



EAA 297

KITTYHAWKERS

Newsletter

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Wow!!!

What a great month for EAA 297!

The "Ben Kennedy Fly-In" was a great success. While the forecast was for high winds, many drove in from all around including Clinton and Pawleys Island, SC. The Church which hosted the food said they were very successful, profitable and are looking forward to the Fall Fly-in. On the field were all the chapter airplanes with a significant number who flew in which made for a good flight line down the runway. Much was going on for everyone during the Fly-In starting at 0900 with a Young Eagles Pilot Brief followed by the flying of approximately 30 Young Eagles. At 1100 hrs the Young Eagles Flying was complete. At 1100 hrs the Hangar hosting the "Wiring Forum" conducted by Bill Betts of SparkChasers filled to capacity. There was not an empty seat. Many said they learned a lot and enjoyed the forum. The new relocated Hospitality Hangar was a huge success featuring Ben Kennedy Photos and his family and all his ole pilot buds sitting around. The sitting arrangement was deemed the circle of honor. Ms. Billy Hughes surprised everyone with 1950's refreshments brought in a 1950's ice chest, what else but real RC Cola's including a real church key to get the cap off and of course the original Moon Pies. And all pilots who flew in once again received a glass framed picture with them and their crew standing beside the airplane. Many received the framed picture and asked what does it cost? The price paid was significant, a huge smile of appreciation. The Simulator Hangar also stayed active during the day and I believe I even saw some Bald Eagles coming and going from the simulator room. Gracious thanks to all who flew Young Eagles and to all the members who worked the Fly-In. You made it successful.

Many thanks to Vernon and all of his EAA 297 team that participated in the Mid Atlantic Fly-In

May 22,23 and 24. Many of the chapter members worked hard (having fun) parking airplanes, transporting crews to check-in and telling helicopter pilots where they could and could not park. I believed they liked that best of all. As you looked over the field of many airplanes meticulously parked like soldiers lined up for inspection, off in the distance across the taxiway way back next to the tree line was one lone white R44. The location of which brought smiles to all the fixed wing guys. Vernon met a new friend from Ohio who did not wish to taxi down the grass taxiway and requested that he be parked next to the pavement because he had flown in from Ohio only to have his aircraft judged. And that's exactly what Vernon did. He accommodated the new friend's request and suggested that his new friend park himself next to the airplane and not leave it since he liked it so much. True story. The chapter received \$750.00 to work the event.

All arrangements for EAA's 297 Scholarship recipient, Hunter Owen, have been made and airline tickets have been purchased. At the June 6th 297 meeting we will present Hunter with the scholarship award and he will then be off to the Air Academy at Oshkosh WI.. This Year the chapter had \$310.00 worth of Young Eagles credits which was very useful toward the scholarship balance.

During the June 6th meeting we will also be recognizing the awesome help provided by the many GE volunteers with a community service award for the EAA 297 Young Eagles Program. Many thanks to Karen for introducing and engaging the GE Volunteers to help with EAA 297 events. They came to work and that is exactly what they did. Huge help.

The first ever "Big Toy Day" was hosted by the Brunswick County Airport and was a huge success.

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EAA Chapter 297 - Burgaw, NC

President - Ken McGee 910- 392-5500

Secretary - Anna Pennington 910-763-6047

Treasurer - Glenn Hughes 910-256-4927

Airport Happenings:

A good month and a bad month lost a friend and helper. Never know how much you depend on someone until they are gone.

Glenn Moore was always around for assistance and now, I have a blank space. Lynda was always ready to help with a difficult project; now my helpers have flown the coop. Bill Johnson, hurry up! I need an assistant.

In case no one else reports this item, here goes. Tony Spicer and Vernon Pitts are now official technical advisers for EAA. We now have a Mutt and Jeff team to lead us down the road.

If you see Kathy or myself wandering down the road or runway, stop and say hello. We need you.

John Jeffreys

Scenes from the Mid-Atlantic Fly-In



We're going to be blown away by those warbirds.



We are ready if they will come!

Young Eagles:

At the 2009 Ben Kennedy Memorial Fly-In we held a Young Eagles rally that provided 28 young enthusiasts an introduction to flight. For this rally, Bo Pennock taught the ground school, Phil Ellison provided the preflight and pilots included Garry Brown, Vernon Pitts, Charlie Plunkett, Jack Parks, Mark Thoman, Tom Goodwin, Ken McGee and Matt King. The effort was aided thanks to the assistance of several GE Volunteers recruited by Phil Ellison to help with registration, safety and ground communications.

There were three groups of kids who participated in the event. One boy scouts group, one cub scout group and a group of kids from GE. After the flight, each participant received a signed certificate, a poster from Cessna, a booklet from Kleim on how to fly and a log book from Sporty's that includes a free pass to the Sporty's on-line flight simulator.

Karen



No you can't all go at once!

The photos from the event can be viewed by clicking on this link:

<http://picasaweb.google.com/l1snkrn/YEMay?authkey=Gv1sRgCK-e4Zzy4bOpvAE&feat=directlink>

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Chapter Friend Richard Largent, wife, and EAA 297 hosted the Young Eagles event and 72 new Young Eagles were produced. Mark Thoman flew on behalf of the chapter and boy was he kept busy. Speaking of busy the airport was extremely active during the event. Four aircraft flying solid Young Eagles Flights, new arriving and departing aircraft, and sky divers constantly jumping and landing across the runway all at the same time. Everything went as planned without a hitch.

And last our Chef Tom Goodwin says we will be having Gilled Boston Butt Bar-B-Que with good coleslaw and grilled in the husk corn on the cobb. Ummmmm.....Good. Enough writing for now. Lets go flying. Blue Skies, tail winds and good rotor RPM, God Bless,

Ken McGee

CALENDAR:

6/6/2009 - Asheboro, NC Asheboro Rgnl (HBI)
Third Annual NCAM Fly-In Contact: Rick
Bondurant 336-625-0170 <http://ncairmuseum.org>

8/15/2009 - Spruce Pine, NC Avery County airport
(7A8) EAA Chapter 1271 Summer Fly-In 11:00am
- 5:00 pm fred-vaccaro@eaal271.org
<http://www.eaal271.org/>

8/29/2009 Burgaw, NC - Stag Airport - EAA
Chapter 297 Board Meeting 0900 All Chapter 297
members welcome.

9/19/2009 Salisbury, NC Rowan County (RUQ)
EAA Chapter 1083 Fall Festival of Flight Contact:
Jack E. Neubacher (704)213-6937
<http://www.eaa1083.com>

9/26/2009 Farmville, NC - Flanagan Field (N08) -
EAA Chapter 960 20th Annual Fall Fly-in Contact
Monty Clark (252) 531-5363 ,
president@eaa960.org

10/2-4/2009 Camden, SC - Woodward Field (CDN)
- VAA Chapter 3 Fall Fly-In. Contact: Jim Wilson
843-753-7138

10/10/2009 Burgaw, NC - Stag Airport - Annual
Fall Fly-In 10:00 - ????

Obituary:

The following is from the obituary page of the Spring Issue of Sportsman Pilot magazine.

Glenn G. Moore of Burgaw, North Carolina died on March 5, 2009. He was 80 years old.

Glenn died shortly after the crash of his experimental aircraft is a farm near his home on Stag Airpark east of Burgaw. There were no witnesses to the accident, but friends speculated that Glenn was attempting to stretch his glide over trees to get to the field and after reaching it, did not have enough airspeed left to flare for landing.

Glenn was a native of Royal Oak, MI. He joined the Air Force in 1946 and spent most of his enlistment as a P-80 crew chief. He was recalled during the Korean war and served a year at Luke AFB near Phoenix. After his return to civilian life, he used his mustering out pay to learn to fly, soloing in a 90 HP PA-11. After getting his private ticket, he bought a Taylorcraft BC-12D and, later a Stinson Voyager. In 1980, he followed his father to Wilmington, North Carolina and worked for a time in the insurance business. Eventually, he sold his agency and became a plant manager for a furniture company, where he remained until retirement.

In the early 1960s, Glenn completed an award winning Piel Emeraude, and after selling it he restored a Bonanza. His next project was a VariEze, which, in turn, was followed by a stunning full scale reproduction of a Ryan STA! That airplane was the cover story in our Summer 2000 Issue.

During this period, Glenn moved to Stag Airpark and was one of the founding members of EAA Chapter 297, one its Technical Advisors and helped to start the Chapter's scholarship program to send young people to the EAA Air Academy at Oshkosh.

Glenn's last project, the aircraft in which he had his accident, was a homebuilt that used a modified Aeronca Champ fuselage frame as a starting point. Powered by a small Continental, it was intended to comply with the Light Sport Aircraft rules. Beautifully built, as were all of Glenn's projects, it flew well until the day of the accident.