

# EAA 297 – KITTYHAWKERS NEWSLETTER



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## EAA 297 CHAPTER MEETING SATURDAY SEPTEMBER 5TH

### PRESIDENTS MESSAGE

Aviation and the flying spirit is now filling the air. Flying schools are full, and CFI's are busy. Many students are preparing for their check rides, including several of our own members. EAA's 297 enthusiasm leads the way in sharing the world of aviation to all, including novices and those with thousands of flight hours.

During the second week in November we will hold EAA 297's "Law Enforcement Appreciation Fly-in and Antique Car Show." Many Aviators across the region are excited about our fly-in, and there is much enthusiasm for the Antique Car Show as both aviators and automobile enthusiasts have contracted serious cases of cabin fever.

Much planning is now underway for the patriotic event, and our marketing program is underway. Graphics are being completed as we speak, and we are planning a fly-out to all airports/FBO/SASO's in the region to distribute and display counter displays and flyers. The fly-out plan (depending upon weather conditions) is to assemble aircraft that would like to participate at Stag, on Saturday, September 12th, at 0900 with a planned departure at 1000. Volunteers will fly to their assigned airports, and place the counter displays where pilots can readily observe them. The airport destinations will be divided up among the participating aircraft. In addition, we would like to invite all who would like to fly along as copilot or navigator, to let Allen Bobbe or myself know. We will arrange for seats as they are available. In addition to placing the displays at all airports in the area, the digital information will be posted to EAA's 297 web page, to Face Book, and to the Social Flight website.

There will be a lot going on at the Fly-In, and further details will be shared at our upcoming September and

October meetings. If you are interested in the Fly-In - Flyout marketing campaign, be prepared to let the chapter know at Saturday's meeting.

The Law Enforcement Appreciation Fly-In and Antique Car Show will be very exciting and very patriotic. Chapter 297 will be serving up Gourmet food (Nathan Hotdogs, chips, and apple pie). Lunch will be free of charge, but donations will be gratefully accepted. Many other activities are being planned so that all who attend will enjoy an atmosphere of good times, good food, old friends, and big smiles. Final details will be concluded at the chapter November meeting.

As we all know, a fly-in's success is a result of good weather, great marketing, and a little work. I would like to encourage everyone to reach out to all you know in the aviation community and cordially invite them to come to our fly-in. It is a family event so bring the whole gang for lots of fun, good food, entertainment, and patriotic music. Give or send them our fly-in flyer and one of our new EAA 297 business cards. Both have all the information required.

Don't forget to bring a guest (potential member) to our September Meeting. As you may be aware our chapter is growing, and we are happy to meet new members at each meeting. It is our goal, as we enjoy our events, to cause fellow aviation enthusiasts to become interested in our activities, and to choose to join our chapter.

Blue Skies, Tail Winds, and Good Rotor RPM,

Ken

*Has Been Cook*

## EAA CHAPTER 297

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### SEPTEMBER GUEST SPEAKER

Our guest speaker for September's meeting will be Captain Eric Staton. Eric is a Wilmington native. He attended New Hanover High School and then earned his degree at UNC Wilmington. Eric was introduced to aviation at age fourteen by a customer on his paper route, who took him for a flight in his private airplane. After college, Eric was commissioned in the United States Air Force and he flew the T-41, T-37, and T-38 in while in flight training.



His first assignment as a pilot was flying the C-7A Caribou in Viet Nam. A year later he was reassigned to fly the C-141 Starlifter.



In 1977, following active duty, Eric was hired by Piedmont Airlines. He began his airline career flying the YS-11. He later flew a series of Boeing aircraft for Piedmont Airlines.

### OCTOBER GUEST SPEAKER

Our 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.

### AUGUST MEETING MINUTES

Our President Ken McGee called the meeting to order with "Reveille" played from his smart phone. Despite Ken's efforts the phone continued to replay the recording. After several attempts Ken finally was able to stop the music, and by then we were all awake and motivated. The Pledge of Allegiance was recited and the meeting was officially underway.

**Guests.** Pat Doyle and Bill Vause have joined us in the past, but were recognized and introduced. Ken McGee introduced our speakers, Rich and Ginny Largent. Rich is the President, and Ginny is the Young Eagle Coordinator of EAA Chapter 939 in Southport.

**Minutes.** Mark Thoman, the acting Secretary, read the minutes from the July meeting, and they were approved by the membership.

**Treasurers Report.** Bob McGowan gave a report on the chapter's financial status for the month of July.

Beginning Balance	\$2617
Income	\$962
Expense	\$440
Ending Balance	\$3140
Young Eagle Balance	\$2160

**Old Business.** We have been discussing the requirement for a flat panel "smart" TV for the clubhouse for some time. Bob Rippy graciously donated a very nice flat panel TV that is now proudly mounted on the wall in the clubhouse. Thank you, Bob,! That was very generous of you!

#### **Project Reports.**

John Wood reported that he is happily making progress on his RV-3 while "quarantined" in his workshop. He said that he is jumping back and forth between the flight control cables and the avionics systems.

Aubrey Thompson brought for display the milling machine that he is designing and building. He had the spindle that he showed us last month attached to a temporary mount. On the mount he had also attached a motor from an industrial sewing machine which turns the spindle with a drive belt. He has connected the motor through a control mechanism that looks like a throttle. He demonstrated the entire test assembly and had the spindle turning nicely. So now he gets to mount this motor and spindle on an apparatus that will secure the motor and the metal to be milled. As yet Aubrey does not have any particular mission for the milling machine. Instead, he is building the machine for the fun of it.

Chris Montefusco that his wings are complete and that he is in the middle of attaching the aluminum fuselage cone to the steel fuselage structure. Before that is complete, he needs to install the components of the baggage compartment and the rudder and tailwheel steering cables and pulleys. As he said, the fuselage has a lot of "hard stuff." Where the wings involved repetitive processes that did not require the focus of his attention, the fuselage has many specific structures and fixtures that do require accurate installation for proper functioning.

Phil Ellison reported on the status of the Legend Cub. It has been noted, since flight operations began, that at a full power setting the Engine RPM has been consistently low. In the last several months the RPM indicator has been replaced; the throttle linkage has been adjusted and secured; and the ignition system has been checked. None of these actions has fixed the low RPM. After some research in the aircraft manuals and documents, it was discovered that the installed propeller is not included in the published list of recommended propellers.

Bill Vause, kindly allowed the club to borrow the propeller from his C-150. This propeller is included in the

list of recommended propellers. Bill's propeller was installed and has been flight tested. The Engine RPM at a full power setting is now "nominal," and the acceleration and climb performance of the aircraft have been notably improved. The club is in the process of purchasing a replacement propeller.

Mike Barri reported that he purchased Mart McConnell's Quick Silver MX. He has been assembling the airplane and is looking forward to flying it later in the month.

Mark Thoman reported on his continuing adventures flying his newly restored Citabria. He has been learning how to operate his iPad and mastering the Foreflight program. He also flew a test flight on his brand new ADSB system. The real adventure was attempting to complete the request form, on the government website, and then deciphering the report after it was issued. After downloading and studying the user's guide, he discovered that on the final report "NO" really means "YES," and that "0%" really means "100%." He was very happy to learn, after a good bit of research, that his system had not failed, and was in fact operating perfectly.

#### **New Business.**

**Communications.** Wade Hanchey, our master of digital communications, used a "hot spot" and his computer to display a video on our new flat screen TV. The video was shot and edited by his son, Shane. It was an energetic collection of flying activity from our fall Chili Fly-In. The video was accompanied with some great music on the soundtrack. The video is available to watch my clicking on the link posted on our chapter website. The purpose of Wade's demonstration was to inform the chapter of the multiple places on the internet that the activities of our chapter are published. He discussed our website, our Facebook page, and the Social Flight website. He handed out a sheet that detailed all of the chapter's internet address information.

Wade asked that those who use "Facebook" please share our Facebook page with your friends. The interest generated might just encourage new members and greater participation in our events.

Wade also discussed the website "Social Flight." It is a free website that collects and displays aviation events and happenings all over the country. To become a member, you simply fill in the data and enter your email address. While doing that you indicate the area of the country that you are interested in. After that the website will send you emails that alert you to aviation events in the area that you specified. Our own "EAA 297" events are posted on Social Flight. Wade suggested that if you are viewing our chapter event please indicate that you are going to attend. Others who are viewing the event may be encouraged to attend because of the popularity indicated on the website.



He also wanted chapter builders to know that the EAA's website has a "builders log" that can be used to satisfy the FAA's requirements. The "log" can also be linked to the chapter website so that those interested might keep up with your progress.

Thank you Wade for your continued digital efforts!

**Business Cards and Membership Forms.** Ken McGee asked (voluntold) the chapter communications department to supervise the design and creation of a chapter business card. This would be an easy way to present chapter contact information to anyone who visits or expresses an interest. He also asked that a "digital" membership form be added to our websites so that anyone interested could fill it out and easily become a member of the chapter. Wade and Mark agreed to work on both.

**Private Pilot Check Ride.** Wade Hanchey reported that he successfully flew his solo cross country and that on August 19th he is scheduled to fly to Florence for his check ride. By the time this newsletter is published we may have a newly minted pilot in our chapter. Good luck Wade! And let's hope that the weather cooperates. Following that he has plans to get his tail wheel endorsement so that he can log some flying adventures in his own airplane!

**Safety Tune-Up.** Referring back to that well-read document, the FAR/AIM, Ken McGee asked the simple question, "Where do you go to find accurate and timely data concerning TFR's?" While there are many "unofficial" places where the government's data is repeated, the FAR/AIM states that the most up to date source is FSS. And they can be easily contacted by simply dialing 1-800-WXBRIEF. If you have access to the internet, the FAA's website [https://www.faa.gov/pilots/safety/notams\\_tfr/](https://www.faa.gov/pilots/safety/notams_tfr/) is also an "official" source for data about TFR's. The FAA's website includes a downloadable .pdf file that publishes in readable text, all the information you could ever want to know about TFR's.

Chris Montefusco mentioned that the flight planning app "fltplango" publishes the governments data on TFR's as does many of the popular flight planning programs that are found on the internet.

**Fly-In Planning.** Ken McGee discussed the continued planning for our fall "Law Enforcement Appreciation" fly-in and car show that is planned for Saturday November 14th. Ken detailed his vision for patriotic decorations including American Flags posted along the runway and patriotic music being played over our PA system. Along with our planned lunch he would like to invite a vendor who can provide sweet delights for the children attending. During the months prior he is planning on a broad advertising campaign that includes posters and brochures that can be placed at all of the surrounding airports and FBO's. He would also like to invite the local media for

coverage of the event. Planning will continue as our selected date gets closer.

**Presentation.** Ken McGee introduced Rich and Ginny Largent who gave us an interesting presentation about EAA Chapter 939.

**Lunch.** Dr. Mike Barri served a delicious lunch of burritos. He slow cooked a Boston Butt and sautéed some black beans and red peppers. Along with all of the condiments, they filled a soft burrito that literally dripped with flavor. Well done Mike!

Along with lunch we celebrated a surprise birthday for Mark Thoman. His wife Nancy and daughter Julie snuck into the meeting without Mark noticing. They brought a birthday cake to share with the gang. The crowd sang "Happy Birthday" and helped Mark celebrate his 70th birthday.



#### AUGUST PRESENTATION

Our guest speakers for the August Meeting were Rich & Ginny Largent. Rich, former President of EAA 186, Manassas, VA is currently the President of EAA 939, Oak Island, NC. Since 1988, Rich has been the National



Field Representative for the Young Eagles Program. He has flown almost 1,400 Young Eagles. Ginny, a private pilot, is presently the Young Eagles Coordinator and the Flying Start Coordinator for Chapter 939.

Rich started his discussion by noting the significant differences in EAA Chapters. He reflected that each chapter has a unique character that is a direct reflection of its members. Chapter 939 was formed in 1990 and has been inactive twice during that time. At present they have around fifty members and they fly twenty-two aircraft. Ten of those are experimental aircraft, and currently they have one member who is building an aircraft. The flying experience of their membership ranges from flight students to ATP's. Most of the chapter's membership are retired and they enjoy flying Young Eagles and volunteering.

As a reflection of the chapter's membership, Chapter 939 has adopted a mission that involves "outreach to the

non-flyers in the community.” They do this by being very active in the Young Eagle program and in other community activities. Rich observed that while participating as a Young Eagle Pilot he has learned that many of these youngsters have never flown before. It is his goal to help “build a bridge” for these young folks, and the community at large, to the world of aviation.

Rich told us how lucky the chapter was to be located at Cape Fear Regional Airport and to be supported so well by the Airport Manager Howard Franklin. Howard has ensured that the chapter has a “clubhouse” in the new building that they share with the Civil Air Patrol. Howard, the airport, and the chapter have also been active with the EAA Air Tour program by hosting the B-17, B-25, and Ford Tri-motor. Rich said that it was both fun and rewarding to get to know the crews who fly and maintain these airplanes. They were also very disappointed when this year’s tour was cancelled due to the virus.

As part of their community outreach the chapter has participated in the annual Southport Fourth of July Celebration. Rich explained that Southport is the North Carolina Home for the 4th of July, and as a result the celebration involves the entire community. Chapter 939 participates by constructing and displaying an aviation themed float and marching in the parade. The chapter has designed and built a new float for several years. Later in the year the chapter celebrates Veterans Day by providing a Pancake Breakfast. The breakfast is sponsored by Duke Energy. Annually the local Kiwanis Club holds a “Big Toy Day” that is held on the ramp at the airport. Chapter 939 supports the Big Toy Day by concurrently holding a Young Eagle rally and offering a flight to the participating youngsters.

Rich noted that the chapter’s volunteers have an active annual schedule of events, and that they have lots of fun participating in all of them.

Ginny Largent then took the podium and told us of her experiences as the chapter Young Eagle coordinator. She noted that while she reached out to the local schools, they had proven to be a rather poor source for interest. The Boy Scouts were only slightly better, but that the Girl Scouts gave her a positive response. The chapter annually sends a selected student to the EAA Air Academy in Oshkosh. The profits from the Veterans Day Pancake Breakfast fund the tuition and travel expenses.

Ginny also told us about the EAA’s Ray Aviation Scholarship Fund. The fund is a scholarship program that is supported by the Ray Foundation; managed by the EAA; and administered through the EAA Chapters. The EAA will provide up to \$10,000 to a deserving youth for their flight training expenses. Chapter 939 applied to the EAA and was accepted to the program. The chapter then conducted a selection process and awarded the

scholarship to a deserving young person. The funds are now going to the student’s local flight training program. With extra funds that the chapter had available, they are providing a scholarship for a second student’s flight training. The chapter maintains an active role in the student’s progress. The students provide monthly updates and the chapter members happily offer help. It is clear that Ginny, and the chapter, are very active in the future of many young people.

Thank you, Rich and Ginny, for an informative and inspiring presentation!

### **EAA 297’S NEWEST PRIVATE PILOT**

I am excited to announce that Wade Hanchey passed his Private Pilot check ride! WELL DONE WADE! Soon, with a new Tail Wheel Endorsement, we will see his red hot-rod taking to the skies.

### **LEGEND AERO HOLDINGS**

The Board of Directors will hold a meeting on Saturday September 5th at 0900 in the No Whining Saloon. The Legend Cub’s new propeller and a potential new Director will be among the topics to be discussed.

### **LOSS OF CONTROL – INFLIGHT**

While I was studying for my recent bi-annual flight review I stumbled across an FAA article entitled “The Top 10 Leading Causes of Fatal General Aviation Accidents.” The article was reasonably current and my curiosity was peaked. So, I clicked on the link. As the computer was searching, I wondered what causes would top the list. Engine failure; inadvertent flight into IMC; midair collision; fuel exhaustion; low altitude maneuvering; all came to mind. The article appeared on my monitor, and much to my surprise, the number one cause of fatal mishaps in general aviation was listed as “Loss of Control – Inflight.” What? That is a cause I did not expect or immediately understand. What type of mishap is included in the category? But, I reasoned, that if the FAA statistics indicate that “Loss of Control – Inflight” is the most common cause of fatal mishaps, that I it would certainly be worth my time to learn more, and better understand.

Let’s start this discussion with a definition. The following is quoted from an FAA Fly Safe article. “A *Loss of Control (LOC) accident involves an unintended departure of an aircraft from controlled flight. LOC can happen when an aircraft enters a flight regime that is outside its normal flight envelope. The condition may quickly develop into a stall or spin. It can introduce an element of surprise for the pilot.*”

I chuckled at reading this definition. It certainly includes a lot of ‘techno speak’. After some consideration, the specific points became clearer. A history major would say, “If you unintentionally decelerate to an airspeed that

is too slow, and the aircraft stalls, you will certainly be surprised. And, if you are near to the ground, then you might not react quickly enough to avoid impact.” The scientific definition became clearer.

The FAA article went on to add some potential “contributing factors.” They included:

- failure to maintain airspeed,
- failure to follow procedure,
- failure to recognize an aerodynamic stall or spin and execute corrective action,
- low pilot time in aircraft make and model,
- pilot inexperience and proficiency,
- lack of piloting ability,
- poor judgment/aeronautical decision making.

A chart published in another FAA Safety pamphlet displayed “Loss of Control Events by Flight Phase.” I have listed the flight phases with the most numerous events at the top.

- Maneuvering
- Approach
- Enroute
- Initial climb
- Takeoff
- Landing
- Emergency descent
- Emergency landing
- Emergency landing after takeoff

Clearly most of these phases include that period of a flight when we are intentionally flying at a low airspeed, while maneuvering, and at a low altitude. The approach and landing phase, and then the takeoff phase, seem to be those periods when the potential is highest for a loss of control event.

So, we now understand the definition, and we know the phases of flight when we might be most exposed to a loss of control condition. So how do we avoid this type of mishap? I have several, practical suggestions.

The first is knowledge. Memorize the takeoff, climb, approach, landing, and stall airspeeds for your airplane. Simply stated, while you are executing an approach and landing, you should know exactly what your airspeed should be.

The second follows the first. Always maintain the appropriate airspeed. As an instructor of mine repeated often, “Hawk your airspeed!” This is especially important when you in a phase of flight that requires you to fly at an airspeed that has only a 15 to 20 percent margin above stall speed. In our light airplanes it is very easy to decelerate that few knots and find yourself “unintentionally entering a flight regime that is outside of the normal flight envelope.” (You’ve got to love those engineers and their fancy terms.)

Third, follow your aircraft’s established procedures. Fly your takeoffs, climbs, approaches, and landings using the published, standard, and repeatable procedures. If you do so, then a deviation from the standard will be more noticeable, and you will be more apt to correct it. This will help keep you “inside the normal flight envelope.”

Fourth, avoid abrupt maneuvers during these phases of flight. During these phases of flight, we are intentionally operating very near our stall airspeeds. There is not a great deal of “energy reserve.” Simply rolling into a steep turn, with the commensurate back stick to maintain altitude, will cause both: an immediate increase in the stall airspeed, and a deceleration of the airplane. A stalled condition will rapidly follow. And at that moment a stall would certainly be a surprise.

But we are not done with the discussion yet.... The FAA article continued to discuss the difficulties associated with an “unexpected event.” We would term it “a surprise.” The first, and inherent, problem is that we are human. When faced with an unexpected event we are subject to a “startle response.” This startle response is unavoidable. It is the very natural response to a surprise as we attempt to determine what just happened. “What the \_\_\_\_\_.” (Fill in your own blank.) This natural response will certainly cause a delay in our reactions. And it could, possibly, cause us an inappropriate reaction.

Some examples of an “unexpected event” include:

- Partial or full loss of engine power after takeoff;
- Landing gear fails to retract after takeoff, or fails to extend during approach to landing;
- Bird strike; or
- Control problems or failure.

In any of the above cases, and despite the “startle response,” a we must avoid being distracted from our primary task, and that is to FLY THE AIRPLANE. At that most difficult moment we must keep the airplane “operating in the normal flight envelope.” (Now I am starting to sound like one of those engineers.) Only after we have succeeded in our primary task should we attempt to determine the cause of the problem, and then chart a course of action.

In a dual piloted aircraft, crews are taught to divide the cockpit tasks. One is assigned the task of flying the airplane, and the other then deals with the unexpected event or emergency procedure. During most flights in a GA airplane we are not afforded that luxury. It is not often the we fly with another rated pilot. So, when faced with an unexpected event we are forced to fly the airplane and deal with the surprise. It is imperative, at this moment of extreme stress, to FLY THE AIRPLANE.

It is very easy to sit in an airconditioned room, behind my computer, and clinically discuss Loss of Control – Inflight mishaps. I recognize that the reality of actual flight

is very different. Military and commercial pilots enjoy (well, maybe not) the benefits of flight simulation. In these marvelous devices “unexpected events” can be induced and practiced, and flight crews can be much better prepared. We general aviation pilots do not normally enjoy the same type of training. But we can attempt to overcome this in two ways.

First, we can read and discuss these types of topics. This will assist us in becoming “mentally prepared.” If you have considered a course of action, to a specific event, while on the ground, then you will be much better prepared to respond during flight. It is certainly more difficult to determine a purely original course of action while also flying the airplane.

Second, we can explore the characteristics of our own airplane by practicing the Maneuvering During slow Flight, Power-Off Stall, and Power-On Stall as described in the new Private Pilot – Airplane Airman Certification Standards published in June 2018. As directed, perform these maneuvers at an altitude where the ground is removed from concern. The purpose of these maneuvers is to: gain confidence in your own flying skills, experience the sound and feel of your airplane while flying near stall airspeeds, and to learn the immediate responses required to recover from a stalled condition. And I would suggest that it is also important, to recognize how close you are to the edge of the “normal flight envelope” during takeoff, climb, approach and landing phases of flight.

It is interesting to note that the standard Power-Off and Power-On stall procedures start from a common flight condition. The Power-Off stall starts in the same flight condition that you would be on final approach, including a stabilized descent. The Power-On stall starts with somewhat less than full power, but in the same attitude as a takeoff or departure. In both cases the next step is to increase the nose attitude until a stall is induced. One of the most important things for you to notice is how rapidly we can spend our energy reserve, and get outside the “normal flight envelope.” Now imagine a normal flight in the takeoff or landing regimes that experiences an “unexpected event” coupled with a “startle response.” An abrupt maneuver; or a significantly delayed response; or a combination of both; could end in a “Loss Of Control – Inflight” mishap.

It is my hope that this article will help you to better understand this mishap category, and to be better prepared for the possibility of the dreaded “unexpected event.” And always remember rule number one, - FIRST, FLY THE AIRPLANE.

#### **FUTURE EVENTS**

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

#### **September 2020**

- Saturday 5th Legend Aero Holdings Inc. – Board of Directors Meeting, 9:00 AM in the No Whining Saloon
- Saturday 5th **EAA 297 - Chapter Meeting**, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM
- Sunday 6th CANCELLED ~~South Carolina Breakfast Club, Laurens County Airport, (KLUX)~~
- Monday 7th Labor Day Holiday
- Sunday 20th CANCELLED ~~South Carolina Breakfast Club, Columbia Downtown Airport, (KCUB)~~
- Sunday 27th South Carolina Breakfast Club, Anderson Regional Airport, (KAND)

#### **October 2020**

- 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 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)

#### **QUOTE**

"I predict future happiness for Americans if they can prevent the government from wasting the labors of the people, under the pretense of taking care of them."

Thomas Jefferson

## HUMOR

One day the pilot of a Cherokee 180 was directed by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little airplane. Did you build it all you yourself?" The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "In fact I built it out of DC-8 parts, and another landing like your last one and I'll have enough for another one."

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## 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.

