

The Buzz



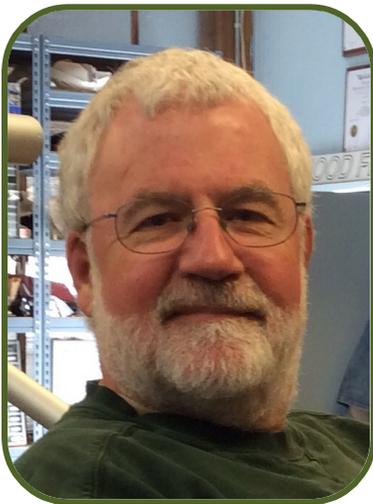
The Leader In Recreational Aviation



EAA 1423
NEWSLETTER

December 2013/January 2014

GLEND A S. WILKINS: EDITOR/PUBLISHER



A FEW WORDS FROM PRESIDENT BILL HOOD

Hello and Happy New Year to everyone in EAA Chapter 1423.

It has been well over 20 years since I had the duty and privilege to address an arm of the EAA as a Chapter president. My last

stint was serving IAC Chapter 19 in 1988 before I moved to the UK for four years. I am happy to report that chapter still thrives today, so I guess I didn't fowl up things too badly.

As you recall, Charles and I agreed to split the duties of president/vice-president for these two years. Well the time has come to switch rolls and so I will be heading things up for a while. I'm sure

you will all agree with me that Charles did yeoman's duty in running the chapter last year. The chapter owes a big thank you to Charles. We have never had so many organized events with the highlights being the trips to museums at Dulles and Virginia. My only complaint is his choice of weather for our two fly-ins. I will try to do better in this one aspect.

We have a speakers lined up for January and February already. Food for January's meeting is in the freezer now. During the first meeting of the year, we will be doing some planning as well and making our food list for the year. Chapters, like armies, run on their stomachs! A reminder that the cookouts will resume in March: 2nd & 4th Thursdays @ 6:00 PM.

I am completely open in the direction of the chapter and look forward to a great and safe year with the Winterville Wings.

~~ Bill ~~





IN THE PILOT'S CORNER with STEVEN WINN



I was born and raised in Virginia Beach, Va.. As a teenager, I recall watching my (future) wife Renee ride by the house in her

Grandmother's school bus. Several years later, I saw Renee in a bar, sidled up and gave her the old "Haven't I seen you somewhere" line. Three years later, we were married, and have just celebrated our 23rd anniversary. We were blessed with a son Alex, who will be turning 21 in January.

I owe my adventurous spirit to my father David Winn (deceased). Growing up, we had racing boats, jet skis, dune buggies, ultralights, and airplanes. I have been towed behind a boat in a homemade parachute, and nearly drowned while trying to get a towed hang glider aloft. The empty Freon can floats kept sucking under every time Dad hit the gas.

All of these toys needed maintenance, and so I learned to be a mechanic. I also developed a lifelong passion for tools. It is impossible to have enough. These skills and my love of aircraft led me to apply for an apprenticeship at Naval Air Rework Facility, Norfolk, Va.. Thirty-one years later, I work as a career civil servant, and a manager at FRC East Cherry Point.

As a kid, I remember hanging out at South Norfolk Airport in Chesapeake, Va.. Back then, Dad had a TriPacer. Later, he bought a Pacer, then finally ended up with a C-182. This was the airplane I first learned to fly.

Those lessons took place at what is now called Virginia Beach Airport (with the museum), but back then was just a grass strip known as Pungo Airfield

(1984). In 1987, I bought my first airplane: N11964, a C-150 with 6500 hrs. total. After buying the airplane, I was broke, and had to save for a year to afford the repairs needed. Finally, I made it airworthy. After many starts and stops in flight training, I earned my private pilot license in Sept., 1992.

By 1995, our base closed, and I was hired at Cherry Point. But with a 2- yr- old, and a new mortgage, the old C-150 had to go. Fifteen yrs. later, with the mortgage paid off, Renee said, " Ok, go ahead and order your Zenith airplane kit". YEAH! Two years and 11 months later, after an 18 year hiatus from piloting, I flew the SkyJeep the first time. When rolling down the runway, you do think of every rivet...what a thrill.

I am rated single engine land, and am interested in pursuing a glider rating. I broke 100 hrs. as pilot in command on our chapter fly-out to Virginia Beach museum last August.

I am currently trying to buy 54 acres adjoining my land to build a runway in Fort Barnwell (another fly in!). Ideas are brewing for my next aircraft build. I imagine the Turbo Raven is/was the ultimate airplane: 750 hp in a 1600 lb. airframe. Climb rate 10000 ft/min.. But for my personal choice, the RV-14 is tempting. Maybe one day a flight to the Bahamas.

My most memorable flights are flying low, following the rivers of Hampton Roads in my 150, alongside my friend in his Champ.

I joined the EAA Chapter 1423 to be around other folks who love airplanes, and to involve Renee. I also like the fly-ins. They are the best of times!..~~





**THE BUZZ NEWSLTER
DECEMBER 2013/JANUARY 2014**

~ 3 ~

**EAA CHAPTER 1423 MINUTES
November 16, 2013**

By: Wes Banks

Meeting called to order at 10:05AM

Welcome by our President Charles Lewis

Guest Today: Israel Muller

Announcements:

Thank you goes to Bill Hood for volunteering to provide the Boy Scouts with lunch on November 16.

New Business:

- Christmas club meeting/party to begin at 10:00 AM at the home of Charles & Judy Lewis. Each person is to bring a Silly Santa gift in the range of \$15.00 and each party is ask to bring a covered dish.
- Scott Crippen, with the Soaring club in Farmville, invited our members who wanted to fly in their glider to call him for arrangements. If anyone was interested in training, he could set that up, too.
- Discussion on name tags for our membership was brought up by George Tamvakis. George said he would take care of getting them & pass them out at the Christmas party
- Discussion was brought up to purchase some TV's for presentations.
- We need someone to follow up on getting someone to take over our club web page. Skip Palmer stated he would follow up on pricing.

Old Business: (Currently in progress)

- We may want to buy a box to use for suggestions, information on EAA 1423, and contact information.

Continuing discussion on potential future things to do next year

- Discussion was brought up by Charles on perhaps looking at some of our funds that are earmarked for special things, like weekend functions for Young Eagle flights, Boy Scouts, and so forth.
- Discussion brought up to use the EAA data base of speakers and schedule folks to speak at our next year's meetings. Charles stated we already have a couple of folks already lined up.
- Discussion brought up to visit other clubs in the area: Wilson, Cox Field, and several others within flying distance were mentioned.
- Discussion and interest brought up on having some programs on things like riveting, fabric work, metal work and how to work on airplanes in general.
- Fly-outs were brought up as an opportunity to visit other fields in the area.

Program:

No program was presented this month. Bad weather stopped the membership from flying out today

- Meeting adjourned at 11:50 AM
- Bill Hood served his famous chili for lunch.

“AFTER MEETING ADVENTURE”

The weather and ground are iffy, but there are a few of us diehards who will leave after this Saturday's EAA meeting for a trip to approx 15 strips, mainly in Beaufort County. There will be a stop for fuel. A little taste of what we have to enjoy, will fit most any plane on all but a few of the strips. Plan to leave after lunch. Total distance is 125 miles. After the meeting and good food, what could be better!

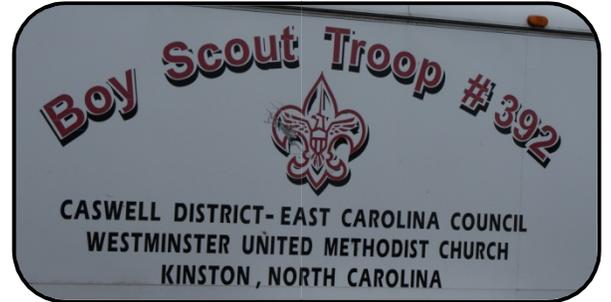
Hope to see you there! (Charles)



THE BUZZ NEWSLTER
DECEMBER 2013/JANUARY 2014



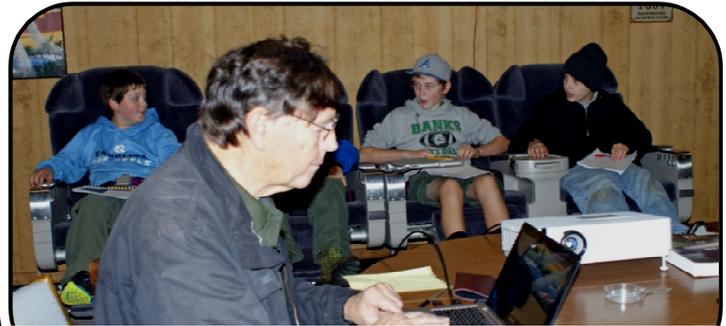
November 16, 2013, EAA Chapter 1423 hosted BOY SCOUT TROOP # 392. They camped two nights in one of the hangars on site. That Saturday, the scouts sat in on several 'lessons' to learn about flying, and aircraft. At the end of the day, they each earned an aviation badge. We were proud to offer them a small window of what flying is all about. Maybe one day, some of the boys will earn a pilot's license, and look back and recall the weekend they spent here with us, where perhaps their passion for flying began. ~~



Eddie with 'students'



Tommy with 'students'



Cliff with 'students'



Charles with 'students'



Bill & Gina serving chili





TAIL WHEEL TRAINING

By: Steve Spaanbroek



I've always heard that getting a new rating or special endorsement is a great way to shake off the "cobwebs". Especially after spending too much time on mother earth. So I decided to take advantage of a rare opportunity and get a tail wheel endorsement. I say it is a rare opportunity because most flight schools have given up this type of training or simply do not have suitable aircraft. Thanks to Charles Lewis, we have both!

Charles suggested we pick two days and dedicate them to the training. I agreed. Actually, I had reservations about this approach, as all of my previous training had been like most everyone else's, one hour at a time. I kept those thoughts to myself and was glad I did, because it turned out to be the perfect way to learn new skills, and banish some old habits.

The day finally came, December 30, 2013. The weather the weekend before had been wet, but Charles was confident we could get it done. The plan: to start by slowly taxiing the airplane, increase speed as competence, and confidence, (funny how they go together) permitted. We taxied the Champ onto the runway at South Oaks. Oddly enough, I felt immediately at home on the soggy runway, but then again I've spent my entire life on boats! However, due to the wet runway, it was obvious we needed

another plan. Prop Drive, an adjacent street, served for a runway as we departed for Washington Warren Airport. After a few heart-stopping passes, we began a round robin of remote strips, most of which I had never noticed in all of the hours I had flown over the area. Having spent all of my hours looking at 150 by 6000 feet, landing at most of those places in a 172, seemed impossible.

I would hate to reveal any of Charles' secrets, so in lieu of describing the training, I thought I would discuss the benefits of this training in addition to the obvious, learning how to fly a tail-dragger. First, I learned that those pedals on the floor are useful during taxi, take-off, and landing 100% of the time!

In fact, where I had always considered myself a fairly well rounded pilot, it became obvious that modern aircraft made coordinated flight far too easy. This has made flying less demanding, but also encouraged bad habits. That being said, far and away, the greatest benefit for me was the increased self-confidence. This came from learning how to truly "feel" the airplane, fly with greater precision, and most important, realize how many options there really are *if* the day ever comes that an off airport landing is necessary. All of these should make me a much better pilot when I return to Cessnas and asphalt.

I am not sure exactly what I expected to get out of this additional training, but I certainly did not expect that the greatest take away would be a reminder of what caused me to fall in love with flying all those years ago when I took my first lesson. Flying should be more about the journey than the destination. There is a reason we are referred to as an "aviation community". Flying is as much about the people as the airplanes, and more than anything, flying should always be fun!

If you are debating whether to get your endorsement, get off the fence, and on the rudder pedals. You won't regret it! ~~

(Photo submitted by Steve Spaanbroek.)





CHRISTMAS PARTY held December 14, 2013. Once again, Charles & Judy were gracious as always to invite us to gather at their home. Overheard from several in regards to this year's party: everyone in a good mood; food was a feast for the eyes; 'fighting' over Silly Santa gifts proved to be the highlight of the day. Let's just say, some did not leave with the gift they had hoped to keep, but everyone was a good sport. (Ed. Note: Terry, I have enjoyed the red scarf you DID NOT get to keep. Thanks.)



George presenting very stylish name tags he ordered for us.



Note: Mary Lou DID get to keep her Silly Santa blue blanket!!



ONE OF THE DESSERT TABLES



<<Charles

Bill >>



In appreciation for dedicated service to EAA 1423, plaques were presented to:

- Charles Lewis for serving as President/2013;
- Bill Hood for Vice President/2013
- Glenda Wilkins: editor of THE BUZZ.



A SPECIAL PARADE ON NEW YEAR'S DAY

By: Mike Roberson



Our New Year's Day *FREE TO BE ME* event was a huge success, thanks in part to some of the great pilots from Winterville Wings! You know, I still remember the Saturday I came to talk with your chapter about the idea of using airplanes as a tool to help critically ill children. I recall getting choked up as I tried to convey the passion the Lord had instilled in me

to use the gifts we have been granted for such a great ministry. When I left your facility I was twice as excited because you folks saw where this opportunity could lead, and stepped up! For that I am very grateful!

It has been over two years since that first meeting, and EAA 1423 has always been ready to help with the *FREE TO BE ME* events. New Year's Day was no exception. We had 12 aircraft which included low wing, high wing, and helicopters all gather at PGV for a flight briefing before we took off toward Vidant Children's Hospital where the children could watch the airplanes from the glass hallways outside their rooms. We flew 3 to 4 passes on a standard left base approach to runway 02.

After the aerial parade, we gathered at the hangar of Harry Smith Jr. at Pitt Greenville Airport. We had a nice mix of 50 or so adults & children (children not currently in treatment), who came to enjoy lunch with us. The families had a great time exploring the airplanes and helicopters. They also had the opportunity to talk with other families going through some of the same treatments with a child.



THE BUZZ NEWSLTER
DECEMBER 2013/JANUARY 2014

~ 8 ~

Every event brings new and exciting stories of courage and strength. I am so proud to have partners like Winterville Wings, and other local pilots to help share life changing experiences with these special children.

Special thanks to Harry Smith Jr., Moe's Southwest restaurant, ZAXBY'S, Jumping Parties, Flanders, Pitt Greenville Airport, and Riley's army.~~
(photos submitted by: Mike Roberson)



AND THE AWARD GOES TO:

From the December, 2013 ANTIQUE AIRWAYS newsletter of the Carolina Virginia Antique Foundation, Inc.EAA-VAA Chapter 3, George Tamvakis was recognized for his outstanding airplane at their fly-in. *The Harold Armstrong Award* was presented to George Tamvakis of Winterville, NC, and his very red 1940 Piper J-5C , N28143.





THE BUZZ NEWSLTER
DECEMBER 2013/JANUARY 2014

~ 9 ~

CAMDEN FLY-IN



THANKS TO CONTRIBUTORS

Bill Hood
Steven Winn
Steve Spaanbroek
Mike Roberson
George Tamvakis
Charles Lewis

OFFICERS & POSITIONS

President: Bill Hood
Vice Pres.: Charles Lewis
Secretary/Treasurer
Wes Banks
Technical Councilors:
George Tamvakis &
Dennis Millsap
Editor THE BUZZ:
Glenda Wilkins
Web Master:
Steve Spaanbroek



“LANDED”