



# **EAA 297**

# **KITTYHAWKERS**

## **Newsletter**

**Volume 42**

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**Number 8**

### **The Prez Sez:**

I sure hope that this summer has been warm enough for everyone. Things are moving right along at Stag Air Park. Randy has completed a double cylinder transplant on his Cub and it is now doing great. Vernon had discovered that if the temperature is in the mid 90's, if you want to fly and enjoy it, you gotta' go flying around 7 in the morning, and Tony is burning the midnight oil trying to get ready for his Commercial flight check. Things are staying really busy there.

This is probably one of the more active years our club has experienced. We asked the car folks to join us at the May Fly-In, we added the June Fly-In at Wilmington, and who knows what else we might do between now and the end of the year. To change things just for the sake of changing things probably doesn't make much sense; but these changes have been made in an attempt to reach out and let folks know who we are and what we do, in an attempt to attract new members. Attracting new members is something we must do if we are going to survive and prosper. Suggestions are welcome.

The Board had a meeting recently, and you should all be aware of the good work this group does. Our recent meeting produced an annual financial plan, position descriptions for all Officers and Directors, and guidance on how the club should respond when a member goes west. As all of the notes from this meeting are transcribed into English, it will all be shared with the general membership.

When we took a careful look at our basic operating costs and our general income, we came to the conclusion that we are losing money. Holy smokes! More importantly, we recognized that it was the Chapters 'special' projects, such as calendars, tee shirts, food, etc. that in fact put our budget in the black. When the raffle bucket comes around remember, the more tickets you buy, the

stronger the Chapter is. As mentioned, more information will be forthcoming concerning this. Anna Pennington has agreed to be responsible for contacting any of our members that are down for maintenance. If you know someone in this condition, please contact Anna and she will take care of everything. It is amazing how a card or other acknowledgment can lift our spirits when we are flat on our backs.

While on the subject, well, sort of anyway, Bob Pennington is going to have some improvements made and is stepping down as the Young Eagles Coordinator. First of all I'd like to wish Bob 'fast healing', and second I'd like to ask if any of you would be interested in filling in for Bob for the rest of the year. Bob is more than willing to help anyone that will accept the challenge. If willing, please give me a call at 910.399.2875, or see me at the meeting.

That's it for now, I hope to see you at the regular meeting, and hopefully at Carthage on the 10<sup>th</sup> (more details on the next page).

Gary

### **Young eagles:**

As noted in the president's column, the Chapter needs someone to step up and take the helm of the Young Eagle program for the remainder of the year while Bob recuperates. Bob has already found a source of Young Eagle candidates at the Mustard Seed Ministry and it should not be difficult to organize a rally in conjunction with the New Hanover County Fair at ILM as we have done several years in the past.

These two rallies could net the Chapter significant credits toward financing the Scholarship program. Please consider taking on this task. Just let Gary know that you will do it.

## **EAA Chapter 297 - Burgaw, NC**

President - Gary Sigvaldsen 910-399-2875 Vice President - Jim Flippen 910-790-1984

Secretary - Anna Pennington 910-763-6047 Treasurer - Glenn Hughes 910-256-4927

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### **Fly-Out to Carthage for BBQ Lunch:**

Are you hankering for good North Carolina BBQ mixed with some aviating and great hangar flying. Then join with other Chapter members for the Fly-Out to Gilliam-McConnell Airport (5NC3 <http://www.airnav.com/airport/5NC3>) in Carthage, North Carolina on Saturday August, 14<sup>th</sup>. The Pik N Pig restaurant is located on the field.

The deal is that anyone that wants to participate will leave whatever airport they are from, so as to arrive at Carthage at noon. Whoever shows up eats some pig, drinks some sweet tea, tells war stories and eventually departs back to their home airport.

You can get a better flavor for the place by watching this video about the operation <http://www.wral.com/news/local/video/6056117/>. Be prepared to have your landing scored by the spectators.

### **Unserviceable Engine Wanted:**

Glenn Drew would like to have an engine to use as a teaching aid for the Civil Air Patrol. If you know of such an engine or maybe even engine parts please let Glenn know. Glenn can probably provide more details as to what kind of engine would be useful.

### **Sunshine Committee:**

Anna Pennington has agreed to act on behalf of the Chapter to send a get well or sympathy card to any of our members in good standing if they are sick, or otherwise down for maintenance. All someone needs to do is to call Anna and tell her what's going on. She will take it from there.

### **August Program:**

Ol' Boudreaux was lamenting the other day about how much things have changed in aviation in the recent years. He was fussing about how, even the FAA, gave us a kick in the seat of our pants when they privatized Flight Service, he said that it was like "they took the service out'a Flight Service".

Not to worry though as those of us living in this area still have the National Weather Service, still at KILM, still opened 24/7, still welcoming walk-in customers. Can you imagine that, no appointment, no reservation, no being put on hold, none of that, just friendly, helpful folks. And to that end, our program in August will be about the National Weather Service, and what they offer us, the aviation community. Steven Pfaff from the NWS will be our guest speaker so please try to attend.

### **Web Site Revision:**

The Beta version of the revised Chapter web site is now available for viewing. Just use the same address as for the older version. There is still much to do and as is the case with these things it will always be a project in progress (at least I hope it can be called progress).

I would like your help with the revision. I know there are very likely to be several errors of commission and omission on the site that I haven't detected. Please look at the revised site with a critical eye and let me know what problems you find by e-mail. You can find my e-mail address on the 'Leaders' page of the site. Also, let me know what else you would like to have included on the site and I'll try to add them.

Jack Grigsby

### **Piper Tri -Pacer For Sale:**

Drew Holbook has his 750 kit underway and feels it's time to sell his Tri-Pacer. Here is a photo and a short description. If you are interested or know of someone who might be, call Drew at the number below.



1954 PA22-135, 4 seats, 120 MPH, 7 gps True Flyer.  
500 SMOH 2200 TT: new muffler, shroud and shock cords  
Mogas STC sealed struts, includes wheel pants  
Hangar kept, flown weekly July annual  
Asking \$20,000 Call 910-232-8019 for a demo flight

### **Nominating Committee:**

The Nominating Committee for next year's officers, and board members is Ed Brown - Chair; Ken McGee, and Vern Pitts. If you have a hankering to be an officer or a board member please let one of the committee's members know of your desires. If not, and the committee approaches you asking you to serve as one of the Chapter's leaders please give their request careful consideration.

### **Aircraft Re-registration:**

The FAA has issued a [Final Rule](#) that requires all owners of civil aircraft in the United States to re-register their aircraft over the next three years, then re-register every subsequent third year. The FAA claims this action will create a more accurate aircraft registration database.

Over a three-year period, this rule will terminate the registration of all aircraft registered before October 1, 2010, and will require the re-registration of each aircraft to retain U.S. civil aircraft status. These amendments also establish a system for a three-year recurrent expiration and renewal of registration for all aircraft issued registration certificates on or after October 1, 2010.

The rule establishes specific expiration dates over a three-year period for all aircraft registered before October 1, 2010, and requires re-registration of those aircraft according to a specific schedule. All aircraft registration certificates issued on or after October 1, 2010 will be good for three years with the expiration date listed in the Final Rule (click on the link at the top of this article). The FAA says it will cancel the N-numbers of aircraft that are not re-registered or renewed.

Re-registration will begin in November 2010 and continue through December 2013. During the first three-month period aircraft whose certificates were issued in March of any year can be re-registered. The following three months will be for aircraft with certificates issued in April and so on. If there are no changes to the registration you will be able to re-register your aircraft online, if there are changes, applications must be done by mail. It would be wise to submit applications as early as possible to allow the agency time to process and mail the new registrations.