

The Rock Hill "Flyer"

A Monthly Newsletter

Experimental Aircraft Association Chapter 961

Rock Hill, SC – KUZA

September 2020

This Just In!

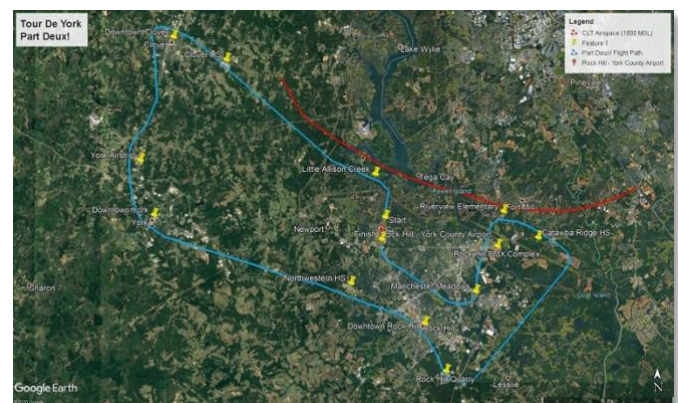
Greetings EAA'ers! Lots to talk about! First, we all hope this newsletter finds you all well and thriving. This new format should help us manage all the information and happenings that is quickly becoming the norm here at 961. We hope it continues! We have new members, new challenges, and new opportunities. Stay tuned!

First, allow me to introduce our new newsletter editor, **Emma Baker**. Honest, Emma volunteered for this all by herself. I know some of you won't believe me, but it's true! But we welcome this development, in part because it frees the rest of the presidency to do stuff! And we all like doing stuff! So those of you who have a small role to play in our activities (and therefore a little slice of notoriety in the newsletter) please submit information, articles, and snippets to her. Her contact info is published deeper in the newsletter.

A note on the format. This is the **standard newsletter**. Most of the nuts and bolts of the operation of our chapter will appear here. Every so often, though, we have stuff we'll need to make you aware of between monthly newsletter editions. These will be distributed in what we'll call an "Update." The recent information you received just after our meeting with the planning committee of the "Tour de York" Part Deux is an example of that. This is stuff of a more critical, or at least time sensitive, nature. As we get closer to our "Instead-O-KOSH" event in November, we expect updates to come pretty quickly. Watch for them! Don't let them go into your spam folder!

So, with that, here are a few developments. The **"Tour de York"** is, and you have learned, back on! A few changes include a request from some of you who were concerned about the return leg of the tour, which would have positioned aircraft crossing over the top of other aircraft. This has been removed. We now have a tour route that does not cross back upon itself, and therefore can be flown at a thousand feet. If you have not previously done so, please let us know if you would like to participate. We'd love to have you, and so

would York County. There will be no weather delay this time. If the weather is unflyable, like it was last time, we will not reschedule. You will find a photo of the updated route below. More updates will come via email as it gets closer.



We have been invited to a **"Navigational Challenge!"** I got a call from Bill Repucci, from EAA 249. In all fairness, Bill is calling it the "Not So Great Race Navigational Challenge" and the objective is to improve pilot navigational skills and promote proficiency through a race, of sorts. You will race against your estimates, basically, and the closest you come to your own flight planning, the higher your score. The event will be held Saturday, Oct 3rd, and it will start and end at Shelby (KEHO). Navigation will all take place within the Atlanta Sectional. Look for the rules coming soon.

We have added a few **new sections** to the newsletter, including a profile of a few of our members, and a section about the latest of your projects. Keep the info coming! More is better! The response this time was astounding! With that, we hope you enjoy this month's newsletter.



Joe Baker
President
EAA Chapter 961

Our Next Meeting:

Join us for this month's meeting, on **Monday, September 14th**.

We will begin the meeting at **7:00 PM**, but be sure to get there at **6:30 PM** for social time. Pizza and drinks will be provided!

Just like last month's meeting, we will meet at **John Long's hangar**, located on the **Taxiway J** side of Rock Hill/York County Airport. The gate will remain opened, so just follow the signs!

Our presentation will be by **Josh Pusser** from **Titan Aviation Fuels**.

About Titan Aviation Fuels:

"Titan Aviation Fuels is strategically aligned with major oil companies to bring its Fixed Base Operator (FBO) customers a secure supply, a professional image, and clean, high-quality fuel.

Titan Aviation Fuels is one of the largest distributors of aviation fuel products in the United States. Our FBO network is over 550 FBOs strong. In addition, we serve airlines, corporate flight departments, and aerial applicators."

The David Griffin Aviation Foundation



The David Griffin Aviation Foundation was started by a group of local Rock Hill pilots to raise money to help young people from our region achieve their aviation goals. Many of us had met people with great passion for flying, and a strong desire to seek a Private Pilot license, yet could not pay the high cost of training at a commercial flight school.

Perhaps just as significant as our mission is the name chosen for this organization. Tragically, we lost David Henry Griffin in March 2019. David had served as President of EAA Chapter 961 and was active in Young Eagles, but he had also given so much more, especially when it came to aviation and the youth of York County.

David was born in Lancashire, England, and as a retired aeronautical engineer was quoted "My focus in life now is trying to pass on what little I know about aviation to young people." In reality he knew a lot about aviation, as evidence when he spent two years with high school students at Fort Mill and Nation Ford building a replica Sopwith Camel bi-plane. This was the same type aircraft the legendary WWI Ace, Col. Elliot Springs of Fort Mill had flown in combat over Europe. That Sopwith Camel is now part of the Carolina Aviation Museum collection, and is just one example of many youth-aviation projects that David completed. He had a reputation of bringing aeronautical engineering to life in the classroom, teaching students about flying, weather, and career opportunities in aviation. All this accomplished and still he found time to fly his beloved Cessna 150 all across the United States. Recognized for his work in youth education, David was inducted into the South Carolina Aviation Association Hall of Fame in 2014.

The founders of the David Griffin Aviation Foundation chose the name both to honor the memory of a man who gave so much to York County young people, and to capture the aviation spirit, enthusiasm, and dedication that David personified.

If you would like to participate in that same spirit that David had, please consider a monetary donation to the David Griffin Aviation Foundation, 550 Airport Rd. – Suite 500, Rock Hill, SC 29732. This is an IRS certified 501(c)(3) non-profit organization, and we pledge to use every dollar to help young folks in our community achieve their dream of a pilot license.

Editor's Note: As worthy EAA causes go, this is the worthiest! It should be clear to all of us that if we don't have folks coming in, we won't have folks to stay in. We need to support this endeavor. Since both entities are now 501(c)(3) organizations, we are currently in talks to decide how best to support the David Griffin Foundation on the chapter level. Please consider donating. These students are fantastic! And it will be money well donated.

Features: “In the Hangar”

As part of our effort to keep up to date with all of you, and your ongoing projects that happen to be lurking in your hangars, garages, living rooms (!) or wherever.

Please send “In the Hangar” submissions to our Newsletter Editor, Emma Baker at emmatehani@gmail.com.

From **Mark Accomazzo:**

“Joe asked me to share the progress on my J-3 Cub project. This is definitely a story of how life gets in the way, family takes priority, and an airplane project gets side lined.

I bought my project in 1996, a basket case 1946 Piper J-3 Cub. It was pretty rough, but the wings were in good shape, paper work was all there, and I could see myself slipping the surly bonds after a quick restoration. I had loads of ambition and no idea what I was getting myself into. I just finished loading up the new project in my trailer when 2 of the elder statesmen pilots of the airport stopped by and asked if I just bought the Cub. I proudly said I was the new owner. They asked if I was a welder. “Not really”, I said. “You will be a welder when you are done with that project”, they said laughing while they drove off in their golf cart!



Unfortunately, the elder statesmen were right. Once I sand blasted the frame, I found that from the tail post to rear landing gear mounts the lower longerons were peppered with the dreaded rust holes. We were living in Phoenix Arizona at the time and I looked for someone to help me with the project. I lucked out that one of the best antique aircraft welders, George Evans, from EAA chapter #1 at Flabob, California retired within a block of my house. When he saw my project he told me this was a ton of work. I told him my plan to restore the airplane and learn to weld as part of the deal. He took me under his wing and for the next year I learned from the best how to gas weld, tig weld, and aluminum weld with a Miller Syncrowave 250 welder my cousin sold me. Once I could weld .035 thick chromoly tubing, George gave me his blessings and I

started replacing rusted sections of the frame. I made good progress and got it complete enough to put the landing gear on it and run the kids in the frame down the street for ground loop practice, then life took a turn.



In 1999, we packed everything up and moved to Charlotte. At this point, life got in the way big time and my project sat dormant for 16 years. In 2017, home life had stabilized enough to re attack on my Cub. I commandeered the basement and moved the wings inside to completely rebuild them with a few new rib replacements, new leading edges, replacement parts from Univar, Dakota Cubs, Javeron Cubs, and the addition of a 12 gallon wing gas tank. I have the original A-65 engine, but found a nice Continual C-90-12 on Craigslist and have had everything yellow tagged and ready for assemble. In 2019 I found a beautiful set of Aqua 1500 floats from a J-3 flying off of Lake Norman. We live on Lake Wylie so the dream of flying my own sea plane off my dock was starting to look like it might happen.



Today, I'm spending every moment I can to complete my project. I have taken a voluntary leave of absence offered for 6 months by my

employer American Airlines. Welding will finish this week. I will prime the frame, build a boot cowl, and then assemble the plane to see if it all fits together. Next, will come engine assembly and test run. Then it's disassemble, fabric, paint, and then final assemble.....almost done.....Right??

I promised my oldest son that this project would be completed by the time he was 14 so I could teach him to fly. He is now 32 and a 737 co-pilot for American. I did teach him to fly, but I am hoping to fulfill my pledge for a family Cub this year, God willing.”

From **Roger Milne**:

“After having the plane for a couple of years, the paint was essentially stock from the date of assembly in 1988. It was starting to show its age, so in December 2019, I started the stripping process.



The first couple of months were slow going, and there was a bit of a learning curve, as application in the chilly temperatures didn't do the activation of the stripper too well. I was making slow, but steady progress, until COVID-19 hit and then I managed to accelerate the program somewhat.



I officially finished stripping in June, put it back together, and waited on a date for the painter to give me the go-ahead. That came in mid-July and off to Hartsville, SC we went. What was initially supposed to take a couple of weeks, ended up taking exactly 1 month. The primary issue, as most experienced painters will tell you, is that to paint, you have to have ideal temperature and humidity, which sadly we didn't have. This was not an expensive state of the art facility, and coupled with the typical SC summer, we fought to get opportunities for ideal conditions. But overcame the problem we did and she's now back in KUZA awaiting graphics. More pictures to follow upon that completion.”

From **Rob McLear**:

“Here is a recent project I completed last week. I noticed my Oleo struts were once again a little low. I usually have my AP charge them every other year. This year I learned that this is an owner operator function that I could do myself. After reviewing the equipment needed I learned that most preassembled kits ranged from \$350-\$750!!!! So I set out to make one myself. I went to Airgas and picked up a 40CF bottle of Nitrogen that cost me about \$125 already charged to 2000PSI. Then looked online for a high pressure regulator. This was \$40.

Delivered Aug 4, 2020



SUA - Nitrogen Gas Regulator 0-600 PSIG - HVAC Purging - Pressure Charge - 1/4" Flare Connector

Sold by: MUNDAKA TECHNOLOGIES, INC.

Return eligible through Sep 3, 2020

\$39.99



Buy it again

View your item

The only thing left was to make a hose which I did at work. 6200 PSI and with a small coupling, Voila! I had everything I need to charge my own struts. Fun project.”



President's Message:

Greetings, gang!

In this newsletter you will see a number of changes. Some—like the member spotlight section—have actually been a long time coming. But others—like the updates on the projects lurking in your hangar—are relatively new. More of you responded to this section than can be accommodated in this newsletter, but we'll get to ya, we promise! Some of you have seen Mark's story before, but we have had reports of others who have not. So if you have, I apologize, but here it is again. A lot can happen in a month, so be prepared to update your story! Roger, we need updated pictures of your completed paint job! You may have also noticed a first-class branding strategy, thanks to Dick Kruse's professional stickers and applications. We have a number of ideas still percolating, some of which will need your input. We are all about growing the chapter, and making it the best chapter ever! Thank you for all the work you've done to get us here! And chime in! Let us know how we can improve the chapter in the future!

Thanks for all you do! This is, after all, YOUR chapter!



Joe Baker
President
EAA Chapter 961

Secretary's Message:

Please wear your name tags! As the chapter continues to grow, it is important that we don't allow any members to feel isolated because they don't know names.

Also, we are starting to develop a photo directory of members for the same reasons mentioned above. To start with access, we will only allow that information to be available for our presidency members, officers, and chair persons until we can develop a secure way to allow members to search through them.

Please send a recognizable headshot (NO, Bob Kudwa, a photo in your Marine flight helmet and goggles doesn't work,) along with AC type, N-number and base, if appropriate, directly to me at krussr05@gmail.com.



Dick Kruse
Secretary
EAA Chapter 961

Treasurer's Two Cents:

Just taking a moment to update everyone on the membership numbers for the Chapter. We currently have just North of 100 active members. This reflects quite a bit of growth over the past 2 years. Also, we have had great turnouts for our outdoor meetings in July and August. Adhering to the term "There is Strength in Numbers" and with September upon us, I would like to remind everyone of the Amendment that we passed last year:

2019.12.30-1

It is resolved that "New or Non-current members of EAA Chapter 961 wishing to join or re-join may do so at any time during the calendar year and if the dues to join or re-join are collected on or after the 2nd Monday of September, the dues will be considered paid through the end of the next calendar year."

So folks, this is a great time to recruit or reenlist members to the Chapter. This helps to build our depth of aviation knowledge to share, and corps of members to assist with activities. And who wouldn't like 4 months for free!!

Also, just a reminder to see me if you are waiting for a name tag or shirt that you have ordered.



Paul Fischer
Treasurer
EAA Chapter 961

Member Profiles: Ben Zimmer

Written by EAA Chapter 961 Member, Angela Sells



With many of us still unable to meet in person due to Covid-19 restrictions, the Chapter would like to highlight one of our members each month so that we have an opportunity to get to know each other a bit better. This month I had the amazing

opportunity to speak with Ben Zimmer.

Ben was born in Holland in 1938 during WWII. His father was an organ builder, and the family eventually moved to South Africa in 1951, when Ben was 13. He graduated from high school in South Africa, and then went back to Europe to learn to be an organ builder like his father, and join the family business. In 1964, they sold the business and moved to Charlotte, NC to start a new organ business in the states. He now lives in Marvin.

Ben has been married for 58 years, has two sons and five grandchildren. When asked if his wife enjoys flying with him, he says, "She doesn't care for flying, but she lets me go and that's okay."

Ben got a desire to learn to fly in 1967, and his brother joined him as well. They both got their license and began to fly as part of the organ business. His brother thought it would be a good idea to invest in a plane in order to help with travel for selling the organs. Their first airplane was a Tri-pacer, then a Cherokee 140. As Ben reflected, "Like most pilots, we kept wanting to go faster." So, they later bought a Grumman Tiger, which he speaks of very fondly. In 1980, they upgraded again to a Mooney 201 and his brother got IFR rated.

Ben's brother retired from the business in 1996, leaving Ben to sell, make and deliver the organs. With so much required, he sold the Mooney and focused on the business.

About 8 years ago, he decided he wanted to start flying again. After trying out several different flying machines, he settled on a Cessna 150 that he has been enjoying ever since.

His favorite \$100 hamburger runs are the *Alpha 57 Cafe* in Rutherfordton, *The Flying Pig* in Shelby, and of course, the *Pik n' Pig* in Carthage is also on his list for great BBQ.

His advice about students is to get them up and flying, let them experience what it's like to take the controls, fly over their homes and let them see it. He also says to provide them with videos and books about flying to pique their interest.

He discovered our EAA Chapter through his friends and flying companions, Ed Lee, Joe Baker and Les Kanna. He associates most closely to the Experimental division of EAA. He hasn't been to Oshkosh, but has gone to Sun n' Fun once while delivering an organ.

His favorite plane is a Mooney. He's ridden in the C-46 *Tinker Belle* out of Monroe, and also got a ride in a B-17. He said it was pure pleasure to ride in the Flying Fortress.

Ben will be 82 this month, and he continues to enjoy flying regularly. If you get a chance, be sure and speak to him about the different airplanes he's flown over the years. It was a treat to spend time talking with him; I know you will enjoy speaking with him as well.

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