



EAA 297 – KITTYHAWKERS NEWSLETTER

VOLUME 51

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NUMBER 2

SATURDAY IS LADIES DAY!

PRESIDENT SENDS

Greetings fellow aviators,

Well, the Christmas decorations have given way to Valentine related motifs all around town. There are a myriad of Valentine decorated donuts at Dunkin. And, our hearts are all a-flutter over our annual Ladies Day Luncheon at our February chapter meeting. Ken has planned a fabulous menu to honor our ladies. It is French inspired and accompanied by fine wine and served by a pair of debonair waiters (who are borderline Chippendales). Meanwhile, the guys are restricted to the seating at the plain tables on the North side of the clubhouse and will dine on a fine complement of Beanie-Weanies, cornbread, and Cherwine.

Keeping our interest in electric airplanes alive, Boeing recently floated an electric aircraft announcement with a video onto the internet media. They describe it as being suitable for short hop commuting or automated delivery of goods. The vehicle shown in the video isn't much of an engineering feat. It is a quadcopter that could be built with off the shelf model drone components. Forward propulsion is shown on the prototype. But, according to the announcement, it has only hovered. The part of this announcement that is noteworthy, however, is that the name BOEING is attached to it. The airframe looks like one of Burt Rutan's early experimental designs. (think of a Quickie melded with a Long Eze). The announcement can be viewed here:

<https://cleantechnica.com/2019/01/25/boeing-is-one-step-closer-to-electric-air-taxi-successful-passenger-air-vehicle-test-flight/>

Another electric device that we, as experimental aviators, should be thinking about is the Chevy Bolt drive assembly. I recently stumbled onto a YouTube video showing the disassembly of the unit by a knowledgeable

presenter. The coaxial design makes it extremely compact and robust. It would be almost trivially easy to adapt one of these to drive a propeller for a light sport airframe application. You can skip through the video to see the unit broken apart without watching it all. The video is here:

<https://www.youtube.com/watch?v=APhRPSdmdmk>

Thinking about our clubhouse project: We need to plan to at least finish the walls before our Chili Cook-Off and Fly-In in March. Habitat for Humanities has been good to us recently. I picked up a nice A/V receiver today that has HDMI. Now, we are only lacking a killer set of speakers. I have been shopping paint color charts for the clubhouse that do not include the word "lavender" the name, LOL.

See Ya Saturday and fly carefully,

Aubrey

LADIES DAY LUNCHEON

Following our February meeting, our chapter will host its' annual Ladies Day Luncheon. Our very own Master Chef, Maestro Ken McGee, will prepare an especially delicious, and exotic, menu for our chapter's ladies. It is a noted, five-star occasion, and our ladies' favorite (only) dining experience. It is a memorable dining experience that you will not want to miss, and that you will long remember. An unsurpassed culinary experience not to be equaled.

So please escort the love of your life to this unique and remarkable event.

JANUARY MEETING MINUTES

10:08 am - Meeting called to order.

Welcome back Austin Smith. Austin and family have moved back from Charlotte to both his home and job in Wilmington.

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NEWSLETTER – MARK THOMAN	(910) 577-5446	mnthoman@embarqmail.com

Annual Dues are Due - Cash or check are acceptable. Make sure if you give cash to include a note identifying who the cash came from.

Treasurers Report - Bob McGowan did not have an official treasurers report because he does not yet have an official bank statement. Our former Treasurer Jerry Collins has moved back to Maine.

Visitors Welcome - Larry Goff was introduced. He is already an honorary member who worked hard on the clubhouse dry wall. Mark suggested that we skip the honorary part and that he become a certified member by acclimation.

10:12 am – It was reported by Garry Brown and Billy Johnson that Sam McGowan has a poor prognosis and is not expected to live longer than one month. His plane (Lancair Project) is up for sale. It needs a fair amount of work but Gary Abrigo may be interested in finishing the project. The avionics might be out of date. The aircraft might hold greater value if it is not registered but the group was unsure if Sam had registered the airplane. All of the major components have been built, but if the chapter were to assemble it, then it might not pass the 51% rule. Sam has a new factory engine and propeller, but the prop may need a scheduled overhaul.

10:18 am – The question was asked as to whether Sam was up for visitors? Aubrey suggested that someone should contact his wife to see if there is anything that the club could contribute to the family during this time. Billy Johnson volunteered his services and said that he would find out whether the chapter should come as a group or individually.

10:25 am – Garry Brown also reported that Wayne Kaiser passed away on December 16th. Wayne had attended several of the recent fly-in's with his restored VW Bug, but he had not been active in the club for a few years. He enjoyed his classic cars and living at Stag Air Park.

10:26 am – Aubrey pointed out several articles in the recent Sports Aviation magazine. The first article of interest concerned the Deland Sport Aviation Showcase that is held annually in Florida. Lots of both light and heavy aircraft are on display and Aubrey suggested that it might be a worthwhile event to attend. This article included a

picture of the “Innovator”, a composite commuter aircraft that Aubrey saw at Sun ‘n Fun. He had a long conversation with the builder in which they discussed where the hinge line should be placed for the clamshell doors, since they were very cool, but also dangerous if they came open in flight. They agreed that somewhere along the windshield line would be best, and that was the end of the conversation. Aubrey noted a photo in the article that showed the doors located where he had suggested.

10:30 am - Tom Goodwin introduced the second interesting article in the magazine titled “Out in the Open.” It is the review of an ultralight electric aircraft that has been in development for 10 years. It has eight motors and propellers. Austin referred to it as a “human carrying drone.” The article states that it takes pilots longer to learn how to fly the aircraft than it will pedestrians. Pilots are set in their ways and want to fly the aircraft. This aircraft will fly itself. Under the ultralight rule, this vehicle can travel 25 mph. It is anticipated that these will be available for purchase sometime within the year for the same cost as an SUV.

10:35 am - Oliver Downey mentioned a company called Bladen Turbine that sells and manufactures micro-turbine generators which are designed to provide power to telecommunication towers in remote areas or are connected to unreliable electric networks. They run on diesel/kerosene, spin at about 104,000 RPM, and have compressed air bearings. Current units have service intervals of 8,000 hours.

10:38 am - Larry Goff spoke of a company, Israel Evation, which does electric powered research on electric motors. Their motors have better than a 90% efficiency!

10:40 am - Project Reports

Mark Thoman - Announced that he was two thirds of the way through his project; with about 90% yet to go! The wings and flight controls are ready to be installed with all inspections are completed. He has dismantled the fuselage, and during his initial exam he has found some surface corrosion but no evidence of any major damage. He built a “roisserie” for his plane so he can work on it from all angles and not have to worry about getting underneath. The engine has long been off, which needed

to happen because of the planes center of gravity. He did not overhaul the engine, but the baffling on the engine has been completely replaced, along with new valve cover seals, hose connections, ignition wires, and spark plugs.

Jim Flippin - Has his Mosquito Helicopter up for sale.

Aubrey Thompson - Has not worked on his project since the hurricane. The last time he worked on it he finished disassembling the tail and took the rudder off. His next project will be to fix the elevator bellcrank. That is the bellcrank that was temporarily lost in the van that was destroyed by a tree. Seems Aubrey kept everything in that van! He needs to go through his boxes and make sure all that all of the important aircraft components and hardware are still there.

Chris Montefusco – Kristen reported that the initial shipment of the Rand S21 Outbound was damaged. They went through a long process of getting a refund from the shipping company for the kit, and then the company that they scheduled the shipping through for the delivery. Kristen was happy to announce that they have received a full refund of all of their moneys, and are now in line for a new kit. The delay ended up working out for the best as their garage is now complete, and the workspace is ready. Also, some modifications have been made to the aircraft kit since their first order. The next order will make for a better aircraft and a better building experience.

Billy Johnson - Is finishing putting the engine on the pylon at his shop in Leland, and will soon transport it home to put it on his Seafire.

Tom Goodwin – Tom’s hangar was under water during the hurricane flooding. While he was able to fly his bonanza out without any issues, his tractor was left underwater. Tom determined that he uses this tractor to tow his airplane, which means it is an “airplane accessory”, and as a result pertinent to the conversation. Well, of course, after being immersed in water, it would not run. He completed a complete replacement of the electrical system and he is happy to report that the tractor is now up and running again.



10:50 am - Ken’s Lunch Report. Today’s lunch will include, Fried Chicken, Mashed Potatoes with gravy, and Steamed Cabbage.

Ladies Day Luncheon - Next Month we will hold the Annual Ladies Day Luncheon. It will be a Five Star event not to be missed. Coincidentally, it is also a holiday - Groundhog Day. The fine “French” cuisine will include

sherbet, crunchy asparagus, and filet mignon as the main course. There will be fine and house wine, table cloths, silverware, and real glass. Ken will cover the wine glasses and silverware, while Aubrey will make sure the table cloths are clean. Ken stated that the stove was not in working order, this will need to be fixed before next month.

Ken “voluntold” Tom Goodwin and Mark Thoman to provide waiter service at the event.

11:00 am - Clubhouse Report. The sheetrock needs to be finished, but it was decided that this project will be completed after the Ladies Day Luncheon. There will be installed a chair rail around the room where the old wall ends and the new one begins. There will also be contrasting colors above and below the chair rail, instead of having walls all one color. Everyone seems to agree that the current “lavender” color of the sheetrock makes a nice contrasting color. Mark, however, noted that while he liked the color just fine, he refused to call it “lavender”. He strongly desired that the color be given a “manlier” name.

The club has acquired a countertop with a deep sink. The counter top is wider than the current one and will provide a larger workspace. The kitchen still needs lower cabinets to replace the ones damaged by the water. Under the sink will require one 8 inch, an 18 inch, and a 36 inch. Aubrey asked, and the membership agreed to consider a Lazy Susan cabinet for the interior corner of the kitchen. Leon, who is a new chapter member, is a cabinet maker by trade, and may be able to help. The chapter has also acquired an 80-inch Monitor to replace the old screen and projector. The wiring for the monitor and a sound system will be installed before putting up the chair rail.

Aubrey also purchased a very nice grill, from Habitat, that will replace the current one. Bob McGowan found a piece of stainless steel that will be used to create a drip pan to protect the burners. Billy Johnson volunteered to help.

11:15 am – Martin Hamm reported that a father and son from Gull, S.C, have a P-51 Mustang that they fly into Southport and keep in the hangar there when they are visiting. It is a beautiful plane if anyone has any interest in going to look. Aubrey believes that they usually fly on Saturday’s.

11:20 am - Aubrey learned that there is a project to build new hangars in ILM. They will run about \$80,000 each. He does not have any further details but heard from his daughter who works at ILM and the information came from a reliable source. Tom Goodwin reported that he had not heard any discussion during any of the meetings at ILM. He assumed that the project might be privately funded. The ILM Pilots Association is filing a Part 13 report, which is currently 125 pages long. It reports on current

conditions and operations at ILM. It will be sent to the FAA as well as senators and congressman.

11:25 am - Tom Goodwin has been active at the airport up in Wallace that suffered damage after the hurricane. The airport has lost the operations building, most of their customers, and their fuel sales. The airport is planning to have a grand re-opening in either March or April. Tom suggested teaming up for their re-opening, and having our meeting, or a function, at the airport during the opening. It was discussed having Ken cook for the event, if they can support the purchasing of food.

We should make sure to have the fliers for our own 297 Fly-In available so that we can promote our event there as well.

Besides Ladies Day Luncheon, we have the Chili Cook Off coming up in March and our Fly-In in May.

Tom announced his intention to get certified as a Young Eagle Pilot. It was mentioned that Drew Holbrook is currently the only certified Young Eagle Pilot in the chapter. Ken McGee spoke about the benefits of the Young Eagle program, including additional insurance on flights, and financial credits toward scholarship money to send kids to Oshkosh for the summer program. The background check is free. The club is encouraging anyone able to fly Young Eagles to get yourself certified.

Mark Thoman agreed that the Young Eagle program provides many benefits, however, being a certified Young Eagle Pilot is not a requirement to take a youngster flying. The only requirement is the willingness to share the joy of flying with someone else.

11:32 am - Meeting adjourned

Respectfully submitted,

Kristen Montefusco, Secretary

SAM MCGOWAN

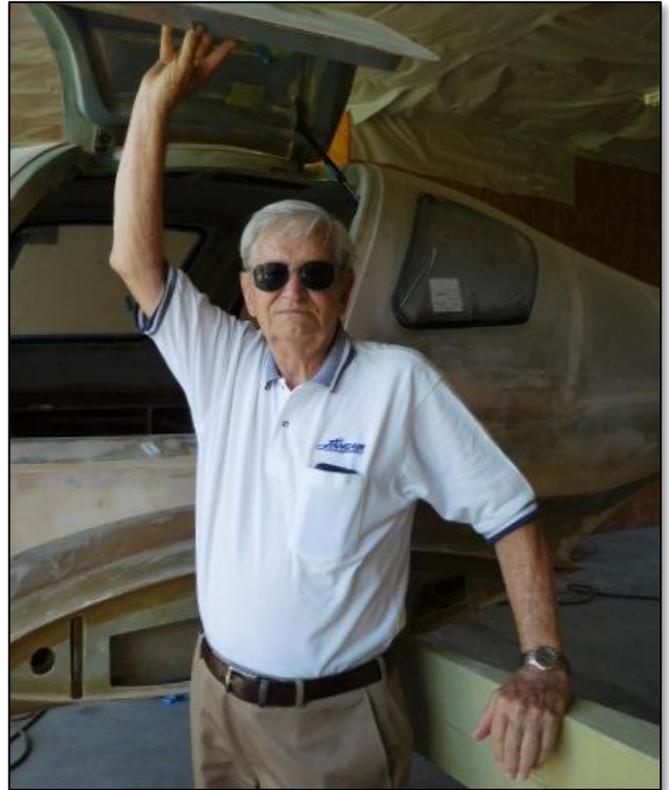
Samuel E. McGowan died peacefully at his home with his family by his side on January 13, 2019.

Sam was born on September 21, 1935, in Valdosta, GA. He is survived by his wife, Nancy Baker McGowan, son Scott E. McGowan (Kimberly), daughter Melissa Pressley (Bobby), and two granddaughters, Kayla Pressley and Annelise McGowan.

He is the son of the late Norman E. McGowan and Mary Lewis McGowan. He was preceded in death by his sister, Ann McGowan Davis. Surviving siblings are Rev. Dr. John L. McGowan (Eleanor), Mary McGowan Hutchens and many nieces and nephews.

To live a full life is one of the greatest blessings any of us can wish for. To have a spouse that loves you unconditionally. To have beautiful, amazing children you are able to watch mature into successful adults. To see your grandchildren's expression on Christmas, and watch as they grow into wonderful teenagers. And to have a

successful career, a warm home, a strong faith, and a life with no regrets. Sam had all of these things.



He was an Army Veteran, serving nine years in the reserves. During this time, he was a member of the XII U.S. Army Corps Rifle team that won the 1964 National Championship. Sam was a member of the EAA (Experimental Aircraft Association) Chapter 297 and a QB gone West. He was a graduate of University of Tennessee with a BS in Mechanical Engineering and worked for Dupont until his retirement. He was a loyal member of Wesley United Methodist Church serving many positions.

Other than his family and friends Sam had two main passions, flying and photography. Since arriving in Wilmington in 1971 he has photographed many weddings and other events.

A celebration of life was held on January 16, 3pm at Wesley UMC, 1401 S. College Road. The family received friends in the gathering hall before the service.

The family would like to thank Lower Cape Hospice for their loving care.

In lieu of flowers, memorials may be made to EAA Chapter 297, 107 Aviator Lane Burgaw, NC 28425, www.eaa297.org or Wesley UMC. Through the EAA Sam flew over 200 Young Eagles and scholarships will be given in his honor to continue the Young Eagles program.

LEW DUNN

Lewis Franklin Dunn died peacefully at Pender Skilled Nursing on Wednesday, January 16, 2019.

95 years of age, he was born in northwest Mecklenburg County on December 1, 1923 to Robert

Franklin Dunn and wife Sara Estelle Alexander. The youngest of seven children, he is preceded by his sister Mary Dunn Kearns & husband Tom of Pleasant Garden, NC and five brothers: Thomas Jefferson Dunn & wife Alice of Charlotte, Crosby Alexander Dunn & wife Thelma of Charlotte, Jackson Freeman Dunn & wife Nell of Sylva, Joseph Blevins Dunn & wife Sarah of Greensboro and Maurice Beaty Dunn & wife Phoebe of Charlotte.



He leaves to cherish his memory his loving wife of 70 years Eleanor May Johnson Dunn of Charlotte, now living in Burgaw, NC and three children - David Franklin Dunn of Burgaw, Judy Lee Dunn Scroggs & husband John of

Asheville and Robert Johnson Dunn & wife Melanie of Morganton, and three grandchildren: Melody Christine Dunn Jenkins & husband Jason of Raleigh, Eric Franklin Dunn of Raleigh and Courtney Gail Dunn & husband Geoff King of Portland, OR.

Devoted nieces and nephews are Heather Hice Davis & husband John of Pleasant Garden, Thomas & Sue Dunn of Bahama, NC, Bobby & Priscilla Kearns of Georgetown, SC, and Susan Dermid of Wilmington among so many other relatives.

Known as Lew, he was a graduate of N.C. State University and an Elder Emeritus of Burgaw Presbyterian Church. Lew loved flying and had a Piper Cub before his service in the US Army in WW II, rising to the rank of Staff Sargent. He was a member of EAA Chapter 297 based at Stag Air Park for many years and flew into AirVenture Oshkosh on two occasions with his nephew Andy Dunn, USAF Lt. Col. (Ret). Combining his love of flight with his woodworking skills, he helped build the Wright Brothers scale replica now on display at ILM Airport (Wilmington Int'l Airport).

Lew was a master gardener and loved raising and giving away his superb cantaloupes.

His professional career spanned teaching, dairy farming and public service. He was an Industrial Development Representative with the NC Dept of Commerce and specialized in food processing. This led to his appointment in 1969 as the first Executive Director of the North Carolina Fisheries Association, with HQ in New Bern. Subsequent postings were as County Manager in Franklin County, and as Ex. Dir of the Pender County

Economic Development Commission when he retired in 1988.

Lewis Dunn received recognition from numerous sources, starting with his designation as a Country Squire by Gov. W. Kerr Scott in 1952, and as Tar Heel of the Week in 1969. In 1970 Gov. Robert W. Scott appointed him to the N.C. Marine Science Council. He was a member of the Oyster Institute of America, the National Small Business Association and served as President of the ENC Economic Developers Association and Secretary of Pender Progress Corp.

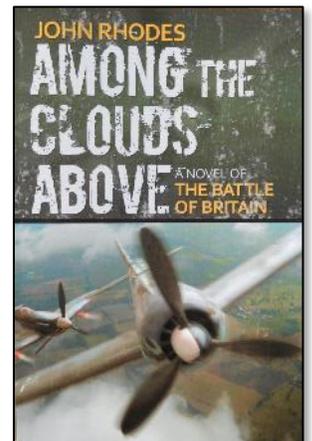
Services were held at Burgaw Presbyterian Church on Thursday, January 24th. Reverend Will Davis and Reverend Doctor Ray Mendenhall officiated. A private burial was held after the service at Burgaw Cemetery. Military honors were accorded by the United States Army.

Please send memorials to Burgaw Presbyterian Church, 200 E Fremont St, Burgaw, NC 28425

AMONG THE CLOUDS ABOVE A NOVEL OF THE BATTLE OF BRITAIN

If you like historical novels. If you like historical novels that are about flying. If you like historical novels the are about the Battle of Britain, then this book is for you.

As many of you have heard me proudly, or defensively, state, especially when I am confronted with a complex scientific topic, "I am a history major." And one of those defining periods, that continues to fascinate me is the Battle of Britain. It was a pivotal moment in world history that forecasted the future of the free world. It involved memorable historical figures who were locked in deadly conflict. It is a true story of the underdog. And the story is all about flying!



I have read many historical textbooks that have thoroughly dissected the Battle of Britain. They have studied all of the facets of this event: the individual personalities making the critical decisions; the technological advances; the command and control systems; and of course, the combatant aircraft. I have also read Piece of Cake, by Derek Robinson. It is one of the finest historical novels written that captures the life of a Spitfire squadron during the entire period.

But the recently published Among the Clouds Above, by John Rhodes has my heartiest recommendation. Mr. Rhodes has captured the Battle of Britain from the perspectives of the combatants; the military and political leaders; and the citizens on the ground. He has woven a

thrilling story that captures and holds your attention. The flying scenes are accurately portrayed, and I found myself twisting and pulling as I followed our hero's' aerial maneuvers. And then, while back on the ground, our he was faced with insurmountable problems of leadership, maintenance, logistics, and simple survival. And after all that Mr. Rhodes even left a little room for romance. Among the Clouds Above is a rollicking good read that all pilots will enjoy. My copy is safely stored where I keep those books that I intend to read more than once.

Among the Clouds Above: A Novel of the Battle of Britain, John Rhodes, (iUniverse)

ILM PILOTS ASSOCIATION REPORT

The ILM Pilots Association was formed last year for the primary purpose of being an advocate for both pilots and aircraft users at the Wilmington International Airport. Currently, we have 30 members on the roster. As Executive Director, I wanted to share some of the accomplishments of the past year.

After almost a year of work, we submitted a Part 13 complaint to the FAA against the Wilmington Airport. And we were just notified by Ms. Heather Haney, who is with FAA Atlanta Airport Section, that the complaint will be investigated. In an overview, we allege that the airport has:

- 1) Denied General Aviation Pilots access to the airport
- 2) Created a monopoly by relying on Air ILM to serve general aviation
- 3) Furthered that monopoly, by preventing other FBOs and flight schools from competing at the airport.
- 4) Has created an unsafe condition on the North Ramp by not protecting GA airport from commercial aircraft

The complaint is one hundred and fifty pages long with all of the support documents. There should be some resolution to the complaint in the next ninety days. Based in the results of other Part 13 complaints in the FAA Southern Region, I would not be surprised if the FAA rules in favor of the airport. However, the FAA is currently being investigated by the GAO, as reported by AOPA:

“The congressional watchdog is investigating the FAA’s oversight of certain FBOs located at publicly funded airports across the country. The investigation will examine how well the FAA is exercising its responsibility to oversee airports that receive Airport Improvement Program funds and the assurances that come with the grants, including the requirement that airports and businesses on them must charge only fair, reasonable, and nondiscriminatory fees and prices.”

Concurrently, I have shared this complaint with a number of both state and federal Senators and Representatives. In particular, I have been in contact with

staff at Senator Jim Inhofe’s office, who was critical in pushing Basic Med.

We should have an ILM Pilots Association web site up and running within the next month. Once that happens, we will have a membership drive in an effort to recruit new members. We will keep you posted.

Blue skies,
Tom Goodwin
Executive Director
ILM Pilots Association

ANNUAL DUES ARE DUE

Ladies and gentlemen your annual dues are due. Please seek out our esteemed Treasurer Bob McGowan and offer your annual \$35 dollars. Collectively these dues barely meet the chapter’s annual expenses, which include our EAA fees, insurance, and monthly clubhouse rent. This year, reconstruction of the clubhouse, created an unexpected expense. If you are so inclined, any additional contributions would be sincerely appreciated. Thank you.

FUTURE EVENTS

February 2019

- | | |
|---------------|---|
| Saturday 2nd | EAA 297 - Chapter Meeting and Ladies Day Luncheon , 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM |
| Sunday 3rd | South Carolina Breakfast Club, Grand Strand Airport, (KCRE) |
| Thursday 14th | Valentine’s Day |
| Sunday 17th | South Carolina Breakfast Club, Greenville Downtown Airport, (KGMU) |
| Monday 18th | Presidents’ Day |

March 2019

- | | |
|--------------|---|
| 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, Mt Pleasant Regional (KLRO) |
| Saturday 9th | EAA 297 – Chilly Fly-In and Chili Cook-Off , 11:00 AM to 1:00 PM, Stag Air Park (7NC1) |
| Sunday 17th | South Carolina Breakfast Club, Lexington County Airport (6J0) |
| Sunday 31st | South Carolina Breakfast Club, Lee County Airport (52J) |

April 2019

- | | |
|-------------------------------|---|
| Saturday 6th | EAA 297 - Chapter Meeting , 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM |
| Friday 12th-
Saturday 13th | Festival d’Avion, Moore County Airport, NC (KSOP) |

Sunday 14th South Carolina Breakfast Club,
Cheraw Municipal Airport (KCQW)
Sunday 28th South Carolina Breakfast Club,
Broxton Bridge Plantation (SC55)

CLASSIFIED

FOR RENT - HANGAR SPACE

Parker Field (8NC7) 3 NM Northwest of Maysville, NC. One hangar space available. Contact: Richard Parker Jr. (252) 670-6385

QUOTE

“Wherein you reprove Another be unblameable yourself; for example is more prevalent than Precepts.

George Washington’s rules of Civility

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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