



EAA 297 – KITTYHAWKERS NEWSLETTER

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PRESIDENT SENDS

Greetings fellow aviators,

Fall is here! It has been such a joy to have a few days of cool dry air in Wilmington, recently. Cool air, a few scattered clouds to mark your motion.....perfect days for flying! BBQ, anyone? Fall weather, flying, and BBQ. Yep, our EAA 297 Fall Fly-In is coming soon. Mark your calendars for Saturday November 9! We are planning some "hands-on" activities for youngsters, the antique car clubs will be there, we will have an airplane ride coordinator to get you into the air, and we will be broadcasting the radio "talk" for the air traffic on the field. Come join us on Saturday November 9th.

Did you notice the photo on the very last page of the latest issue of Sport Aviation? It is a wing section in a museum in Mexico that has the dubious honor of being the largest surviving piece of an original Granville Gee Bee. The fate of virtually all the Gee Bee's reminded me of the recent crash of Draco. The Gee Bee's and Draco met their demise for the same reason: Not enough control surface for the given airspeed. Don't forget your number one task.....watch your airspeed. (Or your rotor RPM, if you are one of those "other" flyers.)

Thinking of low airspeeds brings to mind that we have another new addition to the Stag Air Park airplane family. It is sharing the hangar with the Trike you saw last month. It flies slow, it has vortilons, it has leading edge slotted flaps, and huge tundra tires. Wait, did I mention the folding wings? YOU GOTTA COME SEE IT!

See ya Saturday,
Aubrey

SEPTEMBER MEETING MINUTES

Call to Order. The September meeting was called to order by our President Aubrey Thompson at 10:09 AM and we recited the Pledge of Allegiance. Mr. Bo introduced his guests, Steve Frasier and his fiancé. They are natives of New Bern and Steve works with Mr. Bo at Mountain Air Cargo.

In the news. There is a new aircraft (well sort of....) at Stag Air Park. Mart McConnell has a powered parachute that he is learning how to fly. See the article to learn more about his machine.

Aubrey recently attended the Amateur Radio Operators Flea Market. He got to see lots of neat stuff and spend time with radio friends. He was excited to report that he was able to purchase an amplifier, at minimal cost, that will become the heart of our chapter's PA system. He hopes to make the announcements at our fly-in easy and clear.

The mechanics of the Legend Flying Club are looking for a tool that will cut an appropriately sized hole in the instrument panel of the Legend Cub. They have a turn and slip indicator that they want to install.

Treasurer's Report. We missed Bob McGowan at the meeting, but he gave the current figures to Mr. President for the report. August Beginning Balance - \$3889. Income - \$408. Expenses - \$379. August Final Balance - \$3918. The current balance in our Young Eagle Fund is \$2115.

Continued news. Tom Goodwin reported that the ILM Pilot's Association is still waiting for the FAA response from the Part 13 complaint that was filed months ago. The membership of the association is up to approximately 130 pilots. Tom also reported that his relationship with the organization has abruptly changed but that he is still very interested in helping to make ILM an airport with a more positive attitude toward general aviation.

November Fly-In. During the largest part of the meeting we discussed our upcoming fly-in. Allan Bobbe is our fly-in coordinator and he has ably jumped into the middle of his task. It was confirmed that all of the administrative tasks are complete. Jordan's Chapel contacted Drew Holbrook and inquired about the catering. We decided that it was important to maintain our neighborly relationship, so Jordan's Chapel will once again be hosting the bar-b-que dinner.

The discussion continued with possible activities at the fly-in. We have several members who are going to bring parts of their projects for display. We also discussed the

EAA CHAPTER 297

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SECRETARY – KRISTEN MONTEFUSCO
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possibility of having some “hands on” activities such as riveting, or a 3D printer. Several components for a computer operated flight simulator have been donated to the chapter, and we hope that they might be operational for the fly-in. All of these events are intended to spark the interest of the youngsters who attend the fly-in.

Project Reports.

Billy Johnson is faced with building some sort of scaffolding that will allow him to more conveniently work on his engine. In the Seafire his engine/propeller combination sit atop a pylon attached to the spine of the aircraft. This location makes it a difficult reach for installation and maintenance.

Aubrey Thompson has not done much with his Cessna, but he did report that he was able to acquire the connectors that he needed for his “new” altimeter.

Chris Montefusco reported that he is about to start the construction of his wings, but that he first needs to make several decisions concerning the components that he wants to install. The decisions include what type of pitot static tubes, navigation lights, and landing lights that he wants to have in the aircraft. These will all require specific installation in the wings. Many of the members admitted to watching Chris’s YouTube construction videos. They are fun to watch and show Chris exercising a lot of patience and attention to detail. If you would like to watch, search S21 Kit Builder on YouTube and you can find his videos in the selection that is displayed.

Mark Thoman reported that he has turned a major corner in his recovering project. Last week the completed fuselage was inspected by his mechanic and was given the approval to begin covering the airframe with fabric. At this point he has draped the loose fabric envelope over the frame and just started gluing the edges of the fabric to the primary structure.

Phil Ellison reported that they have completed most of the desired modifications to the Legend Cub, and that Don Ellison has inspected the aircraft and considers it ready for flight.

Aviation Merit Badge. Ken McGee took time from dinner preparations to discuss the upcoming Aviation

Merit Badge session that we will host at Stag Air Park on October 12th. See further details in the article below.



LEGEND FLYING CLUB

The Legend Flying Club met before the chapter meeting and discussed their continued efforts. Bob McGowan was absent but he passed the information about insurance to Aubrey Thompson who reported at the meeting. He discussed the basics of the flight club with an

insurer and learned the following. If the aircraft is valued at \$25K, and liability is capped at \$1 Million then the annual premium will be roughly \$2400 per year. Much of the premium will depend upon the individual members of the club. Each will have to provide the insurer with a data sheet that details his or her aviation qualifications and experience. He also learned that all of the other administrative requirements to create the LLC and then to form the club will have to be completed before applying for the insurance policy.

In an effort to reduce the annual premium, the club is considering requiring each member to have his own “non-owners” flight insurance policy. These are often referred to as “renters’ insurance.” This might reduce the cost of insurance significantly and lower the total cost to individual members.

Aubrey Thompson has researched and modified a charter for an LLC that will accurately describe our mission and purpose. He is working with Mart McConnell to coordinate with a lawyer and submit the appropriate paper work to create an LLC.

AVIATION MERIT BADGE

On Saturday, October 12th, EAA Chapter 297 (that’s us...) will host an Aviation Merit Badge session in support of Troop 26 (and others) from Wilmington. The adventure will begin at 0900 Saturday morning and will include three stages. The first stage will start in the classroom with a ground school. Mark Thoman has volunteered to instruct the course. The topics will include basic aerodynamics, aircraft flight controls, and careers in aviation. The second stage will include practical application as the scouts make a closer inspection of an aircraft and learn about a preflight inspection. The last stage, which is the fun one, includes a flight in an aircraft with a volunteer pilot.

Ken McGee is taking the lead on this event and estimates that there will be 30 to 40 Scouts participating. Ken has asked for our help in making this event a success. The most important volunteers will be the pilots willing to fly the boys. There will also be a need for volunteers to help in the ground school, and to explain the aircraft on static display and to demonstrate a preflight inspection.

Ken will discuss the details at our next chapter meeting. If you would like to share the adventure of flight with a group of Boy Scouts, here is your opportunity. Ken has requested that all of the volunteers report to the clubhouse at 0830 to coordinate the day’s activities. Come on out and have some fun!

MART MCCONNELL’S NEW TOY

One of our chapter’s newest members, Mart McConnell, excitedly described his unusual flying machine during our last meeting. Parked in the hangar at Stag Air Park is Mart’s powered parachute. The primary structure of the aircraft is a welded steel frame that rests on the

ground on three tires in a classic tricycle configuration. The pilot’s seat is mounted in the forward part of the frame, and the engine is mounted behind the pilot’s seat and turns a three bladed pusher propeller. The frame ends above the pilot with two strong connections that are rigged to the parachute.



Mart described that the parachute is an advanced design that inflates to form a wing. The strong fabric is sewn in a series of four-sided cells that are connected to form a rather high aspect ratio wing. When the parachute is “inflated” the bottom and top surfaces of the parachute act as a wing and create the lift required. The parachute is connected via series of strong cords to the primary structure of the cockpit.

Mart explained that the outer portions of the parachute are more “flexible” and can be twisted like the Wright Flyer. This is how the pilot turns the parachute. Though, as Mart clarified, the flight controls are definitely not similar to any aircraft that he has flown before. As you can see in the photo of Mart in the pilot’s seat, there are two vertical tubes on either side of the cockpit seat. One side is the throttle. As one would expect, pushing the tube/throttle forward will increase the power. That seems pretty normal. But the other tube is for steering, but it also moves fore and aft. To turn in one direction the pilot pushes the tube forward. To turn in the opposite direction the pilot pulls the tube aft. This is similar to a propeller powered airboat, but it is not like any aircraft that Mart has flown. He is having fun trying to adjust his muscle memory to this new flight control input.

Mart also explained that when flying the powered parachute, “pendulum effect” is an important

consideration. The problem of pendulum effect is created by the cockpit section being suspended well below the parachute. Adding power swings the cockpit ahead of the parachute. Abruptly reducing power will cause the cockpit to swing to the rear of the parachute. Poorly timed power or flight control inputs can cause more swinging than would be desired.

But, if you'd like to cruise around at 25 to 30 miles per hour, and enjoy the scenery from a comfortably low cruising altitude, this is a style of flying that you would enjoy.

FELLOW EAA'ER A LONG WAY FROM HOME

Fellow Kittyhawkers. I received this email from the President of the Farmville, NC, EAA Chapter 960. It includes a special request. If you have an opportunity to visit with Doug, I am sure that he would appreciate it.

Mark and Nancy,

*I'm Brad Durrett chapter president of EAA 960 in Farmville NC. We have a wonderful member, **Doug Ferris**, who is rehabilitating in "The Laurels" in Burgaw. He is a great guy, a former tower climbing engineer, experimental flyer, ham radio operator along with many other hobbies and interests. Because of the distance, our membership will find it very difficult to visit him on a regular basis. If you would be so kind as to put the word out to your chapter, and let them know he will be there for a few weeks, and consider a visit every now and then, that would be a great up-lifter to him and probably aide in his recovery. As we all get a bit older, having people to engage with, becomes even more important. We are happy to reciprocate if you have a member that finds themselves at Vidant in Greenville, or in a senior living center in our area.*

Thank you for considering this request.

Brad Durrett

EAA 960 President

FLY-IN FLYER

Attached with this newsletter is the flyer advertising our November 9th Fly-In. I have published it in both Word and Adobe Acrobat formats just in case there is a format that you cannot view. Please, forward this email, or the flyer, on to any and all of your friends. Feel free to print out multiple copies and post them in conspicuous places. Or, mail them to those who might be digitally challenged. The point is, we are trying to spread the news of our fly-in as far as possible. Please help in that effort.

HAVING FUN

Here is a great selfie of Drew Holbrook and Bob McGowan enjoying a flying adventure in Bob's trusty Tri-Pacer. (This file will be maintained in the chapter records to support the post mishap investigation.) Thanks to Drew for the great photo!



AIRCRAFT IDENTIFICATION CONTEST

Ladies and Gentlemen! The aircraft pictured below is a modified P-51 that was submitted for a military aircraft contract during World War II. The prototype is on display at the Edwards Air Force Base Aircraft Museum. The color photo of this unusual aircraft was submitted by Ken McGee. The black and white photo came from the museum's website. Can you identify the company who manufactured this aircraft? Our Master Chef is offering a **FREE LUNCH to the first member can answer correctly**. Please submit your answer to the contest judge – Ken McGee.



FUTURE EVENTS

October 2019

- Saturday 5th** **EAA 297 - Chapter Meeting**, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM
- Sunday 6th South Carolina Breakfast Club, Woodward Field Airport (KCDN)
- Saturday 12th** **BSA Aviation Merit Badge Day, Stag Air Park, 8:30 AM**
- Monday 14th Columbus Day
- Sunday 20th South Carolina Breakfast Club, Sumter Airport (KSMS)
- Thursday 31st Halloween

November 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, Orangeburg Municipal Airport (KOGB)
- Saturday 9th** **EAA 297 Fall Fly-In and Car Show**, Stag Air Park
- Friday 7th -thru-
Sunday 11th EAA 939 hosts the EAA Ford Tri-Motor Tour Visit, Cape Fear Regional (KSUT)
- Sunday 11th Veterans Day
- Sunday 17th South Carolina Breakfast Club, Mid-Carolina Regional Airport (KRUQ)
- Thursday 28th Thanksgiving Day

December 2019

- Sunday 1st South Carolina Breakfast Club, Fairfield County Airport, (KFDW)
- Saturday 7th** **EAA 297 - Chapter Christmas Party**, 6:00 PM in the Chapter Clubhouse.
- Sunday 15th South Carolina Breakfast Club, Georgetown County Airport, (KGGE)
- Tuesday 25th Christmas Day

CLASSIFIED

FOR SALE – HOUSES – 97 Aviator Lane, Burgaw, NC – 1300 heated square feet, 3 bedroom, 2 full baths with airplane hangar. Located on the runway at Stag Air Park (7NC1). Listing Price \$250,000. Contact Kristen Montefusco, Century 21 Sweyer & Associates (516) 668-1309.

QUOTE

Do not spin this aircraft. If the aircraft does enter a spin, it will return to earth without further attention on the part of the aeronaut.

First handbook issued with the Curtis-Wright Flyer

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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