



Experimental Aircraft Association - Rock Hill, SC - KUZA

EAA Chapter 961 *Flyer*

APRIL 8TH, 2019

Facebook www.facebook.com/EAA961/

Website <http://961.eaachapter.org>

Managed by member Chris Kelly chris@control1comm.com



President Rick Maury tragically lost his father unexpectedly this past week. Please note on the next page that chapter member and great friend David Griffin also passed.

IN MEMORIAM



Tega Cay, SC – Mr. David Henry Griffin, 81, passed away on Thursday, March 14, 2019 at the Wayne T. Patrick Hospice House.

A memorial service was held at 11am on Friday, March 22, 2019 at Fort Mill Episcopal Church, with Rev. Sally Franklin officiating.

Born in Lancashire, England, Mr. Griffin was the son of the late Ronald Henry Griffin and the late Marjorie Whitehead Griffin. David was a member of the South Carolina Aviation Association, the Young Eagles, the Experimental Aircraft Association Chapter 961, the Edisto Island Yacht Club and was inducted into the South Carolina Aviation Association Hall of Fame in 2014.

Surviving are his wife, Lesley Griffin; his daughters, Belinda (Matt) Cryan of Marblehead, MA and Sally (Mike) Schulte of Atlanta, GA; and his granddaughter, Eilis Caroline Rowe of Atlanta, GA.

In lieu of flowers, memorials may be made in Mr. Griffin's name to Hospice & Community Care, PO Box 993, Rock Hill, SC 29731.

David had one FIRST love, his awesome Lesley !

Though he had many seconds and thirds .

“Edislow Beach” their second home where he landed on a grass strip between the pines. His lovely home on Lake Wylie where he loved “to take a nice evening swim”, have a nice steak from the grill and a glass of wine with his special friends. His prestigious “Stang” which he proudly built with his huge aeronautical talent and special patience and a ton of help from his Taxiway J friends. He loved to fly it and his many UZA friends never tired of watching it fly so gracefully around the pattern.

He loved dreaming up and putting together Fly outs for that \$100 hamburger at Rutherfordton to visit Ron at 57 Alpha Cafe, or Hickory, Camden, or Winnsboro. You name it and he's ready to “Clear prop”.

And drive outs in those “look here “cars to special lunch places all over the county. He loved to entice a group to visit Tequila on Cherry Road for some Mexican chicken soup an airplane talk. When SC had the contest to award a nice leather flight jacket for those landing at about 100 S.C. airports and getting their ticket “punched” David was one of the first to earn that coveted jacket.

He loved his “Little Cessna”. He often remarked how much he loved his little orange friend . He masterfully flew that machine everywhere.

David was a complete pilot. He ALWAYS used his check lists just as he always complied with the regulations and use of the airspace.

There was never any doubt of his position in the airport pattern. Just as there is no doubt or question of the respect and admiration we all have for this incredible aviator and friend and the position he occupies in our memories of this talented and lovable man.

Tom "Pinky" Funderburk

LADIES and GENTLEMEN

We have an opportunity, thanks to the skills and willingness of member Chris Kelly, to do something special with our chapter website home page

We are looking for you to submit photos of your planes and a portrait shot of you or you and your special other, that Chris will set up to run as a slide show on our chapter website home page. www.961.eaachapter

Please send your photos directly to Chris at

chris@control1comm.com

If you have or fly multiple planes,
send multiple photos

**FLYING A TWIN DOESN'T MAKE YOU
TWICE AS SAFE
IT MERELY DOUBLES THE CHANCES
OF SUFFERING AN ENGINE FAILURE.**

**Have you paid your 2019 Chapter dues?
If you haven't, they can be mailed to me at;
*John Long 105 Hancock Crossing
Lake Wylie SC 29710***

**Remember, if you want a shirt or an
engraved name tag, contact me at
johnlong63@gmail.com
or place your order with me at the
upcoming meetings. Name tags are about
\$10, whatever we are charged for them,
Shirts are about \$25.
Keep spreading the word, it works.**

John

**John Long
Treasurer's
Report**



**Balance as of March 8th, 2019
\$ 5,497.63**

***WELCOME NEW
961 MEMBERS***



*The following are new members
who joined at the March meeting*

Thomas Ard

thomas.ard.79@gmail.com

Dennis Rawls

dbr3rd@yahoo.com

Dana Nickerson

dnickerson80h@yahoo.com

Please make them feel welcome

CHAPTER OFFICER'S ELECTION COMING UP THIS NOVEMBER 2019

AS ALL OR MOST OF YOU ARE AWARE, PRESIDENT RICK MAURY AND TREASURER JOHN LONG HAVE ANNOUNCED THAT THIS IS THEIR LAST YEAR AS CHAPTER OFFICERS. They have assumed many roles in their process of building this chapter to its present status. It is time for all of us to consider where we can step in and fill needed rolls for the year 2020. This is a list of the recognized chapter officers re: EAA Headquarters.
WHERE CAN YOU FILL IN AND HELP OUT?

OFFICERS THAT WILL BE ELECTED	
PRESIDENT	VICE PRESIDENT
SECRETARY	TREASURER

PLUS THESE VITAL ROLES

NEWSLETTER EDITOR

MEMBERSHIP COORDINATOR

FACILITIES COORDINATOR

PROGRAM COORDINATOR

WEB & FACE BOOK COORDINATOR

YOUNG EAGLES COORDINATOR

EAGLE FLIGHT COORDINATOR

FLY-OUT COORDINATOR

SNACKS AND REFRESHMENTS

**Speak Up and let us know where you are
going to help out. Dick Kruse, Secretary**

MAY 5th SCBC PANCAKE BREAKFAST

**Will be hosted by OUR
EAA Chapter at the Rock
Hill Airport, headed up by
Wayne Thomas**

**Many hands will be needed
to set-up and take-down,
cook and serve.**

**More information on times
will be coming soon.**

**Contact Wayne directly
and let him know he can
count on you to help**

waynes1world@gmail.com

ROLL STABILITY

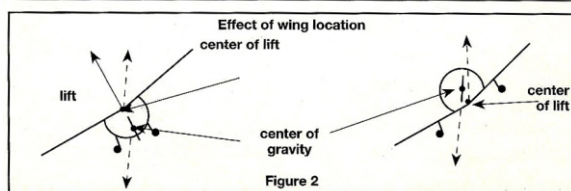
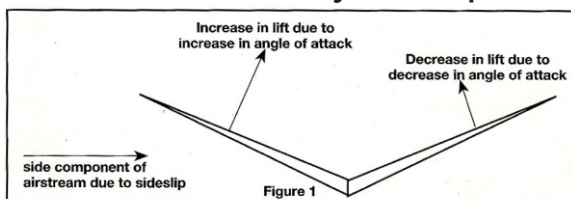
Stability and Aircraft
by Gerry McBurney
(EAA 298344)
EAA 961 member

Editor's note: Gerry is an airline pilot, homebuilder and EAA Flight Advisor. He adds this caveat about his series on aircraft stability--'The knowledge level of our members varies to a great degree; therefore, this article may seem a bit elementary to some and too complex to others, I will do my best to accommodate both.'

In this article on aircraft stability, we'll look at roll stability. Let's start with static roll stability.

Imagine an aircraft with about five degrees of wing dihedral in level cruising flight. Let's assume that turbulence causes the right wing to drop a couple of degrees. At this instant, we will freeze the picture and look at how various aircraft components affect the static roll stability (initial roll tendencies).

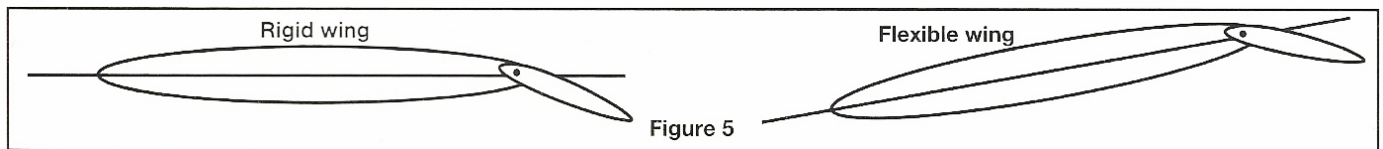
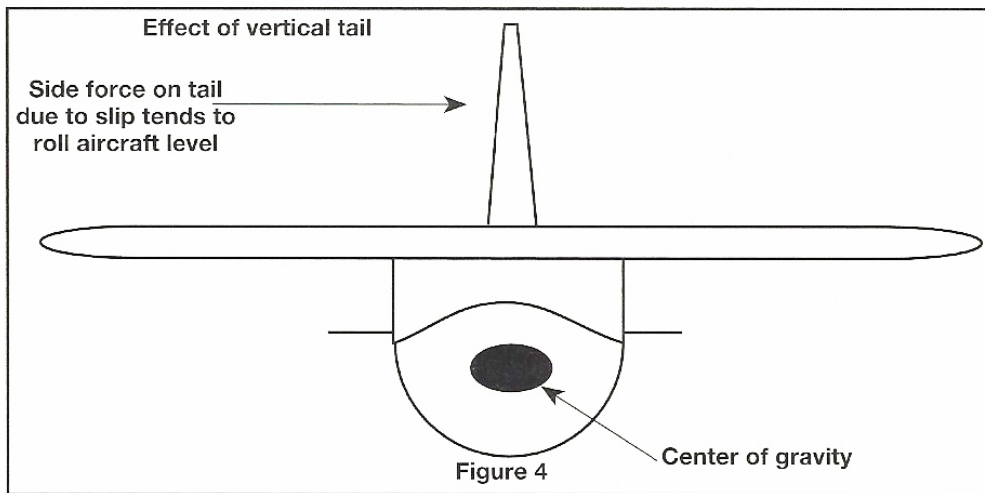
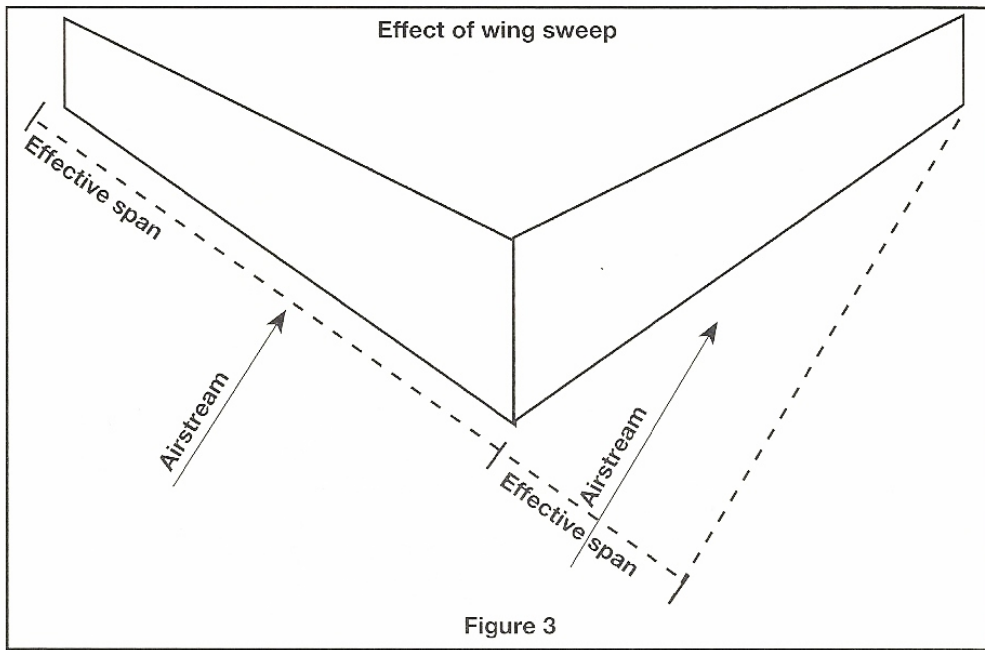
The wing has the biggest effect on static stability. Wing dihedral is a major contributor to stability. When the wing initially drops, before any heading change occurs, the aircraft is in a slip, and begins to move sideways as well as forward, due to the horizontal component of lift. This causes a sideways component to the airflow across the wing and fuselage.



As you can see in Figure 1, this has the effect of increasing the angle of attack (and hence lift) on the right wing, while causing a lower angle of attack (and less lift) on the other wing. The aircraft will tend to roll back to wings level. We'll call this a "dihedral effect." Positive dihedral (wingtips higher than the wing root) contributes to positive roll stability.

Wing position on the fuselage also has an effect. In Figure 2, imagine that all of the lift of the wing is concentrated where the wing crosses the center of the fuselage. You can see that in a turn the CG and the center of the lift are not aligned with each other. In a high wing aircraft, this tends to add to roll stability, while in a low-wing aircraft, it tends to reduce roll stability. Thus, a low-wing aircraft will need more dihedral than a high wing aircraft to achieve the same stability.

If we lower the flaps, this tends to make the inboard portion of the wing more effective. The dihedral effect will be more concentrated near the inboard portions of the wing where it doesn't have as much leverage to effect roll. Lowering flaps then will tend to reduce the dihedral effect and reduce roll stability.



Wing sweep has a big effect on roll stability. Notice in Figure 3 how there is a sideways component to the oncoming airstream due to the slip. The airflow hits the upwind wing almost straight on, generating lots of lift. The airflow hits the other wing at an angle, generating less lift, since its effective span is less. The upwind wing would tend to rise, adding to roll stability. It has the same effect as adding a large amount of dihedral to the wing. This has a significant effect on the way a swept wing aircraft handles in a slip such as during a crosswind takeoff or landing. A swept-wing aircraft such as a Long-EZ will require more aileron in a crosswind than a straight wing aircraft in similar conditions. Also, during a crosswind takeoff in a swept wing aircraft, it is necessary to hold aileron deflection during the rotation and initial climb, since the aircraft is in a slip where it breaks ground. Wing sweep, then, tends to add to static roll stability.

The vertical tail also provides a stabilizing roll force due to the sideways part of the airflow hitting the side of the tail, as in Figure 4.

We want to see positive roll stability. However, if we have too much stability it will cause other complications such as difficult rudder coordination in turns, the requirement for a large amount of aileron authority, and objectionable Dutch roll characteristics, which we will address shortly.

Of course, in the real world, we can't freeze the airplane and what we are really concerned about is what happens over time, which means dynamic stability. Also, in a real aircraft, what happens in roll affects what happens in yaw and vice-versa. This is called yaw-roll "coupling."

Lots of things affect the lateral dynamic characteristics of an aircraft. These include the roll due to sideslip mentioned above, adverse yaw, roll caused by yaw, and several others as well. As a pilot, there are three types of "modes" of dynamic stability that we are concerned about: roll, spiral and Dutch roll

The roll mode is simply how long it takes the roll rate to stabilize after a stick input. In a Pitts it happens quickly. In a Cessna 310 with big tip tanks filled with fuel, it happens more slowly. (For you hard-core technical types, I've read that the time required to reach about 31 percent of maximum roll rate is measured and is called the "roll mode time constant."

The spiral stability mode is also easy. What happens after a wing drops? If the aircraft has positive yaw stability (and it should), the aircraft initially starts to slip, but then the tail streamlines the aircraft into the wind again. During the slip the aircraft will try to right itself, but the yaw usually disappears before the aircraft can fully level the wings. The wing may stay down at some constant angle (neutral dynamic stability), or more likely continue to slowly increase the bank and begin to spiral (negative dynamic stability). As long as this doesn't happen too fast, we can live with it. Generally, it should take 20 seconds or more for the bank angle to double.

Couldn't we make an aircraft with positive spiral stability by building in lots of dihedral effect? Yes, but you wouldn't want to fly it. The reason is that what we do with spiral stability has an effect on the third dynamic stability mode--Dutch roll

Dutch roll is when we have a yaw that causes a roll that causes a yaw in the other direction, etc. You can see this in cruise flight by establishing a slip and then let go of everything. The nose will try to return to un-yawed flight but will slightly overshoot. As it yaws, it causes the wing opposite to the direction of yaw to rise (right yaw – left wing rises). The roll and yaw over-shoots usually die out quickly, say in two or three oscillations.

If the yaw portion of the Dutch roll is more pronounced, they call it a "snaky" Dutch roll (V-tail Bonanza). If the roll portion is more pronounced, it is said to be a "rolly" Dutch roll. If we make the aircraft with enough dihedral effect to have positive roll stability, it would have a very rolly Dutch roll as the aircraft quickly tries to level its wings when displaced. Swept wing aircraft have lots of dihedral effect and are thus more prone to a rolly Dutch roll. Imagine yawing a few degrees and having the aircraft roll about 30! That's why swept wing jets often have yaw dampener systems on them. That's also why designers live with poor spiral stability. They accept slight negative spiral stability, which we can live with, to get better Dutch roll characteristics, which is more important if you operating in the transonic and supersonic ranges. (Well, we can dream, can't we?)

Roll Control and Flight Testing

Roll control is, of course, provided by varying amounts of lift from one wing in relation to the other by the use of ailerons or spoilers. As long as a lift differential exists between the wings, the roll will continue to increase. When there is no lift differential, the roll becomes constant.

There are several things that affect roll rate. Control size is one. Increasing control surface area increases the roll rate. Wing span is another factor. A short wing can achieve a faster roll rate than a long one, all other things being equal. Of course, airspeed is a factor; controls are more effective with lots of air flowing over them. Low speed provides one critical roll control requirement. A fourth factor is control deflection and the force required to achieve it. Some faster aircraft reach a point where the pilot isn't strong enough to hold full deflection, and the roll rate suffers at high speeds as a result. Usually, the limit is assumed to be about 30 lbs. of control force.

How much roll control is enough? We need enough to hold a wing down while slipping an aircraft at slow speeds, such as in a crosswind landing. Of course, the slowest speeds will occur at the lightest weights. Remember, too, this depends on the amount of static stability designed into the aircraft, and that swept wing aircraft may well need more than a straight wing aircraft. We also need enough to counter the torque from the engine at high power settings and low speeds, such as during a go around. This usually isn't a problem unless we have a really large engine. It also depends on the purpose of the aircraft; i.e., aerobatics versus cross country cruising.

Finally, high speeds can be critical in roll for those of you operating in the transonic and supersonic ranges. (Well, we can dream, can't we?)

One other item that should be mentioned is the effect of wing twisting on roll. At high airspeeds with a flexible wing, deflecting the aileron can actually cause the whole wing to twist. In Figure 5, we have deflected an aileron down. This should cause the wing to rise. At high speeds, it can actually cause the wing to twist because we are applying all of the force at the rear edge of the wing. This then causes the trailing edge of the wing to rise and lowers the leading edge. This in turn causes a reduction in angle of attack and a loss of lift. The net result can be a reduction in roll rate at high speeds or, if the wing twists enough, a roll in the direction opposite to that intended. This is called "aileron reversal," although the ailerons do not reverse, the direction of roll does. I read somewhere that the original Gee Bee racer, with its thin wing and high speeds, was subject to this phenomenon. If the wing is sufficiently rigid, this will not occur.

Finally, let's discuss what we are looking for during our test flight program. Since lateral and directional responses are coupled, many of the tests for roll are contained in the tests for yaw also. On the initial flights, you are just going to make small control inputs to see what the aircraft feels like and note whether it is in trim or not. You will be flying at comparatively slow speeds ($1.4 \times$ stall or so), and even slower, and noting the change in control feel with speed changes. Well on into the test program, we will test static and dynamic lateral stability, and also roll authority. You may also want to test aileron forces required at higher speeds. DO NOT use full control deflection above maneuvering speed.

Roll authority is tested by slipping the aircraft at altitude. Slowly establish a slip by maintaining the heading while applying aileron and opposite rudder. (This is also the way we test rudder authority.) The aircraft should be able to maintain heading with at least a ten-degree angle of bank. This establishes that you have sufficient controls to execute crosswind landings, for example. You may continue to increase the slip until either aileron or rudder reaches the stop. You should then release the ailerons while still holding the rudder. The aircraft should tend to return to level flight with no assistance from the ailerons. This is testing the static stability of the aircraft. Since control effectiveness varies with airspeed, this test should be repeated at progressively slower speeds until reaching approach speeds or a bit lower, say $1.2 V_s$.

Another potentially limiting condition is during high power operations at slow speeds. This is usually more of a problem in higher powered aircraft such as a T-28 or P-51. Establish a normal landing approach at altitude and simulate a go-around. Note any roll and yaw tendencies and whether there is sufficient aileron authority in this condition.

Next, test dynamic stability. If you desire, you can test the dynamic roll mode by establishing a 45-degree bank in one direction, then applying full aileron and establishing a roll in the other direction. Note the time required to reach a stabilized roll rate. This gives you an idea of the amount of roll inertia in the aircraft. Frankly, I can't imagine that you wouldn't have figured this out by this point in the test program anyway, and hence this test is not really necessary.

Testing spiral stability is useful. Establish a 15- or 20-degree angle of bank and then release the controls and see what happens. If the bank angle decreases, spiral stability is positive. If it remains constant, spiral stability is neutral. If it increases (and it likely will), stability is negative. If bank angle increases, note the time required for bank angle to double. As long as it takes 20 seconds or so to double the bank, spiral stability is acceptable.

Dutch roll characteristics should also be explored. Establish a moderate forward slip at altitude and then release the controls. Note that the aircraft begins to return to un-yawed flight and the degree of roll encountered. A snaky Dutch roll is unpleasant, but a roly Dutch roll is more difficult to deal with.

These characteristics are inherent in the design compromises made. One final item to consider is aileron flutter. We'll save this subject for another article. We have one axis left, so next time it's on to pitch stability 'Til then, fly smart and fly safe.



Many thanks to Gerry McBurney for contributing his time, talents and knowledge to our chapter, and to Joe Baker for helping me get this article converted and printable .. Dick Kruse

Page 6 of 6

Do you have an idea for an article you'd like to see about an aviation process or procedure ? Perhaps, you have something you'd like to share with this aviation community?

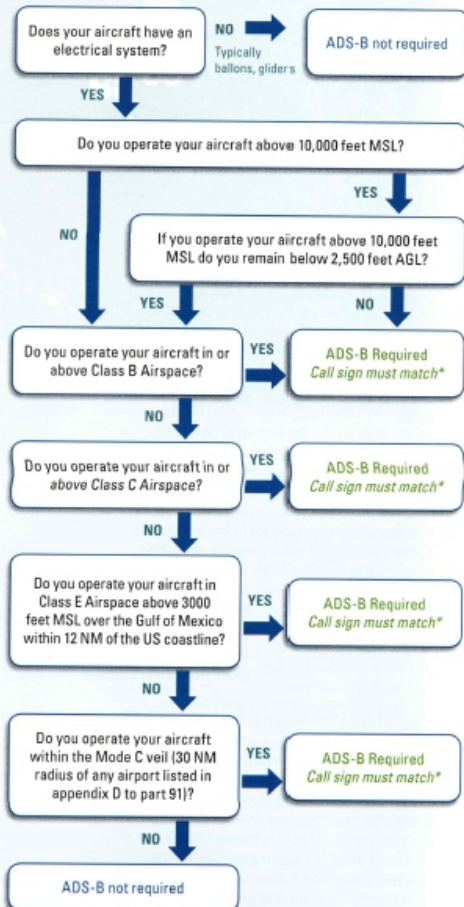
IF you do, send it along to me.

Dick Kruse

Secretary 961 krussr05@gmail.com

704-999-4025

Do I need to Equip?



* Do you use a temporary unique call sign?
Call sign and ADS-B transmitter must match.

ADS-B Information

This information is from the January / February issue of the “FAA Safety Briefing”

For information on applying for and receiving your \$500 rebate, go to www.faa.gov/go/rebate



You must be
equipped by
JAN 1, 2020
for more info visit faa.gov/go/equipadsb



Federal Aviation
Administration

— ADS-B —
EQUIP NOW!



YOUNG EAGLES FLIGHT scheduled for April 27th

Details will be emailed in the coming days so mark your calendar and schedule your plane.

**Remember you must be current with
the
EAA YOUTH PROTECTION PROGRAM**

dale.frump@gmail.com

Dale

10 for 2019 – Earn Young Eagles Credits

In order for Young Eagles pilots to earn credits they need to fly at least 10 Young Eagles in a calendar year. Now is the time to make certain that you start toward that goal. You may check on the website

EAA.org/YoungEagles and click on Logbook. Use the [Search Pilots by Name](#) feature to see how many Young Eagles you have flown during year.

Keep on Doing What You Do So Well

Spring is a great time to go flying — weather is improving, kids are back in school, youth groups are looking for activities — take advantage and reach out for these opportunities.

There will be plenty of great flying weather in the upcoming months so we hope you will keep flying the kids and remember — EAA will send you a *10 for 2019 Wing Pin* when you fly 10 Young Eagles this upcoming year.

INTERESTING YOUNG EAGLE FLIGHT FACTS

For every YOUNG EAGLES FLIGHT that the chapter does, we are given ONE credit with a redemption value of \$5 that we can use for YOUNG EAGLES related expenses. i.e. Safety Vests, YE Banners, Safety cones and anything else that promotes YOUNG EAGLES. The credits earned in one calendar year are available to the chapter during the next year and expire at the end of that year.

For those of you that do YOUNG EAGLES flights individually, away from chapter events, you have to do TEN flights before the chapter gets ONE credit and then ONE credit for each flight over ten.

I was dissapointed to know that the 8 flights I did individually during 2018 didn't benefit the chapter, so my goal this year, and hopefully yours also, will be to do a minimum of ten flights.

Dick Kruse

PAGELAND
FLY-IN



COOK OUT

MAY 4th 9am-1pm

Pageland Airport KPYG

enjoy!

PROGRAMS BY

Appareo Aviation - ADS-B Considerations
FAA FFAST program - Preflight after
Maintenance
Compass Aviation - Engine Performance

**FREE hamburgers,
hotdogs, and other
refreshments will be
available**

SPONSORED BY



For more fly in information contact
billy.hogge@screwmatics.com

Vector art by <https://www.vecteezy.com>

CHERAW AIRSHOW



WORLD WAR II AIRCRAFT ON DISPLAY

Saturday, April 13, 2019
Cheraw Airport

Admission \$10 Adults Children under 10 Free

**Gates
open
at 10:00**



**Airshow
12:00 - 2:30**

AEROSHELL TEAM - GARY WARD - MARK HENLEY (P-51)

JUMP TEAM - C-17 FLYBY - F-16 FLYBY

R. T. DICKSON P-51 - JAARS HELIO COURIER

DEAN L-39 JET - HELICOPTER RIDES - CONCESSIONS



Mike Mower from JAARS presented a very interesting program outlining how they serve populations around the world.

He had flown in to the meeting in one of JAARS Helio Couriers and early arrivers were able to get an up close look and tour of this unique plane and it's unusual control surfaces.

Many were surprised to find out that all the pilots are self-funded, meaning they have to solicit and raise funds to support themselves and their families.

The donation jug was passed around at the end of his presentation and members and guests donated nearly \$300..



WATCH THIS
SITE AND
YOUR EMAIL
FOR
INFORMATION ON
UPCOMING
AIRPORT TRASH
PICKUPS

Gardy Wilson
803-981-4712

Do you have a program that you would like to see presented for the chapter ?

Perhaps you can do the presentation or send me the contact person and the subject and I will reach out to them

Dick Kruse krussr05@gmail.com

Your EAA chapter now has business type cards with our web site and Facebook page addresses. Chris Kelly has stepped up and is managing these Social Media sites chris@control1comm.com

Please take several and share them with other aviation minded folk who don't know about this wonderful community.

**Look for the display
at our gatherings
and take several cards**



Quick Look At Upcoming 961 Events

April 8th Chapter Meeting Program will be presented by chapter member Gerald McBurney, EAA Flight Advisor
**“SAFER FLIGHT TESTS-
how EAA can help”**

He will be discussing FLIGHT TESTING and following up on the articles appearing in THIS and upcoming months newsletters on Flight Testing subjects and design.

May 5th **South Carolina Breakfast Club** will be hosted at KUZA by the Chapter. Many hands are needed to make this a success. Contact Wayne Thomas waynes1world@gmail.com and let him know you are available.

May 13th Chapter Meeting Program will be presented by John Boyd of Academy Of Aviation. The new Flight Training and Aviation Maintenance Training operation that has taken over the operation of the Gastonia Airport.



May 11th

Ed Lee and Les Kanna have announced they are hosting a “FLY-IN” at their strip.
UNITY AERODROME, SC76*

Please contact Ed or Les if you are unfamiliar with flying into or out of their groomed 2,600' x 100' turf strip.

edclee@comporium.net or
leskanna6@gmail.com

Watch for further information in the coming weeks.

*This is NOT an EAA sponsored fly-in and EAA insurance coverages will not be in effect

October of 2019, there will be a 60th Anniversary Celebration of the Rock Hill Airport, KUZA. The chapter is expecting to participate and will be looking for volunteers.

If we use the turnout of the last OPEN HOUSE as a guide, there will be many many people showing up.

. More information as the date approaches.



Looking For or For Sale by 961 Members

WANTED Electric Tow Bar for Cessna 182
Brian Dominick
704-589-0444
briandominick@carolina.rr.com

FOR SALE by Wayne Thomas



2012 ZENITH 601 XL-B \$ 49,500

Very well equipped, based at KUZA
Contact Wayne Thomas for information

waynes1world@gmail.com

803-360-0106

More information on Ebay

***IF YOU HAVE AN ITEM OR ITEMS FOR SALE OR
TRADE,, PLEASE SEND THE INFORMATION AND
PHOTO(S) TO ME
DICK KRUSE krussr05@gmail.com***

Ever dream of having or living on your
own private airstrip ?

Here's your opportunity.

UNITY AERODROME SC76 ***NOW AVAILABLE***

X.



2,600' by 100' turf
runway aligned
03 / 21 with additional
200' run off area, south
end.

Property access from
the north end via
Shilo-Unity Road,
Approximately 60
acres with two
beautiful, buildable
homesites available,
directly adjacent to the
runway north end.

Registered and
formally recognized by
the FAA as an airport.

Asking \$600K

Contact Ed Lee at edclee@comporium.net or
Les Kanna at leskanna6@gmail.com

2 Transponders for sale. Both were removed for upgrades. One is a King 76, face is worn but was working when removed. Other is a Bendix/King 76A, also working when remove. \$100 for the older 76 and \$250 fir the newer Bendix/King



Terry Griffin
trg216@aol.com
803-415-2317



FOR SALE

Garmin 327 transponder, Installed new in my RV8 in 2011, worked good, removed for ADS-B installation in 2017. Complete with mounting rack, installation manual and pilot's handbook. Asking \$500.00



John Long johnlong63@gmail.com



FOR SALE ... Perfect Condition

1998 PARA-CUSHION

Model 304 Seat Pack

Repack by SkyDive Carolina

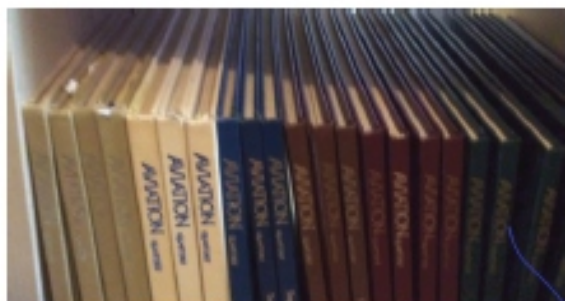
May 16th, 2018 **\$ 500**

Contact Terry Fisher 704-965-4998
terryfisher@gmail.com

FOR SALE ... Flying memorabilia from Tom "Pinky" Funderburk

Rare and limited edition,
"Bandits at Ten O'clock High"
14" tall, 14# cast bronze B-17,
signed by the artist, Joe Adams

A collection of almost every issue (28)
of Aviation Quarterly publication. Limited
edition and numbered. 1975-1990.
Beautiful books on special paper with
awesome photography and stories.



If interested, contact Tom "Pinky" Funderburk pinkyfun@comporium.net

BOAT FOR SALE by Mark Accomazzo My good friend who retired as an Army Command Sargent Major, passed away suddenly just a few months ago. I am helping his widow to sell their pontoon boat. It is a 2014 Veranda with 108

total hours. It has a 70 HP Yamaha engine, depth finder, stereo, and it is on a Road King trailer. It is stored inside and is in excellent shape.

Comes with all the life vests, bumpers.... everything they supplied for their boat is going with it.

\$18,000.....please call Mark Accomazzo 7045174244



FOR SALE-Partially Completed Zenith Zodiac

Zenith Zodiac 601XL air frame is nearly completed. Fuselage is finished, control cables routed through the fuselage, empennage is completed and parts for wing are included as shown. Zodiac 601XL drawings & manuals 2nd edition, construction manual edition 2, photo assembly guides, construction log book and many other manuals and tools included used in addition to the ones shown.

The original owner completed this with build logs and did a quality job with the construction, it is very well documented and confirmed by an A&P pre-buy inspection. I took over the project but I don't have time to finish it as I'm completing my commercial license and building my hours to fly for the airlines.

Contact Tyler Gura, Owner: located for inspection near Statesville Regional Airport-KSVH THGaviator@gmail.com Cell-(980)-225-2251

Feel free to reach out for additional information.



CUSTOMIZED CAPS

Member Eddie Smith wants to let the membership know that the company that is doing the EAA 961 shirts for our chapter also does custom caps.

The following source is providing our Chapter shirts and can provide other items such as: baseball caps with images of your aircraft or anything you desire, embroidered on the cap, copied from a photograph e-mailed to them. Their prices are very reasonable. You can contact them and get a quote.

If you order, tell them Eddie will pick it up for you to save shipping (He's usually there twice a month anyway).

If you desire a unique name tag shaped like your aircraft or state, they can do that also. When you order, please have them call and/or e-mail Eddie when its ready so he will know to pick it up

signlogic 910-862-8965 www.signogic.biz

Eddie Smith 803-230-3835 easeddie@aol.com

FLIGHT REVIEWS

Here is the contact info of a few of your Chapter 961 member "CFI"s who are available to do FR's.

J



John Connor	gearupandfly@gmail.com	919-247-8115
Mitch Eudy	homes@mitcheudy.com	704-634-0234
Dale Frump	dale.frump@gmail.com	804-389-9110
David Graham	jetjockey@comporium.net	980-228-0758
John Staines	john.staines@gmail.com	386-846-2956

If you know of someone who may be interested in joining our EAA Chapter or who may benefit from the cumulative knowledge and experience of the members, please pass this application along to them and invite them to the meetings.

EAA CHAPTER 961

MEMBERSHIP ENROLLMENT FORM

Please fill in the information below

Mail the completed form with a check for \$25.00 (payable to EAA Chapter 961)

To:

John Long, Treasurer

EAA Chapter 961

105 Hancock Crossing

Lake Wylie, SC 29710

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____ Phone: _____ h/w/c: _____

E-mail address: _____

EAA Member Number: _____ *

Pilot Ratings: _____

Aircraft Owned or interested in: _____

EAA is for both pilots and non-pilots who are interested in aviation. Founded in 1953 it

offers

activities for the entire family in local, regional and national events. EAA supports and

encourages those who are building or restoring aircraft.

* You must either be, or become, an EAA National member to be a member of local Chapters. To join EAA

call 800 - JOIN

EAA or go online at www.eaa.org