

EAA 297 – KITTYHAWKERS NEWSLETTER



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EAA 297 JULY 4TH FLY-IN CANCELLED

EAA 297 CHAPTER MEETING SATURDAY JULY 11TH

HAS BEEN COOK MESSAGE

Many thanks to everyone who has worked diligently to prepare for our twice rescheduled 4th of July fly-in celebration. We have purchased many 2'x3' American Flags mounted on 6' flag poles to align the runway and the Midway. Hot Dogs, packaged chips, apple pie, and drinks hosted by the chapter are on tap free of charge for all. The chapter is accepting donations. Also available on site is a mobile popcorn popper providing popcorn for all. Patriotic music will fill the air during the fly in with GOD BLESS AMERICA blaring at high noon as three of our aircraft provide a red white and blue smoke fly over celebration. The first hangar of the Midway will be hosting the pilots lounge for pilots to relax and enjoy the nostalgic Stag Air Park tradition of RC Colas and Moon-pies, and to boast stories of aviation excitement. The lunch bell will ring at 1100 hours for the serving of food. All inside tables will be moved outside to accommodate lunch traffic. Serving tables will be behind a Yellow Hold Short Line to maintain 6-foot distancing. Multiple banners have been printed to remind all of social distancing, and hand sanitizer will be on stands strategically placed on the field. Banners also have been printed for our Fly In theme "BUY USA." 50/50 raffle will be underway and at 1230 hours awards will be given for best in show air craft, longest distance flown and best in show antique Car.

As of this writing, due to concerns about the China Virus, the board is considering the decision to cancel the Fly-In. By time you receive the newsletter the decision will have been made.

In any event, plans are already underway for the November 14th Law Enforcement Appreciation Fly-In that will incorporate many of the plans for our patriotic July 4th event. The fall fly-in will recognize the awesome job our law enforcement men and women do for us all.

I trust everyone is flying and enjoying the Summer.

Blue Skies & Good Rotor RPM

Ken

Has Been Cook

UPDATED MESSAGE

From our President Ken McGee,

With the apparent uptick of corona virus infections, both regionally and nationally, we must, with deep regret, cancel the July 4th Fly-In. This decision was not taken lightly and was made to protect those dear friends in the car clubs and flying organizations that bless EAA 297 with their attendance at our events. When the dust settles on this global pandemic, we intend to carry on the 50-year Fly-In tradition here at Stag Air Park. During the summer we will begin the planning for our Fall "Law Enforcement Appreciation" Fly-In.

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But, we will hold our monthly chapter meeting on Saturday, July 11th. Please plan to join us!

Sincerely,

Ken McGee

Has Been Cook

JUNE MEETING MINUTES

10:00 – Our former cook, now President gavelled the meeting to order and promptly asked Hunter Hughes (actually he was “voluntold”) to greet people at the meeting, introduce them to the members, and to make them welcome.

10:03 - Tracy Snowdon-Muller, who is Phil Ellison’s particular friend, and our guest at the meeting, was introduced to the gang. Then we officially began the meeting with the Pledge of Allegiance.

10:05 - Our Treasurer, Bob McGowan, reported the status of our finances and his report was approved by the members. Our Secretary, Kristen Montefusco, read the minutes from our March meeting and they were also approved by the members.

10:12 – The chapter’s Board of Directors held a meeting last Saturday, May 30th. The board discussed the detailed planning for the fly-in scheduled for Saturday, June 13th.

10:13 – Aviation “Tune Ups”

Ken McGee asked our resident CFI’s what trends that they were seeing while conducting training. Where are we as pilots falling short?

Drew Holbrook mentioned that using visual references to keep the airplane tracking in a straight direction usually needs a lot of work. And that the nose attitude in relation to the horizon is very important.

Ken McGee mentioned that in his helicopter the relationship of the horizon and the windshield is a direct indication of the airspeed of his helicopter.

Ken McGee continued with a Weather tune up. He made a quick review of high- and low-pressure areas and frontal systems. He reviewed the characteristics of each

and reminded us of the importance of knowing the weather patterns in the area that you intend to fly. There are now many different digital methods available of learning what the immediate and forecast weather is. He stressed how important it is to take advantage of these and be aware of your weather.

10:20 – Communications. In preparation for the Fly-In, Mark Thoman and Wade Hanchey will be sending out the recently published flyer again in an effort to generate interest. Ken mentioned that he received an email from another chapter president who was concerned how we were going to conduct our fly-in while maintaining Covid-19 procedures. Ken emailed him back detailing the procedures that we had established to maximize “social distancing” while still having “aviation” fun.

10:21 – Continuing the discussion of “Tune Ups” and Communications, the FARAIM details the requirements to enter the different classes of airspace. In Class Bravo airspace you must make contact with approach prior to entering the airspace and you also must have a clearance prior to enter the airspace. In Class Charlie and Class Delta airspace you must only establish communications to enter the airspace. Officially you have established communications when the controller states your aircraft callsign.

Ken also mentioned that while distributing fly-in flyers he had an opportunity to visit the new terminal building at Cape Fear Regional Airport (KSUT). There the second floor is largely occupied by EAA Chapter 939 and they have invited us to visit, join them for a meeting, and discussed the possibility of a joint EAA meeting.

10:28 – Project Reports.

Billy Johnson – The Seafire is currently on hold right now. Billy has completed the scaffold so he can get up to engine but that he can’t climb up there as yet.

Aubrey Thompson – He is working on the fairings of his Cessna 150. They have turned out to be more brittle than he originally thought and that he will not be able to save

them. So, he is working on creating a mold using the old fairings but that he will have to destroy the originals to make the mold. Aubrey has been working on another couple of projects that he wanted to share. First, he has been organizing and cleaning up his workshop and machines for the last couple of weeks. His other project has been creating a metal cutting saw. He acquired a small "chop saw" and installed an Italian made metal cutting blade. He has been experimenting with a chip catching system so that the saw can be used more safely. The system that he designed seems to catch about 90% of the chips. He also shared with us a spindle from an engraving machine that he is attempting to convert into a milling machine.

Chris Montefusco – Is working steadily on his Rans S-21 and is waiting on the gap seal for his right wing. While waiting he has been priming the parts for the tail cone. But he reported the common builder's problem of "running out of room." He needs to complete the wing, to put it in storage, so that he can have the room to rivet the tail cone to the steel cage of the empennage. So, he is completing what he can while he impatiently awaits the wing gap seals.

Mark Thoman – Reported that he has completed a lot since the March report. The large pieces that make up PATROL were moved from home to Phil Ellison's hangar in early April. Different crews of gents have helped hang the wings, install the flight controls, mount the engine, and then the propeller. Ricky Hawkins, the mechanic that has been overseeing the project helped adjust the proper tension on all the flight control cables and then Mark was able to safety wire all of the turnbuckles. With the flight controls complete the floor board and carpeting could be installed. But he suffered a setback when one of the exhaust studs on a cylinder literally "fell out of the engine and into his hand." Ricky inspected the cylinder and determined that the best course of action was to replace the cylinder. So, there is a brand-new cylinder in the hangar waiting to be installed. But Ricky fell and broke his heel. So, PATROL waits patiently for the installation of a new cylinder. It will be installed when Ricky has healed enough to be able to perform the task.

Legend Cub – The Cub is flying well and the club has been working on some minor discrepancies. Phil Ellison flew the first flight about a month ago. Since, Chris Montefusco joined the Board of Directors which makes a total of eight. Bob McGowan received the paperwork from the FAA confirming that the airplane is now owned by the club.

10:47 - Allan Bobbe, our Fly-In Chief and Coordinator took the floor to discuss the details and make assignments for our upcoming fly-in. He mentioned that the Hospital Fly Over was a great deal of fun, and also very well received

by all who witnessed it. Allan then confirmed the following assignments for the fly-in:

Air Marshall/ATC - Phil Ellison

Autos - Gary Henderson

Audio - Aubrey Thompson

Area Signage – Bob McGowan

50/50 Raffle – Kristen Montefusco

Operations and Photos - Allan Bobbe and Mark Thoman

Fuel – Vernon Pitts

Golf Carts – Don Rhodes and Ed Brown

Fly-Over Salute – Phil Ellison leading in the Starduster (white smoke). Allan Bobbe in his J-3 Cub and Tommy Gore in the Legend Cub. (red and blue smoke)

Flags - Ken McGee and Bob McGowan (25 - 2ft by 3ft-placed down the runway)

Trophies – Allan Bobbe (Best Plane, Best Car, Longest Distance Flown)

Drinks - Wade Hanchey

Displays – Pender County EMT

Trash – Everyone!

To accommodate social distancing requirements all of the eating tables will be moved out on to the grass ramp in front of the hangar. The simple lunch of hot dogs and chips will be served by volunteer Boy Scouts who will minimize contact with the food and the patrons. The lunch will be free. A donation jar will be conveniently located.

Friday afternoon at 2:00 pm we will gather in the No Whining Saloon to clean up and set up for the fly-in. All volunteers for the fly-in, please arrive on Saturday morning by 8:30 am.

Mark Thoman and Wade Hanchey will be on standby to publish a cancellation if there is too much rain and the field is closed.

11:30 – Wade Hanchey regaled us with the menu for lunch. His delicious barbeque is today's feature.

11:32 – We discussed whether we wanted to pay for internet service to be installed in the clubhouse. No one seems to think that it would be worth the expense. And, there was discussion that an internet "hotspot" on someone's phone, might suffice. Aubrey Thompson has an old, large, flat screen TV that he is trying to repair. But its age continues to be a problem in his quest for parts. If the TV cannot be fixed Ken would like to buy a new one for the next meeting. Connected to a computer, the TV would be the best way to make professional presentations.

11:42 – The meeting was adjourned.

12:00 – Wade Hanchey, assisted by Bob McGowan, served a delicious pork BBQ lunch. Wade's pulled pork is extraordinary and it was enjoyed with beans and potato salad. No one went home hungry. In fact, most of us enjoyed too many helpings.

PATROL PROGRESS REPORT

PATROL HAS FLOWN! Her last flight was September 7th, 2015. Since, she has been restored, recovered, and repainted. But on Tuesday morning June 30th, almost five years later, she flew again.



The flight was “uneventful,” which for a Post Maintenance Functional Check Flight is exactly what you want. The engine and aircraft both performed well. Garry Brown climbed in his RV-4 and ably performed the duties as “chase plane.” Though I should note that Garry had to pull way back on the throttle to fly as slow as PATROL cruises. Fortunately, Garry did not have to report any fire, any smoke, nor any large parts falling off. We spent an hour orbiting over head Stag Air Park while I noted aircraft control and stability, pitch trim, radio operation, slow flight, stalls and stall recovery, and general aircraft handling. After an hour of playing around we descended into the pattern and I finished with a successful three-point landing.

In the May newsletter I told you of the successful move of all the major components from Jacksonville to Stag Air Park. The adventure of reassembling PATROL at Stag has been a memorable one and I have learned a great deal. Many of the folks who will read this newsletter have been an integral part of the reassembly project and deserve my mention, and my sincere thanks.

Phil Ellison tops the list because he was willing to park his airplane outside while I used his hangar. Fortunately,

there was an empty space available, and his airplane has remained under cover. Especially during some rather significant weather.

The team that helped me hang the wings included Phil Ellison, Aubrey Thompson, Bob McGowan, Allan Bobbe, Tommy Gore and Leon Sandstrom.



Tracy Snowdon-Muller was instrumental in helping me untangle the aileron control cables in both wings. That was a tedious task that I simply could not do myself.

Allan Bobbe visited the hangar and got roped into helping hang the engine on the mount. Garry Brown and Bob McGowan have stopped by the hangar on a daily basis to check and see if I need help. They got involved in the installation of the engine starter ring and the propeller.

Both Vern Pitts and Don Rhodes have lent their technical expertise when I wasn't positive that I had assembled something correctly. Vernon Pitts has more aircraft related tools and hardware than Aircraft Spruce. When I didn't have a specific bolt or machine screw, I just ambled next door and Vernon would find one in his “stash.”

Ella Rhodes has kept watch over the newly installed interior. She gave the final installation her seal of approval.

Ricky Hawkins, the FAA A&P-AI who has signed off the last ten year of annuals on PATROL, agreed to supervise this restoration project. He has consistently lent his knowledge and expertise and ably performed the engine maintenance that was well beyond my capability. He conducted a final inspection and signed off PATROL's annual inspection.

Tommy Gore took me flying in the Legend Cub and allowed me to knock some of the rust off of my flying skills. I joked that at least he didn't scream, and he responded that he only woke up when I thumped the last landing.

Chris Montefusco gave me the final seal of approval. After a fun hour of flying and an hour of discussing flying knowledge he signed off my Bi-Annual Review.

Some months ago, when I determined that I wanted to reassemble PATROL at Stag Air Park, I made the decision based on physical things. Having a hangar with a level cement floor. The access to scales to weigh the aircraft. A runway with a forgiving length. All of these were obvious. What I had not considered, and proved to be far more important, was the involvement of the folks around Stag Air Park. The interest, the encouragement, the knowledge, the expertise, and the camaraderie that you have collectively given, have made my adventure in restoring PATROL a very memorable one. I sincerely appreciate the contribution that each of you have made! Thank you!

NEW SFAR KEEPS MOST OF ORIGINAL PANDEMIC RELIEF - INSTRUCTOR CERTIFICATES ARE AN EXCEPTION

AOPA – Associate Editor Dan Namowitz

Pilot medical certificates expiring between April 30 and September 30, 2020, will now have a three-month extension after their expiration month under an updated coronavirus-pandemic [special federal aviation regulation](#) the FAA published June 29.

Here's how the new medical extensions will work: They do not give those pilots whose medicals originally expired in March any extra time beyond June 30. Pilots whose medicals would expire at month's end of April, May, June, July, August, and September all can add three calendar months to their medical certificates' validity, in all medical classes (not BasicMed).

The new SFAR makes clear that other than relief for medical certificate duration, "the relief in this final rule applies to a new population" of pilots "and does not extend the relief provided in the original" SFAR.

September is the new cutoff of eligibility for time extensions in the updated SFAR for flight reviews, instrument currency, remote pilot aeronautical knowledge recency, and pilot knowledge exams.

The applicability and operational conditions that limited pilots' eligibility for some of the SFAR provisions, such as additional time to establish instrument proficiency, remain in force, with only the months of eligibility changing, said Christopher Cooper, AOPA director of regulatory affairs.

June 30 remains a hard deadline for some pilots who benefited from the original SFAR, such as flight instructors. Those whose certificates were to expire from March to May 2020 still have until June 30 to renew without having to take a practical test. June 30 remains the last date before expiration of those instructors' certificates, Cooper said.

FUTURE EVENTS

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

July 2020

Saturday 4th July 4th Holiday Celebration
Saturday 11th **EAA 297 - Chapter Meeting**,
10:00 AM in the clubhouse.
Lunch in the No Whining Saloon
12:00 PM

NOTE: Our meeting has been delayed one week because of the holiday.

August 2020

Saturday 1st **EAA 297 - Chapter Meeting**,
10:00 AM in the clubhouse.
Lunch in the No Whining Saloon
12:00 PM

Sunday 9th South Carolina Breakfast Club,
Spartanburg Downtown
Memorial Airport, (KSPA)

Sunday 23rd South Carolina Breakfast Club,
Berkeley County Airport, (KMKS)

HUMOR

THE B-1B BOMBER THAT GOT PUT UP "FOR SALE, AS IS, NO WARRANTY"

Tyler Rogoway - Jalopnik

Here is the story about a B-1B bomber and practical joke involving a hardware store 'for sale' sign and great timing. It would have gone down in the annals of unsubstantiated aviation lore if it were not for a news reporter from the local paper and a long lens equipped camera. The story goes something like this according to a supposed air traffic controller that was on duty that day:

Some 14 years ago a B-1 bomber was in Billings, MT, doing practice instrument approaches and touch and goes. On one of the landings the pilot set his brakes on fire. He then taxis in, and the airport parks him on a taxiway and then puts orange traffic cones around him until parts and mechanics can be brought in from Ellsworth AFB the next day.

The next day is a Saturday, which doesn't have much going on, so we get to laughing in the tower that maybe somebody should hang a For Sale sign on the stricken bomber. We convince one of our guys who's well known for doing things like this that it would be a great idea.

So, he takes off for the hardware store to buy a 'For Sale' sign. On the way back he stops at a car dealer and gets one of those "As is/No Warranty" signs that hang in all used cars. On that sign was written something like: "low

miles, new engines, needs brakes and tires." Those signs were taped together, and off goes our hero on his mission of glory.

He climbs over the fence, leaving some skin on the barbed wire, and makes his way the 1000 feet or so to the aircraft. As he's doing that, we see a couple of airport vehicles starting to gather with the recently arrived mechanics as well as the plane's crew. Not looking good for our intrepid airplane salesman. He gets to the nose wheel and tapes the sign to the nose strut.

Then he starts to make his way back from the plane as the vehicles start to head out from the shop on the way to the bomber. Somehow, he makes it out without being seen.



The vehicles arrive at the plane, and of course notice the sign right away. The Air Force guys are in stitches. It's the funniest thing they've seen in a long time. Airport guys are not sure what to think. Airport management is livid as they've been tasked with security.

Pretty soon a camera appears and all the Air Force guys are taking pictures of each other by the sign. Our hero is back in the tower now, and notices the bomber's commander is talking on a cell phone. Our guy gets on the radio to the airport truck and asks for that guy's phone number. As soon as he finishes that call, our guy calls the aircraft commander. When he answers, our guy says "I'm calling about the plane you have for sale." Aircraft commander about falls over from the laughter.

It just so happened that the chief photographer for our local newspaper is a pilot, and he may have been called prior to the sign being placed. He was told to get up here with a big lens. Here's one of the pics he got (posted at the top of this story).

An article showed on the front page of the Sunday paper. When that came out, the Colonel running Ellsworth called the airport director and read him the riot act, wondering what kind of dog and pony show he was running up there.

We were later informed by the crew that the sign was framed and is now permanently mounted inside the aircraft. Hard to have that kind of fun anymore.



Tyler Rogoway is a defense journalist and photographer that maintains the website Foxtrot Alpha for Jalopnik.com.

Thanks to Tommy Gore for sharing this article.

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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