



EAA 297 – KITTYHAWKERS NEWSLETTER

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NUMBER 2

LADIES DAY LUNCHEON SATURDAY FEBRUARY 1ST – 12:00 PM

PRESIDENT SENDS

Greetings fellow aviators,

The most prominent and gripping recent aviation news is the saddening report of the Kobe Bryant helicopter crash in California. Save a special prayer for Kobe’s three surviving daughters.

February is Valentine month and at our February meeting we will honor our Valentine Ladies with a special luncheon in their honor. For those of you who have not experienced our Ladies Luncheon, it is an occasion like no other at the No Whining Saloon Clubhouse! Linen tablecloths, candlelight centerpieces, wine, and sterling silvery flatware is just the superficial part of the exquisite lunch food to follow. Bring your significant other on February 1st for a great time! Attendance at the 10:00 AM regular meeting is not required (or expected) for the ladies.

We will ratify our new slate of chapter officers at our meeting on Saturday. We have proposed several additional official positions of responsibility to spread the work load a bit. Please, take note of the list published later in this newsletter. During the meeting Saturday we will also be soliciting commitments for your finest chili for our chili cook-off next month!

See you on Saturday,
Aubrey

JANUARY MEETING MINUTES

Called to order. Our January meeting was gaveled to order, by our President Aubrey Thompson, promptly at 10:08 am. We rose and recited the Pledge of Allegiance.

Colonel Jerald Hurst USAF (Ret), from Jacksonville, NC and our quest speaker, was introduced to the membership.

The raffle prizes were displayed and described. Two books and bottle of wine were donated.

Awards Presentation. Aubrey presented the 2019 EAA Service Awards to those who have given their time and skills to the chapter. The following awards were given: Drew Holbrook – Vice President and Young Eagle Coordinator. Kristen Montefusco – Secretary. Bob McGowan – Treasurer. Mark Thoman – Newsletter Editor. Austin Smith – Web Editor. Billy Johnson and Vernon Pitts – Technical Advisors.

Treasurers Report. (All numbers rounded to the nearest dollar.)

Beginning Balance	\$3581
Income	\$225
Expenses	\$759
Ending Balance	\$3047
Young Eagle Fund Balance	\$2140

Bob reminded the membership that our annual dues of \$35 are due.

ILM Pilots Association. Tom Goodwin discussed current events with the ILM Pilot’s Association. First, he is once again serving as the Executive Director of the organization. Secondly, the airport’s Board of Directors is currently reviewing two proposals for a second FBO at the airport. The Pilots Association volunteered to help in the decision making but there offer was declined.

Currently there are approximately 125 members in the association. Tom encouraged all of us to join. A larger membership will carry greater political influence. And he

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reminded us that all decisions made by the airports board of directors are political and that only political influence will result in effective changes.

Tool Donation. A box of tools was donated to the chapter and is located in the clubhouse. The tools include a rivet squeezer, an oscillating saw, a grease gun, and a Harbor Freight HVLP spray gun. Any chapter member in good standing may borrow these tools.

Chapter Leadership. Aubrey made a pitch to the membership concerning the nomination of new officers for the upcoming year. Aubrey would like to retire as President, and Kristen would like to be replaced as the Secretary. There were no immediate volunteers from the members present.

Raffle Drawing. Tickets were sold and drawn for our raffle. Robin Jones won the history book *Fly Girls*, Gerald Hurst won the novel *Early Warning*, and Eric Staton won the delicious bottle of Mogan-David Concord wine. It must be a delicious wine because the description of the wine, published on the label, recommends adding the wine to your favorite mixer. That is a quality wine.

Introduction of Guests. Bob Krieger II and his son Bob Krieger III were introduced at the meeting. They are having fun flying a Zodiac which was parked on the ramp. Henry Singletary was also introduced. And Tom Goodwin's son Ryan joined us for the day. Ryan assisted as a technical engineer for the presentation.

Project Reports.

Billy Johnson reported that his aircraft engine is mounted on the Seafire's pylon. His next effort involves building a scaffold around the aircraft that will allow him to work on the engine without risk of falling off a step ladder.

Aubrey Thompson's biggest project for this last month has been moving his daughter to Atlanta. She will be commencing a nurse training program in January. He has done little on his Cessna 150 project during the holidays.

Mark Thoman reported that his progress on PATROL was slowed during the holidays. But the white finish paint had been sprayed on the fuselage fabric and he was beginning the reassembly of the fuselage to paint the red and blue markings. Before Christmas he completed

cutting out the centers of the inspection holes in the fuselage fabric and installed the finished inspection covers. As a special gift he gave every attendee a signed and numbered "center cut-out." He assured all that these pieces of finished wood, at sometime in the distant future, become valuable collectables.

Phil Ellison reported that the Legend Cub was in good shape and ready to fly. The log books are complete and were inspected and approved by Don Rhodes.

Lunch Menu. Our Master Chef Ken McGee was introduced and he regaled us with a joke before detailing the menu for our lunch. The chapter's newly recognized BBQ Master, Wade Hanchey, smoked some delicious pork butts for our dining pleasure. Ken announced that the BBQ would be accompanied by cold slaw, beans, and spicy corn bread. And lunch would be completed with a piece of warm apple pie.



Colonel Jerald Hurst USAF (Ret) was introduced and he made his historical and exciting presentation.

COL. JERALD HURST USAF (Ret)

Jerald Hurst was born in Jacksonville and he grew up in Wilmington. Jerald graduated from NC State with a degree in Mechanical Engineering and was a member of the ROTC. Following graduation, he went to work for Hamilton Standard in Connecticut until he received a letter from our government explaining that his college deferment was no longer valid. Gerald decided that he would rather fly that be a private in the infantry, so he applied and was accepted by the US Air Force. He joined the class of 1958 and started flight school.

During his initial training he flew the T-34, T-28, and was a member of the first "jet" class to fly the T-33. He earned his wings and was assigned to George AFB to fly the F-102. One year later he transitioned into the F-106. The

mission of the F-106 is fighter interceptor and is often stationed near the borders of the United States to make interception of enemy aircraft more effective. While on alert in Yukon, Alaska he was launched on a mission to intercept an "inbound target". One hundred and fifty miles north of Point Barrow he and his wingman intercepted and destroyed a Soviet weather balloon. Later, while stationed in Misawa, Japan his mission was to intercept Russian aircraft flying in that area if the north west Pacific.



Annually the Air Force holds the William Tell Weapons Competition. Aircraft and pilots from all over the service compete in multiple flying events. The year that Jerald competed he earned the coveted "Number One Fighter Pilot Award."

Following several more tours in the western Pacific Jerald found himself due for rotation to the conflict in Viet Nam. He determined that he really wanted to fly the F-105 "Thud" so he did some administrative finagling and was assigned to a squadron based at RTAFB Takhli, Thailand. From there he flew bombing missions into both South and North Viet Nam. He named his jet "The Negotiator" in recognition of the Claus von Clausewitz maxim, "War is simply the continuation of political intercourse with the addition of other means." Jerald's negotiations were a bit more "pointed" than the peace talks then taking place in Geneva.

It was during a close air support mission that he joined the "Caterpillar Club." This is the name for those who have been forced to eject and make use of their silk parachute. While coming off of the target he noted the loss of oil pressure in his single jet engine. Ultimately the engine seized and then caught fire forcing him to eject. Fortunately, he was over friendly territory, but unfortunately, he suffered neck injuries during the violence of the ejection, and then he fractured his ankle during his parachute landing. He endured a period of convalescence and then returned to flying to complete his tour.



Gerald went on to complete a successful, twenty-six year, career in the Air Force and retired at his present rank. He returned to Jacksonville and built many beautiful custom homes in the area. Early in his second career Gerald joined the EAA with the vision of building an airplane. When he discovered that the airplane project would take six to eight years to complete, he changed his plans. Instead he bought a Bonanza and then started building a boat.



Arriving at his home Gerald asked if I was interested in woodworking. I said that I was, so he opened up his work shop to show me his boat. To call his creation simply a boat does not do it justice. His is a twenty-four foot,

floating sculpture of mahogany and varnish. The hull looks like it is doing 40 knots while sitting on the trailer. Gerald showed me pictures of building the frame members and then gluing the three layers of mahogany planking to the



frames. The boat is powered by a 320 horsepower Chevy Crusader inboard engine. Gerald described that when the hull is "on the step" she will cook right along. Gerald's attention to detail is evident in every corner of the craft. And for his efforts he has received six awards from four different boat shows including the Antique and Classic Boat Society and a best in show from the Cape Fear Community College Boat Building School.

LADIES DAY LUNCHEON

NO WHINING SALOON – Master Chef Ken McGee

Ladies, our annual luncheon will be a five course, candle lit, dinner affair. With real candles, fine linen table cloths and napkins, set with fine china plates of quality decorated plastic and chrome, plastic table ware, all served in the beautiful ambience of the "No Whining Saloon."

The meal will feature a palate receptor adjustment.... lime sherbet; followed by a light serving of fresh baked Italian bread surrounding a tasting scoop of freshly created chicken-salad on a juicy crisp lettuce bed. The entrée will include a mixture of parmigiana reggiano, mozzarella, garlic, prosciutto, fennel, and parsley moistened with white wine and olive oil stuffed into choice cuts of pork chop browned in olive oil and baked to a golden texture. The pork will be covered by a mixture of olive oil, butter, mushrooms, garlic, and marsala wine gently heated. The pork will be accompanied with spiced fried and baked red potatoes, sautéed with onion and crunchy sautéed asparagus.

The dinner will be enjoyed with your choice of a chardonnay or a cabernet wine. Thirst quenching southern sweet tea and unsweetened "Yankee" tea will be available.

The dinner will be followed by a zuppa inglese topped with gelato, and will be enjoyed with a fresh decanter of ground coffee.

Our ladies will be served promptly at 1200 hours and will be proceeded by a blessing.

The pilots will be eat after the ladies have been served. Due to the dollars being spent on the ladies, and the constraints of the food budget, our aviators will be having beans with sausage scraps and corn bread.

As per chapter tradition the ladies will dine for free, but the Aviators recommended contribution is \$5.99 for fixed wing pilots and \$4.99 for helicopter pilots.

If you intend to join us, please RSVP to: <mailto:mnthoman@embarqmail.com?subject=Ladies Day Luncheon>. This will allow us to plan for an appropriate number or guests.

CHAPTER LEADERSHIP

STAG AIR PARK – On Saturday January 18th members of the chapter, including most of the current Board of Directors and the leadership team met to discuss the officer slate for 2020. The following roster includes the recommendations made by the meeting. These will be voted on during the February meeting.

EAA Chapter 297 Officers – 2020

President	Ken McGee
Vice President	Allan Bobbe
Secretary	Kristen Montefusco
Treasurer	Robert McGowan
Newsletter Editor	Mark Thoman
Safety Officer	Phil Ellison
Web Editor	Wade Hanchey
Food Coordinator	Mike Barri
Events Coordinator	Allan Bobbe
Young Eagle Coordinator	Drew Holbrook
Eagle Flight Leader	Drew Holbrook
Membership Coordinator	Aubrey Thompson
Technical Counselor	Vernon Pitts
Technical Counselor	William Johnson
Technical Counselor	Don Rhodes
Member - Board of Directors	Tom Goodwin
Member - Board of Directors	Garry Brown
Member - Board of Directors	John Wood

MEMBERSHIP DUES

A reminder to all that our \$35.00 Membership Dues are due. Please give or send your dues to our Treasurer Bob McGowan. His address is 115 Aviator Lane, Burgaw, NC, 28425. THANK YOU for your continued support of our chapter.

MARINE KC-130 MISHAP – FINAL REPORT

In our January 2019 newsletter I discussed, and conjectured at great length, the possible causes of the midair collision between a Marine KC-130 tanker and an F/A-18 receiver. The midair caused the loss of both aircraft, the five crew members of the tanker, and the pilot of the fighter. The second crew member of the fighter was

rescued and survived. The collision occurred in December 2018. The mishap report and command endorsements were completed and published in September of 2019.

In our newsletter I hypothesized that the mishap probably occurred during the most difficult part of the aerial refueling operation, and that was during the initial rendezvous. To my surprise the actual collision occurred after both fighter aircraft had completed refueling, had disengaged from the hoses, and were joining as a flight to depart the tanker. The wingman attempted to cross over the KC-130 to join his flight lead. It is believed that he "lost situational awareness" during the cross over and collided with the rear of the tanker. Both aircraft suffered catastrophic damage. The tanker was rendered "unflyable" and was last seen in an uncontrolled descent, on fire, entering the clouds. As the mishap fighter became uncontrollable, the crew both ejected. The post mishap investigation uncovered additional problems, in the fighter squadron, that contributed to the cause factors of the mishap. The problems included, "Inadequate training and an unprofessional command climate." As a result, the commanding officer of the fighter squadron was relieved.

So, now you know the "rest of the story."

FUTURE EVENTS

February 2020

Saturday 1st	EAA 297 - Chapter Meeting and LADIES DAY LUNCHEON, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM
Sunday 2nd	South Carolina Breakfast Club, Grand Strand Airport, (KCRE)
Friday 14th	Valentine's Day
Sunday 16th	South Carolina Breakfast Club, Georgetown County Airport, (KGGE)
Monday 17th	Presidents' Day

March 2020

Sunday 1st	South Carolina Breakfast Club, Mount Pleasant Regional Airport, (KLRO)
Saturday 7th	EAA 297 - Chapter Meeting, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM
Saturday 14th	EAA 297 - Chilly Fly-In and Chili Cook-Off, 11:00 AM to 1:00 PM, Stag Air Park (7NC1)
Sunday 15th	South Carolina Breakfast Club, Lexington County Airport, (6J0)
Sunday 29th	South Carolina Breakfast Club, Lee County Airport, (52J)

April 2020

Sunday 5th	South Carolina Breakfast Club, Holly Hill Airport, (5J5)
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Saturday 11th	EAA 297 - Chapter Meeting, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM
Sunday 19th	South Carolina Breakfast Club, Broxton Bridge Plantation Airport, (SC55)

HUMOR

A couple had just learned how to send text messages on their cell phones.

The wife was a romantic type; The husband was... well... a pilot.

One afternoon the wife decided to send her husband a romantic text message; so, she wrote the following:

"If you are sleeping, send me your dreams."

"If you are laughing, send me your smile."

"If you are eating, send me a bite."

"If you are drinking, send me a sip."

"If you are crying, send me your tears."

"I love you."

The husband texted back to her:

"I'm on the commode. Please advise."

- stolen from The Aviator's Bathroom Reader

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