



Experimental Aircraft Association - Rock Hill, SC - KUZA

EAA Chapter 961 *Flyer*

DECEMBER 2018

Facebook www.facebook.com/EAA961/

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

Managed by member Chris Kelly chris@control1comm.com

Christmas is coming and the Geese are getting fat...Holiday party coming up. One of my favorite events. It's always a great time. I get to kibitz with all of you and enjoy your company. The numbers are looking up. If you haven't gotten your order in, get it to John. johnlong63@gmail.com



**President's
Hanger
Rick Maury**

The B-17 event at Rock Hill was a resounding success. We flew 4 flights with 38 revenue passengers and our Pinky. A small group flew with it on the positioning flight to MYR and were fortunately rewarded with a flight home in a Pilatus PC12. Great luck ! I have not received the official word, but it appears the chapter profited \$1,200 for the days work. Thank You to all who showed up to help out.

I'm in the process working to get it to return Oct. 5th & 6th. 2019, which will be UZA's 60th anniversary celebration.

As was announced at the last meeting, John Long and I have decided to step down by Jan. 1st, 2020, ADS-B date too, I have been in some form of chapter leadership since 2010.

PRESIDENT'S HANGER, continued

Almost a dynasty, so before that happens, we will need some new blood. Start thinking on how you can serve and help this chapter to continue its growth and service to the present and future aviation community.

There are excellent chapter leadership training sessions available from EAA in OSH and other locations during the upcoming year. The chapter will pick up expenses to attend.

It would be ideal if any and all candidates for chapter officers are known by this coming August, 2019. We will then have the vote take place at the October meeting.

It has certainly been a privilege and a pleasure to have served you all. I want to make 2019 even better.

For that to happen, we need program ideas that will be of interest to you and the membership. Let Dick know if you have any ideas and he will follow up with you on them. krussr05@gmail.com

See y'all at the Christmas Party.

Rick Maury

John Long
**Treasurer's
Report**



**Balance as of November 13th , 2018
\$ 3,655.97**

John also reported that we have now exceeded the “100” number in chapter membership and as of last months meeting, we are now at 102 members with 21 joining so far this year. This is the largest membership for this chapter in anyone’s memory.

Thank you to all of you that are spreading the word and inviting pilots and friends to our meetings and gatherings and demonstrating what a great group this is.

Undeniable Truth
**The survivability of a
landing is inversly
porportional to the angle
of arrival.**

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

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.



THANK YOU to all who participated in our
YOUNG EAGLES efforts this 2018 year.

Here is a brief recap.

- * Two major events, and lots of individual efforts.
- * 14 pilots participating
- * 18 members who participated as Ground Crew
- * 2079 Young Eagles flown since beginning our chapters participation
- * We still have 150 requests

Many Thanks to everyone who pitched in

Dale

10 for 2018 – 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 are reaching 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 this year.

Keep on Doing What You Do So Well

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

There is still 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 2018 Wing Pin* when you fly 10 Young Eagles this year.



**DELAYED TRASH PICKUP
SATURDAY NOVEMBER 10th,**

Thank You to the 8 folks who turned out for this rain delayed trash pickup.

We may have been short on numbers but we successfully picked up 21 bags of assorted litter along with an auto's front corner piece complete with a smashed parking light, a large real estate sign and numerous "used" political signs.

Frank Smith, Jay Potter, Jeff Childs, Stacy Lutz, Gene Williamson**, Pick Freeman**, Rick Kirby, Gardy Wilson** turned out today

(** denotes "frequent fliers" who have helped with countless litter duties)

I know we will be scheduling litter pick up 4 times in the coming year. Why not sign up and turn out and join this great core group.

Thanks Again... *Gardy Wilson*

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

DECEMBER 11th
EAA Rock Hill Chapter 961
HOLIDAY DINNER PARTY

by prior reservation

The Garden Café, York SC.
307 W. Liberty St. York Sc, 29745

The date is fast approaching for this festive Holiday gathering of EAA 961 Members, Spouses and Special Friends.

Dinner will be served at 7pm, but by special arrangements made by Gene Williamson, the management of the facility will open their doors at 5:30pm to allow plenty of time for socializing and getting acquainted with new members and their special guests.

With the amazing growth in membership this past year, *21 and counting*, and a total membership of 102 +, there will be lots of new faces.

This will be a great opportunity to make and strengthen new aviation friendships.

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



WING AND POWER LOADING

Before taking a test flight, we need to consider the pilot, the aircraft and the airport.

Let's look now at some of the things to consider about the aircraft.

The first variable we'll look at is WING LOADING. Wing loading is defined as the number of pounds carried by each square foot of wing. It is calculated by dividing the actual gross weight of the aircraft by the wing area in square feet.

WING LOADING

Wing loading gives us some idea of the stall speed of the aircraft and is useful in estimating sink rates during landing. The Cub has a wing loading of 6.8 lbs./sq. ft. This is relatively low and would leave you to believe that stall speeds will be low as well as approach speeds and that sink rates on approach will not be too dramatic. Wing loading for a Cherokee 180 = about 14 lbs./sq. ft; a Bonanza = about 18; a Mustang = 35 and a Grumman American Yankee = 15.5.

All factors being equal, an aircraft with high wing loading will not float as much in the landing flare and will be displaced less in turbulent air. Aircraft with low wing loadings have lots of lift and are sometimes said to be "kites", meaning that they are very susceptible to being displaced by turbulence. Wing loading goes hand in hand with the next variable we will discuss, which is power loading.

POWER LOADING

Power loading is defined as the number of pounds each horsepower has to pull and is found by dividing the gross weight by the rated horsepower. Power loading gives us an idea of how quickly the aircraft will respond to power applications and also some idea of its climb rate. The power loading for the Cub is 18.7 lbs/hp. which is relatively low power. The Cherokee 180 is 13.3 lbs./hp. Which is typical of mid-performance general aviation aircraft. A Bonanza comes in at 12.2; a Grumman American Yankee at 14.4; and a Pitts S-2B is 6.5, which is also in the same range as some Glassairs.

You can see that normally power loading varies inversely with wing loading. If you have an aircraft with a high wing loading and a high power loading, you had better have a long runway for that first test flight, 'cause its gonna be a real slug!

Power is a destabilizing force on an aircraft. Aircraft with a low power loading need good control authority to manage this. On a test flight, plan on lots of control inputs as power is increased or decreased and lots of trimming. As an example, imagine a T-28 or a Mustang on short final at slow speed and then full power is applied for a go around. People have been killed that way as the aircraft rolls inverted from the sudden increase in torque.

On the other hand, lots of power can be useful if you find yourself in an emergency situation such as a high sink rate or wind shear condition since the aircraft will respond very quickly when power is added. Most pilots that I have met have never flown an aircraft with too much power if the airframe is designed to handle it. But you can begin to see the folly of hanging a huge engine on an aircraft that was not designed for it.

The next article will be a discussion on ASPECT RATIO AND FLIGHT CHARACTERISTICS

Gerry



EAA STAFFER - KYLE VOLTZ made our November meeting a stop on his tour of chapters. Kyle talked about EAA programs including Young Eagles, Eagle Flights, Flying Start, the Ray Aviation Flight Training Scholarships (one million dollars a year) and how chapters could apply to be a “Ray Aviation Chapter. He was well prepared and took multiple questions. Kyle hung around after the meeting and was kept busy talking to folks.

USAF Colonel “Pick” Freeman was recognized by USMC Colonel Bob Kudwa as having been awarded with the “SILVER STAR” for bravery. Pick served many roles in the USAF and the NCANG as well as being a professional Airline pilot. A military MRE (Meals Ready To Eat) was presented by Bob in place of the traditional drink.

Pick, we salute you.

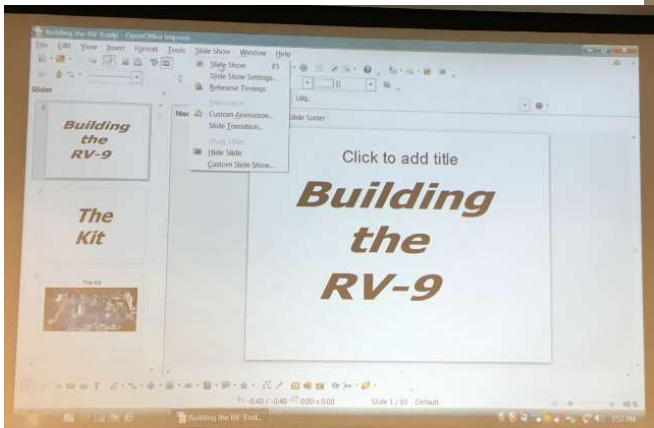


Chris Kelly graciously accepted this humorous “**HANGER RASH**” award. Seems he was so excited to try out his new mower and front loader tractor, he managed to clip the side of one of Les Kanna’s hangers. He’s since made the repairs, but the opportunity to play with him was an opportunity too good to pass up.



The “Prez”, Rick Maury, is shown presenting “Professor” Joe Baker with an appreciation plaque for his excellent and in-depth presentation of

“My Grandfathers Guest Book - Detroit City Airport “
I believe that “Prof” Joe is looking into expanding his interesting research into a more formal format ... editor



Robert Morris is shown being recognized by Rick for his excellent and detailed presentation on his decision making and build process of his RV-9. A number of members hung around after the meeting, asking questions. The word is out the Robert has the itch to build himself something where the wings swing around in a circle. We are sure that will make an interesting presentation and produce an excellent outcome. Thank You Robert.

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 the articles appearing in THIS and upcoming
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



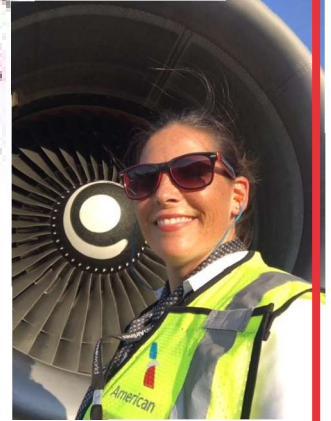
The B-17 event at Rock Hill was a success in spite of the early morning showers and light rain. Many hands showed up to help with various tasks; crowd control, retail sales, placing and pulling chocks, carrying and placing the ladder for flights, guiding tours and more. It appears that we had 38 revenue flights and 200 paid tours. Many were there to help but unfortunately not all were captured in this photograph. **THANKS TO ALL WHO HELPED OUT !**

A graphic of several colorful musical notes (red, yellow, green, blue, purple) floating on a white staff with a treble clef, positioned behind the title text.

GETTING TO KNOW YOU

STACY LUTZ

I grew up the youngest daughter of a crop duster in Northern Indiana. Shipsheawana, Indiana to be exact! Wolfe Field is a 2,500' grass runway about two miles from the four way stop in town. It's about 30 NM east of South Bend, IN, (KSNB). I grew up in the rural community learning to bale hay, milk cows and work with horses. Aviation was just something that my family DID.



I suppose it all started when my grandfather purchased a Cessna C105 from Goshen College in the 1960's. This 1965 C150 taught my dad and uncle, later my mom, sister and me to fly. He still owns this same plane to this day! She's a member of the family! In fact, our family's family of airplanes is quite large including a Breezy, an RV-6 and two C180's. One of the C180's is my own 1955 N3259D, hangered at Gastonia. (My uncle's is only a few serial numbers older!) This fleet didn't happen quickly, it grew over decades. And, I suppose, it started with our aviation education.

My father and uncle went to Perdue University and studied Aviation Maintenance earning their degrees and A&P certificates. Eventually I followed in their footsteps and also went to Perdue. I decided to pursue a strictly flying career although the mechanical aspect of planes is interesting to me. Perdue had quite a structured program, but I was able to do an internship at Alaska Airlines in Seattle, WA during the summer of 2003. During that time, I learned about airline operations and on the weekends, I earned my Single Engine Seaplane rating at Kenmore Air. It was an amazing time! Back at Perdue, I worked my way through ratings and flew a minimum of 10 hours in the right seat of a King Air 200 as a Part 91 operation for the university. And one of the "classes" was Boeing 727 level D simulator training. While many of us would never fly that particular Boeing, it was a great experiences for those of us on the airline career track. (continued next page)

STACY LUTZ continued

After graduation in 2004, I flew a King Air part time and instructed a bit, but neither job was full time as I was looking for full time work, I went to the airlines later that year. I started flying the DeHavilland Dash-8 for Piedmont Airlines (formerly Henson Airlines) as US Airway Express. We flew the -100, -200 and -300 models, all the same type rating. *That airplane will teach a pilot to fly !* After 10,000 hours and seven years there, I was hired by US Airways in 2012. I started flying the Embraer E190 and this was a great transition for me to a jet aircraft.

After a year on that plane, I transferred to the Airbus A319/320/321 family of aircraft and flew that for about three years. Just before the merger with American Airlines, I was awarded the Boeing 757/767. I am in my second year flying this plane for American Airlines based out of Philadelphia.

Of course, I also fly my C180 when the weather permits and I'm always looking for excuses to fly it ... (Pik-N-Pig, anyone?)

I love all aspects of aviation and love to share the joy. I love to learn from others and keep my skills sharp.

This is why I am a member of EAA.



First Solo
6-15-2001



Stacy flying with her Grandpa



Stacy's C180

**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

Continued Next Page

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... 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.