

The Buzz



June/July 2014

GLENDAS. WILKINS:EDITOR/PUBLISHER

A FEW WORDS FROM PRESIDENT BILL HOOD



Happy middle of summer everyone. I don't know about you, but to me it is getting rather sultry around here. Even in my 12 mph lawn mower, the temps seem high when I'm going with the wind on the runway.

The good news, is I am now fully retired. Spirit had a few layoffs recently when they decided to push a few positions back to Wichita. My original plan was to Orkney there for 5 years and with the severance package I made it to four and that is good enough for me.

This has given me more time to work on the Aircam. We managed to crank the engines the other day for the first time. I still have some set up to do, a little more painting, and once the wings are mounted a smidgen of wiring for the lights and magnetometer. Labor Day weekend is looking possible. I will keep you informed.

You have received an e-mail from Charles about this Saturday's guest speaker. Sounds better than YouTube videos so be sure to come out. Also, Charles got us a deal on a new fridge for the barn - less than \$400. A real bargain. Cool drinks for years to come!

That's all for now. See you on Saturday!

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- Watch Bill and his friend, Steven Winn, on YouTube @ http://www.youtube.com/watch?v=XZGVwAn_Pd4&feature=youtube_gdata_player
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Cheers to Laura Gantt on her 1st SOLO!!

I started flying in 1990 as an occasional fixed-wing transport nurse for San Jan Regional Air Care to make extra money for graduate school. I was also working in an emergency department in Farmington, New Mexico. A few years after I started doing transports in Cessna 414 and a Beech king Air, I was recruited to fly rotor-wing transports full time with Air Care.

Without hesitation, I can say it was one of the best jobs I ever had working for the best boss I ever had. Air Care usually staffed nurse-paramedic teams. All the paramedics were extreme outdoor sportsmen who did things like heli-skiing, and ice climbing. I owe my life to them, and the pilots that got us where we needed to go. There was one flight that involved me riding a horse. That picture is still being held for blackmail by the manager at Air Care!

For those of you who knew Josh Brehm, I met him while I was still at Air Care. I continued to fly with medical transport services off and on until 2006. Little did I know how different the pilot's perspective was, even though I often rode back from transports in the front seat of whatever aircraft we were in. Josh and I often talked about me taking flying lessons, and we got in a few. After Josh's death, EAA 1423 looked after me, and I got to know many of the members better than I had before.

In January of 2012, I decided to go to ground school at Dillon's Aviation. Taft Stallings from EAA 960 signed me up for the ground school and then passed me off to another instructor, Al Pierce, who was fabulous; he put up with me for 18 months. I tried to keep the flying lessons and school a secret, but ran into Tim Woolard and Dennis Millsap at an FAA lecture in Kinston soon after I started ground school. Dang it!



Lots of things have come up during the 2+ years it took me to make it to solo, July 12, 2014. The hardest part for me was learning to land the Diamond 40, which is a really fast airplane that makes it around a traffic pattern quickly. My instructors (I've only had 7 or so) had to strategize a lot about how to get me over my anxiety about landing. Of course, Stuart Dillon is pretty sure that his 30 minutes in the simulator with me is what made the difference!

I've learned a lot and received great encouragement from chapter members (thank you!) and the folks at Dillon's. In the final analysis, Taft was there when

I soloed. I think Mike Roberson was too; he was on the runway in another plane. I know that Taft will be happy to have me finish my pilot's license with the new guy, Shane Brown, who is also really good. Hopefully it won't take another two years and 7 months for me to get through the rest of the license.

~~ Laura Gantt

Photo: Taft Stallings Photography



A&P or How do you spell that?

By: Dennis Millsap

I woke one morning in April and Lori said, "You need to be in Nashville TN on May the 5th to go to A&P School." Please understand this was before my first cup of coffee and it caught me a little off guard, so I replied, "What?" She said, yeah I went online and sent a \$100 non-refundable deposit to Baker's Aeronautics." Again, no coffee yet, so I said, "What?" Then Lori said, "Well you've been talking about getting your A&P and I think this is the best way to go and get it done." Then, it finally hit me and I said, "Is your boyfriend coming into town so you need me gone?"



I had started going to Wayne Community College to get my A&P but about three fourths of the way through the first semester one of the instructors said, "You know you probably could get the FAA FSDO in Greensboro to sign your FAA Form 8610-2 since you probably meet the experience requirements." At that point I had been driving 80 miles a day (40 miles each way) for five days a week, so taking a shortcut sounded like a good idea to me. So, in January of 2014 I made an appointment at the FSDO and showed up with builder's logbooks and a recommendation letter from Bob Woods of Woods Aviation. While I was in Goldsboro everyday anyway, I volunteered at Bob's to get experience with engines and tube/fabric. It was a great experience. Turns out, the letter from Bob really helped me get the forms signed off.

There are three ways to get an Airframe and Powerplant rating. #1 Graduates from a Part 147 school are allowed to test upon successful completion of the curriculum. #2 Military members trained as aircraft mechanics are allowed to test. #3 If you have 18 months experience in Airframe and 18 months in Powerplant or 30 months total for both then you are also allowed to test. The trick is to have two signed original FAA Forms 8610-2.



Baker's Aeronautics was interesting. They did not apologize at all for "teaching the test". They figured if the FAA says you are qualified to be here, then we are just here to help you pass. You arrive Monday morning at 8:00 AM, by Tuesday afternoon you take your Airframe written test. Thursday you take the General written test, and on Saturday you take your Powerplant test. The entire next week is devoted to making sure you can navigate the Oral and Practical exams. It was exhausting because of the pace, but I was able to walk away in two weeks with my Airframe and Powerplant Mechanic Certificate. If you are interested in pursuing your rating, check out FAR Part 65 for all the requirements. Or, just grab me and bend my ear the next time you see me. And if you see Lori's boyfriend, tell him I said hello! ~~

(Above certificate: Early spring, Dennis placed 3rd in Homebuilt Kit. Congratulations!!! You shoulda won 1st!!



SIGHTINGS

By: Bill Hood

The folks at the Spirit manufacturing facility at ISO were recently treated to a fly-by of the A-350 XWB that we take great pride in building. This is MSN 2 and has a unique paint scheme on the rear that represents its carbon fiber heritage. The aircraft had left Toulouse France earlier in the day and was headed to Dallas TX for testing. The aircraft is Airbus's answer to the Boeing Dreamliner. Spirit makes the center of the fuselage and the wing leading edge including the main spar.



Gina and I were sitting around watching Jeopardy and heard some turbine noise. This is not particularly unusual as a VR route goes right over Hood Field and we get a fair amount of military traffic. But this was different and kept getting louder and louder. I finally got up and looked outside and saw two Wyse Fork VFD trucks, and EMS van, 5 pickups, and the Medivac helicopter landing over by the shop. Quite a commotion to say the least. Turns out a gentleman down the street celebrated the 4th of July early, and fell off his porch and hit his head. It was decided to air transport him to Vidant, and off he went. My guess is he had never been airborne before. Quite a lot of excitement for Hood Field. We had not seen that kind of action since I crashed the Breezy!



NEXT MEETING: JULY 19, 2014

We have a speaker this Saturday to share with us his adventures in becoming a Pilot for Air Serv International. Jeremy Degagne is flying a Caravan in Chile, Congo, Alaska and a few other remote areas for the UN and other relief organizations. The pictures are truly worth a thousand words, and the tales around some of the trips are unbelievable. As always the ladies have a fine meal planned. If the weather is good we will take off after the meeting with a gaggle of planes and visit a few private strips in the area. See you Saturday * Bring a Friend and share the joy of flight !

Charles A. Lewis, Jr. : Vice President



SPRING FLY-IN

South Oaks Aerodrome - 05N
6554 County Home Road, Winterville, N.C. **June 7, 2014**

SPRING FLY-IN



10:00AM - Until
Lunch On-Site
Flying Contest
Lat. 35-28-58
Long. 77-21-12
Runway 7/25
1900' Turf
Freq. 122.8
Elevation 50'



Overnight camping available!

More questions? Call...
Skip Palmer (252) 559-0383
Charles Lewis (252) 714-0514



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— with [Isaiah Carlton](#)



<< Ethan -
Future pilot





(Most) Fly –in photos by Steve Spaanbroek.

IN THE PILOT'S SEAT with JAMIE & MARK MADDOX



Jamie Maddox

I am a North Carolina native and an ECU graduate. Degrees earned: MPH, MBA, BS in Cytology, as in Medical Laboratory Technology in Dental Hygiene. Most gratifying accomplishment was obtaining the MPH & MBA. I'm a Registered Dental Hygienist on board Camp Lejeune Marine Base.

My interest in aviation began when Mark brought it up that he wanted to learn to fly, and wanted a plane. I felt I needed to learn in case something came up and I needed to fly/land the thing. These days, I'm Chief Assembly 'Assistant' for Zenith STOL CH750, which Mark and I are building. Have yet to get my pilot's license, but this fall, I plan to complete ground school and work toward flight time. Maybe one day Mark and I will fly to British Columbia or Alaska. My favorite aircraft is the WACO biplane. It is so fast and SO sexy!



Mark & I have no children, but we do have an assortment of animals: 10 dogs, eight cats, two ducks, a peacock, 15 chickens, and occasionally (when time permits) rehab or babysit for another rehabber; fawns, baby raccoons, baby fox (kits) and baby squirrels. I absolutely LOVE it. All the dogs are rescues except two, and all the cats are rescues except two. They are a blast to work with. I also enjoy working with stained glass, and reading novels: murder mysteries.

We joined EAA Chapter 1423 to take flying lessons with Charles, and especially to mingle with folks with aviation and plane interests like ours. And be able to pick their brains for experience, knowledge, and wisdom.~~

I am an Ohio native, grew up in Akron where the Good Year Blimps were. They always amazed me, so I have always been interested in flight. I am a retired US Navy Chief. Love North Carolina. Never want to live up North again. Jamie & I live in Richlands, NC.

I work as an HVAC Planner/Estimator for the US Marine Corps on board Camp Lejeune. When not working, I enjoy fishing of any type, especially off shore, boating, woodworking & sailing. Not yet a pilot, but working on it. As Jamie said, we are building a Zenith STOL CH750. Finishing the Zenith will, no doubt, be a most gratifying accomplishment. Perhaps one day we'll fly to British Columbia.

My favorite aircraft is the P51 North American Mustang. It is a fast, aerodynamic fighter plane with a V12 engine that still commands respect 70 years after it rolled out in 1940. Back then, it could fly 437 mph.



Mark Maddox

Jamie and I began taking flying lessons from Charles. He told us about the Winterville Chapter, so we joined. The group is a great place to network with others who have experimental aircraft or have an appreciation for airplanes, and enjoy aviation. EAA members are also willing to share their wealth of knowledge and experience.

MUSEUM DAY TRIP

August 16, 2014, EAA Chapter 1171, the New Bern Flyin' Bears, is hosting a bus trip to the Smithsonian Udvar-Hazy Air & Space Center located contiguous to Dulles Airport, VA outside Washington, DC. This is the companion facility to the Smithsonian National Air & Space Museum on the Mall in downtown Washington. This center houses many exhibits that are far too large for the original museum such as a full size space shuttle, the Concorde, a Boeing 707, numerous military aircraft and a large number of space vehicles.

The Flyin' Bears are offering bus seats to the general public @ \$75 each. A great way to spend a hot summer Saturday, and is suitable for families w/children, aviation and space enthusiasts, history buffs, and senior citizens looking for an interesting activity. If interested, please respond quickly as seats are on a 'first come, first served' basis. For questions or require additional information, contact Rich Schans @ [\(252\) 638-8950](tel:2526388950) or [\(910\) 382-8009](tel:9103828009).



EAA CHAPTER 1423 MINUTES

June 21, 2014

By: Wes Banks, Secretary

- Meeting called to order at 10:02AM
- Welcome by President Bill Hood
- Projects Status
- Bill gave a brief update of where he is with his project.
(Special Thanks to Bill Hood for providing lunch today.)
- New Business:
- It was brought to the attention of our membership by President Bill Hood that our refrigerator needs to be replaced. Charles Lewis volunteered to get a new fridge. And with freezer, please, for the ice cream.
- Bill shared with the membership that Beaufort airport was having an open house next week beginning at 10:00 AM -- 4:00 PM.
- Bill also shared there was a fly-in next week at Todd's field north east of Winsor. The strip is short, about 1200 feet.
- Charles Lewis shared with the group that at the next monthly meeting he has invited a fellow aviator named Jeremy Degagne to speak with us about his adventures in becoming a pilot for Air Serv International. Jeremy has flown a Caravan in Chile, the Congo, Alaska and a few other remote areas for the UN and other relief organizations. The pictures he will show are truly worth a

thousand words. And the tales around some of the trips are unbelievable.

- Charles also stated that if weather is good after next month's meeting, we will take off after lunch with a gaggle of planes and visit a few private strips in the area.

Old Business: (Currently in progress)

- President Bill Hood reminded the members that dues are now *overdue* for this year.
- See Club Secretary, Wes Banks, to settle your late dues.
- We need folks to sign up to cook for meetings the remainder of 2014. Please.

Program:

Bill presented the program today: a set of videos on the following topics:

- What's happening at Oshkosh 2014 this year.
- Building a DH-2
- Flying a Paraglider
- A visit through the B-17 Aluminum Overcast
- The New Panther Experimental light sport aircraft
- Meeting adjourned at 11:55 AM

OFFICERS & APPOINTED POSITIONS

<u>President:</u> Bill Hood	<u>Technical Councilors:</u>
<u>Vice Pres.:</u> Charles Lewis	- George Tamvakis
<u>Secretary/Treasurer:</u> -Wes Banks	- Dennis Millsap
<u>Editor THE BUZZ</u> -Glenda Wilkins	<u>Web Master:</u> - Israel Muller

Thanks to Contributors:

Bill Hood
Dennis Millsap
Laura Gantt
Taft Stallings
Wes Banks
Steve Spaanbroek (photos)
Jamie & Mark Maddox
Charles Lewis