

EAA 297 – KITTYHAWKERS NEWSLETTER



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APRIL 4th MEETING CANCELLED BLAME THE COVID-19 VIRUS

PRESIDENT MESSAGE

The best way and the ultimate way to achieve social distancing is to fly solo. It gives new meaning to the social distancing experience. So, let's do more of it!

As everyone is aware, Lakeland has been rescheduled to May 5th - 11th and we have also canceled our April chapter meeting. Our next scheduled meeting will be Saturday May 2nd. We had a great speaker lined up for the April Meeting who has personal fighter jet cockpit video/audio footage of bombing runs in Vietnam. I will try to reschedule him for the May meeting. If he is confirmed, it will be announced in the May newsletter.

Our May meeting will continue with the new format of five-minute tune-up segments including "Health and Happiness," "Weather for Flight Planning," "Safety," "Preflight," and a "FAR/AIM" message. These will be followed by a discussion of the planning details for our Spring Fly-In. And then we will enjoy our program speaker.

May will be an exciting meeting and I look forward to seeing everyone there. So, fly in, drive in, or walk in, for a meeting of fun, filled with aviation history and learning.

Blue Skies, Tail Winds, and Good Rotor RPM,
Ken

VICE PRESIDENT'S MESSAGE

As you know, we had a GREAT Chilly Fly-In. Local pilots flew in from all directions. At our peak, we had twenty-two aircraft on the airfield and one "buzz job" by a T-28 Trojan! Below are some photos of the crowd. The poor guy in the last one was starving upon arrival from Raleigh and he waited too long to get some chili!



The chapter earned over \$800 from chili sales and the 50/50 raffle. The winner of the raffle Dr. Mike Barri, donated his prize to EAA 297. That generous contribution deserves an "Attaboy" award.

We are planning to conduct our Spring Fly-In on Saturday June 2nd. But as you all know; we'll have to see how things go with the COVID-19 pandemic. By then I'm sure there will be a significant amount of pent-up energy to get airborne, so I expect a large crowd of pilots, antique cars and local folks to attend.

Stay safe and healthy because you don't want to miss the next available gourmet lunch being served in the No Whining Saloon Bistro!

Allan Bobbe

CONDOLENCES

On March 13th Austin Smith's brother Mathew passed away. Mathew had been battling cancer for several years. Our thoughts and prayers go out to Austin and his family.

MARCH MEETING MINUTES

EAA Chapter 297- March 2020

10:00 am - Our new President, Ken McGee, called the meeting to order and the first order of business was to recite the Pledge of Allegiance. There were no guests to introduce today. Aubrey, our new Membership Coordinator, is in Atlanta today. He is coordinating a roster of members who will be attending Sun 'n Fun. He will be sending out an email that will finally include contact information and the dates that folks will be visiting the fly-in.

The form for volunteers to sign up to assist with the Chilly Fly-In and Chili Cook-Off was passed around.

10:05 am - Our Chapter Secretary, Kristen Montefusco, read the minutes from the February meeting and they were approved by the membership.

10:07 am - Our Chapter Treasurer, Bob McGowan, gave the February financial report.

Beginning Balance	\$3,550.14
Income	\$575.00
Expenses	\$587.87
Ending Balance	\$3,537.27
Young Eagle Fund	\$2160.00

Currently the chapter has 34 members who have paid their dues. It should be noted that two members paid their dues during the Treasurers Report.

10:10 am - Some months ago, Aubrey Thompson purchased an 80-inch flat screen TV, from Habitat for Humanities, for the chapter clubhouse. Aubrey reports that it needs a new power supply and that he has the skills to repair it. When it is working it will be mounted in club house. To really use the TV we will really want to solve the currently poor internet connection for the clubhouse. Garry Brown mentioned that the "high speed" internet

service at his house is very slow and that he has difficulty watching a YouTube video.

Ken McGee continued the meeting with a discussion of his goals and desires for our meetings. His own goal is to cause each meeting to deliver as much "meat and potatoes" as we can. He wants the meetings to be both fun and informative. The "instructional" portion of the meeting he will call our "tune up sessions", where we can relearn and review the stuff that most of us has forgotten.

He then recognized Mark Thoman for his efforts editing our newsletter, and gave him the new title "Director of Communications." He recognized Wade Hanchey for his superb digital efforts as our "Chapter Webmaster." Wade will work with Mark to market our chapter through the popular social media platforms. By the end of March our oldest website will have been erased and the EAA will have reorganized all of the chapter websites to a new location. This will enable interested parties to search and view our current information on our new website. With this kind of "advertising" Ken stated his goal to entice more than 60 aircraft to our spring and fall fly-in's.

Ken, and the owners of Stag Air Park, have expressed an interest in holding some sort of Law Enforcement Appreciation event. It was discussed at our chapter Board of Directors meeting and it was determined that we could incorporate that event into this year's fall fly-in.

10:15 am - As part of our "Tune Up Session" Ken would like to include an, "Aw Shucks Moment" that can be shared by a chapter member. The point would be to learn from the experiences or mistakes that have been made by others.

10:18 am - Without an "Aw Shucks Moment" Ken went on to discuss what he had learned about the recent Kobe Bryant mishap. Ken mentioned that a typical GA helicopter is a great deal less stable than a typical GA fixed wing airplane. Because of that, when a helicopter pilot encounters "Inadvertent IMC" weather conditions he has an average of 45 seconds to regain visual contact with the horizon or lose control of the aircraft. A typical fixed wing pilot, stuck in the same conditions, has an average of three minutes before he loses control. In the case of the Kobe Bryant mishap, the pilot had all the resources that he needed. He was a well-qualified instrument pilot and he was flying an advanced helicopter certified and capable of instrument flight. But he was not allowed to operate under IFR rules in the LAX airspace and he was not given a "Special VFR" clearance. Ken thinks that it will probably be determined that the mishap was caused by "pilot error" but Ken is also convinced that if the pilot had "declared an emergency" that he might have received the handling that he needed and maybe avoided the mishap. Though most of us are loath to, many in our chapter have "declared an

emergency” when it was appropriate. When you need help or special handling it is an important tool that is available.

10:25 am – Mark Thoman announced that he would be excited to include any contributions to the chapter newsletter.

Wade Hanchey described his recent efforts concerning our website. EAA is hosting a new site format and Wade has successfully moved our chapter data. Our website address is: <https://297.eaachapter.org/> Wade would also like to add photos of our members and their aircraft to the website. He is also determined to upload more fly-in photos. (Editors Note: If you have not visited our website lately, I would heartily recommend a visit. Wade has done a superb job and our website is fun to explore. The picture gallery is full of great photos taken at our memorable events.)

Wade noted that our Facebook page is not very active but appears to be seen most often by folks from out the area. If he finds that more people are viewing our Facebook page, he will upload more information there. He also noted that the website does not capture the email addresses of people who visit. Our President’s contact information is available and they can draft and send and email that goes to our chapter’s “gmail” account. Wade is also updating our events on the Social Flight App.

The question was asked whether we have an email list of the folks who attended our last fly-in’s. The regret is that we did not capture that info so that we can invite them personally. Mark stated that he has three databases of email addresses and that one of the lists includes many “friends” of the chapter. He said that he would see to capturing a list of the folks who attend Chilly Fly-In.

10:34 am – Tom Goodwin passed on a personal bit of information that he thought might be helpful. But first he told a really bad joke. Then he reminded us that in accordance with published procedures we are supposed to get a weather briefing from the FAA. He also noted that thirty-five percent of general aviation fixed wing accidents and eighty-six percent of helicopter accidents are directly related to weather conditions. And that seventy five percent of these mishaps are fatal. Tom relayed that he also liked to call folks who are professional pilots and ask them about the weather in their area. He enjoyed doing this because his friends know his piloting skillset and the local area. They are able to give him more specific advice. On one occasion there was rain and icing conditions enroute that were going to cause him to cancel the flight. His friend suggested that he fly at an altitude that put him well over the rain and ice to a point past destination, and then to descend and fly back east to his destination. His knowledgeable friend was able to give him the information that made the flight possible.

10:40 am – Project Reports.

Chris Montefusco reported that he was able to successfully cut the hole in his leading edge aluminum to accommodate the pitot tube. Now that that particular event is behind him, he is excited about progressing. He needs to order the ProSeal that will seal the fuel cap onto the wing skin. It comes in a six-ounce kit and then gets very expensive as the quantities get larger. His concern was that the six-ounce kit would not provide enough sealant to seal fuel cap and the wing skin into the hole in the fuel tank. The club thought that the six-ounce kit would be more than enough to do the job. Now Chris said that he needed to figure out what else he might need to purchase so that the order will be over \$350 so that shipping will be free. He is also installing pitot heat with a 10 AMP circuit breaker. He was looking for guidance as to the size of the wire to use in the installation. It was suggested that he might email Sparkchasers in Smithfield. They install a lot of those types of electrical systems and could probably give him good information. Chris finished by announcing that once these tasks are completed this wing will be finished and will be hung from the ceiling of his workshop and he will start on the other wing.

Mark Thoman reported that he started into finish painting. With the temperatures above 60 degrees he has been able to spray. But the effort included masking and wrapping his entire airplane three times! After several hours of masking he spent thirty minutes, total, spraying red. Then he pulled all of the masking back off to re-mask to spray the blue. But the paint job is looking very good. He passed around some photos of the finished patriotic painting. He joked that he figures that he is about 80% complete with 90% yet to go. The fuselage will be ready for transport soon. The next major step is to rework all the fairings, wheel pants, prop spinner and the new wing struts. These parts will all need to be stripped of old paint, the metal prepared, primed, and then finally sprayed with the finish paint.

Bob McGowan and Phil Ellison reported on the club’s Legend Cub. The engine was started and is running well. The LLC has been registered but there are still details that have not been finalized. The club will need 5 to 6 members to be supporters to cover the associated costs. It is estimated that the membership dues will be \$50 to \$60 per month. The aircraft is currently hangered at Eric’s house. Garry Brown gave the battery a charge to get the engine started last weekend. Phase 1 and 2 inspections have been signed off. Currently the aircraft has about 70 total flight hours. She should be a nice stable flying airplane. When all the paper work is complete we will be looking for a pilot to do the test flying.

11:00 am – With the “business” portion of the meeting complete, Ken McGee introduced our guest speakers.

12:20 pm – Ken McGee reminded us that the Chilly Fly-In was next Saturday. He asked that we PLEASE BRING CHILI and then the meeting was adjourned.

Mike Barri served a delicious lunch of baked lasagna, eggplant parmesan, toasted garlic bread and salad. It was delicious and the gang who stayed for lunch enjoyed it thoroughly.

BEN AND DEAN'S ATC ADVENTURES

At our March meeting President Ken McGee arranged for a presentation by two outstanding FAA Controllers, Mr. Ben Olkowski and Mr. Dean Downie. Ben started his career in the Air Force and has now been with the FAA for ten years, four of which have been in Wilmington.

Dean started in the Navy and has twenty years of experience with the FAA. Dean is also a local GA pilot and helped train Ben when he arrived at ILM. They did note that they were speaking on behalf of the National Air Traffic Controllers Union and not the FAA.

Ben and Dean first reported that during the coming year about five of their more experienced

controllers will be transferring or retiring. Those that are transferring are headed to busier (and higher paying) airports. The replacements will likely be new or less experienced controllers who must be trained. Our local pilots need to be aware that we might not enjoy the same quality of control that we have grown accustomed to. But, over time, the junior controllers will become well-seasoned and highly experienced.

Ben and Dean noted that they were enduring difficulties with radio communications that was largely caused by their own older equipment. If you are more than twenty to thirty miles north or east of ILM, and flying at an altitude at or below 1,000 feet MSL, they may have

difficulty communicating with you. The problem is with their transmitters. Often, they will hear your transmissions but not be able to establish two-way communications. You can either climb to a higher altitude or wait until you get closer to the airfield.

Ben and Dean made a couple of suggestions for us pilots flying in the Wilmington area. The first involved ADSB and transponder use during ground operations. As traffic in Wilmington continues to grow, the controllers sometimes get into a situation where there are multiple aircraft taxiing with their transponders ON and ADSB reporting. The targets on the ground create a problem as they clutter the radar scope. This interferes with a clear radar picture of airborne targets in close proximity to the airport. While they noted the problem the FAA still wants us to operate on the ground with our transponders in the ON position. But, if you are performing maintenance on ground, with the electrical system ON, please remember to turn the transponder OFF in an effort to minimize the clutter.

Ben made a recommendation to help solve a problem that sounded awfully familiar. He noted that, on occasion, while attempting to communicate with multiple aircraft, that he has as much difficulty understanding our radio transmissions as we have understanding his. In an effort to help he suggested a simple technique that should be used during the "initial call up." He noted that often an inbound pilot will rehearse his entire transmission and then on the first key of the mike he will relay all of the data in one transmission. This lengthy transmission may block other time sensitive calls that might need to be made, but it is also unlikely that the controller will be able to understand all of the data that was transmitted. This then means that much of the initial transmission will have to be repeated again. So, Ben suggested simplifying the initial call to your callsign, your location, and stating that "you have a request." That gives the controller the opportunity to organize his own communications, note your call sign, and location, and then when he has an appropriate break in communications to respond and learn what your request is. His recommendation made perfect sense and clearly would make radio communications easier for us too.

A second suggestion made by Ben and Dean was very simple. They requested that we pull up to the hold short line prior to switching to tower and requesting a takeoff clearance. They described how most aircraft perform their run up in the apron, a safe distance from the runway boundary. This keeps the prop blast away from other aircraft and does not block the taxiway. Ben and Dean agreed that these procedures are sound and proper. However, they described that most aircraft contact tower and request their takeoff clearance while still in the same



run-up position. Because they are several hundred feet from the runway, additional time will be required to taxi to the runway boundary. This additional time makes it difficult for the controller to sequence the takeoff aircraft into approach and landing traffic. To allow for better sequencing, they asked that we taxi up to the hold short lines (double solid) prior to requesting our takeoff clearance. When the controller observes that you are ready for take-off, he can then safely clear you in front of landing traffic. But they also warned that we need to remain behind the hold short line until cleared to proceed onto the runway.

Finally, they had some recommendations for pilots, when they not using flight following, and flying northeast of the airport or sightseeing along the beach. When the winds are such that either Runway 35 or 24 are in use, flight in these areas can set up conditions that may cause "traffic alerts" for both commercial aircraft as well as the controllers. And both must immediately comply with the warnings.

When commercial aircraft are landing ILM Runway 35 they typically commence an approach at an altitude of 1,700 AGL. On the approach course they will cross the beach about six nautical miles from the airfield. If a VFR aircraft is sightseeing along the beach, at an altitude between 1,000 and 2,000 feet, and he happens to pass within three miles of the airliner, two things will occur. First, the airliner will get a conflict alert on his TCAS with a warning to "pull up." The airline crew has no choice but to follow these commands and abort the approach. Second, ATC will also get a traffic alert and an immediate response is also required. To avoid this situation Ben and Dean recommended flying in this area at an altitude either below 1,000 feet MSL or above 2,500 feet MSL. Of course, they also recommended contacting ILM Approach and using "flight following." Clear communications could have enhanced safety and avoided unnecessary maneuvers, concerns, or paperwork.

We coastal pilots know how much fun it is to fly the beach. It's easy, scenic, and always great fun. But, especially during the summer, the area along the beach can become a very crowded airspace. Ben and Dean's suggestion is (and common sense says) to make the flight safer by using flight following. It is safer for everyone.

This same scenario plays out northeast of ILM when Runway 24 is in use. In general, a squeeze play develops between the Restricted Areas R-5304 A, B, & C, the Hatteras F MOA, and the military flight operations around the Camp Davis outlying airfield. Arriving commercial aircraft will be vectored from the west toward a point well to the northeast of ILM and then turned onto the final approach course for Runway 24. These aircraft will be in a descent and then commence the approach at an altitude

of between 1500 and 1800 feet AGL. VFR aircraft that are flying toward the beach from the north or west, will be flying through this same airspace. And, if flying at typical VFR altitudes, and not in contact with ATC, they can cause the same traffic alerts. Once again Ben and Dean recommended using "flight following" and remaining below 1,000 ft or higher than 2500 ft, while in the northeast quadrant of ILM.

Ben and Dean's discussions were both interesting and informative. The membership expressed their appreciation with a rousing round of applause followed by lots of animated luncheon conversation.

CHILLY FLY-IN AND CHILI COOK-OFF

STAG AIR PARK – We had a collective blast! The weather was spectacular. The temperature was warm, the sky was a classic "Carolina Blue," and the breezes were light and gentle. What a great day for flying and a fly-in.

And the chili was plentiful. Seventeen chapter chefs contributed to the smorgasbord of chili. What an astonishing collection of culinary creations. As each entry arrived and was displayed, we had great fun naming them too! For the Marines of the chapter John Brois named his "Chesty Puller's Favorite." Phil Ellison named his "The Starduster Special." As a warning to the level of spice Martin Hamm called his pot "Love the Smell of Napalm in the Morning." Dr. Mike Barri's was entitled "First time use in Humans" which did cause some pause for concern. Flo Holbrook entitled her entry "Holbrook's Hot Mess. And to add more to the continuing confusion, our Vice President, Allan Bobbi's delicious entry was named "Bobby Allen's Chili."



In years past, when we have plugged that many devices into the clubhouse electrical system we have popped and reset the circuit breaker multiple times. Aubrey Thompson designed and crafted an extension cord system that plugged directly into the hangar's 220-volt circuit. In a junction box he split that into multiple 110-volt cords that allowed for seventeen crockpot's and hot

plates to be operating simultaneously. His invention was a great success.

Pilots and aircraft began to arrive from all over eastern North Carolina. Phil Ellison did a great job of maneuvering the "Follow Me" vehicle and parking the arriving aircraft. A flight of Cessna's, with a total crew of eight, represented the Wings of Carolina Flying Club. Lead by Ryan Evans, who is their Maintenance Chief, they flew in from the Raleigh Executive Jetport (KTTA) in Sanford NC.



Pictured from left to right are Andrea, Rick, Swami, Ryan, Kaja, Will, Margaret, and Doug. They had a great time at our event and invited us to their once a month Saturday brunch. (Details are included later in this newsletter.)



Matt King arrived in his Aeronca Champ.



Sledd Thomas represented EAA Chapter 1114, flying in from Apex, NC.

Two local area instructors arrived with their students. John Podraza, a CFI with Marine Aviation LLC flew his flight student on a navigation exercise with Stag Air Park as the destination. Tony Dicandia, a CFI with Tradewinds Aviation brought his flight student, Brandon, down from Albert Ellis in Jacksonville. It was Brandon's first time operating on a grass strip and he remarked that it was "a lot of fun."

Jack Suter flew from his grass strip near Trenton in his beautifully restored Cessna 150 taildragger.



The highlight of the arriving aircraft was Marco Bouw in his sporty Laser 200. Marco is a professional pilot and professional aerobatic pilot. He was enthusiastic in sharing both his airplane and his flying experiences with the fly-in crowd. He also demonstrated a bit of his skills on departure. After a healthy lunch of chili....

Kristen Montefusco and Robin Jones manned the "desk." They registered pilots and sold lots of raffle tickets.

Around mid-day the Chili Cook-Off got underway with lots of hungry folks sampling the varieties of chili. Some tasters were very serious about their task and used small cups in an effort to sample all of the entries. Others grabbed larger bowls and served themselves a heaping

servicing of the chili of their choice. Ken McGee's "Boy Scout Dump Cake" was a hit for dessert along with Nancy Thoman's cupcakes and brownies.

During the activities Garry Brown, Matt King, Drew Holbrook and Ken McGee took folks for flights in the local area.



The winning raffle ticket was drawn by our youngest selection committee. Dr. Mike Barri won the raffle and then very generously donated his winnings to the chapter. Thanks Mike, that was very thoughtful of you.

After tabulating the votes, the winning chili was selected. The winning chili was "The Tuscan Terror" that was submitted by Bob McGowan. But Bob was quick to inform us that his crock pot of chili was prepared by his good friend Glyndal Brown and her daughter Dharma. So Glyndal will rightfully be crowned the "Chili Queen" of EAA Chapter 297 for this year.

By every measure we had a very successful Chilly Fly-In and Chili Cook-Off. Lots of airplanes and attendees, lots of great chili to sample, and lots of fun was enjoyed by all. Thank you to all who participated. And a particular thanks to our competing chef's who put their culinary skills to the challenge. All of your efforts made our chapter event both fun and profitable. We all appreciate your enthusiasm.

MAY AND JUNE LUNCH MENUS

From our new Master Chef and Culinary Coordinator, Dr. Mike Barri. Lunch for the May meeting will be a low

country shrimp boil prepared by our own Bob McGowan. June's lunch will be Wade's extraordinary BBQ. Come hungry, or don't come at all!!

SUN 'N FUN PARTICIPANT CONTACT ROSTER

Membership Coordinator, Aubrey Thompson, will be circulating a roster at our May meeting to collect contact information for those members who will be attending Sun 'N Fun during the following week. If you are not planning to attend Sun 'n Fun, and want to add your name to the roster, email Aubrey at:

aubrey.thomp@gmail.com

Please include your mobile phone number and the days that you intend to be at Sun 'N Fun. When the roster is finalized, Aubrey intends to send a copy to everyone via email.

Earlier this month the promoters of Sun 'n Fun announced that they were "proposing" to delay the event until May 5th through May 10th. If you would like to keep up with the current information on the fly-in here is the official website:

<https://www.flysnf.org/>

NEW CHAPTER WEBSITE

During the last several months Wade Hanchey, our chapter "Webmaster," has organized the location of our website and then transferred pictures and words the new site. The address for our website is:

<https://chapters.eaa.org/ea297>

If you have a few minutes (actually it will take more time than that, trust me...) while your are practicing your "shelter in place" techniques, have fun exploring the website. Wade has done a superb job and it is just "plane" fun to read and view the gallery of photos.

Wade's son Shane put his photographic and editing skills together and created this energetic video of our Chilly Fly-In. You can view it on YouTube at this address:

<https://youtu.be/4-BDN7RA4g8>

Or you can view it by exploring our chapter's Facebook page.

WADE HANCHEY NEW PRIVATE PILOT

CONGRATULATIONS WADE! Our newest Private Pilot has earned his rating last month and is now able to fly his brand-new airplane. Wade's adventures are just beginning and we wish him the very best!

WINGS OF CAROLINA FLYING CLUB

The Wings of Carolina Flying Club, at the Sanford-Lee County Airport (KTTA), hosts cookouts on the second Saturday of each month at the WCFC Flight Center (rain or shine). Food is served from Noon until 1:00 pm. The cost of a meal is an inexpensive \$5.00. And the hangar flying continues for much of the afternoon. They occasionally have special programs or speakers. This is a great opportunity to meet club members, other local pilots, and

people interested in both the flying club and aviation in general. All are welcome to attend.

The club's website address is:

<http://wingsofcarolina.org/>

Contact vp@wingsofcarolina.org for more information. (This might be a great opportunity for a chapter fly-out.)

MARIJUANA AND DERIVATIVES: WHAT ARE THE AEROMEDICAL IMPLICATIONS?

by Michael A. Berry - Dr. Berry is the Federal Aviation Administration's Federal Air Surgeon in the Office of Aerospace Medicine in headquarters, Washington, D.C.

This article was originally published in the FAA Safety Briefing magazine. The Federal Air Surgeon's office has received a number of inquiries about marijuana due to the recent increase in the number of states around the country that have approved its use for medical and recreational purposes. Specifically, airmen are concerned about the safety of cannabidiol (CBD) oil use and how such use impacts an airman's medical certificate. Be aware that federal law — not state law — governs FAA medical and pilot certification.

First, we should note that commonly used terms within the context of marijuana can be confusing. The marijuana or cannabis plant contains more than 400 different chemicals and 60 cannabinoid compounds, all of which are absorbed when the whole leaf is smoked or ingested. The compound responsible for the euphoric, mind-altering effect is tetrahydrocannabinol (THC). Although the use of cannabis is legal for medical and/or recreational use in many states, the United States Drug Enforcement Agency (DEA) continues to classify the whole cannabis plant as a Schedule I controlled substance, which is defined as "drugs with no currently accepted medical use and a high potential for abuse." The U.S. Department of Transportation (DOT) drug test includes THC, and its presence at defined levels constitutes a positive drug test.

More recently, interest has grown in other compounds derived from the cannabis plant that may have positive health benefits, but without the mind-altering features of THC. One such compound being widely marketed is CBD oil. In 2018, the FDA announced the approval of Epidiolex (cannabidiol), purified pharmaceutical grade CBD extract from the cannabis plant, for the treatment of seizures associated with two rare and severe forms of epilepsy. As an FDA approved medication, it is subject to strict quality control. In other words, you know what you are getting. Commercially available CBD, by contrast, is not regulated and may be contaminated with a variety of substances, most significantly, THC. Product labels are often inaccurate. Although most CBD products claim to have under 0.3 percent THC, they could contain high enough levels of THC to make a drug test positive. Use of CBD oil

is not accepted as an affirmative defense against a positive drug test.

Furthermore, despite legalization in some states, it remains uncertain whether marijuana has therapeutic benefits that outweigh its health risks. There is evidence that marijuana adversely affects brain function both acutely and chronically, especially in younger individuals. It is generally agreed that currently available marijuana products are more potent than those used in older research, which casts doubt on the reliability of that research. We need to understand much more before considering the use of marijuana and its derivatives for airman certificate holders. Please also be aware that no special issuances have been granted for conditions treated with medical marijuana.

SOCIAL FLIGHT.COM

Social Flight is a website that provides a tailored list of aviation events that are scheduled in the area that you designate. The website address is:

<https://www.socialflight.com/>

The website is FREE. To join you simply enter your email address and create a password. Then you can designate the area of the United States that you are interested in. Following that Social Flight will send a weekly email that informs you of the flying events that are scheduled for the next several weeks. Wade Hanchey has been posting our chapters events on the website. If you visit the website, and plan to attend one of our events, please indicate that you plan to attend. This will help to generate an interest in our events when viewers see more folks are planning to attend.

AUBREY PRACTICING SOCIAL DISTANCING

What I've been doing while "social distancing" at home:

Making a worktable top from maple flooring salvaged at a local middle school gym renovation project.



Converting a little, low RPM, chop saw to cut steel. I will need to design a new fence and work piece clamping system.....more pics next month.



And I have been doing a little TIG brazing on a part for an industrial sewing machine table.

Y'all stay well,
Aubrey

FUTURE EVENTS

CAUTION: Individual events may have been cancelled or rescheduled. Please preflight your intended destination prior to departure.

April 2020

Saturday 4th ~~EAA 297 - Chapter Meeting, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM~~
CANCELLED DUE TO THE COVID-19 VIRUS

Sunday 5th South Carolina Breakfast Club, Holly Hill Airport, (5J5)

Sunday 19th South Carolina Breakfast Club, Broxton Bridge Plantation Airport, (SC55)

May 2020

Saturday 2nd ~~EAA 297 - Chapter Meeting, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM~~

Sunday 3rd South Carolina Breakfast Club, Rock Hill/York County/Bryant Field Airport, (KUZA)

Tuesday 5th thru Sunday 10th Proposed Sun-n-Fun, Lakeland Florida

Thursday 14th thru Sunday 17th ~~EAA B-17 and B-25 Tour Stop, Cape Fear Regional Jetport, (KSUT)~~
CANCELLED DUE TO THE COVID-19 VIRUS

Friday 15th thru Saturday 16th Warbirds Over the Beach Airshow, Virginia Beach Airport, (42VA)

Sunday 17th South Carolina Breakfast Club, Whiteplains Airport, (SC99)

Sunday 31st South Carolina Breakfast Club, Palmetto Air Plantation Airport, (SC41)

June 2020

Saturday 6th **EAA 297 - Chapter Meeting, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM**

Saturday 13th **EAA 297 - Spring Fly-In and Antique Car Show, 10:00 AM to 2:00 PM, Stag Air Park (7NC1)**



HUMOR

A blond, on her first plane trip, found herself a nice window seat. No sooner had she settled down than a man appeared who insisted that she was in his seat. Despite a lengthy argument she flatly refused to move and told him to go away.

"OK, Madam." he said, "If that's the way you want it, then you fly the airplane."