

EAA 297 – KITTYHAWKERS NEWSLETTER



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NUMBER 10

EAA 297 CHAPTER MEETING SATURDAY OCTOBER 3RD

HAS BEEN COOK COLUMN

Due to TSRA, two Saturdays in a row, the Chapter “Touch-Post-and-Go Fly Out” event to deliver counter displays for the Law Enforcement Appreciation Fly-In had to be rescheduled. Observing that the following Sunday was going to be a VFR day, the event was quickly re-scheduled to Sunday. After a BR delay, and arriving at Stag Sunday morning, a flight brief was conducted, and an impromptu flight planning session began. Upon completion, able bodied aviator Mark “Hawk” Thoman, with his trusty engineer’s cap in PATROL, and Ken McGee in his R44 departed Stag, Sunday at 1300. Flying below scattered cumulus clouds at 3500 feet, each embarked on a mission to visit five airports to deliver, and most prominently display, the “Law Enforcement Appreciation Fly-In and Antique Car show poster. I understand while at each airport, the very shy Mark shared a few details of the unique Law enforcement appreciation Fly-in and Antique Car Show, along with a dose of good aviation trivia, to fellow aviators. I’m sure all those who were in hearing distance of Mark will attend our Fly-in.

There remains approximately four more local Airports that need to be visited to display the posters. Do participate in the event, if you can, and enjoy the mission.

Recently I was made aware that our “commodore” for the fly-in event, Allan Bobbe, has an opportunity to rent a home for the winter months in Florida. Unfortunately, Allan would rather wear shorts and tourist shirts in the warmth of the Florida sun than endure wearing long pants, heavy shirts and a coat in the winter of North Carolina. Bottom line, Allen will not be with us for our November fly-in. However, he accomplished much of the planning, and

only the details must be acted upon. Eric Staton has been appointed to fulfill this position. He was left with no choice. I have asked Allan to schedule some time with Eric and bring him up to speed on all that needs to be done. Good Luck Eric, and thanks for stepping in. No pressure. We will be watching.

We have a great speaker for the upcoming October chapter meeting that you do not want to miss. Col Jerald Gartman will be our guest, and he will be speaking on his career as a Marine Aviator in and out of country.

And last, many thanks to all of you for making this year a great year in spite of the China Virus. Our membership is growing, and we are looking forward to hosting many more EAA activities and events. If you know anyone interested in aviation, invite them to join us for great chapter meetings, great fly-ins and lots of other EAA events. Share with them the opportunities that they would have as a member. And also tell them about our flying club.

Fly safe, blue skies, and good rotor RPM.

Ken McGee

Has Been Cook

MEMBER REPORT

Billy Johnson is very glad to be home from the rehab center. He will be visited at home by a physical therapist several times per week. Their goal is to get him back to walking again. His goal is to get back to work on his airplane! If you would like to send him a note or card of encouragement his home address is:

William “Billy” Johnson

767 Village Road N.E.

Leland, NC 28451

EAA CHAPTER 297

87 AVIATOR LANE, BURGAW, NC 28425

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

FACEBOOK - EAA Chapter 297

PRESIDENT – KEN MCGEE	(910) 200-1878	ken@mcgee-cadd.com
VICE PRESIDENT – ALLAN BOBBE	(910) 539-1117	bobbe11@aol.com
SECRETARY – KRISTEN MONTEFUSCO	(516) 668-1309	kristen.montefusco@gmail.com
TREASURER – BOB MCGOWAN	(910) 367-2963	rmcgowan681@gmail.com
YOUNG EAGLES – DREW HOLBROOK	(910) 232-8019	andrew.holbrook@ge.com
SAFETY OFFICER – PHIL ELLISON	(910) 623-4343	phillip.ellison@ge.com
WEB EDITOR – WADE HANCHEY	(910) 297-7830	whanchey@gmail.com
NEWSLETTER – MARK THOMAN	(910) 577-5446	mnthoman@embarqmail.com

OCTOBER GUEST SPEAKER

Out guest speaker for October's meeting will be Colonel Jerald Gartman USMC (Ret). He served a distinguished career in the Marine Corps starting as a young CH-46 pilot flying in Viet Nam and finally as the Commanding Officer of the Naval Aviation Depot at MCAS Cherry Point North Carolina. But, more importantly, Jerry successfully built a BD-4, is an A&P/IA, and an EAA Technical Counselor.



OCTOBER MEETING MENU

For our dining pleasure, Bob McGowan will be preparing his world famous "Low Country Boil" with all the fixin's. Come hungry.

SEPTEMBER MEETING MINUTES

10:00 AM – President Ken McGee called the meeting to order.

Guests – Jon Payne was introduced to the meeting. Jon is a private pilot. While serving in the US Army he was a UAV pilot who flew the AAI RQ-7 Shadow. Jon is interested in joining the Legend Flying Club.

Carl and his son Charles Zavalney were introduced. Charles is flying a Mini Max and Carl, who is a former member of 297 from 1980's, has a Rockwell Aero Commander 100.

Ronald Sparks attended the meeting. He is an engineer and an EAA member. He is starting to build a gyrocopter. We stood and recited the Pledge of Allegiance.

10:05 AM - New Business.

We recognized our newest Private Pilot Wade Hanchey. He successfully completed his check ride last Monday. Wade said that it went well. He had to fly his Cessna-172 from Wallace to Greenville. The check started with the "admin" stuff. The Check Airman was a nice guy, who made an effort to put him at ease. During the oral exam there was not a whole lot he was stumped on. The local winds made a crosswind of 30 to 40 degrees and were blowing at 11 knots with gusts to 16. That was a greater cross wind than he had experienced. The check airman gave him the opportunity to reschedule, but Wade made the decision to continue. The flight went well.

10:09 AM – Treasurers Report.

September EAA Chapter Account

Beginning Balance \$3140.61

Income \$350.00

Expenses \$1011.23

(The "Big Ticket items were the new TV and mount.)

Ending Balance \$2471.38

Young Eagle Account
Ending Balance \$2160.00

10:10 AM – August Meeting Minutes. Acting Secretary Mark Thoman was assured that the attendees had all read the minutes of the August meeting in the current newsletter. A motion was made, and seconded, and the minutes, as published in the newsletter were approved.

10:11 AM – Communications. Phil Ellison was on the local news. When the recent hurricane passed through Southport, along with tornados, the marina where Phil's boat is docked was destroyed. He and Tom Goodwin went to check on his boat. While they were there a drone was being flown over the pile of boats in which his was in the middle. Fox News happened to be there and Phil was interviewed. Following the hurricane, he and Tom sailed the boat up the Cape Fear to Wilmington, but the bridge would not open, so they could not proceed. Tom and Phil tried again the next day and observed parts of the bridge falling into the river as it was raised. They successfully passed under the bridge but it was stuck open for quite a while.

10:14 AM - Old business. Bob McGowan purchased the new flat screen TV for the club house. It is up and running, and available for presentations.

10:15 AM – Project Reports.

Aubrey Thompson – Apparently Tom Goodwin was able to find a brand-new vacuum pump on eBay for one third of the normal price. Inspired by this, Aubrey looked on eBay for one, but did not find one. But he did find an air speed indicator that had all the indicator markings that would be correct for his airplane. But it was sold before he could purchase it. He kept looking and found three more of the same instruments. He ended up finding a different indicator with a maximum indication of 400 knots. Aubrey has made a mockup of his instrument panel. He will have three large instruments and two smaller ones.

Chris Montefusco – Aubrey Thompson helped him by milling some bushings for his Rans.

Mart McConnell – Reported that he is slowly installing the wiring kits in his fuselage. He has taken the fuel tank kit home and is about to put that all together. He would like to get the landing gear on soon so that he can more easily move the fuselage around the workshop. Mart reported that there has been a modification of the rivets that hold the fuselage fuel behind the passenger seat. The rivets that attach the fuel tank are collapsible. Apparently earlier versions of the aircraft had issues with the initial design so they made changes. The fuel tank is aluminum and requires an electrical fuel pump.

Legend Cub – Phil Ellison reported that the Legend Cub is flying well. Some normal maintenance will be required but he suggested that the Cub is no longer a project and should probably be erased from the Project Board. A temporary

wet compass was reinstalled in the aircraft while waiting on the warranty replacement of the vertical compass.

Phil Sharpe – After a three-year hiatus Phil reported that he is ready to get back to serious work on his project. He finished the tailfeathers three years ago but in the meantime, he has moved across the country twice. He just purchased a house with a three-car garage and he installed air-conditioning to make it a better work space. He was preparing to order the fuselage and wing kits from the manufacturer, but there is currently a 12 to 18-month lead time. He was able to locate a fuselage kit online for dirt cheap, he is going to pick it up in a few weeks. The standard engine in this kit is a Rotax. Phil wants to install a UL350. He has found a gentleman in Atlanta that makes a firewall forward kit. Phil is working with him on that.

Aircraft for Sale. Austin Smith emailed Aubrey Thompson and alerted him to the advertisement for a Delta Dike that is for sale on craigslist. The aircraft is located in Wallace. It is on sale for \$12K. It is outfitted with a Mazda Rotary engine, and the engine installation appears complete. It also appears that the project is nearly complete. The seller also has two spare engines.

Aircraft Models for Sale. Chris Montefusco – Chris reported that he has the contact information for a family that has three industrial shelves stacked with model airplane kits. The seller would like to sell them by the shelf for \$500 each. If you are interested please contact Chris.

10:43 AM – Safety Tune-up. Chris Montefusco gave us our Safety Tune-up. He noted that he has not given any bi-annual flights recently. He did reflect, that for most of us, the bi-annual review is the only time that we practice an engine out emergency procedure. He suggested that we should probably practice that event a bit more often so that we might be better prepared in the event of an actual failure. He also suggested that the practice event should include the considerations of communications, emergency squawk, and preparation of the aircraft and passengers for a rough field landing.

10:47 AM – Law Enforcement Appreciation Fly-In. Ken McGee discussed the details of the November 14th event preparation. He has talked with the automobile club folks and they are looking forward to event. Fifty American flags have been purchased and they will be displayed along the runway and the automobile display areas. He is beginning the marketing campaign now. Counter displays will be manufactured and he is looking for volunteers to fly the displays to different airports next weekend. The plan is to meet in the No Whining Saloon at 9:00 AM next Saturday, and to stage a flyout to the different airports. At the November Fly-In there will be no charge for lunch. We will just ask for donations. We plan for minimal handling of the food and will have everything prewrapped. There will also be individual bags of chips and packets of condiments. Ken

is going to send out invitations to the law enforcement agencies in the surrounding counties. During the event we will have a special recognition of the law enforcement folks and families who attend. Wade Hanchey has all of our events published on Social Flight, Facebook, and our own website. We would like to have the local media come to our fly-in event as well. Ken mentioned the possibility of having a radio station attend the event, but he does not want the chapter to pay for them to be here.

11:25 AM - Lunch Report. Dr. Mike announced that our delicious lunch would include pizza and a homemade salad.

12:05 AM – The meeting was adjourned following Eric Staton’s presentation. Following the adjournment, Dr. Mike, served a delicious lunch of cheese and sausage pizza and a delicious salad with an array of toppings that matched any buffet. Thanks, Mike, for feeding us well.

SEPTEMBER PRESENTATION

Our own member, Captain Eric Staton, gave us an exciting and informative presentation at our September meeting. During his presentation Eric told us of the highlights of his career in aviation.



Eric was born and raised in Wilmington, NC. He earned his degree at Wilmington College. The school later became UNC Wilmington. He was introduced to aviation at age fourteen by a customer on his paper route, who took him for a flight in his private airplane. Following graduation, Eric earned his commission in the United States Air Force. During his initial flight training he flew the T-41, T-37, and the supersonic T-38 Talon.

As a newly minted pilot, the Air Force sent Eric to Viet Nam where he flew the twin engine C-7A Caribou. He flew in the southern sector of the country and he was involved in the aerial resupply of outposts in the jungles. He flew

lots of important cargo on short flights into unpaved runways that were seldom longer than 3,000 feet. During his tour he earned the Distinguished Flying Cross. (Editor’s note: That is a story that I want to hear!)

Following his combat tour, he was assigned to fly the C-141 Starlifter. This four-engine jet transport performs strategic cargo mission that stretch across the world. Transoceanic missions were a significant change in flight profile for Eric.

In 1977, following active duty, Eric was hired by Piedmont Airlines. He began his Piedmont career flying the YS-11. Eric said that he really enjoyed flying this aircraft because he enjoyed the “short haul” profile. He would often fly five to seven flights in a single day. During his Piedmont career he flew a series of Boeing aircraft including the 737, the 757, and the 767. As a senior pilot he moved back into the transoceanic flight profile flying to Europe in the summer and the Caribbean Islands in the winter.

Eric is currently a Director in our Legend Cub program. He has enjoyed being involved with the maintenance of the aircraft, and he is looking to earn his tail wheel endorsement.

Thanks, Eric, for an enjoyable, and memorable, presentation!

ROCKWELL AERO COMMANDER 100

STAG AIR PARK - Carl Zavalney and his son Charles joined us during our September meeting. They have recently purchased their Rockwell Aero Commander 100, and just completed an owner assisted annual inspection.



Carl was meticulous during the inspection because he wanted the airplane well ready for active flying. Charles flew with Mark Thoman several years ago and caught the aviation bug. He is currently flying a MiniMax, and he plans to use the Aero Commander to earn his private pilot rating. We hope that Carl and Charles enjoy their airplanes and become active members of our chapter.

LEGEND AERO HOLDINGS

STAG AIR PARK – Friday September 4th was maintenance day on the Legend Cub. The Phase I flight test period for the “new” propeller was completed, and the airplane has logged enough flight hours in the last

several months to require an oil change. So, several of the Directors met at the aircraft, and had fun performing the necessary maintenance. Along with the oil change, the torque on the propeller bolts was checked and the bolts were re-safety wired. The compression on all of the cylinders was checked and the spark plugs were cleaned and re-gapped. The crew also discussed improving the attaching hardware for the engine cowling. That improvement will be done during later maintenance.



Don Rhodes supervised the efforts, and signed off the completed maintenance.



Chris Montefusco reinstalled the spark plugs.



Bob McGowan checked the torque on the propeller bolts.



Eric Staton supervised while Mark Thoman safety wired the bolts.



Jon Payne, a new member of our chapter, joined in the effort. He is interested in becoming the first Associate in the club.



And here the crew proudly stands, with the maintenance completed, and the Legend Cub ready for a flight check.

FUTURE EVENTS

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

October 2020

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|---------------------|---|
| Saturday 3rd | EAA 297 - Chapter Meeting , 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM |
| Sunday 11th | South Carolina Breakfast Club, Woodward Field Airport, (KCDN) |

Monday 12th Columbus Day Holiday
 Sunday 18th **CANCELLED** South Carolina
 Breakfast Club, Sumter Airport,
 (KSMS)

November 2020

Sunday 1st Daylight Savings Time Ends
 Sunday 1st South Carolina Breakfast Club,
 Orangeburg Municipal Airport,
 (KOGB)
 Tuesday 3rd Election Day
Saturday 7th EAA 297 - Chapter Meeting, 10:00
 AM in the clubhouse. Lunch in the
 No Whining Saloon 12:00 PM
 Wednesday 11th Veterans Day Holiday
Saturday 14th EAA 297 – Law Enforcement
Appreciation Fly-In and Car Show,
 Stag Air Park
 Sunday 15th South Carolina Breakfast Club,
 Allendale County Airport, (KAQX)
 Thursday 26th Thanksgiving Day Holiday
 Sunday 29th South Carolina Breakfast Club,
 Fairfield County Airport, (KFDW)

December 2020

Saturday 5th EAA 297 - Chapter Christmas Party,
 6:00 PM in the No Whining Saloon
 Friday 25th Christmas Day
 Sunday 13th South Carolina Breakfast Club, ,
 (KAIK)
 Thursday 31st New Year's Eve

FROM THE AIR

The following corn maze was created at Hog Wild at
 Howard Farms in Richlands, North Carolina. The farm is 6
 NM East of KOAJ. If you are interested, the position is N34
 50.82 W077 29.40.



How did they do that?

QUOTE

Women say that men don't listen....
 I don't know.....
 I've never heard my wife say that.

Jerry Seinfeld

HUNGRY? – Come join us at the
NO WHINING
SALOON

Enjoy a home cooked meal prepared
 by our master chefs.

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.

KRISTEN MONTEFUSCO

Broker/Realtor

Coastal Realty

ASSOCIATES

17117 US Highway 17 North
 Hampstead, NC. 28443

kristen.montefusco@gmail.com

Cell: (516) 668-1309 - Office: (910) 270-4444

Marine Aviation LLC

Veteran Owned & Operated

Flight Instruction & Aircraft
 Maintenance

Albert J. Ellis Airport
 304 Wright Brothers Way
 Richlands, NC 28574

(910) 539-0009

marineaviationllc@gmail.com