



Experimental Aircraft Association - Rock Hill, SC - KUZA

EAA Chapter 961 *Flyer*

August 4th 2018

Another month has flown by. Our Fly-in meeting appeared to be a success, however, I was disappointed that after Paul and I cleaned up the room; we went down to the ramp to meet up with everyone. and most of you had already left! Oh well, I know some needed to be somewhere before sunset. Anyways, I hope all had a great time.

By the time you get this, OSH will have come and gone: And I've plenty of reports that those that went had a great time. The weather was iffy the first of the week, then was perfect the rest of the time. Can't wait for the "official reports" at the August meeting.

August 18th is fast approaching. Wayne Thomas so graciously volunteered to head up the breakfast committee. We need the usual help. so if you email Wayne at wayners1world@gmail.com, he would appreciate it so he make up the schedule. Steve (Rock Hill Airport manager) said there are going to be quite a lot of activities, so it should be a great time.

We are having an Open House planning meeting on August 2nd with all the principle parties. I will have more details after this meeting for our planned participation. Just a reminder to get the youth protection training done, as we will need you on the 18th. I plan to have a 961 area to show off projects and airplanes.

it's been a great summer so far for slying and I certainly thank all for your participation and enthusiasm for this chapter. Many have thanked me for my leadership of the chapter, and I appreciate the compliments. But, I haven't done it all alone. I have a great group to lead that always steps up to get the job done and I applaud you.

I'll see y'all on the 13th. We have a great presentation by our very own Professor Joe Baker and his unique family history in aviation.

Until then, later
Rick Maury



Treasurer's Report



John Long
Treasurer

Balance as of July 9th, 2018
\$ 4,464.55



MOVIE NIGHT by JOE BAKER

It is with great pleasure that I announce the August Jellystone Annex Hangar Movie Night. The last few months got away from me, and I have been taken to task by a few of you (you know who you are--and thank you!)

Screening this time is:

Memphis Belle (1990)
August 11th, 8:30 PM
Hangar 503, Rock Hill Airport

Starring:

Matthew Modine
Eric Stoltz
Harry Connick, jr.
John Lithgow
and D. B. Sweeny

The film is roughly based on the William Wyler's 1943 Documentary of the Original Memphis Belle completing it's 25th mission. It was the first American bomber to do so, and as such, attracted media attention. After that, the crew was due a well-deserved rest. After all, research shows survival rates in the early days of daylight bombing were dismal. Wyler's daughter, Catherine, assisted in the production.

No fewer than FIVE B-17s were used in the movie, and one, based in France, crashed on a takeoff run and was destroyed. Fortunately, nobody was hurt in the accident. The B-17 painted to resemble the Memphis Belle is still touring on the circuit, even as the original Memphis Belle--freshly restored-- takes her place grandly in the hallowed halls of the Museum of the United States Air Force at Wright-Patterson in Dayton.

Come and join us! Bring chairs and snacks. The Jellystone Annex has acquired a popcorn machine, so there will be popcorn!

Feel free to let me know if you have any questions!

Invite your friends!

Joe Baker k7cci@yahoo.com

WHAT OUR CHAPTER MEMBERS ARE UP TO



I have an Oshkosh Story Stacy Lutz

It may not be as exciting or thrilling as flying solo or arriving en mass with a group of the same type, but it's unique. Just as every Airventure experience is.

I was the First Officer on American Airlines Boeing 757, N193AN. We arrived on Thursday, July 26th, in preparation to operate the 2018 Yellow Ribbon Honor Flight to Reagan National Airport in Washington D.C. Following the day in D.C., a different flight deck crew returned the Vietnam Veterans to Show Center.

We met the aircraft, crew, volunteers and a few passengers at the Dallas/Fort Worth Airport Thursday afternoon. We had the FAA Special Authorization, NOTAMS, Company advisories and a set arrival time (to OSH) The ILS was out of service, so we cued up the RNAV (GPS) 36. Oshkosh advised Milwaukee Approach that they were not quite ready for us, so we held at the Initial Fix about 12 miles south of the field (two turns) before being handed over to Oshkosh Tower. (continued next page)

We were cleared for the Visual 36L and then cleared to land. The Captain (Jeffrey Dill / Check Airman for the 57 and 67) made a nice touchdown and rollout. Per the 2018 Oshkosh NOTAM page 1, we put an "FBO" sign in our left windshield to designate our parking location. However, there aren't too many places to put a B-757 at Oshkosh! In fact, we were quite in the way. We had to be careful of our taxi plan to stay on pavement that could hold our weight and we had to avoid taxiing our wings over other aircraft. And then there's jet blast. We taxied as far north as we could, then we shut down our engines to be towed to our overnight parking space. We may have been having a little fun with out "FBO" sign, but everyone noticed when we opened both windows to display our flags. The Captain had the U.S. Flag and I displayed the black and white POW/MIA flag. Once we were parked, we completed the checklists and secured the aircraft for the overnight.

I was a little disappointed that we did not have more time to walk around and see the grounds, but being well rested for the veterans tomorrow was most important.

Dark and early the next morning Friday, July 27th, we arrived to find veterans and their volunteers arriving at the FBO. American Airlines Veterans Initiative personnel introduced us to the veterans and then we were whisked away to begin our preflight duties.

Logbook, fuel, crew, passengers, cargo, IFR clearance; all checked. Ready for departure. Departing Runway 18R. We depart with 130 Vietnam Veterans, their escorts, six crew members, 23,000 pounds of fuel and 140 pounds of cargo. We weighed approximately 195,000 pounds or 60,500 pounds below our maximum certified take off weight. At 131 knots I rotated to 10 degrees pitch up and we are on our way.

(continued next page)

Arrival into Washington D.C. can be challenging with high traffic volume, prohibited areas and runway length/hazards. (Interestingly, Runway 36 at Oshkosh Landing Distance Available was 7,602' and KDCA Runway 19 is 6,869'.) This day was no different and after being vectored off the FRDMM 4 RNAV arrival, we were cleared for the River Visual 19. I was unable to "slow down and go down" before a safe altitude, so we executed a go around and climbed back up to 3,000'. We came back for another approach and this time everything looked much better and safer. I made a decent touchdown followed by a smooth rollout and soon we were taxiing to our gate with a water cannon salute. Honor Flights arrive at Terminal C, Gate 38. The airport arranges the water cannon salute and veterans arrive inside with a band playing and "Welcome Home" signs. It is very moving.

This completes our flying portion of the day, so the Captain and I change into our volunteer polo shirts and met the rest of the group in front of the terminal. We had four tour buses and a police escort to get us where we need to go. Our first stop was the Vietnam Veteran's Memorial. Each Veteran was given a white carnation flower to keep or place near the name of a loved one on the wall. Some made etchings, some touched the wall where their fallen's name was forever memorialized in history. The group placed a floral wreath in the corner and we slowly moved on, physically and emotionally. Nearby was the Korean War Memorial and many walked over to it. After spending some time outside, it was time to get back on the air-conditioned tour buses. We had lunch on the buses on our way to the next stop, The Museum of American History. We could have spent more than a day in this one museum, but the two exhibits we were encouraged to seek out were "The Price of Freedom, Americans at War" exhibit and the "Star Spangled Banner" exhibit. (continued next page)

Yes, the actual flag from Fort McHenry in Baltimore, 1814 that inspired Francis Scott Key.

Next we went to Arlington National Cemetery to witness the Changing of the Guard. It was quiet and moving. We were all getting a little tired, but our last stop was the Air Force Memorial near the Pentagon. We had fantastic views of the city and a little time to stretch before heading back to Reagan National Airport.

Before leaving, we met the outbound crew and expressed how enjoyable the experience was for us. We know they would be getting another water cannon salute back at Oshkosh and have a hero's welcome. They would be parked at the Show Center for depainting.

As I reflect on the day, I think about how every EAA Airventure experience is unique, and while this one was short, it was humbling and memorable. The organization that began with home-building welcomes all facets of aviation; civil, military, jet or prop (or both!). I am grateful for the opportunity to have flown such an iconic aircraft to an iconic event for the purpose of serving the men and women that served their country.

American Airlines partners with the Medal of Honor foundation, Airpower Foundation, and the Gary Sinise Foundation to thank military members for their service.

The Honor Flight Network is a non-profit organization dedicated to providing veterans with honor and closure. Old Glory Honor Flight is a regional hub for the Network normally operating out of Appleton, WI. This specific Yellow Ribbon Honor Flight operated out of Oshkosh, WI during EAA Airventure.

(A note from the newsletter editor... This submission was so well written and moving that I left it intact as submitted. I hope it moved you as much as it did me. Thank You Stacy.)





your participation is needed

August 18th, 2018

Rock Hill Open House

and

YOUNG EAGLES RALLY

**You MUST have completed the
YOUTH PROTECTION PROGRAM
to participate**

Dale Frump - Young Eagles Coordinator

dale.frump@gmail.com with questions

Dale Frump
Young Eagles Coordinator



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



GROUND TOURS AVAILABLE AT EVERY STOP!



Rock Hill Airport

**Helpers
Needed in
Many Areas**

Paul Scoskie is looking for anyone who will help out for part or all of the day the B-17 will be at Rock Hill. Crowd and Ramp Control, Merchandise Sales and other opportunities. Times have not been determined as of now.

Contact Paul to help out pscoskie@reagan.com

Quick Look At Upcoming 961 Events

- **August 13th. Regular meeting.**
Joe Baker Presents “My Grandfathers Guestbook from Detroit City Airport.”
- **August 18th Rock Hill Open House and Young Eagles flights**
Your participation is needed to make this work !
Sign-up NOW maury4@comporium.net and dale.frumpp@gmail.com for Young Eagles
- **September 10th NOT OUR REGULAR MEETING PLACE.**
..
BOB KUDWA's on Lake Wylie
2354 Valelake Rd, York, SC 29745
- **October 8th Regular time and place**
Ed Lee will present on the Corvair conversions he has been doing for his SONEX
- **November 6th. Rock Hill Airport**
EAA B-17 “Aluminum Overcast”
Your participation is needed to make this work !
Sign-up NOW [Paul.Scoski..pscoskie@reagan.com](mailto:Paul.Scoski@reagan.com)
- **DECEMBER ... 961 CHAPTER HOLIDAY DINNER PARTY ...Details to be announced**

SEPTEMBER 13th MEETING



September will see the chapter having its regular meeting not at the terminal building but at Bob Kudwa's house on Lake Wiley, or as Bob calls it, *"THE ARK ON THE LAKE"* 2354 Valelake Rd, York 29745

HERE ARE BOB'S DIRECTIONS,
"IF YOU DRIVE UP AND IT LOOKS LIKE WAY TOO MUCH CONCRETE, YOU ARE AT THE RIGHT SPOT. THERE IS PLENTY OF PARKING AROUND THE HOUSE AND ON THE STREET"

The entrance to his area is off of Concord Road, same as the entrance to the Catawaba Nuke plant.

He will pull his float equipped airplane out of the adjacent hanger and make seating for our group and will be grilling hot dogs and burgers for the masses.

Looking forward to seeing everyone there.



Looking For

ALL POSTINGS ARE BY EAA 961 MEMBERS ONLY



FOR SALE ... Perfect Condition

1998 PARA-CUSHION

Model 304 Seat Pack

Repack by SkyDive Carolina

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

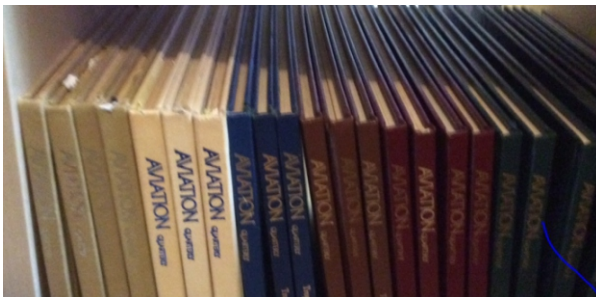
Contact Terry Fisher 704-965-4998
terryfisher@gmail.com

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

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

FLIGHT REVIEWS

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



Joe Baker	<u>k7cci@yahoo.com</u>	704-564-2807
John Connor	<u>john@connoraircraft.com</u>	919-247-8115
Mitch Eudy	<u>homes@mitcheudy.com</u>	704-634-0234
Dale Frump	<u>dale.frump@gmail.com</u>	804-389-9110
David Graham	<u>jetjockey@comporium.net</u>	980-228-0758
John Staines	<u>john.staines@gmail.com</u>	386-846-2956

GETTING TO KNOW YOU

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

Introducing Gary Grabiec



Gary is no stranger to aviation. His home was filled with model planes and his dad served on a B-25 crew at the end of WW 2. Gary's brother served in Vietnam and used the GI bill to gather multiple ratings and he began working on his Private Rating before he could drive, using his bicycle to make the 20 minute trip to the local airport. Flying was his only focus, ignoring girls and cars.

He was planning on taking his checkride on his 17th birthday but a snowstorm delayed the flight for a week. Flying neighboring kids and splitting fuel costs helped him build time. While a Jr. and Sr. in high school, he owned a 7AC Champ and used it to build time, while also checking out in various other planes.

Having passed his Instrument written and planning on doing the flying time, he enlisted in the Air Force working in Electronics and Microwave Communication systems. Getting assigned to a hill top in Italy cut short his training time and his written exam expired.

Fast forward to his return to the states he continued to fly Air Force Aero Club planes and local FBO equipment.

He and his wife acquired a "Gentleman's Farm" but with the family increasing with 4 kids, his dream of having his own grass strip never was fulfilled. His family being his priority he put flying on hold.

He felt a calling in 2004 and attended a Bible College in Charlotte, and with his wife never really liking the cold of the Northern climes, the family relocated from Morrisville NY to their home in Rock Hill. Two of their children are living with them and two are in the Syracuse NY area.

After suffering a health setback, he is pleased to say that his health is been slowly improving over the last year or so.

As it had been from his childhood, his eyes never wandered far from the sky, always looking and listening. While Flying is a priority, his Lord and wife come first.

Gary tells me that one evening he was having coffee and bumped into a couple of EAA members who invited him to our local chapter meeting. So now, 50 years later the flying bug has again raised its beautiful head.



Recognize this Dashing Young Airman ?

Red hair and a fair complexion made for an easy “nick name” for this familiar guy. This gentleman turned 93 this past March, but you would be hard pressed to know that.

Born in Pageland SC, he was a cadet at THE CITADEL in Charleston for a year and just before turning 18, enlisted in the Air Force. Fourteen months of pilot training preceded several months of B-17 crew training. What the Air Force didn't fully prepare him for was the devastating fire of the German 88 mm Flack shells.

On his second high altitude mission, a hunk of shrapnel tore through the B-17's windshield, “pin balled” about the instrument panel and tore through the roof. Upon checking their oxygen masks and hoses, he and pilot Dale Van Meter quickly recovered and maintained their position in the bombing formation that was practically on the bomb run.

He relates that the high altitude bombing runs never got any easier as they flew in formation to different targets in Europe, dropping bombs on ball-bearing factories, fuel and equipment depots and submarine pens. On one memorable run, they had to crash land the stricken B-17 at a friendly airfield in Belgium. “No one was hurt but there were several hundred holes in the aircraft”.

The missions that made him most proud were the humanitarian food drops with the 8th Air Force in early May, 1945, dropping food into the starving people in Holland, as the Germans had blockaded them in. “We dropped tons and tons of food and we saved a lot of lives. About the third air drop mission the population had cut tulips out of the tulip beds to spell out THANK YOU so we could see it from the air.”

Back in civilian life he earned a chemistry degree at Wake Forest and worked in sales of mechanical equipment.

By now you probably have figured out that this introduction is about Tom “Pinky” Funderburk. He continued flying after the war in his Cherokee, Twin Comanches and a Bonanza.

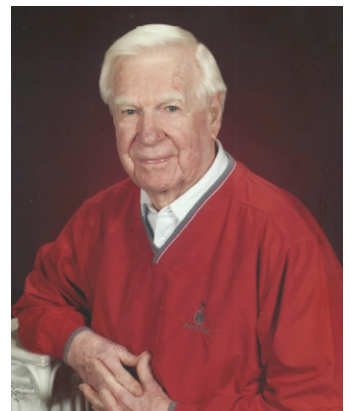
Though his flying ended 35 years ago, he had flown to and from Texas, Michigan, New York and other locations in the days before headsets and iPads and ForeFlight. Navigating by Omni doing lots of IFR -and ILS approaches.

This directly from Pinky:

“My experience with EAA 961 has been just awesome. I totally respect and admire you guys and your knowledge. It's great the camaraderie you have and the way you share. We had none of that in the 80's. It is a real privilege and an honor to be a member.”

Follow this link to see more

<https://www.dropbox.com/sh/mh0xbkh2lwdic3u/AAA1BFteQxlt1Xe1Np9cyGcQa?dl=0>





EAA Chapter 961- Rock Hill, SC shared an album.

July 28 at 8:30 PM · 🌐

This is Chris Kelley- I took my children, Sarah and Michael, to Oshkosh. Here are some of our pictures.



A BIG Thank You to our chapter V.P. Louis Kantor and member Chris Kelly for making this FaceBook page available to our 961 members

Follow this link:

<https://www.facebook.com/1876695089227356/posts/2204984993065029/>

ADS-B EQUIPAGE INFORMATION

Question: Where ADS-B will be required after January 1, 2020. as described in Title 14 Code of Federal Regulations (14 CFR) section 91.225. Does that mean that every aircraft in “rule airspace” will be equipped with ADS-B Out?

Answer: In general, the answer is yes, however there are exceptions.

Subparagraph (e) of section 91.225 states that “any aircraft that was not originally certificated with an electrical system, or that has not subsequently been certified with such a system installed, including balloons and gliders” does not need to equip with ADS-B Out.

There are a few restrictions as to where these aircraft can fly without ADS-B Out, but you may encounter gliders, balloons, or antique aircraft in rule airspace. A good example is gliders above 10,000 feet mean sea level.

There also could be aircraft with inoperative ADS-B equipment en route to a repair facility that may be authorized by ATC to operate within rule airspace.

The FAA provides an equipage decision tree, Google Earth airspace map, and other online decision tools to help pilots comply with their responsibility to know the equipment and operational requirements of the airspace

<https://www.faa.gov/nextgen/equipadsb/research>.

You can find the actual regulation here ([14 CFR 91.225](#)) and you should familiarize yourself with its details. In particular, it is your responsibility to determine whether your aircraft is required to have ADS-B Out.

There is an important safety reason to know that not every aircraft will have ADS-B Out, as well. If you are equipped with ADS-B In, you already know the additional traffic situational awareness value it offers. What may be too easy to forget is that not every aircraft will have or needs to have ADS-B Out.

Avoid complacency. You should always view ADS-B In as an aid to your responsibility to see and avoid; it is not a replacement for it.