



Experimental Aircraft Association - Rock Hill, SC - KUZA

EAA Chapter 961 *Flyer*

October, 2018

Facebook www.facebook.com/EAA961/
Website <http://961.eaachapter.org>

President's Hanger

The B-17 tour is fast approaching. I know it's election day, so set aside time for that, but we need all hands-on deck for this event.

We will need help with merchandise sales, ground ops, crowd control and tour guides. So, start getting ready. Should be a great time, since we have a first hand resident B-17 expert among us.

To recap September, we had a great time at Triple Tree and a wonderful host of our monthly meeting at Bob Kudwa's Seaplane Base.



Coming up for October, Ed Lee is giving a presentation on the virtues of the GMC Corvair engine conversions that he has done.

Christmas Party is December 11th, a Tuesday at the Garden Café in York in place of our regular 2nd Monday meeting. The food and service has been excellent the last 2 years we have had it there. More info to come.

I'm sure Gardy Wilson will have one more trash pickup before the year is out. Many hands make quick and light work of that effort.

I'm pleased on how the chapter is doing. We have good participation in our events. The chapter is growing and you all seem pleased. Of course, program suggestions and leads are always welcome. If you have one, contact Dick Kruse or any of the chapter officers. Even better if you can get the program persons contact info. Of course aviation related or aircraft building. Some chapters have had skills programs. Things like how to rivet, etc. Not sure how we would accomplish this, but I'd like you all to give it some thought. Maybe an extra Saturday program / activity. Sounds like it would be fun.

Next meeting is October 8th. Unfortunately, I won't be there. I'm sorry I'll miss Ed's presentation. As always, I want to thank all of you for your participation and hard work. Y'all make this chapter great.

Rick Maury



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



Chapter 961

Newsletter / Programs
Dick Kruse

A big THANK YOU to those chapter members who have allowed me to **"Introduce Them"** in previous issues of this newsletter. I have really enjoyed getting to know you all better and have heard from quite a few members about how much they have also enjoyed the articles.

Please don't be shy ! Let me know if you have something, just send it along to me. Don't worry about sending me too much as I'll edit as needed.

Even if you don't have an "Intro" ready to share, perhaps you have an interesting aviation place or event or story that you could share with all of us. **WE ARE LOOKING FOR PROGRAM IDEAS FOR 2019.** Got an idea, please contact me.

Thanks again for your willingness to share.

Dick Kruse

Treasurer's Report



John Long
Treasurer

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

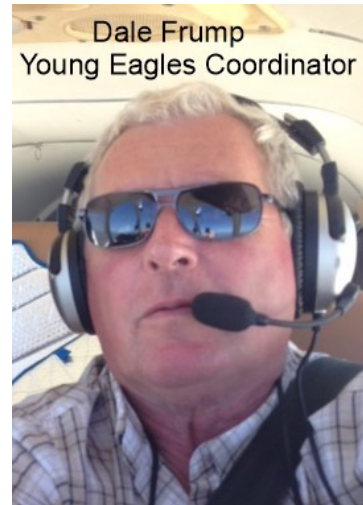


AUGUST 18th OPEN HOUSE

Photos of the event can be seen on
our chapter Facebook page

www.facebook.com/EAA961/

Undeniable Truth
Forget all that stuff about Lift, Drag,
Thrust and Weight !
An Airplane flies because of one thing...
MONEY !



I want to extend a sincere THANK YOU to everyone who participated in the YOUNG EAGLES event at Rock Hill. As you've heard before, 91 kids were flown by 12 pilots and there were numerous helpers registering and escorting and helping out in many ways. They are too numerous to mention without forgetting someone, but THANK YOU TO ALL

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.

Quick Look At Upcoming 961 Events

October 8th Regular time and place

- Ed Lee will present on the Corvair conversions he has been doing for his SONEX

MOVIE NIGHT Oct. 13th

"It's A Mad Mad Mad Mad World"

1963 Classis with Flying by Frank Tallman

Taxiway J hanger hosted by Joe Baker

November 6th. Rock Hill Airport

- EAA B-17 "Aluminum Overcast"

Your participation is needed to make this work!

Paul Scoskie: pscoskie@reagan.com

or Tom Dubrouillet: tomdubes@gmail.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.

VETERAN'S DAY

- November 12th Rock Hill Airport



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.

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- DECEMBER : 961 CHAPTER HOLIDAY DINNER PARTY. Details to be announced

OCTOBER 8th MEETING

CORVAIR AIRCRAFT ENGINE CONVERSIONS

Presented by Ed Lee

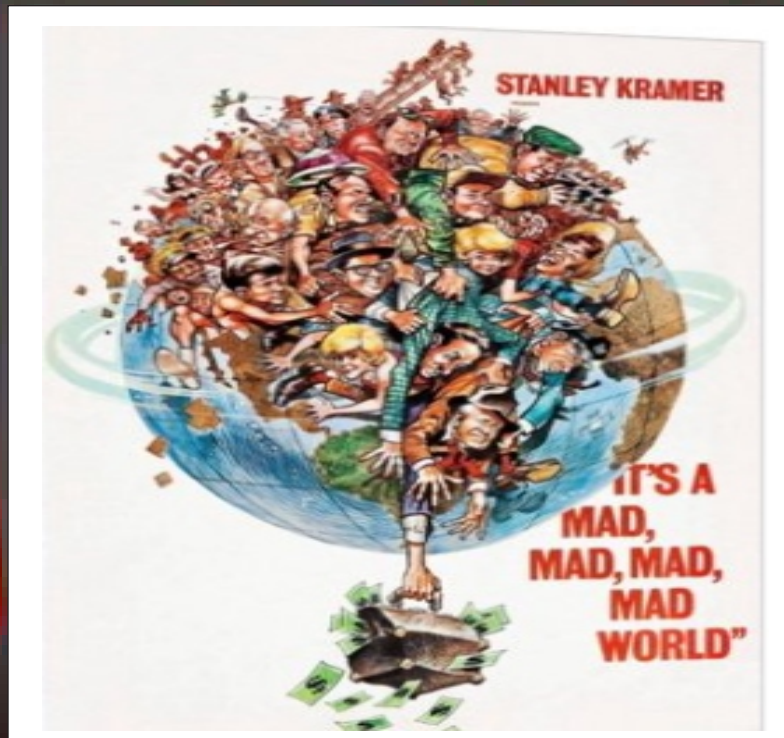


**CURIOUS ABOUT POSSIBLE ENGINE SWAPS
FOR YOUR AIRCRAFT OR ARE YOU JUST
CURIOUS ABOUT HOW THE CONVERSION IS MADE?**



MOVIE NIGHT

October 13th



Hosted by JOE BAKER

In His Taxiway J Hanger

Bring a chair and a refreshment and
enjoy the classic 1963 chase movie
with Frank Tallman flying a
Twin Beech through a billboard

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

Review of

SEPTEMBER 10th Meeting

“ARK on the Lake”

If you missed the opportunity to join us for last months meeting you missed a great opportunity.

Our very gracious host, Bob Kudwa, opened his beautiful home and hanger to all and gave guided tours.

I will admit to staying very close to Bob as he led us around his beautiful home that he and another craftsman built over the last 9 years. I was afraid that I might get accidendtally lost and not go home. Also had to make sure that my wife didn't lose me in the process.

A great time, great weather and pizza all around. Again thank you to Bob for opening his home and to Rick Maury and John Long in making sure everyone was well fed. *Dick Kruse*

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



GROUND TOURS AVAILABLE AT EVERY STOP!

BOOK
in Advance
and SAVE!
B17.org

Rock Hill Airport

**VOLUNTEER
HELP
NEEDED**

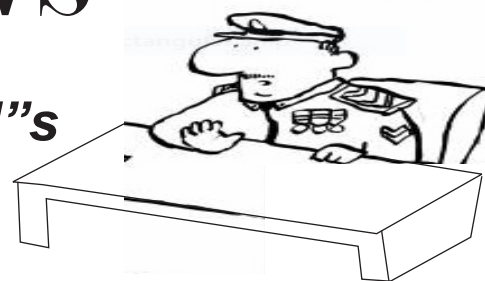
Paul Scoskie and Tom Dubrouillet are looking for anyone who will help out for part or all of the day the B-17 will be at Rock Hill. Crowd and Ramp Control, Merchandise Sales and other opportunities. Times have not been determined as of now.

Contact Paul or Tom to help out
pscoskie@reagan.com tomdubes@gmail.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

INTRODUCING JOHN CONNOR



**John and
Champ 1946E
at Monroe**

**John's
lovely wife,
Phoebe**



Happy Stearman Time



John grew up on the East Coast of Canada in the small province of New Brunswick and was fortunate enough to be born into aviation. His father was a pilot and shared his love of flying from a very young age. Weekends were spent at an airport, either flying from one small strip to another, when weather permitted, or driving the same route when it did not. It was agreed between them that time was best spent walking amongst the hangars and tie downs, stopping to chat with other aviators, and pausing to watch a little airplane come to life over a grass runway. Growing up his notion of the perfect day was to spend at a fly in, competing with his dad in spot and short field landings and flour bombing. John recalls vividly *"how proud I was when in our little C-150 with 40° flaps beat the Cubs and Champs to claim the short field landing prize, or the heated discussion with my father over whether our failure to hit the target with the flour bomb was a result of the bombardier's failure to release the bomb at the appropriate time, or the flying pilots inability to fly an accurate bombing run"*.

John tells about that faithful day when he and his dad flew their C-182 down to the same strip to look over a US Navy model Stearman just out restoration. He remembers the first time I saw it sitting on the grass beside its sister ship, the sound it made as the radial engine came to life, and the incredible feeling he got when he took to the air in an open cockpit biplane for the first time in his life. That ride was the demo flight, and he hasn't forgotten that it was not his dad - the prospective buyer - in the front cockpit, but his son. Dad hadn't convinced himself that buying his dream machine was feasible, and if there was to be only one ride, he wanted it to be mine. Thankfully the practicality of the Cessna was thrown aside in favor of that beautiful big yellow time machine. John's teenage years were spent in the front cockpit of the Stearman. Winding their way up a lazy river from one grass strip to another. That's where he learned the joys and challenges of stick and rudder flying, and started to form the notion of what a *"real airplane"* was. Real airplanes – his dad would say – have two wings and round engines!

Through all this he dreamed of flying for a living and now it was in his blood. But it wasn't in the cards. In Canada at the time there was a minimum uncorrected vision requirement to hold a first class medical, and I he hadn't been born with the eyes of a pilot. John's dad convinced him that since he couldn't fly for a living and didn't need a license to fly with him, whenever he wanted, there was no sense spending the money to get his private pilots certificate. Best to wait till he was done college and had some decent disposable income. But the dream and need to solo wouldn't die. As soon as he was away at college and scraped up enough money he took official lessons at Toronto's busy Island Airport. After short time he ran out of money, but not before convincing his flight instructor to sign him off for solo flight. His first solo was fit in among arriving commuter traffic and below the gaze of the CN tower. *"In my mind I was finally a real pilot"*. After college he put aside his initial post graduate and career plans and took a job as a flight attendant with Air Canada. John just couldn't seem to let the idea of flying for a living go. LASIK surgery was relatively new in Canada but he decided to take the risk and have surgery in order to hold a Canadian 1st class medical certificate. As fate would have it, the Canadian government dropped the uncorrected vision requirement shortly after his procedure. Either way, he had his medical and could finally pursue a career as a professional pilot.

Working as a flight attendant proved to be the perfect job at the time. It provided John with resources and time to pursue his ratings, and the pilots at Air Canada were more than happy to take him under their wings and help him along. He spent a great deal of time in the cockpit or simulator jumpseat *"observing"*. For a young wannabe airline pilot, sitting in the jumpseat of a 747 going into Osaka, or in his favorite airliner of all time the L1011, going into Los Angeles, went a long way to cement his love of the job.

Shortly after getting his commercial ticket he met a beautiful young American girl, Phoebe, living in Canada whose mother hailed from the South. After tricking her into marrying him, and with career prospects much brighter for both of them south of the border, they loaded up their stuff and moved to Raleigh NC.

It was quickly apparent that his best chance for initial employment as a pilot would be as a flight instructor. So just weeks after signing the mortgage on their first house, John quit his job at Air Canada, said goodbye to wife and little dog, and drove to Florida to convert the Canadian ratings to FAA equivalents and obtain his instructor ratings. *"In those days finding an instructor job was as simple as picking up the phone and asking a flight school when they wanted you to start"*. Opportunities to fly were prevalent – even if the money wasn't. John was flying as much as he wanted but not making much at all. *"I think I made about 18k that first year as an instructor. My wife had to work two jobs seven days a week to keep the bank from taking back the house. Both evidence as to how little I made and how incredibly proud I was at finally being a professional pilot, I never cashed my first pay check. But instead kept it as memento of my accomplishment"*.

John's job as an instructor opened the door to his first corporate job flying a Navajo Chieftain in a multi-crew environment. He loved those early days of corporate flying, the experience he was getting and the people he was meeting. *"So much so that I lost track of my original goal of flying for a major airline. I don't regret the time I spent as a corporate pilot, the money was good, the flying was great, and I was king of my own little world. But as more and more of my peers moved on to 121 operations I started to realize I had gotten side tracked from my initial ambition and was letting opportunity pass me by"*. John was one of the first pilots hired by Atlantic Coast Airlines after 911 but unfortunately was not yet an American citizen and understandably after 911 Congress had passed new rules preventing any non US citizens from flying anything over 12,500 pounds. He was given a hire date, but told he would have to wait on a class until the DOJ sorted out the approval process. The class never came. Two years later I became a US citizen and ACA reinvented itself as Independence Airlines and then went out of business.

As much fun as he was having he soon realized this was not the best operation in which to build a successful career. Perhaps it would be best if he sought out one of those commuters with the new regional jets.

So it was with a little sense of desperation that John interviewed and accepted a job with the now defunct Corporate Airlines flying old Jetstream 32s out of St Louis as an American Airlines connector. *"I took the job because they had told me they would be opening a Raleigh Saab base "any month now" and I would soon find myself a Saab captain based in Raleigh and home every night. This was of course before I realized that airline management is often less than completely honest with their pilots."* The "Jball" as they affectionately called her, was tough as nails, extremely loud, and surprisingly unstable. *"I used to joke that at 16,000 feet, if you trimmed her for level flight and then jumped out the back door – she'd beat you to the ground every time! We'd fly eight legs a day up and down the Mississippi River, with no autopilot, listening to AM radio stations over the ADF. Man those were good times!"*

After being interviewed by Comair and told I wasn't "Delta material" (well I knew that already) I landed a job with a growing little airline out of Indianapolis with a funny name. Chautauqua Airlines had new jets and a base in Greensboro. I was driving to work and flying fast in the flight levels. I was starting to feel like my career was really taking off. I spent ten great years with Chautauqua and their sister airline Republic, flying much of the Embraer line from the 135 to the 190. Most of it from the left seat. *"I was senior for most of it, had a great schedule, job security, and decent pay. I was also blessed to have the opportunity to fly with some of the best people in the industry"*.

"I applied to only one major airline – US Air. That's where I wanted to work, and those were the people I wanted to fly with. I figured after a while if I didn't get it I'd apply to the other majors. Fortunately for me – since applying to only one airline really wasn't the best of ideas – US Air called in December of 2013."

The past four and a half years, at now American Airlines, have been really great and have lived up to my original hopes and ambitions as a young man. After originally being based in PHL, I was awarded CLT four years ago and we decided to move the family from Raleigh to the Charlotte area so I wouldn't have to spend time commuting to work. We built a home in Tega Cay, and with my wife and our two boys, settle in to a very happy life. I'm flying the A320 series on short call reserve, which I really like, because of the diverse destinations and because I'm home far more than I'm ever away."

(editors note: I'll let John tell the rest of his story)

"All this extra time convinced me I needed to get back to the part of aviation I had really been missing – tail wheel airplanes and grass fields, and the camaraderie of those who share that interest. So I started flying a rented Champ out of Monroe and grass field hopping on pretty days. I also made an effort to get back up to Canada more often and go fly with my dad in his beautifully restored C-170. I've been a long time EAA member but had never joined a local chapter. I'm really pleased I finally did. I've thoroughly enjoyed the meetings I've been to and the people I've met. It's a great group, and I felt welcomed and encouraged to participate from the first meeting. Unfortunately the summer flying schedule and family vacations have kept me away from meetings and events lately, but I'm looking forward to being at the meetings and participating in the chapter events more regularly now that fall has things slowing down. I'm looking forward to getting to know more of the members, and to having a place and people to talk flying with. So if you see a little white or yellow Champ bouncing down the field with a guy who looks like he's having too much fun, give it a wave, it's me!"

EAA Flying Club Webinar Sign Up Now October 10th

Are your chapter members interested in forming a local flying club? Be sure to register for the Flying Clubs webinar scheduled for October 10 at 7 p.m. Central time. David Leiting, EAA chapter field representative, will cover the ins and outs of forming a nonprofit flying club and help you launch a successful club. [Register Now→](#)

To learn more about EAA's Flying Club initiative and to view the resources available to you, visit EAA.org/FlyingClubs.



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 Bamstormers.com

Continued Next Page



FOR SALE ... Perfect Condition

1998 PARA-CUSHION

Model 304 Seat Pack

Repack by SkyDive Carolina

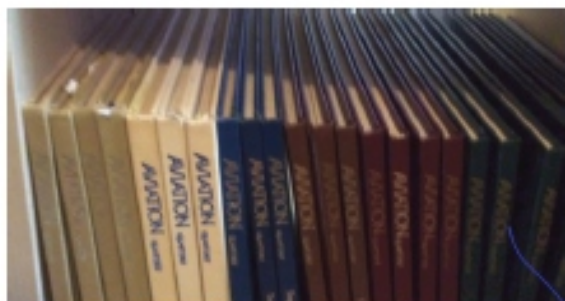
May 16th, 2018 **\$500**

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