



# EAA 297 – KITTYHAWKERS NEWSLETTER

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## MERRY CHRISTMAS PARTY SATURDAY DECEMBER 7TH – 6:00 PM

### PRESIDENT SENDS

Merry Christmas aviators one and all,

Wow, we have come a long way since the Christmas season last year when we were recovering from the ravages of Hurricane Florence as we were connecting temporary plumbing to a temporary sink and using card tables for a kitchen countertop, so, we could have our Christmas party. The clubhouse is 99% finished and has been transformed into a Christmas wonderland by our very special Christmas decorating group. Let's party! See you on Saturday evening!

Our recent Fall Fly-In was a huge success this year. Thanks to everyone who came out early and made it all unfold so smoothly. It was great to have the Jordan's Chapel folks with us again! And, the BBQ and fried chicken was better than ever. I want to extend a special thanks to the Wilmington Antique Automobile Club of America (AACA) for sharing their fantastic machines and camaraderie with us. Mark has included many photos elsewhere in this newsletter documenting our fun.

A few months ago, we explored, on these pages, the feasibility of powering an ultralight airplane using a multiplicity of the battery powered Green leaf blowers that we saw at one of our local big box home improvement stores. We are not the only aviators with such an idea, check out this video of a couple of guys having fun with a single Green leaf blower thruster on a purpose built, rather large, RC model plane.

[https://www.youtube.com/watch?v=FMvppuS\\_ehg](https://www.youtube.com/watch?v=FMvppuS_ehg)

Larry will be happy to notice that they used a glider airfoil for the wings. These guys have serious toys. Is that a laser CNC cutter they are using to cut the airfoil shapes?

I wish everyone joyous Christmas season!

See you at our party,  
Aubrey

### CHRISTMAS PARTY

As is our tradition, EAA Chapter 297, will officially mark the start of the holiday season with our own annual, gala Christmas Party. It will be held on **Saturday, December 7th, in the No Whining Saloon (Stag Air Park Chapter Clubhouse)**

**SOCIAL HOUR** - The festivities will commence at **1800 (6:00 PM)** for our social hour. Please bring your favorite beverage to enjoy and share.

**COVERED DISH SUPPER** - The Christmas feast will be served at about **1900 (7:00 PM)**. It will include both holiday turkey, ham, and maybe a grilled brisket. Please contribute a covered dish of your choice for the delight of fellow chapter members and guests. When you have determined the dish that you would like to share, **please contact Anne Goodwin** and let her know of your selection. **Her phone number is (910) 470-7005. Her email is: anne@jdiinc.com**

**GIFT EXCHANGE** - Following dinner we will hold our traditional White Elephant Gift Exchange. If you desire to participate in the gift exchange; rummage around the house, or hangar, for your most "prized" and "useful" possession. (Truthfully, we know that you will select that "special" something that you have been unsuccessfully attempting to dispose of for quite a while.) Wrap it "inconspicuously". On arrival

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at the Christmas Party, please hide it under the clubhouse Christmas Tree. When that unsuspecting recipient opens it, we will all share in their sheer delight. Then the trading can commence. As in years past we will continue with our minor modification to the “official” White Elephant gift exchange rules. Bribing the judge will be authorized and encouraged. All bribes will be deposited in the chapter account.

### Merry Christmas!

#### NOVEMBER MEETING MINUTES

10:07 am: President Aubrey Thompson called the meeting to order. New member, John

New Member John Brois owns a Cherokee and is currently parking it at the Cape Fear Regional Airport. His airplane needs an inspection and he is searching for A&P to perform the task. He is hoping he might be able to park the airplane at Stag Air Park.

Visitor Shane Hanchey was introduced by his father Wade Hanchey. He is the proud owner of the Kitfox that was tied down on the ramp. He took an introductory flight six to seven years ago and was “hooked.” He took his private pilots check ride in 2014. He purchased the Kitfox three months ago and he keeps it at the Richmond County airport.

10:15 am: Aubrey brought in books from an estate sale. He found an architectural version of a machinery handbook that is quite interesting. He also found an historical book on the Graff Zepilin Hindenberg. He announced that it would be included in the White Elephant Gift Exchange at our very own Christmas Party.

10:19 am: Gary Henderson attended the meeting today. We were all glad to see him “up and about” following his heart surgery. Jim Flippen had valve replacement surgery last Monday. Gary saw Jim at the hospital yesterday and reported that he was doing well and in good spirits. He was scheduled to leave the hospital today.

10:20 am: Bob McGowan gave us his Treasurer’s Report for the month of October:

Beginning Balance:	\$3,667.03
Income:	\$327.00
Expenses:	\$450.22

Ending Balance: \$3,543.81

Young Eagles Account: \$2,115.00

10:23 am: We held our Boy Scout Aviation Merit Badge event three weeks ago. About 30 Scouts and a dozen leaders attended. The Scouts were middle school aged and older. The event began with a classroom discussion taught by Mark Thoman and Robin Jones. They learned about fundamental aerodynamic principles, airplane flight controls, and possible careers in aviation. Then they were shown a pre-flight inspection conducted by Martin Hamm and Henson Benn. The fun event of the day was an introductory flight. Ken McGee, Garry Brown, and Tom Goodwin had fun taking the boys on a fun adventure. To complete the merit badge requirements the boys then completed a seven-page questionnaire that covered what they learned and experienced.

10:30 am: Project Reports

Billy Johnson started working on the canopy for the Seafire. He sanded and painted it. He volunteered to bring the flaps, ailerons, and the landing struts for display at the fly in.

Aubrey Thompson reported only a small amount of progress on his Cessna 150. The tail tie down ring was mangled during a poor landing. His plane had been used for training at Willborough Airport near Charlotte. It has a concrete runway that is in bad shape. This may have caused the tie down ring to get damaged. He reported difficulty sourcing a replacement part. He was excited to find a replacement for only \$4.

Mark Thoman completed spraying three coats of Poly-Brush, and then two coats of Poly-Spray on his fuselage. He then spent four hours wet sanding the surface. He made the decision during this restoration to replace all of the hardware that connects the primary structure. During one afternoon he spent over \$4,200 on new wing struts, propeller bolts, and assorted nuts and bolts. The original wing struts were fifty years old and the early design did not seal them. There is no easy means to examine the interior of the struts for corrosion so he decided to simply replace them with the new sealed design.

Larry Goff reported shifting his focus from building the wings to making side panels for the fuselage out of carbon

fiber. He is trying to solve the problem of making a mold to form the side panels. The panels are as big as the fuselage itself and about 9 feet long.

Chris Montefusco has completed the top, left wing skin. He needs to fit a gap seal before he can finish riveting the skin. The seal is a single piece of aluminum that is 12 feet long that must be bent 90 degrees along the entire length of the piece. Chris is trying to figure out how to fashion a brake that will make a bend of this length.

Phil Ellison reported that the log books and all the paperwork is complete for the Legend Cub.

While not an airplane project, Aubrey Thompson displayed his newly found skill of welding plastic. He has been working on modifying some speaker boxes for a chapter PA system. He needed to create a ring that would allow him to mount some twelve-inch speakers in a hole that was originally designed for some larger ones. He found and cut some thick plastic that would work but would only cover one third of the circumference. He needed to connect the three pieces together to form a ring. He was able to "weld" the plastic together to form the ring. (The completed speakers worked well at the fly-in one week later.)

11:00 am: Allan Bobbe was introduced and he reported on his efforts as the Fly-In Coordinator.

He has contacted and invited the Pender County Emergency Medical and Fire Department, and the Sheriff's Department. They have made a positive response.

Two Wilmington area car clubs have been invited to participate.

He called the Pender County News and was interviewed by a journalist. An article was published about the upcoming event.

Allan discussed the need for some additional signs for parking visitors' cars.

He noted that there will be a marked area for aircraft that are giving rides.

It was determined that we would give trophies for; the favorite car, the favorite airplane, and the farthest distance flown. Allan displayed the trophies.

All visiting aircraft and automobiles will be given a numbered sheet to post on the glareshield. This will help with voting for the favorite awards.

Allan assigned responsibilities for the event:  
Aircraft Controller and Follow Me vehicle – Phil Ellison  
Raffle Ticket Seller: Kristen Montefusco  
Auto Marshaller - Gary Henderson  
Emcee and Entertainment- Aubrey Thompson  
Aircraft/Helicopter Ride Marshaller: Oliver Downey  
The location of direction signs was discussed.

A new Wind Sock is in. Some brave sole will need to climb up the silo to install it. Drew Holbrook was volunteered.

Allan Bobbe painted the Stag Air Park sign.

Volunteers for set up should arrive at 8:30 am.

Advertising the event was discussed. Mark Thoman described the email rosters that he sent an invite and flyer to. The lists included all of the EAA Chapters, and all of the airport management offices within a 200-mile radius of Stag Air Park.

11:20 am: - Tom Goodwin described the delicious lunch that he was preparing. It would include lasagna, bread, salad, and apple pie. Our Master Chef was temporarily missing in action. He was reported to be visiting his granddaughter in Washington state.

Aubrey Thompson reported that our new chapter website is hosted by EAA Headquarters. The

address for the website is: [297.eaachapter.org](http://297.eaachapter.org)

Oliver Downey replaced the rocket motor in his ballistic parachute. He brought the old motor to the meeting. His intention is to fire it off after the meeting is adjourned.

11:30 am: The meeting was adjourned.

### NOVEMBER FLY-IN AND CAR SHOW

STAG AIR PARK - The preparation for our annual fall fly-in and car show began in earnest in September. At our monthly meeting Allan Bobbe volunteered (well, actually he got railroaded into the job) to be the "fly-in coordinator." He quickly displayed his organizational and communication

skills as we discussed the event. During the next two months he coordinated the effort, invited many of the Pender County offices to join us, and he even painted the Stag Air Park sign to help all who drove to the occasion.

Allan ably performed his assigned duties and set an outstanding example for all to follow. Well done Allen!



To ensure the safety of flight operations our intrepid Vice President Drew Holbrook risked life and limb while climbing to the top of one of the silos. There he installed a new, bright orange, wind sock. Well done Drew!

The fly-in Saturday dawned clear and cold. It was a pilot's day. By mid-morning the temperatures were warming and the winds were light. Set up began early and there were many hands to help. The Clubhouse was configured for maximum seating and the Headquarters tent was set up out on the ramp. The flight line and parking were cordoned off and signs were posted in the area.

Kristen Montefusco and Robin Jones manned the registration and information booth, and with raffle tickets in hand Kristen charged off to sell as many as she could. In the mean time Aubrey Thompson set up an audio system that was connected to a VHF radio. While the fly-in was in progress we could all listen to the aviation radio traffic in the landing pattern.



Billy Johnson and Mark Thoman set up a display area in Allen Bobbe's hangar. They each brought components of their aircraft projects so that visitors could see firsthand what they had completed. Billy's welding and machining skills were evident in the completed landing gear and flap assemblies that he displayed.



The Pender County EMS and Rescue arrived with an airboat and several drones to display. The engine and propeller combination in the airboat were the topic of a good bit of conversation. I am convinced that there was enough horsepower and thrust there to make a cement truck fly. The motor made a manly roar when they fired it up near the end of the fly-in.



Gary Henderson was active in helping marshal the automobiles as they arrived. There was a marvelous assortment of vehicles including vintage Fords, Chevy's, MG's, T-Birds, Packhards, and hot rods. Phil Ellison manned the FOLLOW ME golf cart and taxied the arriving aircraft into comfortable parking. Martin Hamm helped to greet the flight crews and welcome them to the fly-in.



An interesting mix of airplanes arrived including a "spit and polished" Cessna O-1 "Bird Dog", an AeroTrek Light Sport, a Sonex, a beautifully maintained Piper Stinson sporting a brand-new Franklin engine, a PA-12, and a V-Tail Bonanza. Matt King arrived with a friend in his pretty Cessna 210.



Bill Hood braved the cold in his AirCam and flew in from his airfield near Kinston. He was well dressed and prepared and he said that he enjoyed his flight. Tom McFall flew from Maysville in his J-3 Cub.



As the crowd grew, Drew Holbrook and Garry Brown started giving airplane rides and both were very active all day. Ken McGee arrived in his Robinson and was very quickly involved in taking participants for a vertical ride in his flying machine. Oliver Downey ably coordinated the flight line and escorted passengers to and from the aircraft.



Drew, Garry, and Ken deserve our special thanks for their efforts. It is very rewarding to give folks a ride in your airplane, but while giving rides these pilots never get to enjoy the fly-in. During the four hours of our event, all three of our pilots were continuously flying. That is a significant effort and they deserve our special appreciation.



The crew from Jordan's Chapel worked hard in the kitchen and hangar to serve a delicious pulled pork BBQ and chicken dinner. They began serving lunch around 11 o'clock and the serving line was active as the hungry crowd enjoyed the delicious meal.

Voting for the favorite auto and aircraft was active throughout the morning. Following lunch our President Aubrey Thompson fired up the microphone to announce the winners. The Favorite Automobile trophy was awarded to Jeff Oaks. His 1936 Packard has been painstakingly restored and it should be noted that he

drove to the occasion. The "flathead" engine in his car started immediately and runs so quiet and smooth that it cannot be heard standing next to the open engine bay. The Favorite Airplane trophy was awarded to Wade Hanchey and his fire engine red Just Aircraft Highlander. Sitting up on it's 29-inch tundra tires this airplane spells "adventure" while sitting on the ramp.

Aubrey then corralled a young visitor and asked him to make the drawing for the 50/50 Raffle. David Flynn's winning raffle ticket was selected and he won \$300 dollars. But the person who made this raffle successful was our chapter Secretary Kristen Montefusco. Her personal confidence and selling skills were on display and she was very successful at selling raffle tickets. Thank you, Kristen, for your special effort. It was certainly appreciated.

Shortly after the crowd began to diminish and the airplanes and automobiles began to head for home. The remaining chapter members, and Jordan's Chapel crew began the effort of "taking down and putting away." And even as that was in progress, Ken McGee was still giving rides. I am pretty sure that when he landed that final time, he was about the only one left at the airfield. Well done Ken.

Once again, we can announce that our fall fly-in and auto show was both fun and successful.

#### **A MEMORABLE FLIGHT**

STAG AIR PARK - A few years ago, when Hunter Hughes and I were both much younger, and PATROL was still in a flyable condition, we often enjoyed flying in the skies of eastern North Carolina. As a young lad Hunter was a very

active member of our chapter. He was a chapter Young Eagle. And he was one of the students that our chapter sent to Oshkosh, Wisconsin for the EAA's Aviation Summer Camp. During that time, he and I would often take a flight during the lull in activity between the end of the formal chapter meeting and the serving of Ken's delicious lunch. They were special flights and he and I enjoyed them thoroughly.

The years have gone by. Hunter is now a hardworking young man, a husband, and the father of two! But he is still pursuing his dream, and few months ago he earned his Private Pilot License. He has proudly joined the ranks of a few rated pilots. And to put frosting on the cake, he has a beautifully restored Citabria that he gets to fly as often as his ground bound duties will allow. During our recent fly-in Hunter invited me to go for a flight. We both knew it would be a special one. Hunter would now occupy the pilot's seat as the "PIC." We would be in "his" airplane. And I would get to be the passenger, in the rear seat, with the enormous smile.

Well it was a spectacular flight. The weather was perfect and the visibility was extraordinary. I climbed aboard and strapped in while Hunter performed his pre-start and pre-takeoff checks. I am very happy to report that Hunter is a disciplined pilot who was not distracted by the excitement of the moment. He focused on flying the airplane and he performed his duties well. I enjoyed the flight immensely while comfortably observing Hunter confidently fly his airplane. Throughout, his inputs on the flight controls were consistently smooth and deliberate. Of course, we were required to execute some maneuvers that would add a few "G's" to the meter. All were performed accurately and smoothly. Arriving back at Stag Air Park, Hunter demonstrated his landing skill by nailing a wheels landing.

Anyone who has flown a Citabria, with the spring steel landing gear, knows the challenge and difficulty that that particular landing can be. Hunter made it look easy.

During the taxi back to parking both of us remarked what a special, and memorable, flight that it had been. It was a perfect time for a brand-new pilot to share a flight with a crusty old aviator.



## **TOM AND ANNE'S FANTASTIC TRIP TO ALASKA**

ANKORAGE - I have a customer who is located in Alaska, and early this spring they indicated that they wanted to have me come up and train a new operator and inspect the system we had sold them. Years ago, Chapter members Giles and Rachel Clark built an RV-4 and flew to Alaska. Their presentation to the club put Alaska on my bucket list and I knew I had to take Ms. Anne. My hopes were to visit during the summer, but the go ahead didn't come until September. With our first Grandson due in late September, we couldn't make it up until the second week of November. It did not make sense to try to fly, so it was the Silver Tube for us.

Our itinerary took three legs, Atlanta, Minneapolis/St. Paul (KMSB) and then Anchorage (PANC). We departed Wilmington at 6 am and arrived at 8 pm local time. Anchorage is 4 hours later than Wilmington so that was 18 hours of total travel time, and about eleven and a half hours of air time.

We grabbed the rental car, and thankfully the hotel was just a few miles from the airport, as we were exhausted. We spent the night at the Lakefront Anchorage Hotel which is just about 2 miles from Ted Stevens Airport (PANC- the P is for the state of Alaska). After passing through the airport and then checking into the hotel, we started to notice that they like to shoot stuff in Alaska. Like the airport, the Lake Lodge had quite a trophy room. Sheep; bears, including black, grizzly, and polar; musk ox; wolf; not to mention the geese, ducks, and sport birds.



The hotel is located on Lake Spenard, which is connected to Lake Hood which is better known as Lake Hood Seaplane Base which has its own identifier PALH. If you take a minute and Google a map of Lake Hood and zoom in on the satellite view, you can easily count in excess of 400 and maybe 500 aircraft just in the water. Checking AirNav's web site shows there are over 1,000 single engine aircraft and if you add in the multi-engine, and other aircraft, it is just shy of 1,200 aircraft in Lake Hood and on the airpark.

Lake Hood is located just some 7,000 ft from the center of Ted Stevens Airport, there is only some 109 aircraft based on PANC. The Anchorage airport tower controls both Stevens and Lake Hood facilities. If you combine the daily ops for PALH and PANC and compare it to Atlanta's Hartsfield (KALT) total daily ops, believe it or not, they are just shy of half the activity of Atlanta. Consider that Alaska's land area is about 25 percent of the continental US, and the population is just 737,000 people. And 80 percent of the people in Alaska live within 100 miles of Anchorage. That is one heck of a lot of aviating.

Sunday morning, we ate at the Lakefront Lodge restaurant, which overlooks Lake Hood. All aircraft had been pulled from the lake and I assume many have been converted back to skis, so the lake itself was empty of aircraft. However, quite a few were just pulled up on the land waiting on next year's tourist season. After a great meal and a good deal of coffee we set out to see more of Lake Hood airpark. The air park was covered with all of the Cessna collection from 120s to 185's with a few 337 Skymasters sprinkled in. And of course, there were both Super Cubs and Helio's everywhere. Next on the list were DeHavilland Beavers and Otters. One of the first aircraft we came across was a PT-6 converted Otter on Amphibian floats, and boy oh boy what a big aircraft that thing is. What I was not prepared to see was the number of Luscombs, and get this, Tri-pacers, sitting on both two as well as three wheels, they were everywhere. Beechcraft, both twins and a few singles were on the tarmac, and I spied two V tailed Bo's. But they were very much in the minority.



Next to the Otter we came across, what was the front of a '60 vintage Chevy pickup truck cut down to just the cab. But it had a 20-foot set of metal rails connected to the front of the cab with what appeared to be small forklift sized wheels connected at the far end. And after a concerted effort we figured out that it was a recovery vehicle. The rails are connected to some hydraulic cylinders and are used to lift float (only) equipped aircraft out of the lake and place them on the land.

What was amazing to me was there appeared to be no airport fencing at PANC and PALH. Also driving to different

parts of the airpark, you cross active taxiways. That is something you don't run into every day.



My customer's facility is located in Nikiski, which is about 45 miles southwest of Anchorage by air. But to get there, you must take the only road, which takes you east, then south, then west and then back north for a total distance of 171 miles. The scenery is just gorgeous. This past summer Alaska has had its share of fires. And they were intense. There were literally miles of burned forests, it was rather sad.

We rented a cabin on Lake Daniels just a few miles from my customer's facility. The owners had traveled to Arizona to help family. They left the keys for us in the grill, and we had a 10-acre lake to ourselves. It was dark by 4:30 PM, so after two full days at my customer's facility, we decided to spend one more night on the lake and head back to Anchorage in the light of day.

We first stopped in Hope, AK. Hope was founded early in Alaska's gold rush. The have recreated what the town looked like in the late 1800's, but in November, it's well past tourist season, and it was quiet. Hope had an open gift shop, and my beautiful bride found a tee shirt that said "If you can't drink wine before 5 PM, we can't be friends." She bought two!

Next, we decided to spend the night at the Alyeska Ski Resort in Alyeska, AK. And of course, there was no snow. On top of that, it was warmer in Nikiski then it was in Wilmington at the time. We had daily temperatures in the 30's and 40's. The lodge features a 2,500 ft vertical drop

with hundreds of ski trails including double diamonds. This place would give the Grove Park Inn a run for its money. It is a full five-star resort. During the summer it acts as a base of operations for mountain bike operations, helicopter tours, and the tour ships that bring in busloads of folks. The bus caravans will bring as many as 500 people at a time. We checked in before it was dark, and thought a quick hike would do us both some good. The countryside was gorgeous. After heading up the trail for about 20 minutes, the sun started to set, and it started to dawn on me there were bears in Alaska. And then, no kidding, this question popped into my head, "Do bears have trophy rooms?" I picked up a stick. I quietly suggested to Anne we head back to the hotel.

Later in the gift shop, we met a woman who was native to Alaska. She was in grade school in 1964. She could remember what she was wearing the day of the earthquake. She explained her mom gave her permission to have a cold soda. She opened the soda up, and it sprayed everywhere. About that time, the Good Friday 9.2 magnitude earthquake struck. She explained she watched the family piano slide from the dining room, through the family room, and out of the house through the window. The soda had been stirred up by tremors the family couldn't feel.

We had dinner at a local spot called Jack Sprat, and were seated next to a couple in their wedding outfits, they were married earlier that day. We all had a wonderful time and the food was excellent.

Thursday morning, we hit the indoor workout room (imagine that?) and enjoyed the morning at the resort. And then we headed out and back to Anchorage. On the drive back, the views of the mountains next to the Turnagain Bay were just spectacular.

We had made reservations with Rust's Flying Service for a flying tour of the local glaciers but with 3000 foot overcast predicted and ground temperatures of 35 degrees, I thought it might be a good idea to pass.

Friday morning, we started with the Alaska Aviation Heritage Museum. The museum features how important aviation had been in Alaska's development. The state is so large that it really is the only way to get around. At one display it was explained it took a mail parcel two weeks to go from Anchorage to Fairbanks via dog sled, but just a day via aircraft. The museum offered much history of the First World War and how local pilots fought and returned to Alaska and started the air and postal service. They had many aircraft displayed that you would be familiar with and some that were unique. A Travel Air 4000 was hung from the rafters as you entered the museum.

But they also had a Hamilton H-45 metal plane from the late 1920's. It was the first plane to fly the Bering Strait from Alaska to Russia and later Asia. On a subsequent

flight it was lost with two of Alaska's earliest bush pilots, Ben Eielson and Earl Borland. It was one of the first full metal aircraft made much like the later Ford Tri-Motor. Another rare aircraft was the 1931 Pilgrim, again a transport type aircraft. The museum had the last Pilgrim known to be in existence. They also had a Grumman Mallard and a Grumman Goose, both beautifully restored.



The museum also featured WWII history about the Aleutian Islands. During the Battle of Midway the Japanese invaded two Aleutian Islands, Attu and Kiska. They also bombed the airbase at Dutch Harbor. It was the only American soil that Japan would physically invade. The plan was to divert the US Fleet away from Midway to allow for a full invasion of Midway by the Japanese Navy. As we all know, the Americans had broken the Japanese code, so the Americans did not come to the defense of the Aleutians.

What I didn't know was that some 40 locals were taken as POWs and sent back to Japan. More than half of the prisoners starved to death in the camps. And after the war, the US prevented locals from returning to their home island. Instead they were relocated to more populated areas as the American's didn't believe they had enough people to survive on the island with the smaller population.

Ultimately the Navy invaded Attu and lost some 1,000 men while over 2,000 Japanese died. The conditions were horrid with cold and wind. The Japanese Navy was able to evacuate the entire garrison from Kiska under cover of fog prior to the Americans invading an empty island a few weeks later. This history is worth a read. I did know about the air raid on Dutch Harbor, I didn't know the Japanese had actually invaded American soil.

The museum had a beautiful mahogany float, used prior to the use of aluminum. They also had rows of skis which displayed the evolution of ski development for aircraft.

Outside they had a 737-200 out fitted with a gravel kit. It featured gravel deflector to prevent gravel from hitting the fuselage and engines, and it looks like a wide ski behind the nose wheel. It also had a vortex kit to protect the low-





slung jet engine. The design took high-pressure air off the 7<sup>th</sup> stage compressor and piped it forward of the engine inlet. It used a high-pressure nozzle to blow loose gravel out of the way and prevent gravel from entering the engine. This design is still in use today. The 727 was used in Alaska, but the 737 with its smaller crew, better fuel efficiency, and weather capability really revolutionized air service in Alaska.

Unfortunately, our trip was well past tourist season. But Alaska's beauty and grace were evident, and the Goodwin's are determined to return.

#### FUTURE EVENTS

##### 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

##### January 2020

- Wednesday 1st New Year's Day
- 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, Greenville Downtown Airport (KGMU)
- Sunday 19th South Carolina Breakfast Club, Lowcountry Regional Airport, (KRBW)
- Monday 20th Martin Luther King Day

##### February 2020

- Saturday 1st EAA 297 - Chapter Meeting and Ladies Day Luncheon**, 10:00 AM in the clubhouse. Lunch in the No Whining Saloon 12:00 PM
- Sunday 2nd South Carolina Breakfast Club, Grand Strand Airport, (KCRE)
- Friday 14th Valentine's Day

- Sunday 16th South Carolina Breakfast Club, Georgetown County Airport, (KGGE)
- Monday 17th Presidents' Day

## **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.**

## **KRISTEN MONTEFUSCO**

Broker/Realtor

## **Coastal Realty**

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