



Experimental Aircraft Association - Rock Hill, SC - KUZA

EAA Chapter 961 *Flyer*

October, 2018

Facebook www.facebook.com/EAA961/

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

Another month has flown by, both figuratively and literally. The first week of Oct. saw Bob Cottom, wife Nancy, myself and girlfriend Jan, in Sedona, AZ for the week. We explored the area with some hiking and museum tours. "That's nice Rick, but what does that have to do with aviation!" Believe it or not, one of Sedona's best restaurants, The Mesa Grill, is located at the Sedona Airport. Sedona Airport sits on a Mesa overlooking the city, with great views for sunrises and sunsets and a Vortex located nearby. I've never used that one for my crappy landings! The aviation activity was sparse to say the least, with mostly tour helicopter rides.



Bob and I did get our t-shirts for Red Rock Aviation. Support aviation any way you can. Rock Hill airport seemed much busier, so I'm thankful for such a great facility we have here.

Week two was my semi-annual check ride. At American, we have a nine-month schedule for these. It's a 3-day event, with ground school and two days in the sim. What I found interesting is the emphasis on hand flying. In the past, the emphasis was on the use of automation. Due to some high-profile accidents, the FAA has mandated special training. All of our simulators are being upgraded to be able to fly realistic high-altitude stalls, at the cost of multiple millions of dollars. This was phase one. The next phase will be spent recovering from unusual attitudes at high altitude. Swept wing airplanes don't stall the same way a straight wing airplane does. Which brings me to my point. Fly often and stay current. I think I have an advantage because I do fly my own airplane a lot.

The point of all this is that we need to grow aviation. You can do this by helping at our Young Eagles events. Remain current flying. Mentor someone that's learning to fly, through EAA's Eagles program. Talk to groups about flying. Flying is fun, educational (I learn something every time I fly) and rewarding with a sense of accomplishment.

On a social note, the Christmas Party is in the final planning stages. Dec 11th is the day. Price I'm anticipating will be in the \$40.00/person range, with a choice of Fish, Chicken or Beef. Details will be coming after the first of November. Stay tuned. Be safe out there, and GO FLY!!!

Rick



Your EAA chapter now has business type cards with our web site and Facebook page addresses

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

Look for the display cards at our gatherings



Wayne Thomas was recognized for his ever ready attitude to be the “BREAKFAST GUY” for the August 18th Rock Hill Open House

Here he is with Prez Rick Maury receiving a “Thank You” certificate

Treasurer's Report

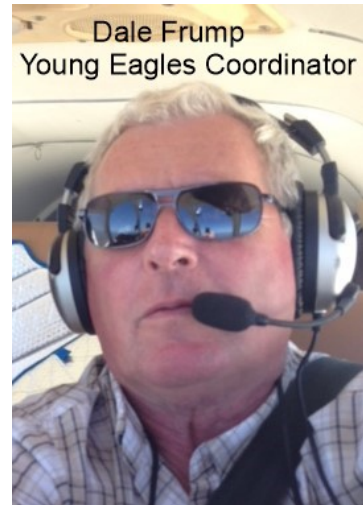


Balance as of September 22 , 2018
\$ 3,910.28

John Long
Treasurer

Undeniable Truth

**LEARN FROM THE MISTAKES OF
OTHERS;
YOU WILL NEVER LIVE LONG
ENOUGH TO MAKE THEM ALL**



Unfortunately, our YOUNG EAGLES flight scheduled for Saturday the 27th was weathered out. Thank you to everyone who had committed to help We will discuss rescheduling at our November chapter meeting *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

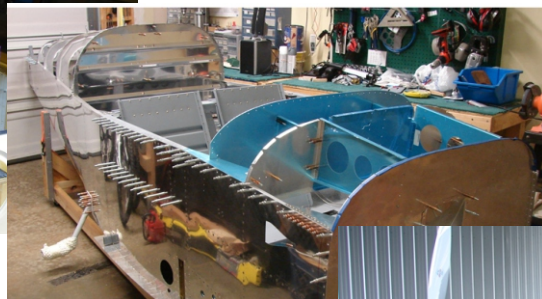
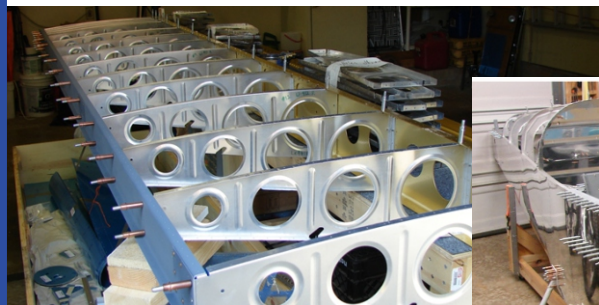
Fall is a great time to go flying — weather is cooling off, kids are back in school, youth groups are looking for activities — take advantage and reach out for these opportunities.

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.

NOVEMBER 12th, 2018

**EAA Chapter 961 Program
by Robert Morrison on his RV-9 build**

**A perfect opportunity to get information
or ask questions about a self build**



Robert Morrison here.

I recently completed the build of my RV-9 and have started my Phase 1 flight tests.

So far all of the flight testing has been South and West of Chester, SC within a slotted airspace provided by the FAA.

12 years and 2 months in the making, Lycoming O-320, normally aspirated, Catto 3 blade prop. As yet unpainted



**TRASH PICKUP SCHEDULED
SATURDAY NOVEMBER 10th,
8am**

**Meet at the Rock Hill Terminal
Building**

**Gardy Wilson coordinates this
quarterly service**

**He will send out a bulk email if
weather causes a
postponement**

The chapter thanks Ed Lee for his excellent and in depth presentation on the GMC Corvair engine conversions.

Ed has an amazing depth of knowledge in all things mechanical and electrical and is always ready to share and help out.



**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

David Griffin

Avionics, some thoughts on my trials and tribulations



When I bought my Cessna 150 fifteen years ago I needed to replace the main radio and decided on an ICOM A 200 Radio (now superseded by the A 220) I flew my Cessna up to Twin Lakes Avionics at Twin Lakes airport near Mocksville, NC. Mr Greer did a really fine job and I haven't had a single issue to deal with. Twin Lakes is very much a full service operation . I also subsequently installed an identical unit in my T-51 Mustang that has performed flawlessly

**FAA Certified Repair Station. No. JB4R278M. Twin Lakes Airport (8A7).
Advance, North Carolina. Twin Lakes Avionics. 206 Indian Hills Rd.
Advance, NC 27006.**

I chose the IFLY D-100 GPS system for the Cessna and later added the ADS-B-IN Ping sensor for \$125.00. It was working well but I recently had a couple of problems. Firstly the memory capacity in the now 8 years old unit is insufficient and after about 40 minutes the system starts to suffer data overload.. Unplugging the unit clears the system but it is a nuisance. More recently the sensor placed under the windshield decided to have a literal metal down in the summer sun. Not good. For engine monitoring in my T-51 I chose the Dynon EFIS D-10 which has also proven to be extremely reliable and easy to upgrade when needed. Support from Dynon including on-line upgrades etc has always been good.

My more recent experience with transponder problems in both airplanes has been resolved quickly and cost effectively by visiting Sandhills Avionics at Gilliam McConnell Airfield (BQ1) ; as per my recent email the service performed there by Mr Jeff Kraudelt has been exceptional. Except for Mondays the BBQ restaurant across the field from his hanger is a great place to ruin your diet !

Phone 910 947 1760 email. Sandhills@PlaneWerks.com
Jeff does not usually accept credit cards.

Quick Look At Upcoming 961 Events

NOVEMBER 6TH... GET OUT AND VOTE



**Tuesday November 6th. Rock Hill Airport
EAA B-17 “Aluminum Overcast”**

Your participation is needed to make this work!

[Paul Scoskie: pscoskie@reagan.com](mailto:pscoskie@reagan.com)

The B-17 is scheduled to arrive on the 5th and depart on the 7th and there will be plenty of opportunities to assist. Please sign up or email your willingness to help.



Nov. 12th, VETERAN'S DAY



Monday at the Rock Hill Airport

Chapter meeting regular time and place

Bob Morrison will be presenting at the meeting with his story of how he decided on and then built his RV-9. This will be a great opportunity for anyone interested in doing a build to ask questions and get some insight.



SAVE THE DATE

**DECEMBER 11th : 961 CHAPTER
HOLIDAY DINNER PARTY.**

Garden Café, York

Details to be announced

LOOKING AHEAD

January 7th 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



March 11th Chapter Meeting Program

will be presented by

Mike Mower

Director of JAARS MATA
(Mission At The Airport)



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



WARBIRDS

OVER MONROE

2018 Air Show - Nov 10 & 11



CHARLOTTE - MONROE EXECUTIVE AIRPORT
ADULTS \$15 - VETERANS \$5 - AGES 12 TO 18 \$10 - UNDER 12 FREE
WWW.WARBIRDSOVERMONROE.COM

NOV 6, 2018 **B-17 "ALUMINUM OVERCAST" Tour**



GROUND TOURS AVAILABLE AT EVERY STOP!

BOOK
in Advance
and SAVE!
B17.org

Rock Hill Airport

Please spread
the word and
show up
and help

Paul Scoskie is looking for anyone who will help out for all or part or all of the day the B-17 will be at Rock Hill. Crowd and Ramp Control along with Merchandise Sales Flights available in the am with tours of this historic aircraft starting at 1pm. We are planning on three shifts for the day.

Contact Paul to help out pscoskie@reagan.com

FLIGHT REVIEWS

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

FLIGHT REVIEWS



| | | |
|--------------|--|--------------|
| 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 |



GETTING TO KNOW YOU

In an effort to foster greater friendships among the chapter members, we are going to introduce a current and a newer member from time to time



INTRODUCING Buck Hildebeitel EAA 95313

I've always had a thing for airplanes.

My Mom drew a plane that looked a lot like an F-102 for me in 1948 or so. We moved a lot (Dad was with the railroad) and finally settled in Downingtown, PA. Most of the family is still in that area. My high school guidance counsellor had an Ercoupe, and I used to pedal up to the Shannon Airport and help wash the plane for rides. I decided that I would be an Aeronautical Engineer.

After HS, I went to Purdue University in West Lafayette, IN. I joined EAA, but dropped it because I couldn't afford the dues. I got my BSAeroE in January 1970, just when the aerospace business went in the tank. (Remember the story about the billboard in Seattle that said "Last one out of town turn off the lights!"?) I stayed in school for my MSME. I started work in Pittsburgh in 1971, and met a guy who built a Starduster II with a Jacobs engine. He led me to Chapter 68 and I've been a member since then. I held several offices in Ch. 68.

I bought a 1949 Luscombe 8A Special (N2094B) in mid-1977 and was signed off by Eddie Dew in October '78. I flew it to OSH in '79 with my wife. We decided to build a VariEze and I found an abandoned project shortly after we got back. I ended up scrapping the work the original owner did and started over.

I bought a Fly Baby with a fresh OH A-65 when I had engine problems in the Luscombe. I did a little work on the Fly Baby and sold it with the crap engine for more than I paid for it delivered from Iowa! Wish I could pull that off again!

In July '81, I traded the Luscombe on a 1946 Stinson 108 (N97284) from NJ. This plane was featured in a magazine in the early '70s and had seen its better days when I got it. It was a delight to fly, and I kept it for 22 years and many trips to OSH and elsewhere. I sold the Eze on the gear with an engine after my divorce and remarriage. We moved to Texas in 2001 and sold the Stinson in 2004.

I never joined another chapter until this year. I doubt that I will have another airplane, alimony is too expensive!

Buck

A graphic of several musical notes in various colors (red, green, blue, yellow) floating on a staff line, positioned behind the title.

GETTING TO KNOW YOU

Frank Smith

My first ride in an airplane was in a Piper Cherokee, with my oldest brother at the controls and flying out of Singer Link Field, Binghamton, NY. I was 12 years old and I was hooked. (this shows the importance of the YOUNG EAGLES program.)



While attending Penn State in 1975 I earned my Private Pilot license at Cherry Ridge Flying service, Honesdale, PA.

I received my first tailwheel endorsement in 1976 flying an Aeronca Champ out of State College, PA. At \$12 per hour wet even a college kid could afford that!

My very first date with my wife Cathy was to take her for a flight in a Piper Cherokee. She was hooked! We've been married 41 years with 4 kids and 7 grandkids (what is it with Piper Cherokees? They just don't get the respect they deserve for their romance with aviation). My wife taught elementary school and each year we would take her class on Young Eagles flights. I've lost count of how many I have flown.

Since graduating from Penn State with a mechanical engineering degree I worked as a product development engineer for Borg Warner automotive. I have since retired and do a bit of consulting work for them.

As for flying most of my 600 hours flight time to date has been in Cessna 150's and 172's (mostly renting but I did own a couple 150s along the way).

GETTING TO KNOW YOU

Continued

I have flown and soloed a Piper J-3 Cub and Taylorcraft BC12D that I flew from Van Sandts glider port north of Philadelphia. I also flew a Piper J4 Cub Coupe (my personal favorite of tail draggers) out of Cortland NY where I based my latest C150 N3140J

I flew a Tomahawk and a Piper Warrior from Bradons Airport in Easton PA.

I soloed in a Schweitzer 1-26 and 2-33 at Harris Hill, NY. My longest time aloft was 3 hours in a 2-33.

I have 1 hour of Cub float plane flying at Jack Browns and its on my bucket list to tack on a seaplane rating just for the fun of it. I also want to finish my sailplane rating (my lessons were cut short by 9/11 airspace shut down).

Currently my son Frank Jr and myself have our Cessna 150 in the sheds at Rock Hill. Our interest is building a sport plane with the Rans S21 Outbound making the short list.

Other than flying I enjoy boating with grandkids and riding motorcycles (Suzuki C50 Cruiser).

I very much appreciate the camaraderie of EAA Chapter 961 and hope to become more involved (and an active builder) in the days to come.

Frank Smith

***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



FOR SALE ... Perfect Condition

1998 PARA-CUSHION

Model 304 Seat Pack

Repack by SkyDive Carolina

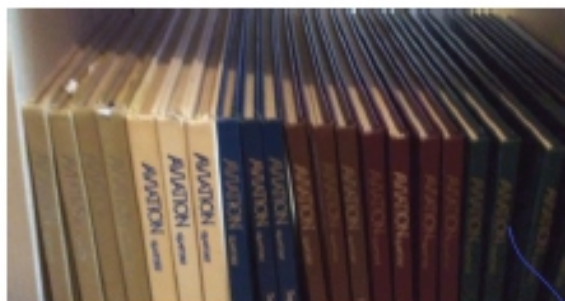
May 16th, 2018 **\$500**

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 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

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 meeting.

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