



Experimental Aircraft Association - Rock Hill, SC - KUZA

EAA Chapter 961 *Flyer*

January 2019

Facebook www.facebook.com/EAA961/

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

Managed by member Chris Kelly chris@control1comm.com

What a year we have had. It's been great. We had some of the best programs, with presentation by chapter members and outside guests. Sponsored the very successful B-17 visit. Did a great job for KUZA Community Day. Lots of Young Eagle rides. And to top it off with a great holiday party!

All fantastic stuff, but not possible without all of you. I thank you. We added 21 new members this year. Welcome to all of you. I hope that you find hanging out with us an enjoyable experience. It just shows that we must be doing something right to keep your interest. But, thanks to all of you with your program ideas and participation, we wouldn't have a chapter. Keep them coming.

My wish is for the New Year to be just as successful, as last. I want to do some more chapter flying with some fly out days. Maybe have a chapter ride day, to allow those without airplanes to get in the air. Another chapter fly-in meeting. A couple of more cook outs. Try to have some hands-on work shop days. More Young Eagle days. I know Dale has a huge list

to get through. And of course, SCBC and KUZA 60th Anniversary Oct 5th. It's going to be a great year ahead. Stay tuned. I want to wish everyone a very Merry Christmas and a Happy New Year. May the Peace of the season be with all of you.



John Long
**Treasurer's
Report**



A productive and successful year for our chapter.

Treasurer / Membership Coordinator John Long reports that we started 2108 with 86 members and with the addition of new members and the loss of 5 this year we are now showing 102 members.

We have a healthy balance in our checkbook and with the \$ 1,628.05 raised from flight and merchandise sales from the B-17 event, we are showing a balance of \$ 4,587.05

Undeniable Truth

**The future of aviation is
the next 30 seconds.
Long-term planning is the
next hour and a half.**

CHAPTER OFFICERS NOTICE

President Rick Maury and Treasurer John Long have served our chapter well and long and they have announced that 2019 will be their last year as President and Treasurer.

Now is the time to start thinking about how YOU can help the chapter by stepping up and filling those positions.

There is FREE Training, Lodging and Meals available this January at EAA's Oshkosh Headquarters. This would be a great opportunity to flesh out your leadership skills in anticipation of YOU stepping in and stepping up.

PLEASE READ REGARDING CHAPTER 961 TOOLS AND INSTRUMENTS POLICY

Chapter 961 Tool Shed.

We, the chapter, own several tools that are for the use of anyone in the chapter. However, they are not to be loaned outside of the chapter. Our tools consist of a bore scope, a prop balancer, aircraft scales, and a spark plug cleaner and tester. In the future we might even purchase more of these for use in the chapter.

Up to now, we have loaned the tools on a verbal basis. However, recent events have caused us to rethink this. Tools have been loaned out and kept for a month or more. They have been loaned out and then passed on to someone else in the chapter. Recently a chapter member asked to borrow the prop balancer and we could not find it. After much concern it was located and returned. The concern was that it cost the chapter about \$1,500 several years ago.

Beginning with this being published in our newsletter we are changing our procedures. The spark plug cleaner and tester is located in John Long's hangar #706 on Taxiway J at KUZA. Bring your spark plugs and use it in place. You can call John to get the hangar open or Rick Maury and Pick Freeman both have keys.

The prop balancer, scales and bore scope are located in Rick Maury's hangar #301, Taxiway J at KUZA. Call Rick for access or John or Pick if Rick is at work. We will have a sign out sheet there for who has it, when it was signed out and the expected return date. There will be no more passing it along to the next guy. You must return the tool to Rick and get it signed in. Tools can be checked out for one week. If you need it longer just call to get it extended.

This way we will know where the tool is at all times and if something happens and the tool is lost or damaged we will know who gets to pay up

Your Board

OUR NEXT EAA 961 CHAPTER MEETING

**January 14th, 2019
Regular time and place.**

**Please make an effort to
attend, (you should be
partially recovered from
your holiday celebrations
by then)**

**Our guest speaker will be
CLT FSDO John Dennis,
DPE, who will be joined by
his wife, Debbie.**

*Let's make sure they experience a
warm welcome.*

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



A BIG Thank You
to all the men and
women, members,
spouses and guests, who
turned out to make our airport
trash pick-ups so effective.

Many hands made for light work
and then a retreat to the local
Bojangles for beverages and
breakfast.

Thank You, Gardy Wilson

This is the second in a series of articles by our own member
Gerald McBurney EAA Flight Advisor

STABILITY and AIRCRAFT

A series on how and why aircraft are designed and fly the way they do by;
Gerry McBurney, EAA 298344, EAA Flight Advisor

This is from a series of articles member Gerry McBurney wrote previously for another chapter newsletter.

Gerry is an airline pilot, home builder and Flight Advisor. The knowledge and skills levels of our members varies to a great extent, therefore, these articles may seem a bit elementary to some and complicated to others.

Controllability and control response are big items that determine how an aircraft flies and thus seems to be a good topic for discussion.

We use the term “stable” to refer to any number of things from airplanes to the atmosphere to people's personalities. What exactly do we mean by the term “stability”?

The definition of “positive stability” is that an object, when disturbed by an outside force, tends to return to the location or state it was originally in when the outside force is removed. The classic example is a ball inside of a bowl. If a force pushed the ball up the side of the bowl and then is removed, the ball will tend to return back to the bottom of the bowl.

“Unstable” or “negative stability” exists when an object, disturbed by an outside force, does not tend to return to the original location, but continues to move farther from the original location. The analogy is with a ball balanced on an upside down bowl. As long as it is balanced at the top, it doesn't fall. As soon as any force is applied, the ball rolls farther and farther from the starting point.

“Neutral Stability” exists when the object, upon being displaced, neither returns to the original position nor moves farther away, but remains where it was when the outside force is removed. Liken it to a ball on a level table. If the ball is moved to a new location on the table, it will remain there with no tendency to move either toward or away from the original starting point.

With aircraft, we talk about two kinds of stability - static and dynamic. Static stability refers to the initial tendency of the aircraft. For example, we have the aircraft trimmed for level flight and then raise the nose with the elevator. When we release the elevator the initial tendency will be for the nose to drop if the aircraft is stable.

Dynamic stability refers to the reaction of the aircraft over time. In the above example, if after we raise the nose and then release the elevator, the aircraft's nose oscillates up and down above and below level flight, and each oscillation gets smaller and smaller until they stop, the aircraft has positive static stability (initial tendency) and positive dynamic stability (reaction over time).



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STABILITY and AIRCRAFT

If the aircraft initially nosed down and oscillated above and below level flight and each oscillation gets larger than the last, the aircraft has positive static stability, but negative dynamic stability. This aircraft, by the way, would be flyable but would be no fun on instruments on a bumpy day.

But the way, if the aircraft in the above example returned immediately to level flight with no pitch oscillations, we would say that it exhibited "subsidence" or "dead bet" return. (And you thought that term just applied to your daughter's boyfriend!)

Stability and controllability go hand in hand. If an aircraft is too stable, you won't have enough control force to change its direction of flight. The upper limits of stability are set by the lower limits of controllability. Likewise, if any aircraft tends to continue diverging from level flight when displaced, even small control movements may cause the aircraft to go nearly out of control. Therefore, the lower limits of stability may be set by the upper limits of controllability.

The amount of stability designed into an aircraft depends on its purpose. A fighter would be designed to be less stable than a cross country cruiser. When you are considering which homebuilt to build, you should look at how much stability was designed into it as compared with how you will be putting it to use.

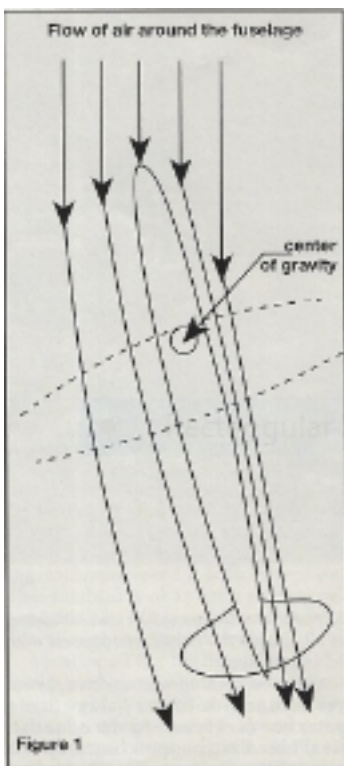
DIRECTIONAL STABILITY

While we will eventually look at stability and controllability in all three axes, we'll now focus on an easy one - yaw stability.

Static directional stability is required for all the critical conditions of flight. It is a fundamental quality affecting the pilot's impression of an airplane. Let's look at how the major aircraft structures contribute to Yaw stability..

Imagine a fuselage, viewed from above, that has no vertical tail (see figure 1). If the fuselage is angled to the oncoming air (yawed), the air strikes forward portion at a high angle, then streamlines with the fuselage near the rear. This means the forward part of the fuselage, ahead of the center of gravity, will be pushed to an even greater angle and the rear portion will not provide a balancing force. We can see that the fuselage is a destabilizing component.

The wing, for the most part, has a negligible effect on yaw stability, with a couple of exceptions. First, at high angles of attack, turbulent air from



the wing's wake can interrupt the smooth flow of air over the lower part of the vertical tail, reducing its effectiveness (see figure 2). Thus, high angles of attack tend to reduce yaw stability. Second, a swept wing has a positive effect on yaw stability. In figure 2 you can see that in zero yaw flight, both wings have the same amount of drag. In yawing flight, the forward-most wing will have more drag.

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STABILITY and AIRCRAFT

In yawing flight, the forward-most wing will have more drag and will tend to be pulled back into its zero yaw position... (see figure 2)

In a single-engine, propeller driven aircraft, power is destabilizing. The propeller airstream applying a sideways force on the tail of the aircraft (see figure 3). In a multi-engine aircraft, asymmetric power can be a destabilizing force.

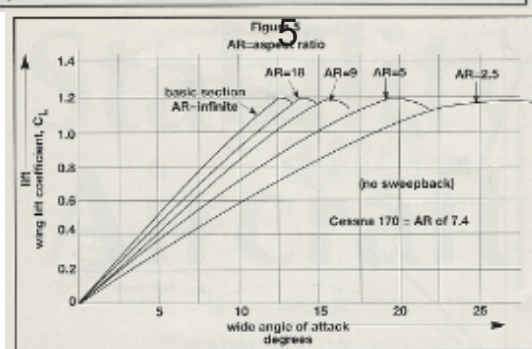
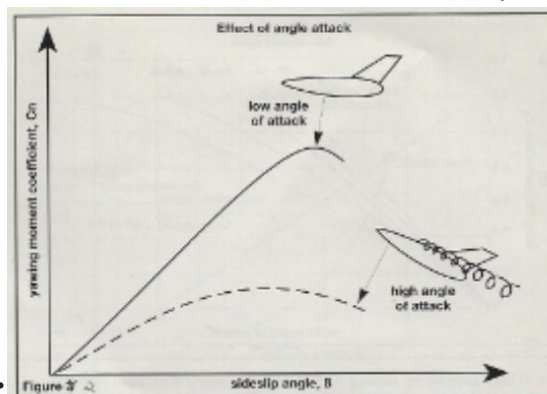
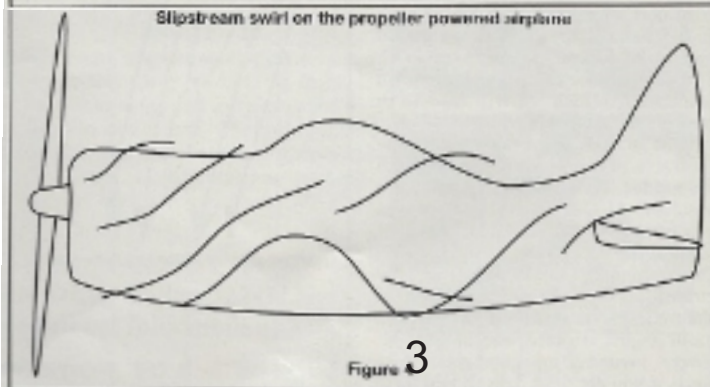
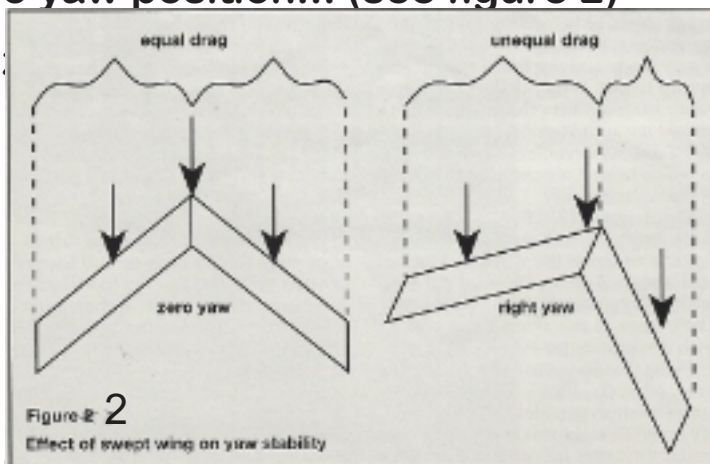
An aft center of gravity reduces the amount of leverage the tail has due to the smaller distance (arm) between the tail and the CG and thus reduces the overall effectiveness of the tail.

To sum up, the conditions requiring the greatest yaw stability are: 1) High angle of sideslip; 2) High power; 3) Low airspeed; 4) High angle of attack; (see figure 3) and Aft CG.

The vertical tail is the primary means of restoring directional stability. It is basically a wing. Therefore, its effectiveness will depend on aspect ratio, surface area and angle of attack. When all else fails, increasing the surface area will improve stability.

In figure 5, you can see that a high aspect ratio wing (tall, skinny, vertical tail) produces a great deal of lift with a change in angle of attack (yaw angle). This is desirable. It also stalls at a lower angle of attack (yaw angle). If the vertical tail stalls, it loses much of its ability to stabilize. A tall tail also needs stronger (heavier) structure to support it.

If we add a dorsal fin (ahead of the main part of the tail forward along the top of the fuselage) like Cessna did on the newer 172's, we help ourselves in two ways. First, we increase fuselage stability at high sideslip by adding surface area aft of the CG and, second, we reduce the total aspect ratio of the tail, which increases the stall angle of attack (see figure 6).



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STABILITY and AIRCRAFT

The Flight Test

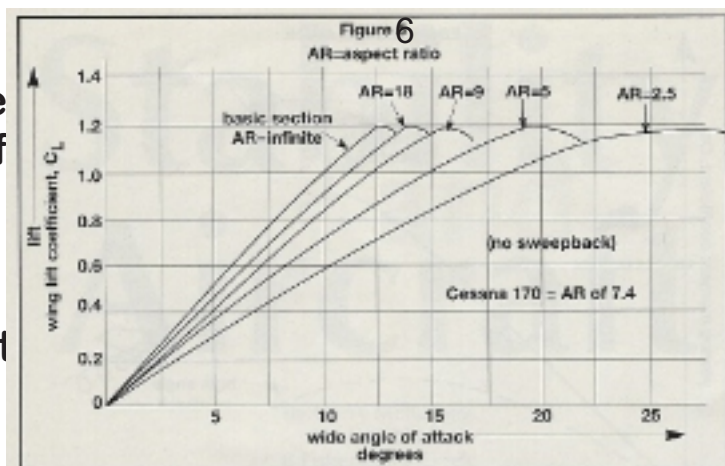
So much for yaw stability - one more building block in your body of knowledge. Let's start to apply some of this dry theory and talk about directional control (using a rudder) and what to look for on that test flight.

During your flight test, you should note what happens in yaw. Keep the wings level and yaw the aircraft about 5 degrees left and right with the rudder. Does it initially begin to return to un-yawed flight when the rudder is released (positive static stability)? Does the nose oscillate back and forth and eventually settle down at zero yaw (positive dynamic stability)? Both static and dynamic stability should be positive. If you are flying a design that has never been through flight testing, be very careful, as there is a chance that stability may not be positive. This is more critical in an aircraft with a long nose and a small tail surface. This test should be done at forward to mid CG. You should also test for Dutch-roll tendencies, which we will discuss in more detail in a later article.

Now let's talk about yaw control. Yaw control is, of course, accomplished with the rudder. There are six reasons to use a rudder: 1) Overcoming adverse yaw in a turn; 2) Overcoming the effects of torque and a spiraling slipstream; 3) Overcoming "P" factor; 4) Slipping the aircraft, as in a crosswind landing; 5) Controlling yaw with an engine out in a multi-engine airplane; and 6) Spin recovery. I won't go into detail about these since, if you are pilot, you should have learned about them from your CFI.

The amount of rudder required depends on how stable the aircraft is in yaw. High stability means you need lots of rudder to displace it. The amount of rudder required is also determined by how much force is needed to deal with the six items listed above, under the most adverse circumstances. (Test time: What are the most adverse circumstances?) The limiting factor varies with the aircraft but for many aircraft it is spin recovery.

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STABILITY and AIRCRAFT

This is due to the rudder being blanketed by the fuselage and wing's wake at high angles of attack, reducing the tails effectiveness.

Rudder power can be increased, up to a point, by increasing the amount of deflection. At some point however, the airflow can no longer make the sharp turn over the vertical tail and rudder and it becomes turbulent. Just as with high flap settings, further deflection will add mostly drag and little additional yaw. Increasing rudder size also adds to rudder effectiveness (and drag).

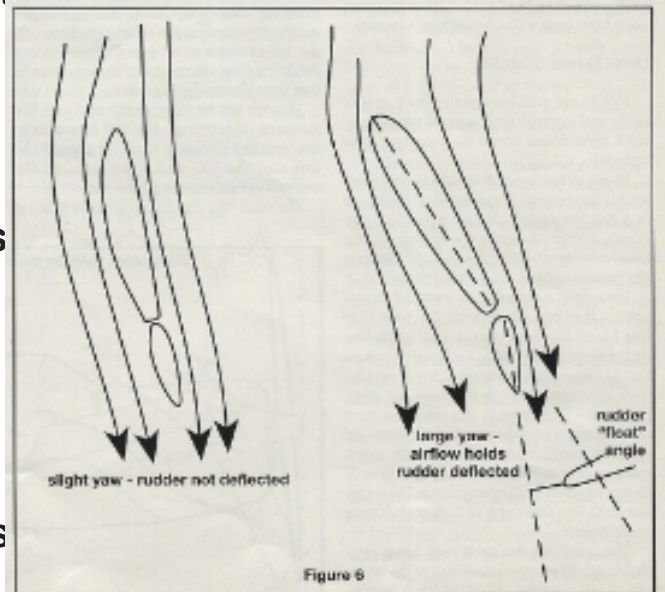
Is it possible to have a rudder too powerful? You bet! Too much rudder may cause structural damage, requiring the lowering of maneuvering speed of the aircraft. Another possible problem is "rudder lock".

Refer to figure 6. Let's assume the aircraft is yawed by an outside force such as a wind gust. At low angles of yaw, the airflow streamlines over the tail and rudder. At higher of yaw, the airflow begins to push against the rudder and if no force is applied to the rudder pedals, the rudder begins to deflect and streamline with the airflow. When this begins to happen, the amount of

rudder force required to deflect the rudder further would begin to decrease. If the yaw angle is increased even more, at some point the rudder will streamline at the fully deflected position. at this point, it requires no pressure on the rudder pedals to hold the rudder against the stop. This is rudder lock. It happens at high yaw angles, even if we induce the yaw with the rudder pedals ourselves.

The graph in figure 7 shows the amount of rudder to hold the aircraft in yaw (solid line) and the amount that the rudder would be deflected by the slipstream due to yaw (dashed line) if it could float freely. As long as the distance between the solid line and the dashed line is increasing, rudder forces increase with increasing deflection. As we move to the right in the graph (increased yaw, notice how the solid and dashed lines get closer together.

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Rudder pressures here begin to decrease with increasing yaw. here the two line meet is rudder lock. We want to stay in the lower left of the graph.

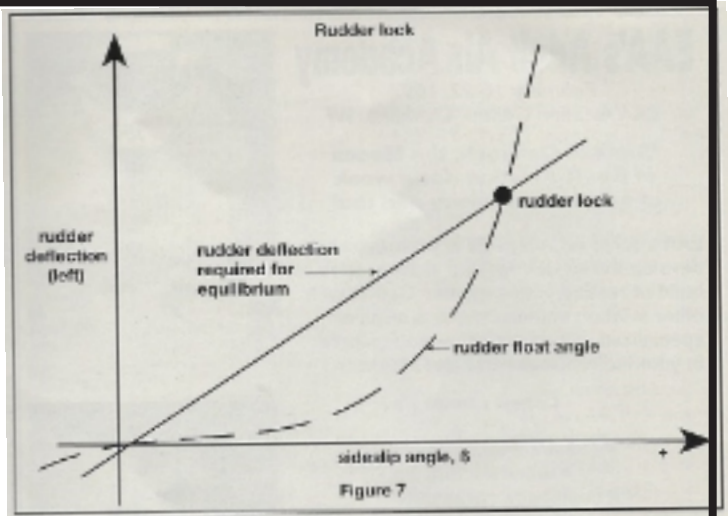
During flight testing, you will examine yaw control. Some of this will be obvious just in the normal operation of the aircraft.

(climbs, etc.). Check to see if there is sufficient rudder authority. Slowly bank the aircraft while maintaining heading with the rudder. You should be able to bank about 10 degrees or more before running out of rudder. Start at normal speed and progress to the most adverse conditions (slow speed, high angle of attack, aft CG) in increments. Also, check to see that there is adequate rudder to accommodate large power changes such as during a go-around.

Next, check to see that there is no excess rudder authority. Repeat the above procedure. Note that the rudder forces increase steadily. Some lightening of the rudder forces at high yaw is permissible, but should not be excessive and there should be no tendency toward rudder lock. Start at normal speed and progress to the most adverse circumstances (high speed, low angle of attack, forward CG) but **DO NOT EXCEED MANEUVERING SPEED**.

One important note: This article is designed to give you an understanding of why you are doing what you are doing during a flight test series. It is for educational purposes only. FAA Advisory Circular AC-90-89 gives complete guidelines for aircraft flight testing.

Gerry McBurney



FLYING for FOOD



Here's an idea brought up by one of our newer members, Frank Smith.

We were talking about places to fly and I mentioned the Pik-N-Pig Restaurant and Frank wanted to know if there was a group from the chapter that did fly-outs.

He has stepped up and agreed to assemble and distribute names and contact info of guys and gals that are interested in going flying with the excuse of finding food and also compiling a list of the favorite

“Flying for Food” destinations.

If you would like to be included in this **“Flying for Food”** distribution list or have a destination to contribute, please forward that info along to

Frank Smith

frankandcathysmith@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

January 14th Chapter Meeting Program

Will be presented by the area's newest
DPE John Dennis



February 11th Chapter Meeting program

will be presented by the

Charlotte FSDO's Eddie Shields

"Is that plane REALLY legal to fly"



March 11th Chapter Meeting Program

will be presented by

Mike Mower

Director of **JAARS MATA**

(Mission At The Airport)



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 articles that appeared in previous and current months newsletters on Flight Testing subjects and design.



May 5th SCBC

(South Carolina Breakfast Club)

Will be at the Rock Hill Airport

Wayne Thomas has again stepped up to head the food prep.

Contact Wayne to sign up to help out

Many hands needed

waynes1world@gmail.com

October of 2019, there will be a 60th Anniversary Celebration of the Rock Hill Airport, KUZA. The chapter is expecting to be involved and will be looking for volunteers. More information as the date approaches.

The ladies of the SouthEast Section of the 99's are holding a raffle to fund their **"New Horizons Aviation Scholarship"**

Some tickets are still available from their members including Mia Langford .

Only 1,000 tickets will be offered at \$10 each and the prize will be a \$1,000 Royal Caribbean Cruise gift certificate.

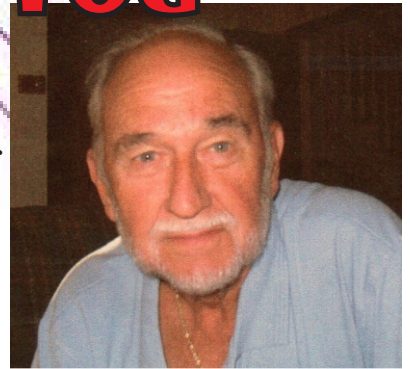
mialangford@gmail.com



GETTING TO KNOW YOU

Eddie Smith

I remember at an early age, plus the reminder by my parents, that I always looked up to the sky when an aeroplane (what they used to call them) came flying over where I happened to be. I suppose it being different from the usual birds that did not make that motor sound intrigued me. Plus, I had no idea that people were in those things. Sometime during 1945, after the war, my parents would drive to the airport to watch planes take off and land. This was more exciting to me than the usual parking on the downtown street just to watch people walk by. You see, we did not have television back then and my dad always thought it was not christian like to listen to the radio on Sunday.



It was at Wrightsville Beach near Wilmington, NC on one of those Sundays we were at a small dirt strip where several World War 2 trainers were flying. You see, general aviation was non-existent until after the war so this was a real treat. I was probably nine at the time and my dad asked if I would like to go up. My mother immediately had a connipyion fit thinking my dad had lost his cool. Excitedly I lost sself control and called him on his offer. This ride was in a J-5 Piper Cub sharing the rear seat with an adult passenger. Boy was I excited and ready to go! As we rolled down the runway I was surprised to find the airplane not lifting off but what seemed to be the ground leaving us below and things on the ground becoming smaller and smaller. I do not remember anything else.

Around the age of 15, being a member of the Boy Scouts, we formed what was then called "The Air Patrol" in hopes of

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interest to those, as myself, in flying. As luck would have it, there was a local timber company who had a pilot who flew their corporate Twin Beech and their J-3 Cub for timber cruising. We were offered use of their Cub free just for gas and oil expense. Instruction was \$2 per hour, but we could not fly the Cub without an instructor. The instructor also had an Aeronca 7AC we could use but the cost was then ten cents per minute for everything.

On February 15, 1952, at the age of sixteen I was able to take my first lesson in a 65 hp Aeronca 7AC instructed by Mr. Paul Crank who was known as the “Dixie Land Dare Devil” in flying circles. That first flight lasted twenty minutes and cost me a total of \$2.00. I had to pay my way with a paper route I had taken on to afford such desire. I could only afford maybe twenty to thirty minute flights at a time. Back then newspapers were a nickel each delivered and even then it was sometimes difficult collecting from customers.

As the years rolled on I continued to take lessons until I satisfied the requirements for solo. This was in Laurel MS, flying a Luscombe 8A. After flying with my instructor for a couple of landings, I was instructed to taxi over to the side of the runway, where he got out of the plane and informed me to take off without him. I can’t remember if I begged him to stay or the excitement controlled me to do as he instructed. I just remember carrying on a conversation with him as if he were still on board with me and refusing to look at the empty seat besides me. I was not expecting this but this really makes you proud of yourself as one of life’s greatest accomplishments.

Now that I was approved for solo flight, I figured if I could find a fixer-upper project I would not have to rent and could fly more often. At the time my wife and I were expecting our second child and I was given a choice of “Her or the airplane”. I tried to convince her that this was a once in a life time opportunity but she did not buy it. I even tried to convince her that I would remain very unhappy the rest of my married life and that did not work.

Anyway, I found this “pig-in-a poke” project. A Luscombe Silhouette that was affordable because it had been totally disassembled and became an impractical but affordable project for me.

It was delivered on a Saturday morning in an U Haul trailer, completely in pieces. She looked out the window and stated: "You didn't buy that airplane did you?" My answer was that it did not look like an airplane to me. She then stated the fact that she had become second place to an airplane.

I immediately started looking for an aircraft mechanic that would work with me for half ownership. I was living under the traffic pattern of the New Orleans Metro Airport where many mechanics were working. A Mr. Merrill Mollison agreed if I would do all the work at his supervision he would work with me. I found out later upon completion that his agreement was based on his feeling sorry for me because I did not realize what I was getting into. I am forever grateful for his help. Then, a Mr. George McGovern who had formally agreed to sign the final return to service papers told me he did not have the time. I reminded him that he promised he would do the final inspection for me. That followed a look from him I was not sure of. He became very aggravated, walked over to the plane, looked it over, then returned to me stating, "You know why I told you I would inspect it?" "It was because I knew there was no way in hell you could rebuild the plane and that you would argue with me if I said no, so I told you at the time I would." He further stated I had done a fine job and that he would honor his word to me under the circumstances.

In the year 1967 I entered the Luscombe N1707K in an efficiency air race, competing against fifty-one other aircraft and was awarded first place. Funny thing was that my wife, Nancy stated that because I had gotten myself an airplane that she would never get the piano. Well, winning that air race provided us with a brand new color television we traded for a piano. I reminded her that because of my flying she was able to get her piano and it did not cost anything, huh!. I do not wish to comment further on that.

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The Luscombe was sold after eighteen years when I purchased, with a partner, a Mooney M20G Statesman and later purchasing a Grumman A1A-A. Then again another, a Grumman A1A-B. I desired to build an experimental home built and chose a KR-11, later selling it for the purchase of my final plane, another Mooney, a M20J which I sadly parted with due to a medical situation calling me to end my 62 years of flying enjoyment. I have flown the Islander BN-2, B-17, Twin Otter DHC-6, Beech-90, Stearman PT-17, At6, BD-4, Piper PA-24, DC-3, Piper J-3, Luscombe 8-A & 8-F, Cessna 150, 140 and 172. I've been awarded the Wright Brothers Master Pilot Award. According to WAA records, I received their patch for flying 300 Young eagles.

I was a charter member of the "Flying Fezzes" a service unit of the Yaarab Shrine Temple in Atlanta GA. We provided aircraft and pilots for free transportation to Shrinners Hospitals and out-patient care at no expense using our own aircraft and pilots. At the time, the airlines would not allow passengers who's physical condition or appearances would be of concern to the other passengers, as it was sometimes the fate of a burned child being refused because of the odor of burned flesh.

By the way, my wife and I have been married fifty-eight years and she still reminds me tht she always came second place to flying. I don't agree with her on that but only to agree that both she and flying were very much tops in my life.

I cannot imagine my life having been without this experience and joy in flying. I never excepted the fact of affording the expense but a man has to do what a man has to do, right ?

All I can say is if you have the desire to do the things in life that make you happy and a sense of accomplishment, how can you not afford to seek your goals. Be careful what you wish for.

BLUE SKIES AND HAPPY FLYING... EDDIE

**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**



Looking For or For Sale by 961 Members

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

Complete information is posted on Barnstormers.com

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Transponders for sale.

by member Terry Griffin

trg216@aol.com 803-415-2317

Working transponders removed for upgrades.

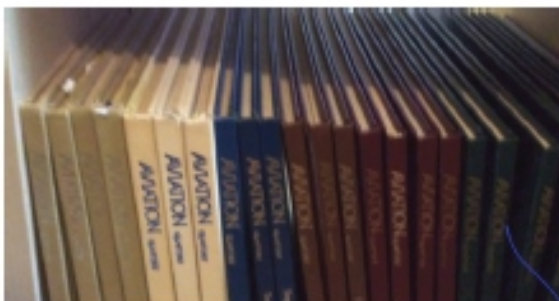
One is a King 76, face is worn but was working when removed. Another is a Bendix/King 76A, also working when removed. \$100 for the older 76 and \$250 for the newer Bendix/King.

Also, Terry has access to a RT-385 a Mx385 and a King 94 GPS. All were working when removed for installation of new avionics

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 publications. 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

CUSTOMIZED CAPS

Member Eddie Smith wants to let the membership know that the company that is doing the 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.



Joe Baker	k7cci@yahoo.com	704-564-2807
John Connor	john@connoraircraft.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