangar wood doors aside. 33X had blankets on top of the wings, cowling & windshield. I thought to myself " he really took good care of 33X. NEWBE didn't know the real reason was to keep the bird shit off. Earl did an extensive preflight & short flight. I paid the seller & he loaned us his car for us to go to the only motel in town which I had reserved. That night it rained cats & dogs. Weather was forecast rain for the next day also. Our motel had been booked full the next night for weeks — there was a wedding in town — " go to another town" so we did. DUMB-ASS NEWBE decided to get a running start & jump a puddle on the field. I pulled a ligament down my leg & could hardly walk by dinner time. I found a stick for a cane. we went to a cafe & was hardly able to slide the tray along. The sellers wife gave me a pair of crutches & didn't want them returned. The next morning we were finally ready for departure following Jay solo in his Cherokee. He took off splashing water from the grass like a wild goose. The seller could not locate the instruction book for our LORAN navigator. Earl only had a line drawn on our SECTIONA MAP to fly airport to airport. We landed and called Jay's bag phone and fortunately he was on the ground to answer. We met Jay at Joliet, Illinois, Southwest of Lake Michigan. NO MORE FLYING OVER WATER. After fueling both aircraft Jay started diving, climbing & off course. We called him on frequency — he was scared silly — wasp in cockpit — Jay was trying to kill wasp he is allergic to bee stings can't breathe etc. — wasp dead & back on course. Our radio was ancient and lost transmission in less than 10 miles. — We lost Jay in the haze and Earl landed at a grass private airport shown on our course. There were no buildings. Only a house trailer. I got out and as I approached, a woman came outside with several children — We wanted to confirm what state we were in. — We circled the nearby town water tower to read the letters 3 times. YEP ! PAULDING OHIO — RIGHT ON COURSE. Earl

& Jay both landed at a mountain top airport in West Virginia. Weather was warm when we topped the fuel tanks. We took a short soda break & when we arrived back to 33X the left door window looked like Niagara Falls with gasoline running down. I was afraid that the fuel tank burst a seam. We removed a 4" fairing strip attached to the bottom of the wing where it meets the fuselage and found a dried out short section of rubber hose for the tank vent system released the warm expanding gasoline. We eventually returned safe & sound to KILG Sept 16, 1991. This morning I GOOGLED the date — It was Monday — 29 years, 4 months & 7 days ago. HOW TIME FLIES Next week THE WORLD TRADE CENTER Larry Webberking

EARL LEVERS JAY PENROSE LARRY WEBBERKING

9-16-91 Forrest Lake Mn.-KILG



CAPT. EARL





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TO:



I got to thinking.. what was the very first Chapter member I captured with an air-to-air picture? Well it was none other than Gerry Kutner in his RV6A on July 23rd 2006.