

## Next Meeting:

When: April 16th, 2011, 0800 - Pancake Breakfast, 0930 - Program

Where: Cox Field, Apex, NC

Program: Rescue and Restoration of a WWII P-38

Speaker: Todd Huvad

## Please Welcome Our New Member...

**Tom Clephane:** Tom is a student pilot. He loves to fly but let raising kids and family keep him from flying. Now it is just him and his wife and she told him to go get the license he had always talked about. He has been flying out of Johnston County Airport with JNX Flight and is enjoying it greatly. He would like to combine his love of aviation with his photography skills and start a retirement career.



## The view from above...Kent's comments for March 2011



The past few weeks have given even an optimistic like me cause for wondering if general aviation can survive – and I am a person who normally chooses to see the glass as half full, not half empty.

I just finished writing the first part in a 3-part series of articles for **General Aviation News** entitled “Autogas for Everyone”, summarizing the efforts of a group of pilots, to which I belong, who are concerned about the future of aviation fuel, and with it, sport aviation. Consider the sobering facts: Avgas has now eclipsed \$9/gallon at a few airports in the U.S. It's nearly \$7/gallon at RDU, a once GA-friendly airport back in the days when **Raleigh Flying Service**, owned by the family of EAA1114 member **Gary Wilser**, was a place

to hang out on weekends, whether you had a flight scheduled or not. Not so long ago there were no fences and no TSA goon squads at RDU. You could wander around the ramp or through the many open T-hangars where you'd invariably run into another chapter member, **Jim Dukeman**, dog-tired from an all-night shift at Flight Service but not too exhausted to tinker on one of his flying club's airplanes.

Those days are gone forever. The tower no longer invites area pilots in for tours, the once-popular annual airshow is fading into history, and the two marble and glass FBOs that occupy the spot where Raleigh Flying once stood are charging nearly \$7/gallon for Avgas. Luckily our former chapter President and friend **Karen McCraw** keeps it as affordable as possible at the Siler City (5W8) and Asheboro (KHBI) airports she manages. Kudos also go to chapter member **Steve Merritt** for keeping avgas prices low at his airport, Triangle North Executive (KLHZ). Thanks, Karen and Steve! All

airport and FBO managers should be as concerned about the plight of private pilots struggling to deal with the rising costs of flying. Sadly, many aren't.

In January of this year I helped launch the **Aviation Fuel Club** ([www.aviationfuelclub.org](http://www.aviationfuelclub.org)), a free grassroots effort to help pilots and airports get low-cost, ethanol-free autogas onto airfields, a fuel that can power over 70% of all piston aircraft and has the potential through modest engine modifications to power the entire fleet. Sponsored by the company I represent, aviation fuel station maker **U-Fuel** ([www.ufuel.com](http://www.ufuel.com)) the “AFC” has struck a nerve among hundreds of pilots who have joined in recent weeks – we've been swamped with requests for help as retail sources for ethanol-free fuel have disappeared in recent years. While we're generally able to find suppliers at the ~400 terminals where “clear” gas is adulterated with ethanol (ethanol may not be pumped in gasoline pipelines, but is trucked to terminals like the **MOTIVA** facility in Apex where it is blended with clear gas), many airport and FBO managers simply aren't interested in selling it. In some cases, their reluctance is a result of direct threats from avgas suppliers that they'll pull out if autogas is offered. I know, it's hard to believe, but giant oil companies such as BP, Shell, Phillips66 and others worry more about a tiny amount of competition than they do about the future of GA itself. Large FBOs that belong to national chains and are represented by NATA (National Air Transportation Association) are the least interested in autogas, but that's understandable since they make most of their fuel profits these days on Jet-A and everything else is a nuisance. One can see this in the declining number of FBOs that offer leaded avgas; it's down by 90 FBOs since we started tracking things in July of 2009 at [www.FLYUNLEADED.com](http://www.FLYUNLEADED.com).

At the annual meeting of the **Petroleum Equipment Institute** I attended last fall, **Dr. Phillip Verleger**, a professor at the University of Calgary and a noted expert on the oil industry, called the U.S. mandates on ethanol production a “gimmick” devised to benefit primarily the agricultural and ethanol industries. As Verleger accurately described the situation, America's ethanol policy is “**a train wreck in progress.**” For sport aviation, it is doubly worse, since the same **EPA** that controls the ethanol mandates that are destroying our supply of ethanol-free autogas, is also doing its best to end the use of leaded avgas, the only other fuel for piston engine planes. While one reads frequently about experimental unleaded avgas formulations nearing availability, trust me when I tell you – as an “insider” now – the chance of these being approved, produced, and sold at affordable prices at our airports in the next decade is somewhere between **ZERO and NONE.**

Naïve as I am, I assumed that a call or two to leaders of the **aviation alphabets** (AOPA, EAA, FAA, GAMA, NATA) and our highly-touted **Congressional GA Caucus** would lead me to at least a few enthusiastic supporters of autogas as a low-cost, lead-free, massively produced alternative to our boutique avgas. Staffers for **Congressman Sam Graves**, head of the House GA Caucus, and **NC Congressman Howard Coble**, a member of the caucus, both warned me against any effort against the all-powerful ethanol industry, saying this would be “complicated”, and “that horse has already left the barn.” That's how Washington folks tell you they're really not interested in your problems. The AOPA and ABS (American Bonanza Society) have repeatedly stated that the only acceptable alternative to 100LL is a one-size-fits-all, drop-in, unleaded, 100 octane fuel, and that we autogas advocates should just “**sit down and shut up.**” Well not in so many words, but here is an excerpt from one of our so-called leaders, suggesting to a friend of mine in the aviation media that my colleagues and I need to be silenced:

“Earlier in the year, resulting from comments during Michael Kraft's [Lycoming] briefing, I had indicated that I thought it would be important to push-back the mogas initiative being primarily promoted by a pair of columnists at GA News [that will be my friend Dean Billing and me, ed.]. Their message is directed toward the LSA and sports class fliers and appends to an overall effort to bring

back ethanol-free fuel for engines far beyond aviation. They are also actively challenging the call for a single high octane fuel and have been openly criticizing Craig Fuller's [AOPA] call for a single fuel solution. If you recall, Craig initially supported a fuel which addressed the needs of the 70% and has since changed his position to one which addresses the needs of the entire GA fleet. It's time to support AOPA on this particular matter and help with the push-back."

This is a sad comment on the state of things within the aviation alphabet groups, although I must praise LAMA (Light Aircraft Manufacturers Association) for their strong support, and to the EAA for not openly opposing what we're trying to do, which we view, quite frankly, as attempting to save sport aviation from extinction. Ironically, the same Michael Kraft, General Manager of Lycoming, who has strongly advocated for a single fuel solution in the US, is aggressively pushing his company's **iE2 Fadec** technology that will power **Tecnam's** newest airplane, the 11-seat, twin-engine **P2012**. Tecnam has chosen Kraft's 350 HP, fuel-injected, turbocharged **Lycoming TEO-540-A1A** six-cylinder engine, a powerplant designed to operate on ethanol-free **autogas** or avgas. Tecnam's leadership, who I have the pleasure of knowing, is dealing with the disappearance worldwide of 100LL now by **designing all of its future planes to run on cheap, abundant autogas**. It's no wonder that this Italian company, still a newcomer in the US despite a 70+ year history, is the world's largest manufacturer of light aircraft. But here in a country that ruled the GA world for more than a half century, our so-called leaders appear to be kicking the aviation fuel can down the road in their lackluster support for a fuel that has a **near-perfect record** in aviation since the first autogas STCs were approved in 1982. All one can say is "go figure." Look for my series of articles in our GAFuels blog at GeneralAviationNews.com, and sign up for their daily "The Pulse" newsletter.

Fortunately, all is well at EAA1114. Members who attended **Sun 'n Fun** this year survived the horrific storms unscathed, although a few friends of the chapter lost their aircraft. **Tony Spicer**, who visited Cox Field as our speaker with his shiny **Sonex** years ago, lost his gorgeous blue **RV-3B** that had only participated a week before in Roland Gilliams' dedication ceremony for the French memorial to WWI ace and Carthage native **James McConnell** (see image in this issue of Aerial Pursuits). Our friend **Bob Barrows** lost his prototype **Bearhawk Patrol** two-seater which has paid our chapter a visit on several occasions. **Old Number One**, the first production and oldest-flying **Helio Courier** in the world that belongs to the **JAARS** missionary aviation organization in Waxhaw, near Monroe, North Carolina, was heavily damaged. **Phil Lockwood**, whose Lockwood Aviation empire has turned a sleepy airport in Sebring, Florida into the Rotax and LSA headquarters of North America, lost three (ouch!) twin-Rotax **AirCams**. (Bill Hood, former IAC19 president and owner of Hood Field (66NC) near Kinston is now building an AirCam at his airfield, and making quick progress.)

For an industry that is struggling to survive in the Great Recession, the damage wrought to exhibitors at Sun 'n Fun could not have come at a worse time. There will surely be a few empty booths at other shows this year, and perhaps a few more companies will be forced to pack it in. This is not the first time that a major calamity has destroyed a large number of aircraft at one time. When 100 knot winds from **Hurricane Andrew** struck the Tamiami, Florida airport on August 24<sup>th</sup>, 1992, it flattened many hangars, including one housing **Kermit Weeks'** large collection of historic aircraft. Instead of selling them for scrap, Kermit repaired what he could, and moved the planes to a new facility near Polk City we now know as **Fantasy of Flight**, the world's largest private collection of flying aircraft. On August 9<sup>th</sup>, 2004, a quick-moving fire destroyed the wooden hangars housing the **Yankee Air Force Museum** at the famous **Willow Run Airport** west of Detroit. Thousands of artifacts and displays were destroyed, but the museum's **B-17, B-24 and C-47** were saved and remain on flying status today, forming the core of the museum's reconstruction. The disaster brought the museum's many supporters together, and plans are moving forward for a completely new facility.

Proof that airplane manufacturers are a tough bunch, it was reported in the Greensboro New-Record this week that **Doug Hempstead**, owner of the **B Bar D Aviation** flight school at TTA and new owner of the formerly Czech-owned **Allegro LSA** design, will restart manufacturing of the airplane at a facility in Halifax County. Eventually, Doug plans to open a permanent building at the new **Halifax-Northampton Regional Airport (KIXA)**, just east of Roanoke Rapids, North Carolina. Congratulations, Doug and Betty Hempstead! Doug's new company, **LSA America**, will join **Opus Aircraft** in Rockingham-Shilo and **MX Aircraft** in North Wilkesboro as sport airplane manufacturers based in our state. The author is aware of another overseas LSA manufacturer that is eying our state for its future US homebase – *stand by for news!*

At the April 1<sup>st</sup> Builder/Modeler/Movie Night **Noel Fallwell** showed off a clever **variable-louver gizmo** he's adding to the front face of his RV-6A's oil cooler to help *raise* temperatures. That's right, while most builders struggle getting temperatures down, Noel's tight-fitting airbox has had the unexpected consequence of cooling his oil too efficiently, a testament to his building skills. My call to chapter **aero modelers** last month yielded a strong positive reaction from many of you. While the weather on April 1<sup>st</sup> prevented any flying, we enjoyed looking over some half-completed models that have been languishing in my attic workshop for a few years. Let's aim to fly **park-flyer class electric R/C planes** at our next First Friday evening on **May 6<sup>th</sup>**, OK?

Our former Chapter Vice President, **Major Jason Harris**, called me the other day, excited to describe his experiences flying a **Pitts S-2C** with “The Admiral”, master aerobatic instructor **Bill Finagin** from **DentAir**. Arranged by our sister aerobatic chapter **IAC19** (EAA1114 was formed by the same people who started IAC19 at Cox Field 25+ years ago) at the **Lancaster, SC** airport, the spin/upset recovery session with Finagin taught Jason how to initiate, and recover from, a variety of spins. While he had done some basic spins in a T-37 during his USAF training, Jason commented that this did not compare at all to what he experienced flying with Finagin. Major Harris strongly recommends all pilots attend a spin/upset recovery clinic as a normal part of their ongoing education as pilots. Jason also reported that he and **Kathleen** are packing boxes, with their move to **Colorado Springs** and his new job on the faculty of the **US Air Force Academy** rapidly approaching.

A few days ago two mysterious emails appeared in my inbox, both containing grainy, low-resolution, inverted images of aircraft in a large hangar. Three words appeared in the message: “**what is it?**” When I recognized one airplane as the incredibly advanced but ill-fated Canadian **Avro CF-105 Arrow** from the 1950s, I knew the emails had to be from the Toronto area where the airplane's prototypes were built. On February 20<sup>th</sup>, 1959, **Canadian Prime Minister Diefenbaker** killed the project, ordering all the planes scrapped along with their tooling, an event still known today as “**Black Friday**” in the Canadian aerospace industry, as it resulted in the loss of 14,000 jobs and what many still consider today to have been some of the world's most advanced aerospace technology. The mysterious messages had been sent to me from our equally mysterious chapter member **Duane Dillingham**, who had flown his employer's – VFR only – **Twin Otter** on a bumpy flight from Franklin County up to Toronto where it served as a prop in the **USA Network's TV series “Covert Affairs”**. Judging from the appearance of the show's star, **Piper Perabo, aka Annie Walker**, the destination of Duane's flight was more than worth the unpleasant flight up and back. According to Duane, there are no Twin Otter's available for such purposes in Canada, which is how he was recruited to make the trip. The truth has more to do though with Duane's **James Bond looks and actual experience in affairs**, of the covert military type, of course. No worries Donna! Duane promised to let us know when the sequel where he appears will air. The next season of this series starts on June 7<sup>th</sup>, airing at 10PM in our area, waaaay past Duane's bed time, mine too....

At this year's annual meeting of the EAA, which takes place on Friday, July 29<sup>th</sup> during AirVenture, elections will be held for **Class I Directors** of our organization. I am one of four candidates for the six Director positions up for a vote. Five of these directors are running again. The candidates' bios will appear in an upcoming issue of *Sport Aviation* and all members will be sent a ballot. If elected, my primary interests will be on strengthening the EAA's core activities, especially homebuilding and chapter activities. I have been invited to the next EAA Board meeting, which takes place on May 6<sup>th</sup>, which means I will not be able to attend our Builder/Modeler/Movie that night. As in all things regarding our chapter, please feel free to comment to me on any issues that our national organization needs to address.

On behalf of your chapter officers, I'd like to once again thank you for your quick response to **Ed Savage's** mailing regarding our annual dues and directory update. The chapter's renewal rate remains at well over 90%, which is excellent. According to the latest database I have received from Oshkosh, there are 781 EAA members located within a 50-mile radius of Apex. In a quick review of those in the Apex and Cary area, I am amazed how many are unfamiliar to me, even after having lived here since 1996. Now, not everyone is interested in belonging to a local chapter, but I know that many of you were surprised at what you found when you finally stumbled across our fine chapter. For this reason, we'll be sending out a post card to this list of people as we have for the past few years.

We're sure many of these people, and you of course, will want to attend our **April 16<sup>th</sup> meeting**, when former **Southern Aviator publisher Todd Huvad** will give us a first-hand account of the recovery of the WWII P-38 **Glacier Girl** from beneath 270 feet of Greenland's ice. Todd was the only aviation journalist to take part in this historic effort, the results of which can be seen flying at AirVenture Oshkosh 2011. I'll be looking for you at the next meeting on April 16<sup>th</sup>

*Aim High, Fly Safe*

*Kent Misegades*

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## February Meeting Recap

The meeting room at Cox Field was once again filled to capacity for the March chapter meeting and pancake breakfast. Attendees that wished to eat breakfast arrived promptly, heeding last months warning that no food will be served after 0845. Following the delicious meal prepared by the Breakfast Crew, the room swung into action to clear tables and set up chairs in preparation for the speaker. The subject of last months program was Wildlife and Aviation. Mark A. Lowles from the USDA Animal Plant Health Inspection Wildlife Services gave an interesting talk on how wildlife affects all aspects of aviation. Although not a pilot (yet), one could easily notice Mark's passion when it came to managing wildlife in order to make flying safer. The program focused mainly on how the USDA is controlling wildlife near airports and how to avoid further wildlife intrusion. Although bird-strikes are the main suspects when airplanes and animals are mentioned together, the ground-borne creatures are just as dangerous. Aircraft impacting deer, moose, geese, etc., are subject to just as much and if not more damage than hitting a bird in flight. Another important point made was that less than twenty percent of incidents involving wildlife are



reported. Pilots and witnesses are encouraged to report all incidents involving animals in order to let the USDA Wildlife Services do a better job. Mark also covered how to eliminate or reduce an environment that attracts wildlife near airfields. More information on the subject can be found by contacting the USDA Wildlife Services.

## James McConnell Memorial

Finally the commemorative plaque sent by France in 1917 to honor the sacrifice made by James Mc Connell when he was shot down during the First World War found a home today. Roland Gilliam acting as MC did a great job keeping this dedication low key but dignified. A few local dignitaries made thoughtful remarks about Mc Connell's dedication and courage in his fight for freedom on a voluntary basis at a time the USA was not yet at war. A historian of the First World War gave us details about Mc Connell's last combat: previously wounded with a broken back, he left the hospital incompletely healed: His mechanics had to haul him into his plane. This probably hampered his capability to locate enemy planes coming from behind. I was probably one of a few that could read the writing (in French) on the plaque and I felt good that such a hero was recognized so early by France (prior to his demise he had been already awarded the "Croix de Guerre" the highest award for courage in time of war).

As a coincidence, and well noted by one of the speakers, President Sarkozy showed leadership today on the Libyan theater. I hope this will help bury the bad feelings created when Chirac prevented the overfly of France some thirty years ago by USAF fighters on a mission to punish (already!) Qaddafi.

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Jean-Pierre Bernoux



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## Roll-Out of Mikael Carlson's Fokker D.VII

by Fredrik Spong, former EAA1114 member

Big things happen in tiny places!

This past Saturday there was a big event in a place no one has heard of, the roll-out of the latest creation from Mikael Carlsson, a Fokker D.VII. Mikael lives in a tiny village called Sebbarp, a road junction in the middle of the South Swedish back country. Michael is probably best known for his renovation of a Bleriot XI, which he flies regularly throughout Europe and in the US. This XI is the worlds oldest flying plane. Mikael does of course have two of these flying machines!

At midday this past Saturday, 80-90 aviation enthusiasts gathered in Sebbarp at Mikael's shop/hangar to celebrate the roll out of the D.VII. The D.VII was a Fokker design from 1917 and it turned out to be a winner in the WWI. The D.VII racked up many victories despite its late arrival to the battle scene. Herman Göring and Erich Löwenhardt were some of the pilots that became famous in D.VII. The design was made by Fokker as a part of a competition to win air force contracts. The Fokker design used the Mercedes DIII which gave the plane good performance.

Mikael's creation is neither a renovation nor a replica. Experts who knows their history and planes call it “the last in the production line”. Mikael has gone beyond what normally is done in a replica build. The story began 16 years ago when Mikael found an original engine in Norway. The engine was used as power plant for a saw mill. Well, we can’t have a famous WW1 fighter engine sitting in a saw mill? This is said to be one of only three original engines still running. One in New Zealand, one in the US and now one in Sweden.

16 years is long time and of course other planes have passed through Mikael's shop during this time. As mentioned in the beginning, Bleriot XI is a trade mark of Mikael so he has not only rebuilt the two he owns but also the one sitting in a museum in Stockholm. The plane made one flight, at the 100<sup>th</sup> anniversary of flight in Sweden. The plane was then put back in the museum again. Who made this combination of maiden journey and last flight? Mikael of course!

The celebration this weekend was crowned by a startup of the engine, a somewhat cumbersome procedure. Priming, compression and generating the starting ignition by its inertial starter. A number of tries finally produced results, and what a result! The sound of the Mercedes DIII was amazing, well worth the wait. Mikael did a high speed taxi out to the strip just a few hundred yards from his hangar. He did not have the paper work ready to make the first flight but since the Mercedes engine is quite powerful he made a few inches of “illegal” flight.

The guests were treated with some chili and beer to celebrate the event. Just as things were settling down and people started to head home, a late arrival came over our heads. A WWII L4 “Cub” turned final and taxied to the hangar. That is just how it should be at a roll out in Sebbarp. For more details on Mikael's amazing collection, see [www.aerodrome.se](http://www.aerodrome.se)



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For Sale – 1969 Piper Cherokee 180 D - JNX

Excellent Condition inside and outside – Hangered at JNX  
4135 Total Time with 235 SFRM (Zero time Lycoming factory reman) Engine  
May 2010 annual. IFR current through Dec 2011.  
Always kept in perfect mechanical and flying condition. Its been stored in a hanger (JNX) since I bought it in 1997 and was hangered by previous owner as well.

Dual KX155 flip-flop NavComs, KI209 - VOR/LOC/ILS, KI208 VOR/LOC. King KR-86 ADF, Garmin Aera 500 GPS, King KMA24 Audio Panel and 3 LMB, 4-place portable intercom. Heated Pitot, Electric Trim, TAS, OAT, Manifold pressure gauge, Precise Flight standby Vacuum, Wing tip and tail strobes

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