

EAA 297 – KITTYHAWKERS NEWSLETTER



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EAA 297 CHAPTER MEETING SATURDAY AUGUST 1ST

HAS BEEN COOK MESSAGE

Greetings to all pilots and significant others,

Preparations are well underway for our upcoming **“Law Enforcement Appreciation Fly-In.”** The event will be very festive and Patriotic. American Flags will line the runway, taxiways and the antique car displays. Patriotic music will fill the air. And at 12 O’clock High we will stage a red, white, and blue smoke fly by. Brochures will be designed and printed for distribution. They will also be posted to our Web Site <https://chapters.eaa.org/ea297>, EAA 297 Face Book page, and www.socialflight.com. Also, like the 4th of July Fly-In, we will produce high impact color counter poster displays with a self-contained pocket for the brochures. As a chapter project we will need pilot participation to fly these displays to all of the airports within a 150-mile radius. This flying opportunity will be a great event/mission for the chapter, and an opportunity for flying pilots to invite members to fly along and assist. Stay tuned. There will be much more to follow as we prepare for the fall Fly-In.

In a continued effort to further relationships with all who are connected to EAA and to aviation, our guest speakers for the August Meeting will be Rich & Ginny Largent. Rich, former president of EAA 186, Manassas, VA is the current president of EAA 939, Oak Island, NC. Since 1988, Rich has been the National Field Representative for the Young Eagles Program and has flown almost 1,400 young eagles. Ginny, also former Secretary and President of EAA Chapter 186, created the “Private Pilot Grant” program. Ginny is presently the Young Eagles Coordinator & Flying Start Coordinator for EAA Chapter 939.

Please Give Rich and Ginny a great Chapter 297 welcome as they share the mission and projects of Chapter 939.

Blue Skies
Ken



JULY MEETING MINUTES

Called to Order. The July meeting was brought to order, promptly at 10:03 by President Ken McGee as he played “Reveille” on his smart phone. The meeting was “well attended” considering the state of current events. The Pledge of Allegiance was performed. There were no guests in attendance to introduce.

EAA CHAPTER 297

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Treasurer's Report. Our able and honest Treasurer, Bob McGowan, reported the following as of the end of June 2020:

Beginning Balance -	\$3917
Income -	\$225
Expenses -	\$400
Ending Balance -	\$3742
Young Eagles -	\$2160

Secretary's Report. In the absence of our able Secretary, Kristen Montefusco, our President referred the attendees to the minutes published in the July ne Newsletter. There were no additions or changes recommended. The minutes, as published, were approved.

Old business. Aubrey Thompson, who was not in attendance, is continuing to look at the repair of a flat screen TV that he purchased from Habitat for Humanity's Restore. Parts for the old TV are a problem. Ken is going to communicate with Aubrey and determine the best way to proceed with the effort to provide a flat screen monitor for the clubhouse.

It was discussed and then determined by the membership present that providing an internet connection for the clubhouse was both unnecessary and too expensive. During the meeting it was demonstrated by Tom Goodwin that he could use a "hot spot" on his smart phone to display internet digital data on his computer. The same method could be used to display internet digital data on the flat screen mounted on the wall of the clubhouse. It appeared that the problem of a connection to the internet may be solved.

Health and Happiness. Mark Thoman told a humorous story about a Piedmont Pilot going to heaven.

Safety Tune-up.

The discussion today centered around the digital weather data that is available to pilots. Ken McGee lead the discussion and his primary focus centered around the apparent conflict of available information. He illustrated his concern by noting that the Terminal Area Forecast

(TAF) at ILM stated that the weather would be as follows: six statute miles of visibility with a 12,000 foot overcast layer and a 4,000 foot scattered layer. This would be considered "very VFR" weather. Yet the "Prog" charts from the Aviation Weather Center, and the future radar layers from Windy Weather, both displayed a significant line of thunderstorms building up along the coast as a result of the on-shore flow of moist air. This would be weather that a VFR pilot would want to avoid. Both were being reported at the same time.

Mark Thoman suggested some ideas concerning VFR flying in the local area. First, because you predominately fly in the local area you are quite familiar with the weather in the local area. Stay aware and avoid the bad weather patterns that you are familiar with. Secondly, he suggested, unless you have a predetermined destination for a particular flight it is very safe to initially fly into the prevailing winds. This makes flying back to your starting point quicker, but more importantly if you start to run into weather that is not to your liking you can turn around and fly back into the good weather as you head for home. And lastly, he suggested that it is always safe to have a "predetermined" alternate destination. Rather than attempting to make that decision while in the air, it is easier to consider potential alternates while still on the ground. Then, while in the air, and the situation is deteriorating, you can simply execute your plan.

Tom Goodwin has a favorite website that provides an extraordinarily detailed look at atmospheric measurement, weather reporting, and weather forecasting. The website is www.tropicaltidbits.com.

Communications. Wade Hanchey was congratulated for his efforts on our social media displays. He has done a great job on our website, our Facebook page, and our calendar of events on Social Flight. He was asked to adjust the sites to more prominently display the time and location of our monthly meetings. This might cause folks to decide to attend.

Ken McGee asked that anyone who had an idea as to a future speaker to please let him know so that they can be invited.

FAR/AIM Review. Last month Ken McGee reviewed the communications requirements to enter the different classes of airspace. This month he asked the question, "If your radio was not working, what alternate means might you have to communicate so that you could land?" The crew came up with some new, and established, methods. The first method that was suggested was to call them on your cell phone. (Editor's note: I could not find the phone number for any control tower listed on a sectional, nor could I find a phone number for the control tower listed in the Air Field Directory. Unless you have the tower's phone number already programmed in your phone you are going to have difficulty dialing the correct number.) The next way to communicate with tower would be to squawk 7600. This will alert approach control to your "lost comm" condition and they will communicate with the tower using their internal telephone system. With, or without, a transponder you would continue at pattern altitude toward the landing runway using the published traffic patterns. Nearing the airfield, you would expect to see light signals from the tower that instruct you as to your next movement. Ken then took us through a review of the green, red, and white signals that the tower might display.

Project Reports. Chris Montefusco was not in attendance. Austin Smith reported that he had posted a new video log that showed him working on his right wing.

Mark Thoman reported that PATROL was back in the air and that he would no longer be driving to chapter events unless the weather dictated. He reported that the airplane was flying fine and the engine was running smoothly and without any leaks. It appeared that the break-in of the new cylinder was progressing well because oil consumption after about three hours had returned to normal. He thanked the chapter members in general for their support during his restoration project and he thanked many by name who made a direct contribution to the reassembly of his aircraft. He reported that it had been a great adventure but that he was looking forward to the much easier task of flying, rather than working on, his airplane.

Mart McConnell took delivery of his RV-12 project. As poor luck would have it, the delivery truck arrived in the middle of a torrential down pour. That did not stop Bob McGowan, Garry Brown, and Phil Ellison from helping. In the middle of the rain, soaked to the skin, they helped the delivery driver and Mart unload his project and store it in his hangar. Since then he has put the fuselage up on sawhorses and begun organizing his tools and parts so that he can begin in earnest.

John Wood reported that since March of this year he has been working on his RV-3B project. He purchased the partially built airplane and has it in his 2100 square foot shop. (Editor's note: Yeah, I'm jealous too!) He has an IO-320 that he is going to install in the aircraft. He is also thinking ahead and considering whether he wants to use traditional spray paint or possibly cover the aircraft in a vinyl wrap like those used on race cars.

Presentation. Ken McGee showed us a short video that captured the efforts of the HALO for Freedom foundation. This organization, founded by retired Army First Sargent Dana Bowman, annually hosts families of wounded veterans for a week of vacation at Bald Head Island. The families enjoy the beach, hike nature, golf, sky dive, and take scenic helicopter rides. (You can guess which event Ken is involved with.) It was heart warming to watch the video and to see how much the veterans and their families enjoyed the special attention that they received. Well done Ken!

Lunch. Following the presentation Dr. Mike Barri served a delicious, and nutritiously healthy, lunch of baked chicken, ham, and a salad bar with all the fixin's. Thanks Mike, it was delicious and healthy too!

LEGEND AERO HOLDINGS

A meeting of the Board of Directors of the Legend Aero Holdings Inc. was held in the No Whining Saloon at 0900 on Saturday morning July 18th. Tommy Gore was elected as Vice President to fill out the leadership team. The number of Directors in the "club" is limited to ten (10). With the addition of Mart McConnell there currently are nine (9) directors. This means that there is only one more opening. If you are interested in joining, and flying this marvelous airplane, please identify yourself to one of our members. The Board of Directors will meet again at 0900 on Saturday August 1st, prior to the chapter meeting.

After a lengthy and detailed discussion, it was determined that no primary flight training would be allowed in the Legend Cub. This disappointing decision was made for several fundamental reasons. The Legend Cub, while a very basic aircraft, and certainly fun to fly, is not suitable for primary flight instruction. The Cub is not equipped to prepare a student pilot for a check flight in a modern aircraft. Additionally, the Cub is registered in the EXPERIMENTAL category which creates additional restrictions as to its use. Liability insurance for an aircraft that is used to conduct primary flight training is more expensive than the "club" can afford. The "clubs" non-profit status does not allow for the normal remuneration of an instructor pilot. At the outset, the members of the "club" had hoped to be able to conduct primary flight training in the Legend Cub. After research and consideration this particular goal is not possible. If the club grows sufficiently to warrant the purchase of another

airplane then we might be able to acquire one that is more suitable to that task.

PATROL IN PICTURES

At our last chapter meeting I was inspired by Tom Goodwin who asked me to write an article about the restoration of PATROL and to include pictures of the progress. He explained that the chapter had heard my monthly reports but that it would be fun to see the progress in pictures. I initially thought I could perform that feat in twelve pictures. After a valiant effort I have distilled a total of 2,362 pictures to nineteen. I am sure you are relieved....



Of course, we must start with the classic "before" picture which makes PATROL look pretty good. But a closer look would expose the wear and tear on fabric that had been on the airplane for twenty-seven years.



Without engine, propeller, wings, or wheel pants PATROL is a very sad and lonely sight.

I had determined to approach the restoration project in three segments. The first included the restoration and recovery of the flight controls and horizontal stabilizers. This would allow me to learn on pieces that were smaller and easier to handle. Even then, I had to build a special "rack" that would accommodate the nine pieces.

The flight controls were completed through to the covering of the aluminized Poly-Spray and then they were put in storage awaiting final painting.

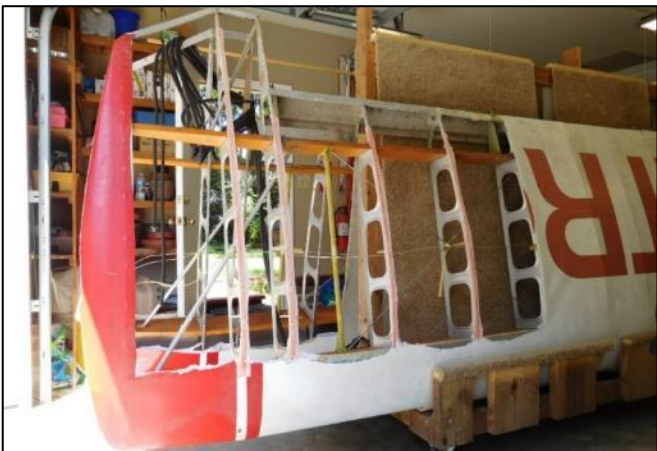




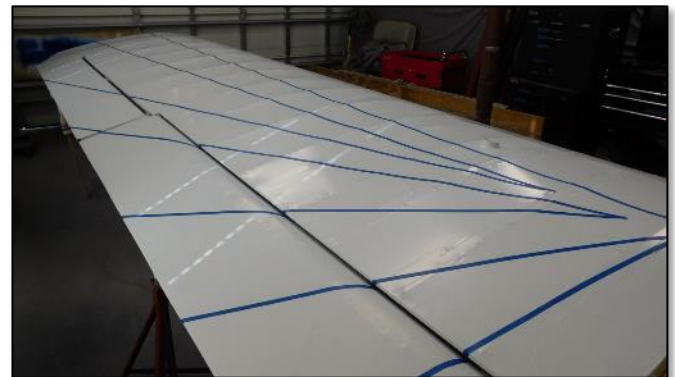
The wings were the next phase of the project.



The inside of the wings were dirty and full of both live and dead wasp nests. Fortunately, there was no corrosion and the wood spars were in excellent condition.



I was very happy to learn that the design of my wings employed rivets, rather than rib stitching, to secure the fabric to the ribs. Rib stitching is a very tedious process.

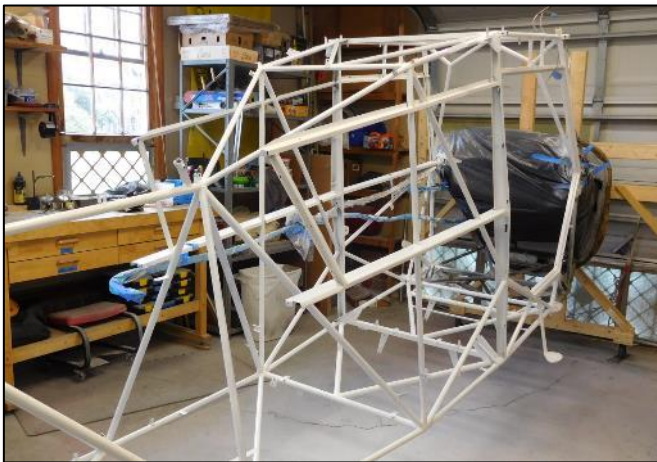


The flight controls and wings were sprayed with the white finish paint. Then the flight controls were temporarily attached to the wings in order to mask the



areas that would be the red starburst pattern. Then the finish red and blue were sprayed. The flight controls and the wings were once again put in storage.

The third phase of the project was the fuselage. Removal of the fabric exposed some corrosion to the frame members near the left main landing gear leg. A welding repair was completed and then the old paint could be removed and the fuselage frame primed. The flight control systems, the fuel system, and the brake system were reinstalled. The new interior headliner was installed and then the wood bulkheads and stringers attached to the steel frame.



Finally, the fabric was glued to the frame and heat tightened. The morning sun shining through the windows exposed the steel and wood frame that create the shape of the fuselage.



After adding all of the structural fabric tapes, gussets, and inspection doilies, the fuselage was sprayed with layers of Poly-Brush, aluminized Poly-Spray and then the final red, white, and blue, markings.

My original plan only accounted for three phases. Well the “reassembly” of PATROL was an additional phase of the project that you have already read about.

Finally, after four year and nine months of effort and learning, here waits PATROL ready to fly. Since this photo was taken I have logged over ten hours in the airplane. So far all is operating as designed. I have said that this project was my, “next aviation adventure.” Well I have declared that adventure “complete” and I am now embarking on my “next series of flying adventures.”



FUTURE EVENTS

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

August 2020

- Saturday 1st Legend Aero Holdings Inc. – Board of Directors Meeting, 9:00 AM in the No Whining Saloon
- Saturday 1st **EAA 297 - Chapter Meeting**, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM
- Sunday 9th ~~CANCELLED South Carolina Breakfast Club, Spartanburg Downtown Memorial Airport, (KSPA)~~
- Sunday 23rd ~~CANCELLED South Carolina Breakfast Club, Berkeley County Airport, (KMKS)~~

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 South Carolina Breakfast Club, Laurens County Airport, (KLUX)
- Monday 7th Labor Day Holiday
- Sunday 27th South Carolina Breakfast Club, Anderson Regional Airport, (KAND)

CLASSIFIED

FOR RENT - HANGAR SPACE – Hangar Number 6 at Stag Air Park is currently vacant. Contact Ken McGee (910) 200-1878 and ken@mcgee-cadd.com. Or Vernon Pitts (910) 619-2554.

HUMOR

After a United States Air Force C-5 Galaxy landed and cleared the active, it taxied by a Boeing 747 holding short

of the runway.

The C-5 aircraft commander, knowing how much larger his giant military behemoth was than the civilian aircraft, keyed the mike and asked the 747 Captain: “Hey little buddy, what’s your gross?”

Not to be out done, the 747 Captain keyed his mike and replied: “A little over two hundred thousand dollars a year. How about you?”

QUOTE

“You love a lot of things if you live around them, but there isn’t any woman, and there isn’t any horse, nor any before nor any after, that is as lovely as a great airplane. And men who love them are faithful to them even though they leave them for others.”

Ernest Hemingway

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.

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