



EAA 297 – KITTYHAWKERS NEWSLETTER

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PRESIDENT SENDS

Greetings fellow aviators,

Wow, it has been many months coming. The end of the tunnel on our clubhouse rebuild project is finally coming into view. Those cabinets that were littering the clubhouse last month are all in place. Countertops from disparate storage locations have been fitted, sinks have been swapped, water is on, drains are connected, trim molding was created and installed, and..... the mysterious self-opening refrigerator door was fixed (temporarily). It's almost time to PARTY!

We are in need of someone to supervise the finishing of the unfinished wood cabinet units to "match" the factory finished units. We have decided to keep the white trim around the lazy-susan corner door to accentuate it.

It is time to start thinking about our Fall Fly-In. In our conversations after the Spring Fly-In we decided to create some "hands-on" workshop activities for youngsters. Think about the possibilities so that we can make some decisions on this topic at our meeting Saturday.

I'll be visiting Emory University in Atlanta with Talley this weekend. She will be starting a nursing program there in January. Drew or Mark will preside over our meeting Saturday.

See you soon,
Aubrey

JULY MEETING MINUTES

STAG AIR PARK – Our well attended July meeting was called to order, by our President Aubrey Thompson, promptly at 10:04 am. We recited the Pledge of Allegiance and then introduced our lone visitor, Jim Finger. Bo Pennock arrived with two of his former Aviation Fundamentals Class students Carrie and Gabriel. Carrie has logged her first hour of instruction while hovering in a Robinson 44, and Gabriel is continuing to log hours and study for his commercial license. He is also in search of a tail wheel endorsement.

Continuing the popular topic of electric aircraft Aubrey noted the AVWeb article that discussed the battery-operated commuter aircraft that is on the drawing board.

Aubrey also noted that the article's author, a professional aviation journalist, wrote that most of the "electric" designs he had observed were based on "a lot of fantasy."

Aubrey went on to discuss the inflatable paint booth that he had seen. He thought it had a lot of potential for an aircraft builder. It would allow for easy set-up, a clean environment for painting, and then could be stored with minimal fuss for the next round of painting. While exploring eBay, Aubrey also spotted an inflation motor and fan that he purchased for a minimal cost. He thought that we might use it to power a "wind tunnel" that could be used for aerodynamic demonstrations for the Boy Scout Aviation Merit Badge.

During the meeting the clubhouse was cluttered with the new cabinets for the kitchen. All of the order had finally arrived and the sink, counter tops, and cabinets were stored and ready for installation. Aubrey announced that it was his intention to complete the kitchen during July. He was looking for volunteers who had any experience installing cabinets and finishing the required plumbing. He said that he would let the group know when he was ready to continue with the project.

At that point in the meeting Aubrey turned the gavel over to our Vice President Drew Holbrook. He then made a surprise presentation to Mark Thoman for his contributions to Chapter 297. Mark was called to the front of the clubhouse and the gift was unveiled. It was a beautifully hand-crafted cabinet constructed by Leon Sandstrom who is pictured with his creation. The cabinet



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is constructed of cypress and when closed looks like a wooden representation of the American Flag. The cabinet opens by pulling the ends apart and inside the back is etched with a large set of EAA wings and the words “EAA Chapter 297” and “Stag Air Park.” Leon’s cabinetry skills are beautifully displayed in this unique piece. Mark was certainly surprised by the presentation and was left quite speechless. (And we all know, in Mark’s case, that doesn’t happen very often.)

While Drew was still at the front of the clubhouse, we all got a chance to congratulate him on the achievement of earning his Certified Flight Instructor rating. For any who have earned that rating you know the significant effort that was required. Well done Drew!

Proceeding with current news, Aubrey announced that Dave Moore had very generously donated his Legend Cub to our chapter. It is our collective intent to create a flying club, legally separate from the EAA Chapter, that could then fly the aircraft for the purposes of aviation education. There was enthusiasm for this adventure and several tasks were discussed. The aircraft itself would require a thorough inspection and continued maintenance. And, the appropriate administrative requirements would need to be completed to form the club and then supervise the flight operations. The chapter has been discussing this type of activity for several years, but it is Dave Moore’s extraordinary generosity, and his hand-crafted airplane, that may finally make our collective dream possible.

Treasurer’s Report. Bob McGowan was unable to attend the meeting, but the following data was reported on his behalf. At the end of the month the chapter’s total balance is approximately \$6401 with \$1865 in the Sam McGowan Young Eagles Fund.

The chapter voted to purchase replacement batteries for Ed Brown’s golf cart. Ed’s cart is primarily used to support chapter fly-in events. The cart serves as the FOLLOW ME vehicle and is considered critical to the success of our fly-ins because of the vast expanse of grass at Stag Air Park.

Aubrey then turned our attention to project reports.

Billy Johnson announced that he had the engine mounted on the pylon of his Seafire. He was in the process of completing the plumbing and “pulling the wires” for the

engine installation. When that is complete, he will then remove the engine to painting the pylon.

Aubrey Thompson reported that he had done little to his Cessna and was still looking for the proper connectors for the altimeter that he had purchased.

Mark Thoman reported that he had completed the installation of his “new” brake system. He successfully installed the new master cylinders along with the new parking brake valve and control. He then succeeded in bending, cutting, and flaring the aluminum tubes to connect the components together. All was proceeding well.

Several chapter members mentioned that they had watched the YouTube time-lapse video of Chris and Kristen Montefusco working on their Rans project. It was great fun to observe the patience, attention to detail, and the multiple steps it takes to complete an aircraft component. Keep up the good work!

Master Chef Ken McGee then announced that we would be enjoying the traditional Fourth of July fare for lunch. The menu would include hamburgers, hot dogs, and apple pie with ice cream. Mike Corn was helping Ken in the kitchen. Ken also took the opportunity to express his appreciation for all of our members who willingly give of their time and expertise to make the chapter a success. Well done!

With that President Aubrey adjourned the meeting.

Respectfully submitted,

Mark Thoman

Acting Chapter Secretary

CLUBHOUSE KITCHEN RESTORATION

STAG AIR PARK – During several weekends in July, Aubrey Thompson and Mark Thoman continued on the installation of the kitchen cabinets. While the trim along the wall still needs to be cut, painted, and installed; the kitchen has been declared “operationally ready.” Frames were constructed to raise and protect the cabinets from future flooding. The cabinets were mounted on top of the frames and then fixed into position. The countertops were cut to the proper lengths and installed. The new stainless-steel deep sink and Corian countertop were fitted and installed and the plumbing designed and completed. The cabinets will need to be refinished with a uniform stain and

varnish, but that is just for the visual effect. At this time the kitchen is ready for our Master Chef's next creation.



IN MEMORIAM

Following the passing of Gerry Tremblay the chapter has received several donations designated for our Young Eagles Fund. Last week we received one from Mr. and Mrs. Denis Murphy of North Bellmore, New York that included a very special note. Our President has asked that I share this with y'all.

7/15/19

To the members of EAA Young Eagles Chapter 297,

Please accept this donation in loving memory of Gerry Tremblay – He guided our Mom down from a control tower in Groton, CT over 30 years ago – when my Dad had a heart attack in the air. He will forever be in our hearts.

Sincerely yours,

The family of Elizabeth Mohr

For his achievement Gerry received both the National Air Traffic Controller of the Year Award and the FAA's Point with Pride Award.

PIPER INTERIOR

STAG AIR PARK – Don Fennell has been making steady progress on his Piper. His goal is to restore the interior of his airplane to a brand-new state. When I talked to him on Saturday, he had removed most of the interior of the aircraft except for the headliner. The cockpit area was down to the primed frames and he was working at the preparation for the reinstallation of the new interior. But, he was wrestling with the problem of replacing the headliner. His old vinyl headliner has discolored with age and he has come to the conclusion that he cannot leave it as it is and then install a brand-new interior in the rest of the cockpit. But the trim that holds the headliner is attached to the aircraft with many too many blind rivets, all of which would have to be drilled out. So, he is at that point in his project, that we all have faced, where he must consider all the possibilities and then convince himself which is the best course of action. Sometimes it is the decision making that takes longer than the actual task. Good luck Don!



RV COMPLETION

I have previously mentioned my friend Tal Holloway in these pages. He and I flew Marine KC-130's together many years ago. He has completed his RV and successfully flew the first flight in May. Here are a couple snapshots of his airplane. Note the detailed emblem on the tail and the spectacular interior design. The last I heard from him he was proudly displaying his aircraft at AirVenture.





ELECTRIC ENGINEERING

PIKE’S PEAK, CO – The automobile race to the top of Pike’s Peak is one of the oldest automobile races in our nation. The only one older is the Indianapolis 500. The Pike’s Peak International Hill Climb is a dangerous race up the face of the mountain that is 12.4 miles long and involves 156 turns. From the start line the course climbs 4,725 feet vertically to reach a final altitude of 14,115 feet above mean sea level. That altitude is well over the service ceiling of most of the aircraft that we enjoy flying. Many of the hair pin turns are treacherous, and one, called “Bottomless Pit Corner” hangs on the edge of a 2,500 foot near vertical cliff. A loss of control there would be disastrous. This is one tough and demanding race course.

The current record holder, for an automobile powered by an internal combustion engine, is a Peugeot 208 T6 powered by a twin-turbocharged V-6 engine that produces 875 horse power. In 2013 the Peugeot completed the course in 8 minutes and 13.878 seconds. A very respectable time that has stood for several years. In 2018 that record was shattered by an electrically powered automobile.

The Volkswagen I.D. R is a sculpted racing machine that looks more like a fighter aircraft than an automobile. Every curve is designed to minimize parasite drag and to maximize downforce. It is powered by two electric motors. Each motor drives one rear axle, which lends new meaning to the concept of “all wheel drive.”

The motors are powered by a lithium-ion battery pack and they produce a combined 680 horse power. The car is constructed mostly of light, carbon



fiber and the total weight of the vehicle is approximately 2400 pounds. On the straight away the VW will accelerate to 62 miles per hour in 2.5 seconds. (Let that sink in. That is like a catapult launch in a car.) The car’s top speed is just under 150 miles per hour. But it is not just speed that wins this race. It is power and controllability. In 2018 this electric VW completed the race and handily beat the record with a time of 7 minutes and 57.148 seconds. That is almost sixteen seconds faster than the record.

There are several real advantages of an electric car on Pike’s Peak. Where the thin air will negatively affect an internal combustion engine, the electric motor is unaffected. There is no requirement to adjust the fuel air mixture. An internal combustion engine produces its maximum torque at a rather high rpm. The electric motor will produce its maximum torque at all rpm’s. As the fuel of an internal combustion engine burns, the total weight of the auto is reduced during the course of the race. As the car gets lighter it creates less downforce and becomes more difficult to control. The battery of an electric car remains the same weight, which produces the same downforce throughout the race, thus steering control remains constant during the race. And finally, in many applications a battery-operated vehicle will not have the desired range. In a race that is only 12.4 miles long, battery “range” was not a primary concern.

Having shaved nearly 16 seconds off the fastest internal combustion engine time, I believe that this record will likely stand for some time. And I believe that it is also likely that the current record will be broken by another electric car. During our meetings we have enjoyed many interesting discussions about electric power applications. Especially in aircraft. When I learned of this particular “electric” achievement I thought that you all might be interested. While I remain unconvinced that a battery and electric motor will ever replace the power plant in my Citabria, I am quite impressed by the performance of the combination in this particular automobile race.

FUTURE EVENTS

August 2019

- Saturday 3rd **EAA 297 - Chapter Meeting, 10:00 AM** in the clubhouse. Lunch in the No Whining Saloon 12:00 PM
- Sunday 4th South Carolina Breakfast Club, Spartanburg Downtown Memorial Airport (KSPA)
- Sunday 18th South Carolina Breakfast Club, Berkeley County Airport (KMKS)

September 2019

- Monday 2nd Labor Day
- Monday 2nd –
- Monday 9th Triple Tree Fly-In, Triple Tree Airport (SC00)

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)

Sunday 15th South Carolina Breakfast Club, Laurens County Airport (KLUX)

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

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

OUT FLYING



Tom and Melissa Primm were out flying in Old Yeller last Friday. This photo was taken after they had enjoyed a cruise down the beach.

QUOTE

“Landing on the ship during the daytime is like sex; it’s either good or it’s great. Landing on the ship at night is like a trip to the dentist; you may get away with no pain, but you just don’t feel comfortable.”

Lieutenant Commander Thomas Quinn, USN

FLYING CLUB

STAG AIR PARK - During the last several chapter meetings, we the membership have discussed the topic of a flying club. In an effort to gage the chapter’s interest we ask that all who are interested, and ready to commit themselves financially, to identify themselves. If you are so inclined, please contact either Aubrey Thompson or Mark Thoman to be included on the growing list.

HUNGRY? – Come join us at the
NO WHINING SALOON

Enjoy a home cooked meal prepared by our master chef.

Lunch is served promptly (not really) at 12:00 following EAA Chapter 297’s business meeting the first Saturday of the month.

- Recommended Contribution -

\$5.99 for fixed wing pilots.
 \$4.99 for rotary wing pilots.

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QUOTE

“The way I see it, you can either work for a living or you can fly airplanes. Me, I’d rather fly.

Len Morgan