

# The Buzz



*The Leader In Recreational Aviation*



EAA 1423

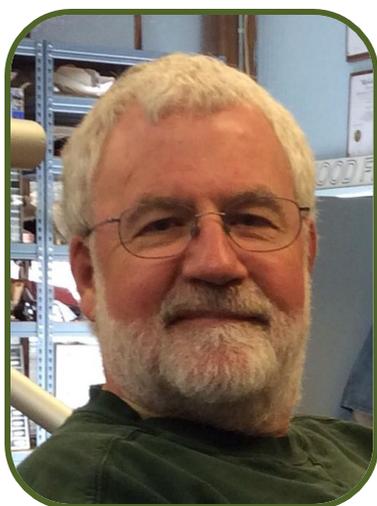
NEWSLETTER

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October/November 2014

STEVE CHASE: EDITOR/PUBLISHER

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## A FEW WORDS FROM PRESIDENT BILL HOOD

A lot has gone on during one of the finest weather periods we have seen. For me, the highlight was getting the Aircam airworthy, flying the 40 hours phase 1 in 18 days, and then my fly-in. The perfect weather was the trick to all of this. I hope you were able to take advantage of it too. The Aircam's first outing was over to Grantham where the folks there put on a nice fly-in and serve some good BBQ. It was windy and rough that day going over. Gina and I went to 2500 feet to get in some smooth air but had a 30+ mph headwind. We saw ground speeds in the high 40s. Chris Lucas, in his RV-10 just kept circling us the whole way over. He went to 7500 feet on the way back and saw 200 knot ground speed. I was seeing 100 mph at 3000 feet. The next week was my fly-in which was a success. Steve covers this later in the newsletter. Last week Gina and I went to Stag where they had 40 plus aircraft and a good turnout for the car show too.

It is time to wind down the year. With this will come a change in leadership which will be discussed at the November chapter meeting. Charles and I thank you for all of the support you have given the past two years. Plans for the Christmas party will be hammered out too.

One other change since we last talked is that I will be working 3 days a week back at Cherry Point on another aircraft program. So much for retirement! It will be good to get back to supporting the fleet.

Best wishes to everyone and Happy Holidays.

Bill

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**Private Pilot Certificate**

~ Israel Mueller ~

If you had approached me ten years ago and asked me about being a pilot, I would have probably looked at you and thought you were crazy. The truth is; I never considered it until I graduated from college, in 2012. Growing up, I had always been fascinated by airplanes, but I had no influence and didn't know anyone involved with planes. That all changed when I realized that this was something I could do after graduating from college, so I committed to it! Why not?



As it goes with most things I'm not familiar with, I used the internet to research and figure out what I needed to do. I soon learned that I would have extra steps and requirements to complete before starting flight training because of my non-citizen status in the United States. There are a select number of schools authorized to provide flight training to foreigners, and that's only after the TSA approves the foreign student to initiate training. Surprisingly this process went pretty smooth – there were fees involved!

I started ground school in July of 2012 and had my very first general aviation flight in August. I was hooked! During the two years and 79.1 hours of training (*not ashamed of it*) I had two great instructors, Al Pierce and Taft Stallings – bless their heart! During this time I got to meet several great people who also got bitten by the aviation bug at some point in life, including my aviator friends at EAA 1423. It was an adventure all along!



On October 25<sup>th</sup> the dreadful day arrived and it was time to convince the Designated Pilot Examiner I “knew enough about flying” and could fly that sleek Diamond DA40 safely. The check ride was scheduled at Sanford, NC at the Raleigh Executive Jetport, and I couldn't have asked for a better weather day. The oral examination started around 10AM and by 1PM I was officially a certificated Private Pilot!

It is very rewarding to look back and see all the achievements, friendship, and opportunities that general aviation has brought to me. I look forward to learning and improving every time I get the opportunity to fly, and most importantly, I look forward to introducing general aviation to other people as well. May those wishes always come true, along with clear skies and tail wind! CAVOK to you!





***A Cub in the barn***

~ Charles Lewis ~

One of the great benefits of aviation is the opportunity to read about events and adventures from other aviators. I have really enjoyed following the Tailwheeler's Journal. [Tailwheelersjournal.com](http://Tailwheelersjournal.com) Take the time to sit down and enjoy some excellent articles and videos. These are informative and very educational. By reading the article there first, the balance of this one will make more sense.

A recent article, "The Cub in a Barn", inspired me to share a few of the similar finds that are around Eastern North Carolina. Pictures are worth a thousand words so I have included a few.

There is a RV waiting in one hangar. All it needs is a new owner willing to invest time and a little money.



While on one of the fly outs I found a hangar that had not been opened in several years judging from the size of trees growing in front of the door. Dirt and debris were well over the floor



elevation. By peeping in I saw a CUB! Yes, and I went-a-asking. The owner had died and the widow knew that the plane is still in great shape, "cause he flew it there and it has not been messed with since!" she said. Now I understand why her asking price reflects what is often seen on

Barnstormers for a nice original, low time, in annual, cream puff plane!! I think there will need to be another funeral so that the new owners will open the door and discover the real prize.



If you take your eyes off of the normal scan you have developed while flying and look down, you can also find a lot of planes that never found a barn to retire in. Many fine looking planes can be seen sitting out in the grass or on the tarmac waiting for a new owner. Someone with pride and someone that will enjoy reviving her to the purpose intended. While not a Cub, this Woody Pusher has been sitting on the Tarmac for years in abandon. What a shame.



In the travels around, I like many of you have seen literally hundreds of abandoned and neglected birds waiting their turn for the scrap yard. I will not dispute that finding a Cub in the barn is hard Brian, finding a good one is even worse BUT there are a few Cubs in the barns around. Keep looking you might find yours. At least you will be out flying and enjoying the adventure.





*Hood Field Fly-in!! (a first timer's perspective)*  
~ Steve Chase ~

What a beautiful early Saturday morning, and another great day to fly. My son had stopped by for a visit so I suggested we run down to Hood Field to join the fly-in, he was more than happy to go along. Now, for many it was probably not the first time attending this wonderful event hosted by Bill and Gina, but it was for me, and what a great time we had. Not knowing what to expect, we approached the field, expecting to see just a few, maybe a

handful of airplanes, and perhaps how they were parking on the field. To our astonishment, there weren't just a few; aircraft were lined up wingtip to wingtip halfway down the runway edge and in most open spots near the hangar end, and we could also see several in the pattern. Meanwhile people were everywhere on the ground, obviously taking in the sights, the turnout looked from the air, bigger than many "major" fly-ins I've been to in the past, very cool! Without a radio we rolled out on a slightly long final, to ensure our approach was seen between the trees, and watched as spectators parted the centerline. Not wanting to disappoint the masses with a single touchdown, I decided to give them three or four in that one landing. Ok, worst landing to date (always happens with people watching), but what a thrill it was to see such a great turnout, so I blame it on the excitement of the moment. We did a quick turn-around, taxied back to take our position in formation, shut down, and were greeted by many fellow airplane enthusiasts.

It didn't take long to understand that a large part of the draw was not just airplanes and friends, the chili and other food could be smelled cooking as we made our way to the open hangers. Inside Bill's amazing hanger, filled with memorabilia and aircraft parts, someone was tending two large caldrons of chili (hot and mild), both turned out to be awesome. With several tables of food (two just for deserts), and a vintage hushpuppy making machine, this was nothing less than a feast. To prevent slipping into a food comma, necessitating a nap in the shade (always a risk I'm willing to take), we walked around and took in the very impressive collection of aircraft. With airplanes flying overhead (new and vintage), powered parachutes taking to the air, and the occasional RV roaring by at 1.2 Mach, I could see why it has created such a following, drawing people from near and far. We thoroughly enjoyed the fly-in, and only wished we could have stayed longer (unfortunately, we had to leave early). However, we were very thankful for the time we had and the effort Bill, Gina and the others put into making the fly-in such a fun and memorable event. I can't wait to go back next year, really looking forward to it, and that thought is definitely something else to help me get thru the winter!





### *Barnstorming*

~ Israel Mueller ~

A few weekends ago I received a text message from Charles Lewis: “Interested in taking some aerial pictures of several grass strips tomorrow”? I didn’t think twice and replied: “I’ll get the camera charged! What time are leaving”?

I met with Charles at his house on Sunday right after lunch; we hopped on the plane, and made a quick stop at South Oaks to meet with John Mozingo, who joined us for the Sunday adventure with his Kitfox II. The plan was to get pictures of several strips and some pictures of the planes flying, taking off, and landing. I won’t lie to you... we landed in more strips in one afternoon than I had landed during my flight training over the period of two years. I think Charles counted 13 strips, if you consider a corn field one of them! During our flying, we stopped at some of our Chapter member’s fields, including Steve Chase and Bill Hood’s fields. Bill Hood then joined us with the AirCam and flew together to a few other strips, including Tom’s Field in Maysville.

I had always heard Charles and other members of our Chapter talk about spotting bears during their flights and, on that Sunday, I got the chance to experience the same. Charles was beyond excited when we flew low and slow just several feet away from the bears in a corn field. It was a very cool experience to see the bears from the airplane so close to us, but I’m glad we did not experience an unscheduled landing at the field! Words and pictures cannot describe enough how much fun I had on that Sunday afternoon.

I thank Charles for the invitation and allowing me to experience and enjoy a different type of flying! It’s hard to pick just a few pictures from the 800+ pictures taken that day but I will leave you with a few of my favorite ones. I look forward to the next photo shoot adventure!







## Dear Chapter Members and Friends,

As a reminder, Israel does an amazing job with our website at [www.eaa1423.org](http://www.eaa1423.org). Continue to check it out, and as always, feedback and suggestions are greatly appreciated.

Best regards, **Israel Mueller / Webmaster**

EAA Chapter 1423 - Winterville Wings

[webmaster@eaa1423.org](mailto:webmaster@eaa1423.org) & [www.eaa1423.org](http://www.eaa1423.org)

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### EAA CHAPTER 1423 MINUTES September 20, 2014

By: Wes Banks/Secretary

- Meeting called to order at 10:38AM
- Welcome by President Bill Hood

#### Guest Today:

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- Frank Spencer, from California, visiting sister in Ayden, Former Pilot.
- Don Hazen from Pennsylvania, visiting with Members Steve and Renee Winn.
- Rick Schans from the EAA club over in New Bern.

#### New Business:

- Thanks goes out to member Steve Chase for taking on the responsibility of newsletter editor.
- Thanks also goes out to Israel Muller for taking on the responsibility of updating our master membership roster. He also has the responsibility of our web Page.

#### Old Business:

- Bill Hood brought forth that he and Don Blossom have not had the time this month to do any pricing on purchase of a new grill for the club because they were getting his Air Cam project ready for inspection. Some thoughts they have discussed were that a good grill sized for our needs may cost more than the \$500 allowance and an alternate to purchasing a new one would be to repair the

old one we are using. They will continue looking at pricing and alternate to repair the old one and report back to the membership next month.

#### Other Business:

- Bill brought forth our tragic loss of our fellow member Tom Saccio and his friend Russ last week. The membership held a discussion as to dates and plans for a memorial service and its location, sending flowers or maybe making a donation to the Wright Flight program. Bill stated that he would take care of getting flowers and or making a donation.
- Dennis Millsap brought forth a discussion with the membership about what our club could or may be able to do to help the right Flight program to continue in tom's absence. Dennis said that he would follow up and report back at our next month's meeting.

#### Program:

- Bill presented a 1 minute, 48 second light show of his Air Cam's, Strobe, beacon and landing lights shining at dark.

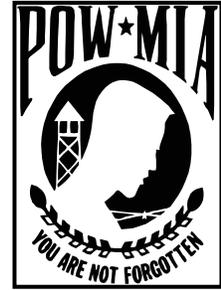
Meeting adjourned at 11:30 AM



#### OFFICERS & POSITIONS

President: Bill Hood  
Vice Pres.: Charles Lewis  
Secretary/Treasurer:  
-Wes Banks  
Editor THE BUZZ  
-Steve Chase

Technical Councilors:  
- George Tamvakis  
- Dennis Millsap  
Web Master:  
- Israel Mueller



Happy Holidays everyone!

