



Aerial Pursuits

Volume 1944 Newsletter of EAA Chapter 1114 Apex, NC August, 2013

Mystery Photo

Courtesy of FJ Hale



I received this along with some related photos from FJ a while back. I had never seen anything like it and had no idea what it was.

Here is another photo on the right.

Go to the next page for more photos and FJ's explanation of what you are looking at. I'll admit, I couldn't figure it out.

Next Chapter Meetings & Area Events

see eaa1114.org Calendar Page

Sept 4 – Sept 8; Triple Tree Fly-in, SC00 Woodruff, SC

Sept. 14; Young Eagles, Hickory Regional

Sept. 21; EAA 1114 breakfast meeting, Cox Field, Apex

Sept. 21; Young Eagles and CFAA, Grays Creek Airport

Oct. 5; Young Eagles, Hickory Regional

Nov. 2; EAA 1167 Fly-in, Conway Horry County Airport

Nov. 2; Young Eagles, Hickory Regional

Dec. 7; Young Eagles, Hickory Regional

Something New (from FJ)

I was crossing the pad at Oxford Henderson (HNZ) last week and saw a very shiny helicopter undergoing some maintenance. It looked like the 'H' or possibly the 'Z' model of the Hughes 369 / 500 (civilian / DOD), a very versatile, high lift and relatively streamlined machine for a helicopter. However, it was what appeared to be a large fuel line connected near the hook that caught my eye. What was connected to it was right out of the latest episode of *Zombie's Eat Apex* (coming to movie night soon).



According to the mechanic doing the overhaul, this configuration is used to trim trees along transmission lines for our antiquated electrical distribution system. The saw blades are powered from a self-contained generator, suspended from the "fuel line" pipe that is attached to the hook. It is controlled from the cockpit, most probably by an operator, as an 'oops' to high tension line with anywhere between 30 to 200

thousand volts would not go unnoticed.



Next to this riggin's was a large truck tire and wheel with a length of rope equal to the connection pipe of the saw. According to Mike "Peg Leg" Kellogg, the FBO, that was what they used to train the new pilot. Mike said that when the machine came in over the trees for the maintenance, the saw boom was trailing out at about 8 o'clock low. Having carried one bag of deer meat once on a calm day, this is the 'type' of type rating that must not be taken for granted.

Thanks, FJ.

And here is FJ's account of a visit with a future Young Eagle; quite the spirited young man.

Reluctant Eagle (also from FJ)

The Young Eagle program is probably the most worthwhile endeavor the EAA has undertaken. With fewer and fewer of the young motivated to fly, it may be the only source of general aviation support in the years to come. To that end, all of us are obliged to do whatever we can to impart the great pleasure of aviation to those who will follow.

Those of you who know me, all false modesty aside, will concur with the consensus that I am the kindest, bravest, warmest, most wonderful human being you've ever known in your life. What you may not know is that I have a wonderful way with children; a veritable Peter Pan, if I may say. But enough about me, for now.

May I present Joshua, age two, who can simulate the sounds of a Harley Davidson, a cow, a cat and an airplane. Over the Fourth, his parents came down to visit the Grands, who have a place along the grass strip. I spotted them along the side road and did a slow pass prior to one of my excellent three-point landings (i.e., nothing fell off, at least nothing I could find). I turned to back-taxi and stopped nearby the assembly and ran the engine up. I would never have figured such a little boy could disembark his stroller and ascend hand over hand up his father's face and leap to the top of an oak so quickly. I was flattered by this reciprocal demonstration of skill and daring.

His father had previously decided that a photo opportunity would be good for the family album. With the aircraft secured, we attempted to assist the young aviator into the cockpit while friends and relatives looked on, beaming with pride. Unfortunately, the photographer missed the actual shot of Joshua seated behind the controls of the RV4. Sincere regrets, but all I can offer is this photo of his innocent excitement, the display of raw emotional bliss after his first contact with an experimental aircraft.



PS - It is amazing how sharp those teeth are. While the antibiotics are running their course, it may be some time before I regain full use of my left arm. No price it too great for the young.

Kent Misegades sent along some pictures that he took a while back. In Kent's words-

Curtis-Wright Hangar

While attending a training class in Columbia, SC this past week, I stopped by one evening at the Columbia Downtown Airport, Owens Field.

Attached are a few images of the old Curtis-Wright hangar on the airfield. Within it you can just make out the features of a WWII B-25 bomber, which I believe is the one that the EAA chapter based here recovered from the bottom of a lake some years ago.



Kent Misegades also sent along a photo that EAA 1114 member Tal Holloway took at the Veteran's Day Breakfast at Airventure.



Included in the picture are Air Force Major General Borling, Retired, B-17 belly gunner Doug Ward, and Seth and Reid Holloway.

Report from Oz

Our EAA 1114 international reporter, Ken Potts, sent us a copy of a beautiful article by his friend, Jon Davison. Jon graciously gave permission for us to include it in Aerial Pursuits.

Unfortunately, the article is in PDF format, which I (editor) don't have tools to work with. Also, the article is so beautiful that I would be reluctant to mess with it.

As a result, the article, "Pete & Paul" (Pietenpol, get it?) is included separately with this issue of Aerial Pursuits.

Thank you Ken and Jon.

Official EAA 1114 Business

This is EAA 1114 Treasurer Paul Hardin's summary for Q2, 2013.

Q2 was a fairly quiet quarter. Most of our income and expenses come in Q4, and Q1. The family-day cookout was the only unusual event, which added a bit to our typical quarterly expenses, and as a result food ran a deficit this quarter.

We had \$330 in membership dues income, primarily from wrapping up the 2013 membership renewals. Three folks joined during the quarter, Mark Faust, Don Koch, and Tom Schroeder. Breakfast donations were \$536 for total income of \$866. Food expenses were a little higher than usual at \$686 since we funded several of the offerings at the cookout, but that still left us with positive net income of \$179 for the quarter.

A copy of the full Q2 income and expense statements is on the cork board in the Bullshack, and in the member section of eaa1114.org.

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.

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