

The Chapter 961 “Flyer”

A Monthly Newsletter

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This Just In!

From Dick Kruse:

Ladies and gentlemen of EAA Chapter 961,

This 2020 year has been unusual to say the very least. It's been somewhere over 3 years since I stepped I stepped in and picked up the newsletter for the chapter which grew into program planning and eventually Secretary. How great it's been to see the amazing growth and expansion of the chapter and the number of members being involved during that time. Well, now I feel that it's time for me to step away and make room for others to step up and become involved. Just as you are, I am looking forward to a post-Covid time when we can do those things that we as a chapter do so well, so I'm looking forward to assisting and growing, possibly the Young Eagles program.

Looking forward to seeing you all at our next gatherings.

Here's to a bigger and better 2021.



Dick Kruse
Former Secretary
EAA Chapter 961

The David Griffin Aviation Foundation:

November 24th was a big event for all involved with the Rock Hill Flyers flying club. This is the organization sponsored by the David Griffin Aviation Foundation, to provide young folks in our area an opportunity for affordable Private Pilot flight training. On this day, the Rock Hill Flyers had our first solo!

Jocelyn Koziara (call sign “J”) turned 16 on November 24th, and when she started flying at the end of summer with her flying club instructor, Joe Baker she made it her goal to solo on her birthday. In front of a crowd of fans, J flew her three touch and go's on KUZA runway 02 around 9:00am. It was a beautiful morning with a bit of crosswind from the north-east, but that didn't deter J from making three excellent





landings in a row. In a 1974 Cherokee 140, later converted to 160hp, J officially became an FAA certified Student Pilot. Her next goal is to take her Private Pilot check ride on her 17th birthday. We are betting that is exactly what will happen. Congratulations to Rock Hill's newest official Student Pilot, Jocelyn Koziara. If you have contributed to the David Griffin Aviation Foundation, and all members of EAA Chapter 961 have, THANK YOU for helping to make this possible.

Pictured is J stepping off the wing of her Cherokee, and her CFI Joe Baker honoring the age-old tradition of "clipping her tail" by cutting her T-shirt. For an online video of the first solo for the Rock Hill Flyers organization just click: [Jocelyn's Solo Video](#)

Ken Nelson
David Griffin Aviation Foundation

Young Eagles:

While we patiently sit on our hands and wait for the vaccine and return to some semblance of normalcy, this is an opportune time to register with the Young Eagles. The protection policy and background check is essential before you fly this most valuable cargo on earth. Please take a moment and do this now. Here is the link. [EAA Youth Protection Policy and Program](#)

Bob Kudwa
Young Eagles Coordinator
EAA Chapter 961

Pilots N Paws:

961 Member Rob McLear shares his experience with the "Pilots N Paws" organization:



Much like Young Eagles, Pilots N Paws is another way that pilots can use their love for aviation to touch lives and help others. In 2020, I joined Pilots N Paws along with Mercy Flight, so when it was needed in SC, I could help transport both rescue animals and patients that need treatment, usually cancer.

On November 15th 2020 my daughter and I signed up to save a 4-year-old lab by taking him from Gastonia to Asheville where he would join a new foster. Simon was initially a 20lb lab that in the past month or so had gained back one pound per day in recovery. When we picked him up, he was 45lbs already and making a great recovery. Pilots N Paws provides volunteer pilots with all the necessary equipment, from leashes, to carry pins, to cleaning wipes. This stuff is donated by PetSmart to the organization, and distributed to the pilots. It is free to join, but the flying expenses are maintained by the pilot. On this particular flight, I received a daily email that listed Simon's request

for transport from AKH to AVL. The process is easy, you select the flight you can take and then the coordinators contact all parties involved, from the drop off to the pick up.

We met Simon beside the FBO in Gastonia, where his foster handed over some paperwork, photos of him, and some media he was on. Kayla and I then walked him to the plane and used a short leash to hook him to the rear seatbelt. Simon laid down like it was nothing new to be in an airplane. We filed IFR and started on our hour or so flight.

Simon was calm enough during the trip that we felt okay to unleash him and give him some room to move around. He was a perfect gentleman and behaved like any passenger would. Once we made our descent into Asheville and started talking about the Biltmore, Simon was all eyes outside the plane as if he knew he was soaring above his new home. Once we were down, the FBO provided water for Simon, a discount on fuel and a place to meet the new foster. You are treated as a VIP when you make these flights from everyone at the FAA to the FBOs. I would encourage anyone with an interest to join this network. Besides, you might have an already planned trip and an open seat that can really do some good for an animal in need.



Rob McLear

Rob isn't the only 961 Member active in Pilots N Paws!



EAA Chapter 961 members Stacy Lutes (right) and Ian Funderburg (left) transported a dog to his new home. They flew the first leg of his journey to KFGX near Maysville, KY and another volunteer pilot took him to Michigan. Look for an upcoming meeting presentation by Stacy on Pilots N Paws in early 2021.

President's Message:

One of the neat little perks of being an academic is the tendency towards playing in the mind, and toying with questions that could not possibly be answered. See, before I got into the flying biz I was one of those. I was headed toward the academy. I was hip deep in grad school, wondering where my place was going to be in this world, and, like many of us, wondering where and how I could work aviation into it. I majored in English during my undergrad days, and while I didn't truly love it, (all I wanted to do was talk airplanes) I appreciated the oeuvre, enjoyed the mirrors into society, and even started to identify with the trends of the art. I discovered Modernism, Structuralist, Post-Structuralism, Deconstruction, and kinda got into messing around with literary theories. They said, after all, that if you could explain these ideas, you really didn't understand them.

The graduate History department, however, had its own themes and trends. It was fun to see where it all intersected. What-if questions became parlor games of sorts, and some "real" historians even waded into the pond. What if Britain lost the Battle of Britain? What if Germany had built the bomb? What if Stalin was assassinated in 1919? What if Lindbergh went down in the North Atlantic?

One day an aviation-enthused colleague asked me this question, and I here humbly pose it to you. But let me set it up first. I think everyone will agree that somewhere over this blue planet of ours there is an airplane flying. Always. 24-7. Most of us have heard statistics showing that two-thirds or even three-quarters of the planet's aviation happens in the United States. But a whole lotta flying happens on the other side of the globe, too. And we all would agree that before the Wright Brothers schlepped in Carolina sand, there was nothing.

Given all that, when was the last time there was NOT an airplane aloft somewhere in the world? Whaddy'all think?

It might be tempting to say 9/11, but as you all know, that was an American thing, and only sorta impacted aviation in other countries. It certainly could not be true after Pearl Harbor grounded civilian flying, since military flying blossomed exponentially. And much as us airline guys might think, it certainly wasn't during the current COVID unpleasantness.

One prof buddy, demonstrating the futility of the whole question, wrote this. "There was indeed fifteen minutes of flightless Earth on January 18th, 1924, when First Lieutenant Thomas Smythe-Percival of the Royal Air Force landed his Avro 504 at Huntsley Downs early on a training mission with an ignition problem. Fifteen minutes later Corporal Igor Smolenskii gunned the little Maybach engine of his Yakovlev AIR-1 and departed terra firma at Yuzhno-Sakhalinsk communal collective airfield, thereby inaugurating a period of continuous flight covering the entire earth."

Smarty-pants.

My guess would be this transition occurred sometime just before Lindbergh made his famous transatlantic crossing, inaugurating a global aviation boom and becoming the world's first international celebrity at the same time. But who knows?

We may not know the answers, but heck, as long as we are civil, it is kinda fun to debate it. High wing vs low, trigear vs taildragger, Ford vs Chevy, Clemson vs USC. EAA is a great venue for aviation-related new ideas, and has an unparalleled track record of success. Even though we may not be meeting regularly, inside, or the way we like, keep at it, folks! Things will eventually return to some sense of normal, it always does.



Joe Baker
President
EAA Chapter 961

Member Profiles: Emma Baker

Written by EAA Chapter 961 Member, Angela Sells

Our spotlight this month is on Emma Baker. While many of you may know Emma as our Chapter President Joe Baker's daughter, she has brought her own passion, vision and drive to our chapter. I thought it would be nice to get to know more about her interests and background to share with you.

Emma was born in Hawaii, and lived in New Mexico when she was very young. She's lived in the South Charlotte area since she was seven. She's currently a Senior in college, working on her bachelor's degree in Virtual Design and Construction Management, a highly interesting and growing career field, where computer design and programming are used for building planning as part of the design, pre-construction, and construction processes.

While she enjoys what she's studying, her true passion is flying. She has had the incredible opportunity of growing up flying with her Dad, and has since developed her own love of aviation. Emma is a fourth-generation pilot, and began flying when she was still in high school. Emma has learned to fly in "Silvia," the family's own beautiful 1947 Luscombe 8A. It's been in the family since the 1980's, when her grandfather bought it, and her dad learned to fly in it as well. Steeped in aviation tradition, Emma is continuing the path to the skies in their lovely tailwheel plane. While many of us don't learn tailwheel as our first plane, she says it would be strange to fly anything else.



She looks forward to having a career in aviation in the future, whether it be as a corporate pilot, airline pilot, or another area of aviation. She says there are lots of opportunities within the community, and she wants to see what opportunities arise.



Asking her about her favorite airplane, she says without hesitation, the F4U Corsair. "It's iconic."

She doesn't have a favorite \$100 hamburger spot, but did just recently visit the Pik N Pig in Carthage, NC for the first time and really enjoyed the food. Emma also says she always loves to go the Triple Tree Chili Fly-in.

When asked about advice for students training, she says, "Get your butt in any airplane you can! Take any opportunity you can to make connections. Offer to help wash, clean, polish, do anything you can to be near airplanes. You never know what kind of friendships and future opportunities will arise from these types of relationships."

Emma learned about EAA from her dad. She says with laughter, “He has dragged me to every event.” They’ve been members of our chapter since 2013.

Emma and Joe’s first trip to Oshkosh was in 2017. It was a memorable event for both, and her dad even gave up his very first landing at OSH for her to land the Luscombe there. She recalls it being a major highlight, very busy with lots of traffic, and she was very focused during the process.

With her dad’s influence, she has a wonderful respect for the Vintage as well as the Warbird aircraft, but most closely identifies with the Vintage airplanes.

She has recently started working at Skytech, Inc. at the Rock Hill FBO as a Customer Service Representative, and loves it. She says her coworkers are “brilliant and amazing at what they do, everyone is incredibly nice,” and she gets to do a variety of different types of things. Just hearing her talk about it, you can hear the excitement of being able to work in aviation in her voice.

I asked her what she thinks EAA should improve, and she says, “We need to do a better job of involving and attracting more young people to our chapter. When I first joined, I didn’t want to go to the meetings because I was scared off by the jargon, and so many words went over my head, even coming from an aviation family.”



Emma has stepped up from being just another member of our club, to newsletter editor. She calls herself, “an organizational nerd.” Doing the newsletter is a perfect fit for her skills and passion. She is a leader and strong supporter of EAA. Her passion shows through her warm smile, her involvement in helping with events, and her dedication and commitment to aviation.

Please take time to introduce yourself and thank her for all her hard work with our chapter next time you see her at a meeting or event.

Fly-Outs:

This wasn't the best year for amazing fly-outs and large, fun groups of planes humming through the skies in search of food. However, there is one more event and a few notices:

South Carolina Breakfast Club's last event of 2020 is December 13 at Aiken, SC: KAIK

It is an uncontrolled airport approximately 85 NM SSW of KUZA. Unicom is 122.8

Please check their web site before departure to ensure it isn't cancelled.

<http://southcarolinabreakfastclub.com/2020-schedule>

From their web site: "Breakfast is around \$6 – \$10 per plate, is ready about 9am. Fly in or drive to the airport, belly up and talk aircraft, aviation, or anything else, to your heart's content. Pilot or non-pilot, everyone is welcome."

SCBC does have a full 2021 schedule posted on their web site. Their first event of 2021 is January 10th at Greenville Downtown, KGMU. It is part time Class D and underlying Class C airspace.

MARK YOUR CALENDARS FOR OUR HOSTING OF SCBC: MAY 2, 2021

If you have information on a fly-in or event, please email me. I'll take flyers if you have them and I'll compile a list in chronological order for members.

Here's to a better 2021!

Stacy Lutes

Fly-out Coordinator

EAA Chapter 961

Take The Long Way Home:

From Mike Drews:

On Labor Day 2020, we achieved the final milestone in our original 'Zenith CH750 master plan' by successfully landing three times in a row on the little 1100' grass pasture that we affectionately call Clover Base. Seven years, three months, two household moves, three job changes, three undergraduate degrees, three advanced degrees, one wedding, two engagements, and a global pandemic after purchasing a '95% complete' kit, our Zenith CH750 STOL aircraft 'Belle d'Alsace' ('The Beauty of Alsace') is finally home, where she belongs, in her own hangar, with her own airstrip, in Clover, SC.



See? Piece of cake - Nothin' to it! Right...?

I've already written two articles about this whole process (see 'Goin' South' and 'The Best Five Percent' in previous newsletters), and one missive about our last major interruption ('How to Complicate a Fart'), so no need to repeat that long story. This article is about the Big Payoff.

My first solo cross-country flight in the 'Belle' after completion of Flight Test certification at 40 hours was in August 2020, to Jabiru North America in Shelbyville, TN, to fine-tune the Jabiru 3300 Gen4 six-cylinder power plant. Now, with my Wife (and Co-Pilot) Simone (the real 'Belle d'Alsace'), our first cross-country flight all together was to have been from Clover Base, to KAKH (official starting point), then over the Blue Ridge to the Central Plains. But the weather caused us to accelerate our departure 24 hours, before the remnants of Hurricane Sally made it impossible. If we had taken the more direct route we had planned, we would not have made it.



Instead, thanks to the wise council of John Wigney, we followed a tried-and-true low VFR 'dogleg' route North by way of I-77 to I-81 and Virginia Highlands (KVJI), to then turn 140 degrees and pass SW down the long Appalachian valleys, into TN near Bristol, and then WNW on the long trek across America's heartland to pass below Saint Louis, to Mexico Memorial Airport (KMYJ), home of Zenith Aircraft Corporation, for



their annual Open Hangar Days, Sept. 18-19. We had beautiful weather, slight tailwinds, and no mechanical issues, either out or back. The attached photos hint at the over 35 aircraft and hundreds of current and aspiring builders, pilots, and others who attended the event. Universally, everyone was happy to be finally flying, sharing their stories, and learning from each other's experiences. In this upside-down, inside-out, masked, fearful, isolated, muzzled year that 2020 has become, the relief and joy of gathering together for pure FUN was palpable. Our safe return to Gastonia and Clover Base on Sept. 22, seemed almost anti-climactic.



We have all learned so much this year. Holding on to normalcy has seemed at times almost sinful. There have been so many articles, posts, outbreaks of frustration, depression, shock, and even rage, that we have all come to our own epiphanies. Obviously, there are far more important events, challenges, triumphs, and tragedies in our world than building and flying kit aircraft. Yet the wonder of flight, in and of itself, has not diminished for me in any way. If anything, it has intensified.

What I learned most by continuing this project to completion in this challenging year is nothing less than a reaffirmation of what we already know: In

order for hope to survive, life MUST go on, even in what are comparatively self-centered activities. Sometimes, you have to take the long way home...

Does it feel that your life's become a catastrophe?

Oh, it has to be for you to grow, boy
When you look through the years and
see what you could have been
Oh, what you might have been,
If you'd had more time

'Take the Long Way Home'
Supertramp 1979



Story Time!

From Ed Lee:

Liz and I had an interesting Sunday when we flew to Burlington (KBUY) to see her sister. Great flying day. We had 20 mph tailwind going and 2 or 3 mph tailwind coming back. I had a voicemail on the phone when we arrived back home with a surprise!

Sometime during the time the RV9A was on the ground at KBUY the 406 mhz ELT was activated. It was a smooth flight there and one of the best landings I have ever made. I have no idea how or when it was activated and we did not notice that it was active when we left the airplane after chocking it and doing our visiting for a couple of hours. I did hear a beep when we got back to the plane but I thought it was the CO detector because of the very calm winds and the canopy still open. Turns out that was not the case. I heard the beep again and investigated. It was the ELT. Which I then turned off. When we arrived home from KBUY we had a voicemail from Sergeant Quest at Eglin Air Force Base wanting me to call him back, which I promptly did. He advised me that the ELT was not registered and asked me for contact info in case this happened again before it got registered. I promptly went online to beaconregistration.noaa.gov and registered it. He was not upset but was concerned that it had never been registered and finding out how to reach me was difficult.

We bought this plane from the owner in Yakima Washington and flew it back here. He had installed the ELT and it had been through two condition inspections with it installed but it had never been registered. I had never heard of ELT registrations in all my thousands of hours and instructor renewals, etc. Better check to see if yours is registered. I have talked with four other pilots in the last week and none of them were aware of this requirement. It only applies to 406 mhz ELTs so if you are still using the old 121.5 units there is no registration for those. If you install a 406 ELT or buy a plane with a 406 ELT you MUST register/re-register it in your name. It is easy to do but takes a few minutes. Then you will be mailed a sticker confirming registration which must be put on the ELT.

FAA Vaccine News:

As many of you know, as of Tuesday, Dec 8th, the United Kingdom has begun vaccination of its high-risk citizenry using the Pfizer vaccine. In a coincidence only possible in the UK, the second person to be vaccinated in this clinic is a guy named—seriously—William Shakespeare! He goes by Bill.

The authorities in the United States have yet (as of Tuesday) to approve this vaccine for use in the United States. And the rumor mill has been churning. There are a number of sources, none official as far as I can tell, that state the FAA will not approve these vaccines, and it will be detrimental to your medical certificate. Perhaps permanently. This is the only statement I have found that is from the FAA itself. And true to governmental form, it doesn't say much.

“The FAA is closely monitoring the active vaccine trials and awaiting the outcome of the Vaccines and Related Biological Products Advisory Committee's scheduled meeting next week (Dec 8-10, 2020).

While the agency has made no final decisions, we are prepared to evaluate the use of each vaccine by medical certificate holders as soon as an emergency use authorization is issued.”

But let's cut these guys some slack. The FDA is in the driver's seat here, and considering what is at stake, the last thing we need is to put any sort of pressure on these guys, other than to get it right. I know of a few pilots who were part of one clinical trial or another, and since the FAA is basically silent, we just don't know what will happen.

So rather than getting worked up over rumors, let's just wait and see. If you have a strong desire to get the vaccine the best place to get advice from is your Aviation Medical Examiner. Some of us who fly for a living have unions that could weigh in too. Indeed, a recent AvWeb article makes dire assertions by a union about participating in trials. You can find that article on AvWeb, about which apparently the FAA simply declined to comment. Or at least declined to say more than what was quoted above. If you are flying Light Sport, Basic Med or ultralights, add AOPA to your list of folks to get advice from. EAA National might have someone looking at it, but I haven't found anything relevant.

So as exciting as a vaccine seems, and as the prospect of getting “back to normal” seems, let's try to find good information. And I wouldn't start on Facebook!

Joe Baker
President
EAA Chapter 961

Instead-O-Kosh Turn-Out:

I would like to send a huge shout out to everyone who helped with the fly-in at Unity last month! Turnout wasn't great, but due to a confluence of circumstances, it was probably just about right.

First, the event was originally scheduled to happen over the final weekend of the original Oshkosh week. It was to be a three-day event with all sorts of activities.

Out of an abundance of caution, however, we decided to postpone. Then we postponed again. Then we almost cancelled because the weather threatened to turn vicious. So we pared it down to dinner and a movie. Then the weather improved, and the field, while still muddy in places, was at least flyable. And a few hardy souls showed up! Thank you!

A few individuals deserve special thanks! First, Les Kanna and Ed and Liz Lee, for hosting the event. The work they did to make the experience a great one



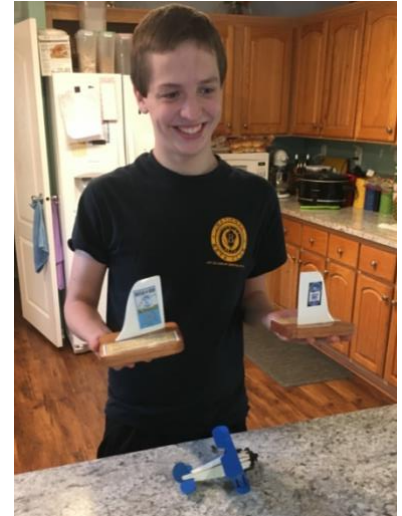


was truly extraordinary! You guys rock! Then, of course, Wally Overton’s marvelous meat masterpiece. He even worked a birthday into the mix! Happy Birthday Wally and thank you for donating our mouth-watering dinner! Another special thanks go to Dick Kruse for (where do I begin?) making trophies, signs, planning and communications in general, and the list goes on.

And a special shout out to the youth, Caleb Pittman and Michael Kelley for their adroit interpretations in the model contest. You guys keep at it! You’ll grow up fine aviators! While nobody “won” the aircraft identification quiz, I could

see that there was something for everyone, from the simple to the historic to the obscure. Thanks to Chris Kelley for the loan of a microphone and assorted electronics to hook it up through the sound system. It worked very well!

About twenty hardy souls braved the cold (which it really wasn’t very) to stay for the aviation classic “The Right Stuff.” I think we all had some popcorn and a great time with a great movie. And thank you also for those of you who showed up Sunday to help load and transport our stuff back to Rock Hill! You guys are the greatest, and are the essence of what makes our chapter great. We look forward to even more great times in 2021!



Classifieds:

There is always an open invitation for our EAA Chapter 961 Members to advertise relevant information in the monthly newsletter. This includes, but is not limited to:

- EAA Chapter 961 **Certified Flight Instructors** (for Instruction and/or Flight Reviews)
- EAA Chapter 961 **A&P Mechanics**
- Airplanes/Aviation Items/Parts/Tools **For Sale or Trade**

Certified Flight Instructors:

Editor’s Note: I know that there are many more CFIs in Chapter 961. If you are a CFI, CFII, MEI, DPE, etc. please send me an email with your information and I’ll get you on this list next month!

Please send your Name, Email, Phone Number, and any specifics to: emmatehani@gmail.com

Name:	Email:	Phone Number:	Notes:
Gerry McBurney CFII, MEI	gemmail@earthlink.net	315-382-2943	<ul style="list-style-type: none"> • EAA Certified Chapter Flight Advisor

Bill Vaughn CFII, MEI	vaughnclt@bellsouth.net	704-231-4352	<ul style="list-style-type: none"> Grumman Checkouts
Dale Frump CFI	dale.frump@gmail.com	803-389-9110	
John Connor CFII, MEI, Tailwheel	gearupandfly@gmail.com	919- 247-8115	
Tyler Fisher CFI, Tailwheel	tfisher1112@yahoo.com	704-915-1682	<ul style="list-style-type: none"> Upset Recovery Training
Mia Langford CFI	miaslangford@gmail.com	704-456-8443	
Dick Kruse CFI, CFII, Tailwheel	krussr05@gmail.com	704-999-4025	
Brian Cope CFI	brian.cope30@hotmail.com	803-818-1053	

For Sale:

Appareo Stratus 2 ADS-B wireless receiver. Going price on Ebay looks to be around \$250.

Jeff LeVie

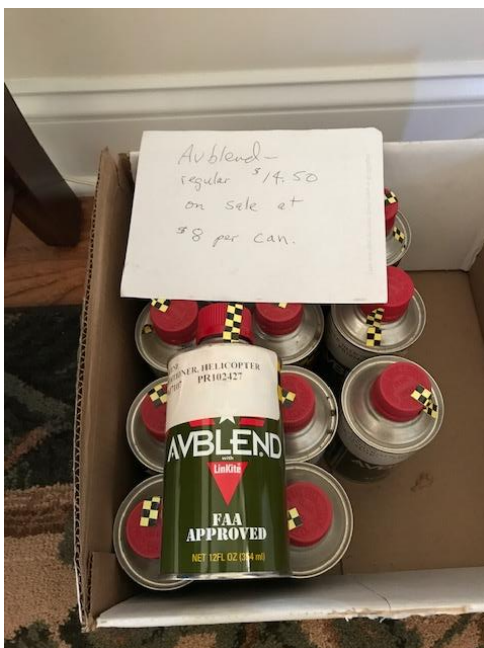
704-965-3583

One Tempest 48103-2 spin-on oil filter, new and unused.

\$20

Available for pickup at KUZA

Bruce Windom 980-586-4875



David Sperr from JAARS left these with Terry Griffin at Skytech.

\$8 each. Proceeds go to JAARS.

Contact Terry Griffin for pick up.

trg216@aol.com

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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.

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:

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



Name: _____

Address: _____

City: _____ State _____

Zip Code: _____

Preferred Phone No. _____ home, work, cell

E-mail address: _____

*EAA Member Number: _____ *

Pilot Ratings: _____

Aircraft Owned or interested in: _____

****Are you a Young Eagles EAA Member? YES ___ NO ___ ****

Do you want to order a chapter name tag? YES ___ NO ___

Do you want to order a chapter shirt? YES ___ NO ___

If YES, then what SIZE _____ COLOR _____

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

EAA is for both pilots and non-pilots who are interested in aviation. Founded in 1953, EAA offers activities for the entire family in local, regional, and national events. EAA supports and encourages those who are building or restoring aircraft and those flying or renting any type of aircraft or interested in learning to fly or those who would like to be associated with those that do.

***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 ww.eaa.org.**

****Young Eagles that have completed their registration using the code that is on the back of their Young Eagles Logbook and received their EAA membership number are exempt from paying EAA 961 dues until the end of the year they turn 18, per revised chapter bylaws of 30 Dec, 2019.**