

The Upwind Flyer

Your *Scentinel* for Chapter Happenings

July 2020



Chapter 333 GrillVenture

Mark your calendar for July 21st

Chapter 333 has traditionally held cookouts in the summer and for once, 2020 is no exception. On July 21 the *Flying Stinkers* will have a cookout timed to coincide with the virtual AirVenture program, *Spirit of Aviation Week*, put together by EAA HQ. In the interests of safety in the face of Coronavirus, this will be a BYOE - bring-your-own-everything. This is not a potluck as sharing is considered riskier. The chapter will fire up the grills which may well be the only safely shared space given the temperature of a grilling surface. And just like a picnic, you'll need to bring your own items to grill, fixings, and beverages. See you there at 7pm.



X-Country adventure held up by tropical storm Cristobal in Gulfport, MS

Photo by Doug Gross

My 1,000th Hour

By Chris Gordon

My 1000th flight hour was on a 5.2 hour cross country from Virginia Beach to San Diego in a Grumman F-14A Tomcat in January 1997. Ironically, I may have been refueling from a KC-135 at the time, that would have been less fun than it sounds...

My squadron at the time, the VF-211 Fighting Checkmates, was based at NAS Oceana in Virginia, and we were part of the air wing on the USS NIMITZ, based on the west coast. We were flying to San Diego to load aboard the ship for a few weeks of at-sea training. We tried to fly nonstop partly to keep up our qualifications taking fuel from the Air Force tankers, and also because the F-14A was pretty mature at the time, and we always risked some kind of maintenance issue with 1 of the 10-12 airplanes we'd be flying west whenever we stopped somewhere to refuel. No F-14 parts or mechanics in the middle of the country!



U.S. Navy photo (RELEASED)

We called the refueling drogue on the KC-135 the "wrecking ball" or "iron maiden". It was on a short length of adapter hose attached to the end of the long Air Force refueling boom, and it was very rigid compared to the softer baskets on other tankers. If you hit the basket too fast the short hose would develop a sine wave that would travel up and back faster than you could back out, and it would sometimes damage the refueling probe or smack the side of the nose.

We would have to fly formation on the end of this hose for about 5 minutes to take a load of fuel (about 15,000 lbs or 2,200 gallons) and you had to keep a bend in the hose for the fuel to transfer. It seemed like the tanker pilot would always start a turn just as you plugged in, which was kind of a skidding affair in the F-14 because you were way out on the end of a pendulum, about 50 feet below the roll axis of the tanker. Neither of these are actually pictures of me, but representative of the fun and games that is refueling a Navy airplane from the KC-135.



U.S. National Archives Public Domain, photo by PH3 Chester O. Falkenhainer

Following the June issue where Marc Murawaski shared a video of his 1,000th hour, Chris thought that *My 1,000th (or 500th) Hour* would be an interesting recurring feature of this newsletter. Send the story of your 1,000th (or 500th) hour to ea333president.



Tucson, Boneyard

photo by Doug Gross



Finally a cool night flight in Florida

photo by Doug Gross



Happy moment of returning

photo provided by Doug Gross

President's Log

By Eric Gettel

I hope you have occasion to visit the club's updated [website](#) at least monthly. We are making an effort to fill it out with useful, current, and interesting information. At one point, while researching the chapter's history, the idea for including some historical information kinda gelled out of what seemed like a thousand conversations. The website is hosted by EAA HQ and should be able to survive the usual membership ups and downs, moves, and musty basements far better than any archival system we have used to-date. Why not take advantage of that service?

We've added a new menu item: [History](#).

Why include this history? The purpose is not to wax poetically about some aspect of the good ol' days, rather it serves to lend today's chapter some institutional heft, attempting to establish a self-reinforcing cycle: the members create the institution and the institution attracts members. When we say that we are all about flying, building, and preserving aircraft, it must be true because, [click here](#), is a list of built or restored aircraft compiled over the decades—proof.

Within History there are 3 submenu items:

- [Overview](#) - A brief description of the founding of the chapter and some major highlights over the years,
- [Officers](#) - A list of the members who have served as chapter officers, and
- [Hall of Achievement](#) - A list of members' completions, restorations, and rogues (otherwise noteworthy). Includes photographs.

That sounds really cool, but there is a problem which requires your help. There is scant information in old newsletters about completed or restored aircraft. You'll see a mention of a member starting something like a Briskey Whiskey, but not one mention of someone flying their homebuilt for the first time.

Maybe it's nothing more than the probability that completions, in the days before kits, were much

more difficult to achieve and were therefore relatively rare. If you can recall a completion or are connected to someone, perhaps a former member, who might recall a long-lost fact. Please share.

I want to be clear that you shouldn't assume that everything in there is absolutely correct. We have few authoritative sources. Please let me know if you believe that an item or fact that we have put into the history section is incorrect.

All this talk of completions leads me to a question that has been occupying me of late: Where have all the homebuilts gone? There must have been dozens of members who have built aircraft over the years. Surely some of them must still be around. If not, what was the fate of these aircraft? I think it would be interesting to know. I'm sure as I drive down the freeway, that every passing barn is harboring an old Wispy Fleebug built by a former chapter 333 member.

In addition to being a chapter marketing tool, the history section also serves as a worthwhile acknowledgement to all of the members who put energy into the chapter over the years, that we are here today, in part, due to their efforts so many years ago.

Wanted: Information on Chapter 333 Aircraft Completions and Restorations

I'd like to have a list compiled of aircraft that chapter 333 members have completed (airworthiness certificate) and restorations to airworthy status. Going all the way back to the chapter's start. The list would include: Builder, Model, Engine, Year, Photo, and Epilogue.

The epilogue would summarize how long the builder kept the plane and where and perhaps tell a brief, interesting story about life with that aircraft.

This is intended to be immortalized hall-of-fame style on the club's EAA hosted website.

Keep Your Head in the Game



IMC Club is hosted by Will Minette every 4th Tuesday of the month at 7pm.

Next Meeting August 25

One-click links to virtual meetings are sent a day or two before the event.

Calendar of Events

For 2020, the chapter has realigned its meetings schedule to fall consistently on the second, third, and fourth Tuesday evenings of most months.

Links for all internet meetings will be delivered via email closer to the event date.

Jul 14 Business (Board) Meeting, 7pm
via internet.

Jul 21 Chapter gathering, 7pm
GrillVenture!

Jul 21-25 EAA Spirit of Aviation Week 2020

Aug 15 Young Eagles Rally #2

Aug 29-30 Thunder over Michigan?

Sep ___ A2GA2 Adopt-A-Road Cleanup

Dec 8 Holiday Party

Links:

2020 Virtual AirVenture
Spirit of Aviation Week
eaatogether.org

EAA Hosted Builder's Logs
eaabuilderslog.org

Chapter 333 Website
eaa333.org

President
Eric Gettel

Vice President
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