



MARCH 2023

THE FLYER

A MONTHLY NEWSLETTER

EXPERIMENTAL AVIATION ASSOCIATION CHAPTER 961
ROCK HILL, SOUTH CAROLINA

South Carolina Breakfast Club

Mar 19 - Columbia, SC (KCAE)
Apr 2 - Bishopville, SC (52J)
Apr 16 - Ehrhardt, SC (SC55)
Apr 30 - Manning, SC (SC41)
May 7 - Rock Hill, SC (KUZA)
May 21 - Columbia, SC (KCUB)
Jun 4 - Aiken, SC (KAIK)
Jun 11 - Greenwood, SC (KGRD)
Jun 25 - Florence, SC (KFLO)
Jul 9 - Salisbury NC (KRUQ)
Jul 23 - Spartanburg, SC (KSPA)
Aug 6 - Moncks Corner, SC (KMKS)
Aug 20 - Woodruff, SC/Triple Tree (SC00)
Aug 27 - Ridgeland, SC (3J1)
Sep 10 - Anderson, SC (KAND)
Sep 17 - Laurens, SC (KLUX)
Oct 1 - Camden, SC (KCDN)
Oct 15 - Sumter, SC (KSMS)
Oct 29 - Orangeburg, SC (KOGB)
Nov 12 - Conway, SC (KHYW)
Nov 26 - Winnsboro, SC (KFDW)
Dec 10 Hartsville, SC (KHVS)

EAA AirVenture

July 24-30, 2023
Oshkosh, WI

Check out their web site and make plans early to attend "The World's Greatest Aviation Celebration". Many 961 Chapter members attend each year and are great resources for advice. The June meeting presentation will be "All About Oshkosh" so plan to attend!
eaa.org/airventure

Lake Ridge Aero Park Spring Fly-In

April 14-16, 2023
8NC8, Durham, NC

Check out their web site for more information on this great excuse to fly! This fly in is also listed on the Carolina Aviator's Network (CAN) Facebook group under "events".
lakeridgeaeropark.com

Send In Your Events

Fly-Ins and activities are picking up with warmer spring weather.

Check the fuel tanks and the weather forecast and enjoy these great excuses to go fly!

If you know of any upcoming Fly-Ins, please let me know before the end of the month so they can be included in the following month's newsletter.

Email or text information, including flyers and photos to: stacy.lutes@gmail.com
260-463-5196 (Mobile)

Third Annual Flying Horseman Fly-In

May 19-21, 2023
VG16, Landis Airpark, Patrick Springs, VA

This fly in is hosted by the Landis Family. The runway is 1900' turf in good condition. If you need a longer runway, use KMTV and let the organizers know your intentions so they can arrange pick up (via pick up or plane!). They are working on the menu, but plan to have a Kelly Brady Memorial Movie night for those camping. There is a lot more information about flying into this event on the Carolina Aviator's Network (CAN) Facebook group under "events".

Sun N Fun

March 28 - April 2, 2023
KLAL, Lakeland, FL

Similar to EAA Airventure, it is sometimes billed as "Spring Break for Pilots". You can fly or drive to Sun N Fun, but if you fly, read the NOTAM for arrival and departure procedures similar to flying into Oshkosh. Daily activities include, but not limited to: forums, workshops, airshows, commercial exhibitors, walking the flight line and anything else aviation related! More information at: flysnf.org

Spring It to Curtiss-Wright Fly-In

April 22, 2023
KCUB, Jim Hamilton-LB Owners Airport, Columbia, SC

This fly in is listed on the Carolina Aviator's Network (CAN) Facebook group under "events". It appears to be lunch at a local brewery near the airport with a reservation for 20. There is no individual listed to RSVP, but the brewery is listed as Hunter-Gatherer Brewery Hangar, 1402 Jim Hamilton Blvd. Columbia, SC. (803) 764-1237.

2nd Annual Uncle John's Fly-In at Triple Tree Aerodrome

March 24-26, 2023
SC00, Woodruff, SC

The idea here is that pilots stop here on their way to Sun N Fun. There is a dinner and speaker on Friday evening. Saturday has activities from the Clemson flight team and another catered dinner. There is usually an evening fire pit and sometimes karaoke. Pilots are welcome to camp with their planes or RV (not the Van's kind) campers, or fly in for the day to enjoy planes and fellowship. If you plan to fly in, Triple Tree does have procedures for arrival and departure. Other helpful pilot information can be found at: tta.aero/pilot-information

NOTE: they seem to be updating/creating a new web site. The tta.aero site does work and has plenty of information on it, but this site was linked in an email from Triple Tree for pre-ticket sales.
<https://triple-tree-aerodrome-inc.square.site/>

Please look at both sites and gather all available information if you plan to attend Uncle John's Fly-In at Triple Tree this spring.



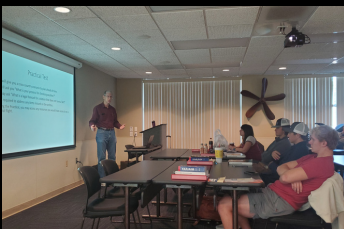
Just Married!

Our very own EAA 961 Members, Rick and Jan Maury, were married on February 23, 2023. Congratulations to the happy couple!



Community Outreach

Great job and thanks to Stacy Lutes for presenting to Scout BSA Troop 927 in Rock Hill. Stacy helped the troop with their aviation merit badge, and talked about careers in aviation.



Free Private Pilot Ground School

Every Third Saturday
Next Session: March 18
"Airports, ATC, & Airspace"

550 Airport Rd, Rock Hill, SC
Conference Room
9:00 AM - 12:30 PM



The Return of the Hangar Movie Night

Ladies and gentlemen, I am pleased to announce, after about a three-year hiatus, the Baker Hangar Movie Night is back up and running. Please save the date of March 25!

Screening this time is the 1989 Spielberg classic "Always," starring Richard Dreyfus, Holly Hunter, and John Goodman.

This movie is a relatively faithful remake of the 1943 classic, "A Guy Named Joe," starring Spencer Tracy. Dreyfus claims to have seen this movie "at least 35 times." Spielberg claimed it helped him to launch his directorial career. In fact, the two held "Joe" in such high regard that they traded lines from it when filming "Jaws" (a movie that certainly could use some frivolity on the set), and included clips from it in the background in "Poltergeist."

Dreyfus plays Pete, a reckless pilot who is finally convinced by Dorinda (Hunter), his girlfriend, to "settle down" and stop taking big risks. He agrees to teach at an aerial attack school run by his friend Al (Goodman), but is killed heroically rescuing Al from a burning plane. In her final movie role, Hap (Audrey Hepburn) plays an angel tasked with giving Pete his new assignment—mentoring a new pilot just starting out. The problem is, the new pilot is falling in love with Dorinda, who is Pete's Gal.

This film was shot in Ephrata WA, and during the 1988 Yellowstone fire, making for some stunning cinematography. The flying was done by Steve Hinton, of Chino fame. It shows. This film was made before computers could do all this, and is mostly real. A few models were used. See if you can tell the difference. Also, a good friend of mine, who flew fire bombers for Hawkins and Powers (the real deal) during this 1988 fire, tells me the company that owned the airplanes did not have its fire fighting certifications current, so could not actually fight the fire. But when they heard that Spielberg was making a firefighting movie, and needed airplanes, they were Johnny-on-the-spot. Hinton still managed the flying, though. H&P, now out of business, was based in Greybull, WY, which looks a heckuva lot like "Flat Rock" Colorado. Those scenes were shot in Ephrata, Washington.

The show will start when it gets dark enough. Probably around 7 or 7:30. Come early to get a good spot, and bring chairs! Some folks have backed up their pickups and lounged in the beds. I will have the popcorn machine fired up, but don't be afraid to bring your own snacks!

Y'all are invited!

My hangar (where the EAA meetings are held), at 7:00 pm March 25th! Come on over!

MEMBER ADS

Desperate Plea For Hangar Space

Desperately in need of a hangar/shade port at KUZA for my gorgeous 2006 Flight Design CTSW for at least one year. Willing to beg, barter, or trade to make a deal! I'm a CFI and experienced airplane owner.

Nick Von Alven
708-215-0985
nvonalven@yahoo.com

Hanging Up The Wings

Hello,

I'm Mike Thun, EAA member (787783) since 2005. After 50 years of flying and much reflection, I've decided to hang up my wings. In doing so, I'm selling my RV-9A and would like it to go to a home where EAB aircraft are appreciated.

Therefore, I'm offering a \$10,000 discount on the advertised price to any South Carolina EAA member. All anyone must do to qualify for this discount is show their EAA card and a copy of this letter. Again, this discount only applies to South Carolina EAA chapter members.

Complete aircraft and contact information can be found at <https://www.n309fs.com>.

After reviewing this letter, if you deem appropriate to share it with your chapter members; Thank You in advance.

Regards,

Mike Thun
803-730-6710



EAA Announces Inaugural Learn to Fly Week – May 15 to 20

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

"Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process," said David Leiting, EAA Eagles Program Manager. "Our goal is to show attendees how accessible achieving their dream actually is." Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.

Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week. Full webinar schedule and more details on Learn to Fly Week can be found at EAA.org/LTFWeek.

PRESIDENT'S MESSAGE

by Joe Baker

I've always been fascinated by major transitions. And I mean the political kind—the English and American Civil wars, for example. I've recently been reading about the end of the Second World War, in both Japan and Germany. Germany, of course, provides more political fodder, since it witnessed the birth of the Cold War. How much of a role it played beyond being an observer and simply the location of the clash of two newly-minted “superpowers” is hotly debated.

Here at home, the end of WWII meant the cancellation of hundreds of wartime contracts, not the least of which involving aircraft production. To be sure, war planners saw much of this coming. The war was being won, and many factories were being told to wind down production. Everybody wanted to go home, and the Cold War was being predicted only by a few prescient State and War Department observers. The British beat their swords into plowshares with surprising enthusiasm (after having ousted Churchill, the guy who won it for them, to rush headlong into socialism—an economic disaster for them). They were so thorough that five or six years later, when they thought it would be cool to have a national air museum with WWII types in it, they discovered they had melted down all their Hawker Typhoons, and had to ask for the only complete surviving example back from the Smithsonian's Air and Space Museum. This aircraft is now on display at the RAF museum in Hendon.

So we had the strange situation where hundreds, and sometimes thousands, of brand-new aircraft were flown briefly, then ferried to one of several disposition centers in the United States, where they would be scrapped, and melted down. Engine and instrument shops went through the same thing, although guys making compasses and altimeters braced for what was thought to be a huge boom in private flying after all these pilots came home. The returning pilots, however, were more concerned with the girl they left behind than the airplane, and the boom lasted only about 18 months. Postwar production of planes like Taylorcraft and Luscombe (to say nothing of Porterfield and lesser known types) shows this.

So Dad tells the story of a buddy of his who really, really wanted a Corsair. I mean, who doesn't, right? Since the military knew jets were coming soon, and in some squadrons already there, much of the inventory could be sold off for scrap. Some folks made big money selling off the gas still in the tanks. So pilot friend finds his way to Kingman, AZ, which was one of the large disposition centers. That famous scene in “The Best Years of Our Lives” was filmed there. Walnut Ridge, Arkansas was another.

Problem was, these airfields were still Army Air Forces property (until 1947, when it became the USAF) and the unwashed civilian rabble was not allowed to operate

there. To the rescue gallops (literally) a local Arizona cowboy rancher whose land joined the Army Airfield. He bought up supplies of spark plugs, filters, hoses, tubes, belts, and other consumables, and installed a big fuel farm, and his new 5,000 foot runway was just the ticket to get these surplus Stearmans (for spraying), BT-13s (for training), Twin Beeches (for the boss) and Mustangs and Corsairs (for the hell of it) into the air and headed home. Prices for this stuff would be about what you'd think —four or five times what you get them for in LA or even Phoenix. But there they were.

Pilot friend picks a Corsair, pumps up the tires, and tows it through the fence into the cowboy's hangar.

And he blasts off.

Halfway back to California he decides to "wring her out a little." At the top of something inverted, some creature comes falling out of the cavernous fuselage back hole between his foot rails, between his legs, and plops itself onto the top of the canopy.

A rattlesnake!

Undoubtedly just as surprised as pilot buddy, the snake does a little slither (probably too surprised to even rattle), and that scares the crap outta pilot buddy, who fortunately has a) the presence of mind, and b) the altitude, to haul back on the stick and put the snake back into the darkness from whence he came.

The flight was completed nervously monitoring the world below the foot rails the whole time, after which the plane was fumigated and every panel removed to inspect.

I never did hear what eventually happened to the airplane. Most likely, pilot quickly discovered how much it really cost to operate a R-2800, even with 1947 fuel prices.

Keep working on those preflights! And blue skies!

Joe



YOUNG EAGLES

Our first Young Eagles event of 2023 is scheduled for Sunday, April 23. It is set up on that date to coincide with SC Aviation week at the request of Steve Gould. A couple things you can do to help us out now:

If you have not done so, please go to www.young eaglesday.org and register under EAA 961. Registering does not commit you to do anything. It only lets us have easier communication with Chapter members who want to participate in YE events. When we announce the next date, you'll be able to check in for pilot or ground assistance on the web page. Our plan is to do all communications about the next event through that site's email tool.

If you have not completed the EAA Youth Protection program, please do so. We won't be able to let you participate if you have not completed this program.

Finally, if you are interested in flying Young Eagles on a smaller scale, you are always welcome to do so. There are two advantages to filling out the official EAA Young Eagles form;

- 1: Chapter 961 gets credit for the flight, and**
- 2: You get the EAA additional \$1M insurance add on.**

I'll bring some forms to the next meeting, and I'll leave some at my hangar if you ever need one. Bob, Frank, and I are contacted regularly with requests for YE flights, so if you'll let me know you're interested in one-on-one flights, I can put you in touch with interested parties as they happen.

Thanks!

**Tom Dubrouillet
961 YE Chairman**

EDITOR'S NOTE:

If you are interested in helping with any Young Eagles activities, please sign up on the website Tom has provided, or you will not hear about certain YE events.

The Young Eagles organization's communications are separate from the emails you regularly get from me through the Chapter Communications email address, "eaachapter961@gmail.com."

JAYBIRD AVIATION PHOTOS



Let me capture the perfect image of YOUR aircraft in flight.

My first air-to-air photo appeared on the cover of Aviation Week in 1981. Since then, over 1,000 of my photos have been published in aviation publications around the world, including dozens of magazine covers.

You get low-resolution images, suitable for computer or smartphone, plus one 16" x 20" canvas print. You can access my website, where you can order prints up to 40" x 60" on canvas, metal, glass, and acrylic. You can also order a variety of items, such as refrigerator magnets, coffee mugs, blankets, coasters, etc.

BASE PRICE:

\$400* PER AIRCRAFT OR \$300 PER AIRCRAFT (4 OR MORE AIRCRAFT)

If you supply photo ship, pilot, and fuel, subtract \$100. Must be able to open/remove window/door from photo ship.

*Plus travel expenses, if necessary.



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jaybirdaviationphotos.com



IN THE SPIRIT OF STARTING FRESH

To keep our newsletter "current," please send in your name and qualifications to eaachapter961@gmail.com if you are a current Flight Instructor, so our chapter members can know who they can contact for flight instruction & flight reviews.

AVIATION ENTHUSIAST? SAME HERE.



REGULAR MEETINGS MONTHLY
EVERY SECOND MONDAY

ROCK HILL - YORK COUNTY AIRPORT

MORE INFO AT CHAPTERS.EAA.ORG/EAA961
EAACHAPTER961@GMAIL.COM

EAA CHAPTER 961 MEMBERSHIP ENROLLMENT FORM

Interested in becoming a regular member of this active and growing chapter?
Dues paid after September 1st, of any year, will cover the following year.

Print and mail the completed form with a check for \$25.00 (payable to EAA Chapter 961) to:

Paul Fischer / Treasurer EAA 961
11500 Glenn Abbey Way
Charlotte NC 28277

Name: _____

Address: _____

City: _____ State _____

Zip Code: _____

Preferred Phone Number _____

Circle one: home / work / cell

E-mail Address: _____

*EAA Member Number: _____ *

Pilot Ratings: _____

Aircraft Owned/Interested In: _____

**Are you a Young Eagles EAA Member? Circle one: YES / NO **

Do you want to order a chapter name tag? Circle one: YES / NO

Do you want to order a chapter shirt? Circle one: YES / NO

If YES, then what SIZE _____ COLOR _____

(Grey is the standard, but other colors are available.)

*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.

**If you are a Young Eagles EAA Member, then you are welcome to join EAA Chapter 961 as a full member, without paying dues until you turn 18, and you will receive a FREE Chapter name tag.