



# Aerial Pursuits

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## First Flight

EAA 1114 Chapter member Andrey Piskarev reports that he made the first flight in his "Russian" AC-5M motorglider on April 7<sup>th</sup>. He made three gliding flights after being towed aloft at HRJ (Harnett) airport. Andrey has been working on the motorglider since he purchased it about a year ago.



Andrey with his "new" AC-5M



Andrey made two short flights to check the handling of the glider, and then made a third flight for "pure fun".

He released at 3,000 feet, climbed to 5,600 feet, and landed after flying for more than two hours.

The AC-5M is a small single seat motorglider with only a 41 foot wingspan, which is short for a glider., but it still has a lift-to-drag ration of 34:1. Andrey reports that it is very easy to assemble, and that with its self launch capability it is a true one man operation to set up and fly, which is why he bought it. He is looking forward to trying it with the engine soon.

## Next Chapter Meetings & Area Events

see [eaa1114.org](http://eaa1114.org) Calendar Page

**Apr 27**, Young Eagles, Wilson Industrial Air Center

May 2-5, Carolinas Virginia Antique Airplane Foundation Spring Vintage Fly-Inn, Person County Airport, Roxboro, NC

May 4, EAA Chapter 960 Spring Fly-In, Flanagan Field, Farmville, NC

May 4, Young Eagles, Hickory Regional Airport

May 4-5, Virginia Regional Festival of Flight, Suffolk Executive Airport, Suffolk, VA

May 11, Annual Ben Kennedy Memorial Fly-In, Stag Airpark, Burgaw, NC

May 11, NC Sonex Spring Fly-In, Siler City Municipal Airport

May 18, Monthly EAA 1114 Breakfast Meeting, Cox Field, Apex, NC

May 18, Spring Fly-In, South Oaks Aerodrome, Winterville, NC

June 1, Young Eagles, Hickory Regional Airport

## Steele Scott's Big Adventure

*Thanks to Steele for writing about his trip to South America with Ivan Perez. Because of its length, Steele's story will be presented in installments in the next few newsletters.*

"Will you help me fly a Cessna 172 to Argentina?" That's what Ivan Perez, a fellow member at the Wings of Carolina Flying Club asked me in October last year. Cool things happen to Club members all the time through our friendships and the flying networks within our community. For me, however, the prospect of piloting a Skyhawk to a destination half a world away was a "cool thing" on a completely new level.

Earlier in the year I had been volunteering during a 2<sup>nd</sup>-Saturday event when then-WoC Club President David Greenfield asked me to show a new prospect, Ivan Perez, around. Ivan came to the 2<sup>nd</sup> Saturday wanting to learn to fly. I had recently completed my CFI reinstatement in June 2011 and had accepted an invitation from George Scheer to start teaching at the Club. When Ivan joined and became my student, he almost immediately asked me to pilot the Argentina ferry flight. The airplane in question, N8186V, was a Cessna 172K Skyhawk XP that Ivan needed to deliver to his customer in Argentina to be used for photographic missions over the vast forestry farms of the North. Ivan's business, Cambium Enterprises, provides forestry equipment to this market. As an entrepreneur and industrial engineer graduate of North Carolina State University, he has built this business to also include an occasional general aviation aircraft; so far, 7 planes have been delivered. I was at first a bit stunned by the request. Even though I had the time and all expenses would be paid, I still knew that this trip would take all of my flight experience and training to another level.

Ivan had a grand total of 11 hours dual in his logbook when we arrived by taxi before dawn at TAC Air's RDU ramp on December 7, 2011. At 8:14 a.m. Ivan pushed the throttle forward to full power and we were accelerating on RDU Runway 23L with N8186V's 210 bhp Continental Six. It was a cold, low-overcast day as we entered clouds at 2000 feet. Fifteen days later, after dark, we were over the Parana River on final approach Rwy 18, Posadas, Argentina. The trip took 7 days longer than we had planned, and we wondered at times if we would make it back to the U.S. in time for Christmas.

This is the story of two Wings of Carolina members sharing an amazing aviation journey: an adventure that spanned two continents, 9 countries, 5000 nautical miles, 15 legs, 54.7 flight hours (consuming 500 gallons of avgas costing \$3,930), and miles and miles of blue ocean and the endless green expanse of the Amazon Jungle.

### Planning the Trip

My first call for help on how plan this adventure (where was I even to start?) was to EAA 1114's venerable James Zazas. Jim captains Boeing 767s for US Air, flies and instructs in warbirds and other aircraft and has ferried airplanes from South America and many other places. Over several hours of coaching, Jim became my guide through many of the preliminaries—it was clear that my homework had just begun. Additional consultations with AOPA, Caribbean Sky Tours and several others also helped me flesh out the picture as to what we needed: routes to follow, places to land; documents, permits, visas; instrument & VFR maps and approach plates; emergency equipment: life vests, 406 ELT with GPS; places to sleep and, of course, food and water.

We started the route planning by assuming the IFR/GPS equipped C172 with 49 gallons usable fuel would burn 11 gph and achieve a 110-knot true airspeed. This gave us a 3 hours and 20 minute flight window with a one hour reserve giving us a 375 nautical mile range benchmark. We then used Google Earth to initially plan the flight legs and airports using this range.

Ivan worked on all visa and country flying requirements for the trip. He arranged for a Brazilian visa for me, which was the only country of the nine requiring such. Ivan has an Argentine passport that worked for him in Brazil and—good news—he had just completed naturalization as a U.S. Citizen.

My friend and fellow WoC Flying Club member Grover McNair gave me advice on flying the Bahamas as far south as Haiti. He also suggested we wear vests while flying over water at all times; he said he would loan them to me as he just bought two new ones. Betsy McCracken's sage advice was to get immunization shots and to drink only "agua con gas," or bottled seltzer water. With an abundance of advice and a degree of nervous excitement, we took to the sky on our adventure.

**Leg One and Two—RDU to SAV to Palm Beach, FL Day 1, December 7 and Palm Beach Propeller, Day 2-4, December 8, 9 & 10**

On our first day we flew two legs, ending up in Palm Beach, FL. 8186V had been upgraded, per the customer's specs, from a 185 bhp to 210 bhp at Tom Melachuk's Guardian Aviation in Siler City prior to our trip, and was due at Palm Beach Propeller to re-pitch the propeller. To complete the supplemental type certificate, the prop needed

to be inspected and re-shimmed to prevent it from over speeding and to permit the full development of its rated horsepower. During the takeoffs prior to arrival at Lantana, Florida, we had to manually reduce the rpms to stay below 2,800.

We flew most of the two legs in actual IMC, first from Raleigh to Savannah, then we climbed into 800 overcast and moderate rain in windy conditions taking off from Savannah. Most of the trip to Lantana Airport in Palm Beach was in the clouds or between the layers—not the most scenic beginning to our trip. We spent the next three days waiting for Palm Beach Propeller to complete the modifications, for improved weather, and getting JeppView IFR Charts and approach plates loaded to the two iPads and two laptops for the Caribbean and South America portions. We would heavily use the JeppView charts on the iPad and the two and, sometimes, three on-board GPS systems, the Garmin 430, 396 and portable 296. This technology was the most incredible thing I have ever seen. We also had an Aspen glass display that integrated the Garmin 430 navigation information.

The goal was to file IFR with mostly VFR conditions at destination airports during the day. Nearly everyone's recommendation was to always leave early in the morning—just after dawn—and land by 3 PM to avoid the convective afternoon weather typical of the Caribbean and South America. While we took this goal to heart, we would learn that between maintenance issues, flight planning, customs, immigration and security, we almost always departed later in the morning and sometimes early afternoon. Throughout the trip, we would discover that we rarely got as far as we would have liked, but we resolved to just take events as they came. This was one

contributing factor why the whole trip took longer than we thought.

*To be continued.*

In an effort to “class up” the newsletter, here is a poem that was suggested by a loyal reader; an ode to an unsung hero.

### **The Forgotten Man**

By

1/Lt Joe E. Seward

Through the history of world aviation  
Many names have come to the fore,  
Great deeds of the past in our memory will last  
As they are followed by more and more.

When man first started his labor  
In his quest to conquer the sky  
He was designer, mechanic, and pilot,  
And he built a machine that would fly.

But somehow the order got twisted,  
And then in the public’s eye,  
The man who got all the glory  
Was the man who knew how to fly.

The pilot was everyone’s hero,  
He was brave, he was bold, he was grand,

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As he stood by his battered old biplane  
With his goggles and helmet in hand.

To be sure, these pilots all earned it,  
To fly then you had to have guts.  
And they blazed their names in the hall of fame  
On wings with bailing wire struts.

But for each of these flying heroes  
There were thousands of little renown,  
And these were the men who worked on the planes  
But kept their feet on the ground.

We all know the name of Lindbergh,  
And we’ve read of his flight into fame,  
But think, if you can, of his maintenance man,  
Can you remember his name?

And think of our wartime heroes,  
Gabreski, Jabara, and Scott.  
Can you tell me the names of their crew chiefs?  
A thousand to one you cannot.

Now pilots are highly trained people,  
And wings are not easily won,  
But without the work of the maintenance man  
Our pilots would march with a gun.

So when you see mighty jet aircraft  
As they mark their paths through the air,  
The grease-stained man with the wrench in his hand  
Is the man who put them there.

# CLASSIFIED

## 1966 Alon (nee Ercoupe)

Burke's (Claude Burkhead, III) friend John Miller has a nice 1966 Alon for sale. 2880 tt, 1030 smoh. C90 engine, KX 155 radio with VOR, PS Engineering intercom. Fresh November annual, with all log books. \$24,500. (as of 4/4/13, check with Claude for current status)



## Complete RV-8 Tail Kit

Prepunched kit purchased new from Van's in 2007. Horizontal stabilizer, vertical stabilizer, and right elevator are already assembled. Rudder and left elevator are still to be assembled. Also includes RV-8 preview plans, large format plans, assembly instruction manual, and electric elevator trim option. Current new price from Van's is \$2,025 plus shipping.

This came with a quick-build fuselage that I purchased, but is surplus to my needs since I have already assembled my own tail kit. Everything is available for inspection prior to purchase at my shop in Raleigh. In addition, I will help the purchaser assemble the rest of the tail kit in my shop.

I would like to get **\$1,000** for this, but take a look and make me an offer if you are interested.

Contact me at [newsletter@eaa1114.org](mailto:newsletter@eaa1114.org).

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