



EAA 297 – KITTYHAWKERS NEWSLETTER

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PRESIDENT SENDS

Hello aviators and enthusiasts,

Spring is here and the remembrance of the sweet smell of AV fuel and BBQ is overtaking our brains. Our Spring Fly-In is next week, Saturday May 11. Don't miss it! The Jordan's Chapel folks were not able to cater our BBQ this year, so, we have a new "BBQ Guy" whose reputation is monstrously good! You will not want to miss the opportunity to taste this BBQ. Hurricane Florence and her aftermath robbed us of half our 50th anniversary year but we will be continuing that celebration next week!

I apologize for failing to send the daily updates from Sun 'n Fun that I promised. Here is what happened: On Monday evening I stayed at Sun 'n Fun Radio to write my Monday report. The last line of my report read, "Tomorrow I'll be visiting with Richard Hogan and shooting many photos of the final prototype Commuter Craft". Then, I departed the station and decided to walk past the Commuter Craft location on the way back to the campground. There, I was confronted by a carefully printed sign that read: "In Memory of Richard Nolan Hogan, Founder and President, Commuter Craft, Cartersville, Georgia, June 16, 1956 - March 23, 2019." Richard, in the commuter craft, had been involved in a fatal accident the week before Sun 'n Fun. In simple terms I was utterly deflated for the remainder of the week. Richard and I have been friends for five years. He was a meticulous and methodical engineer and a genuinely nice guy. His commuter craft, as I have said often over the last couple of years, is set to revolutionize experimental aviation on the order of the Rutan designs from way back. I hope the commuter craft will not be lost forever.

This past week some of our chapter members were involved in an adventure at the Holly Ridge/Topsail Airport, N21. A Bearhawk LSA airplane become entangled in the overhead electric wires at the North end of the runway during landing. Its' forward motion was abruptly arrested by the wires, and the airplane fell, nose first, to the ground. The pilot, Robert Barrows, from near Roanoke, VA, suffered a severe compound fracture injury to his right leg and was transported to New Hanover Regional Medical center for surgery. He was released from New Hanover on Tuesday and transported to a hospital near Roanoke for further recuperation.

The pilot, Robert Barrows, is the designer of the original Bearhawk experimental aircraft, and he is the President of R&B Aircraft. The Barrows Bearhawk is an American amateur-built aircraft, and produced by R&B Aircraft of Fincastle, Virginia. The Bearhawk LSA, that was involved in this incident, is a smaller, lighter version of the original Bearhawk. A member of his EAA Chapter (646) messaged us to see if members of our chapter could help with the recovery of the airplane. It was planned that Mike Meador and Glenn Lacy would drive down from Roanoke on Saturday, and some of us would meet them at the Topsail Airport around 11:00. Phil Sharpe and I got there first. We broke out the tools and started the disassembly with the wing root fairings and then the window hinges. Tom Goodman soon arrived and attacked the wing bolts. The FAA did us a favor during their investigation and removed the fuel. Pretty soon Phil Ellison, and Bob Richards (who lives nearby) arrived. By the time the recovery team from Roanoke arrived, we were ready to pull the wings, and there were plenty of hands on deck to accomplish the task.

EAA CHAPTER 297

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Here are several photos of the Bearhawk, and the recovery crew.



Our Topsail adventure also resulted in the discovery of a fantastic restaurant located near the airport at Topsail! Ask us about it at our meeting on Saturday. If you are in the area, just look for a building that looks like a nursing home with a "Grill" sign on the front.

See ya Saturday,
Aubrey

APRIL MEETING MINUTES

10:05 - The meeting was called to order and the Pledge of Allegiance was recited. Vice President Drew Holbrook was in place for President Aubrey Thompson, who is enjoying Sun N' Fun this weekend. We are well represented at Sun N' Fun with about seven members attending this week. There was no Treasurer's Report since Bob McGowan was not present. He is at Sun N' Fun spending all of the club's money.

10:10 - Builders Update

Kevin High - Assembled his firewall. He has not touched other kit components yet. The Rotax 912 will most likely be the engine that he installs in his aircraft.

Jim Flippen - Sold his Mosquito helicopter.

Chris and Kristen Montefusco - Last update from Rans Aircraft, about 2 weeks ago, our kit is being worked on with a few others. We are hoping to have the kit delivered by May since Chris is off for the month and hoping to begin working on it.

Phil Sharpe - His S-19 project has been on hold for three years. He is hoping to pick it back up again now that he is back in ILM. The tailfeathers are done, and he has a down payment on the fuselage. 10:25 - Our annual spring fly-in will be May 11th. Jordan's Chapel will be unable to cater the lunch this year due to a labor shortage. They have been a significant part of our fly in for at least ten years. They will be missed. Instead, Tarheel Treats will be taking care of the meal at this year's fly-in. They will be serving BBQ - Boston

Butt, green beans, potatoes, and dinner rolls. \$7 per plate; \$8 plate and a drink.

10:30 - Discussion on check airmen, flight instruction. If you want to be a light sport pilot, you need a light sport airplane for your check ride. You can get an exception to train in experimental light sport airplane. However, an experimental airplane cannot be rented. In order to rent the airplane is must be a factory built light sport airplane. ILM has flight instruction available. If you are in need of a bi-annual review, or flight instruction, Drew has contacts in the area. Contact him and he may be able to help coordinate.

Topsail Air Park and Holly Ridge Air Park are both up for sale. Usually you have to call ahead to land. It is reported that they are seldom mowed

10:45 - Larry Goff made a very interesting presentation to the chapter. He spoke about the work he did with Rocketdyne in Southern California. Larry helped build the F1 rocket engine. He was directly involved in building the 1st stage of Saturn 5 rocket that launched our missions to the Moon. The F1 was the first rocket engine that he ever heard running. He and four others were in an Oldsmobile station wagon when the engine was powered up. With kerosene and liquid oxygen running the engine, you could see the flame and exhaust smoke. The engine ran for about 300 seconds and the car that they were sitting in was shaking from the noise and vibrations. The engine was producing 1.5 million pounds of thrust.

When building the Saturn 5 rocket Larry asked what the budget was. He was told that they were not concerned with a budget. Their mission was to build a rocket. The turbine installed in the F1 engine was 30 inches in diameter. It took 60,000 horsepower to drive the turbine pumps for the engine and the rocket engines burned 40,000 gallons of fuel per minute.

After the series of engines were completed NASA scrapped all the production tooling. That is disappointing because if they ever decided to build that particular rocket engine again, they would have to start from scratch and recreate all of the tooling. Larry showed pictures of the space shuttle main engines. The fuel injection in these engines was computer controlled. The F1 engine was initially designed to produce 1.5 million pounds of thrust. By the time it flew it would produce 1.8 million pounds

of thrust, and at sea level it would produce over 2 million pounds of thrust!

Following the F1 project NASA started a coal degasification program. Larry was involved in the selection of the pumps that would be used in this project. This particular project was cancelled before it ever really got started.

Larry continued his discussion on engines. He described how an engine is essentially an air pump. Fundamentally, in order to get more horsepower, an increase in airflow is required. Larry is currently building a CGS Hawk Arrow 2. He would really like to make it fully electric powered. But he has also considered his Suzuki motorcycle engine to power his Hawk.

Larry compared the growth of aircraft engines to the new designs in the automotive industry. He said that the new auto engines are “unbelievable with the amount of power and efficiency.” The aircraft industry has not been able to keep up because of the restrictions created by FAA regulation.

The attendees thanked Larry for his presentation.

11:30 – The meeting was adjourned.

Respectfully submitted,

Kristen Montefusco

Secretary

AVIATION FUNDAMENTALS COURSE

KINSTON NC – Friday, April 19th was a day of hands on aircraft maintenance for the students of the Aviation Fundamentals Course. For the spring semester, Mr. Bo Pennock has been focusing his classroom instruction on the maintenance side of aviation. But instructing in the classroom is nowhere near as much fun as performing maintenance out on the hangar deck. Getting your hands dirty is always more fun than sitting in a classroom.

“Mr. Bo” is the Manager of Aircraft Maintenance Training at the Mountain Air Cargo Maintenance Facility located at the Kinston Airport. On the hangar deck at Mountain Air Cargo rests the cockpit section of an ATR-42 which was removed from an aircraft that was being scrapped. FedEx will ultimately use the cockpit for aircrew egress training, but it is currently being stripped of any useful components. Mr. Bo is salvaging avionics racks and other electrical components that he can use in his maintenance training classes. This was the “aircraft” that the four students were assigned to work on, and their task was

to carefully remove several avionics racks that are located behind the pilot's seats.



The students were divided into two teams of two “mechanics” each, and one was assigned as the team leader. They were issued a basic set of tools, appropriate safety equipment, and then given a specific component to remove from the aircraft. It was fun to observe as the boys studied the problem and then begin the removal process. They learned to use the basic tools, and developed their teamwork

skills as they worked together. During the morning they performed their tasks slowly and deliberately. After lunch, and with several hours of experience, they were using their tools handily and removing components at a much more rapid rate. And they were grinning.

It was a fun day and David, Lance, Isaiah and Elliot enjoyed themselves thoroughly. (Even if they were learning!)

EDITOR’S SAFETY THOUGHT

Holly Ridge/Topsail Island Airport is a local airstrip that any of us might decide to use. It should be noted that there are 60-foot, and 35-foot tall, power lines that cross the approach ends of BOTH runways. These powerlines are within a few feet of the mowed ends of the runway. And it does not appear, based on the most recent pictures that I have seen, that the powerlines are marked with the classic orange balls. As I read the Runway Obstacle information in the current FAA airport data, I considered how many times I had landed at area airstrips without even looking at the available airport information. It is easy to be lulled into the assumption that these small airstrips abide by the same obstacle clearance and safety standards that our local municipal airports do. Of course, this is not the case, and the published obstacle data warrants a much closer inspection. And well before commencing the final approach.

“Experience is a very demanding teacher. She gives the final exam first.”

FUTURE EVENTS

May 2019

- Saturday 4th **EAA 297 - Chapter Meeting**, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM
- Sunday 5th South Carolina Breakfast Club, Rock Hill/York Co/Bryant Field Airport (KUZA)
- Friday 10th EAA 939 Young Eagles Rally, Cape Fear Regional Jetport (KSUT)
- Saturday 11th **EAA 297 – Spring Fly-In and Car Show**, Stag Air Park (7NC1)
- Saturday 11th Touch-a-Truck Kids Day, Henderson Field (KACZ), Wallace NC
- Sunday 12th Mother’s Day

May 2019 Continued

Friday 17th -
Sunday 19th Warbirds Over the Beach
Airshow, Military Aviation
Museum, Virginia Beach, VA
Sunday 19th South Carolina Breakfast Club,
Whiteplains Airport (SC99)
Monday 27th Memorial Day
Friday 31st -
Saturday 1st EAA Chapter 1047 Fly-In and
Meeting, Kenly Airport (7NC3),
Kenly NC

June 2019

Saturday 1st **EAA 297 - Chapter Meeting,**
10:00 AM in the clubhouse.
Lunch in the No Whining Saloon
12:00 PM
Sunday 2nd South Carolina Breakfast Club,
Palmetto Air Plantation Airport
(SC41)
Saturday 8th EAA 939 International Young
Eagles Day, Cape Fear Regional
Jetport (KSUT)
Sunday 9th South Carolina Breakfast Club,
Greenwood County Airport
(KGRD)
Sunday 16th Father's Day
Sunday 23rd South Carolina Breakfast Club,
Pickens County Airport (KLQK)

July 2019

Thursday 4th Independence Day
Saturday 6th **EAA 297 - Chapter Meeting,**
10:00 AM in the clubhouse.
Lunch in the No Whining Saloon
12:00 PM
Sunday 7th South Carolina Breakfast Club,
Holly Hill Airport (5J5)
Sunday 21st South Carolina Breakfast Club,
Triple Tree Airport (SC00)



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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.