



# EAA 1114 - July, 2010 Newsletter

## Cox Aerodrome - Pride of the Old North State



### The Wrapper

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3. David Williams is the YE Leader of the Year!
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9. Name Tags!

### The July Speaker Will Be:

Introduction to Mountain and Bush Flying Presenter: Brandon NeSmith of Table Rock Aviation, Hickory, NC



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Tattoos Available

### New Members Welcome!

**No New Members for June, However, our sources reveal that a Pre-Release Program From the Stimulus Fund, we may fill swelling ranks very soon.**

### The view from above...Kent's comments for July

For the second time in 2010, EAA1114 hosted a noted war hero at its monthly meeting. After a memorable visit by **Commander Hal Buell** in February, the last of the Pacific dive bomber pilots, at our June 19<sup>th</sup> meeting we were fortunate to have two highly decorated Vietnam FAC pilots in our midst. **Jim "Nomad" Lawrence and Edgar "Doc" Clement** related – often with a great dose of humor – their experiences flying at treetop level in the Cessna O-1 Bird Dog in support of our ground troops in the late 1960s. A full report of their tales is included in this newsletter.

EAA1114 is blessed to have many engaged members who, instead of complaining when something is lacking, roll up their sleeves and "get 'er done". One of these is **David Williams**, who was just named **Young Eagle Coordinator of the Year** by the EAA and will be recognized at a special awards ceremony in Oshkosh on Wednesday, July 28<sup>th</sup> that a number of us will be attending. Given that there are some 1,000 EAA chapters worldwide, this is a tremendous "**Atta Boy**" for **David**, a fitting tribute to him and his entire YE crew.

Another noteworthy volunteer is **Steve Lin**. A relatively new member who flies a shiny white Cirrus based in Burlington – often with his two cute girls in the back seat – Steve recently asked why the chapter does not provide its members with **nametags**. We had no good excuse other than to suggest that he solicit interest from our membership. The response surprised us all – within a few days he placed an order for **77** nametags with our own **Barry Sherrill of the AimGroupTwo**, that's nearly half of our 170 members! If you missed Steve's offer, contact him at [stevencin@yahoo.com](mailto:stevencin@yahoo.com) Steve hopes to have the nametags ready for those heading to Oshkosh next week. Thanks again Steve and Barry. Your officers were pleased to provide a small subsidy for each nametag to keep the costs low.

Our **Treasurer Ed Savage** has delivered the **financial reports** for the 2<sup>nd</sup> quarter of the year and these have been posted in the "Chapter Related Documents" folder in the File Share section of our chapter website, [www.eaa1114.org](http://www.eaa1114.org). (To see these, you must log into the Members section first, using your EAA number and email address). Ed sends the following general comments on the past quarter: "We're doing well and with a positive cash flow of around \$200 for this past quarter which \$77 of that was through the Cafe Press and Patches sales. We also had around \$32 income from the Fly Market. We also have ended the quarter with around \$7,000 of assets - stronger than previous years." Good work Ed, and thanks to the entire chapter for your continued financial support of our fine organization.

From our **Swedish** squadron, led by **Fredrik Spong**, we recently learned that Fredrick has acquired his first airplane, a famous Swedish warbird no less, the **Malmö MFI-9**. Look for an image of Fredrik's unique airplane in this newsletter. Its equally famous designer, **Björn Andreasson**, influenced a number of sport aircraft and homebuilts on both sides of the Atlantic since the 1950s.

Congratulations to three chapter members who recently obtained their **CFI certificates**: chapter Technical Coordinator **Jack Phillips**, chapter VP **Jason Harris**, and most recently chapter Young Eagle Coordinator **David Williams**. Judging from their deep experience in aviation, students from these three new CFI's will be among the most fortunate future pilots in the U.S.

Welcome new member **Craig Winkelmann**, a pilot who owns two of the most unique aircraft based at Raleigh Exec KTAA: a **Nanchang CJ-6** and a **clipped-wing Cub**. Craig is offering partnerships in the Cub which was recently completely restored and is a real beauty.

By now you have received your July issue of *Sport Aviation*, which includes a number of articles concerning **STOL** (Short Take-Off and Landing) aircraft and bush flying. By coincidence, this is also the topic of our July 17<sup>th</sup> meeting, when we'll host Bush/Mountain flying instructor **Brandon NeSmith** of **Table Rock Aviation** in Hickory, NC. Brandon will fly over in his **CubCrafters SportCub**, a finely crafted airplane that was described in the July issue of *Sport Aviation*. He'll provide us with an introduction to the mountain/bush flying course that he offers at Hickory, taking advantage of its location near the Blue Ridge Mountains and numerous short airstrips. For those of you flying to Oshkosh, this will be a good refresher on best practices when crossing the Appalachians.

**Mogas** – With all the debate surrounding the search for a replacement for 100LL, there has been little notice of the important role that Mogas, aka Autogas, can play. That is, until now. My cohorts and I have been thrust into the limelight in recent weeks as more and more question why Mogas is not available at our airfields and how we can change this. I will be presenting the recommendations of our little grassroots effort, **FLYUNLEADED.COM**, at Oshkosh on Tuesday, 7/27, at 11:30 in Dake Pavilion I. On Wednesday, 7/28, at 9AM I will be participating in a press conference in the **LSA Mall** with LAMA, the Light Aircraft Manufacturers Association, announcing our collaboration to “get the lead out”, secure a supply of ethanol-free Mogas on our airfields and dramatically lower the cost of flying for 70%-80% of all aircraft owners. Just this week I was interviewed by **Paul Bertorelli** of **AVWeb** on the subject; you'll find a **podcast at AVWEB.com** of this interview. Tomorrow I will be one of the featured speakers on **UL-TRAFILIGHTRADIO.com**, again speaking on the subject of Mogas at around 1PM. These programs are recorded, so you can listen to the broadcast on AVWEB or UL-TRAFILIGHTRADIO after the fact.

**AirVenture** – Some 40 chapter members and their families will be making the trip this year, including Ulli and me. In addition to the huge variety of activities one finds each year in Oshkosh, there are quite a few events that may be of special interest to EAA1114 members:

- Monday, 7/26, 0700-0900, **Cessna 170 Group Breakfast**, Tall Pines Cafe (UL strip); 0930, C170 Group Photo with **Jack Pelton, Cessna CEO**. Kent Misegades is the organizer of the C170 Group Camping featuring 50+ C170s including our own **Gary Wilser**. You are welcome to join us for breakfast.
- Tuesday, 7/27, 1130-1245, "Fuels for Sport Aviation" by **Kent Misegades**, Dake Pavilion I.
- Wednesday, 7/28, 0700-0900, **EAA1114 chapter breakfast**, Classic Concessions located north of AeroShell Square on Wittman Blvd., next to IAC Aerobatic center.
- Wednesday, 7/28, 0900, LAMA (Light Aircraft Manufacturers Association) Press Conference, LSA Mall, FLY UNLEADED/LAMA collaboration with **Kent Misegades**.
- Wednesday, 7/28, PM awards ceremony for **David Williams**, YE Coordinator of the Year, EAA Museum, seating is limited.
- Wednesday, 7/28, 6:45-7:30 PM, **EAA Band** featuring our own **Sammy Arbes**, Theater in the Woods
- Wednesday, 7/28, PM annual **VAA vintage aircraft dinner**, C170 owners will sit together, buy tickets at Vintage Red Barn (EARLY!) and tell them you want to sit at C170 tables.
- Friday, 7/30, **Electric Power Symposium**, Founders Wing, EAA Museum, 9-5; 11AM **Bertrand Piccard** will present details on the first solar-powered night flight of the **SolarImpulse**.
- Saturday, 7/31, **Chapter Leaders Breakfast**, Chip Davis & Alison Martin will attend for EAA1114.
- Saturday, 7/31, **Jonathan Trappe** will ascend in a cluster balloon, weather permitting.

- Saturday, 7/31, 11:30, EAA1114's **Steve Merritt and John Armstrong** hold the Oshkosh Wings Seminar "Island Flying to Serve Those in Need", EAA Forum Pavilion 3.

If you plan to attend AirVenture but have not informed me, please send me a short email at [kmisegades@bellsouth.net](mailto:kmisegades@bellsouth.net) and I'll add you to my watch list. Ulli and I look forward to our traditional Wednesday morning donut feast at 7-9 AM and to exchanging ideas what to see and do at this year's edition of the greatest fly-in on earth.

**SportAir Workshop** – after seeing all those gorgeous homebuilts and vintage restorations in Oshkosh, we'll all be ready to start building upon our return, right? If you're like me, you want good preparation before launching into a new venture, which is why I look forward to attending the weekend **SportAir Workshop** at Cox Field on 28-29 August. My son and future building partner Tim will attend with me, where we'll learn the basics of Wood, Composite, Fabric and Sheet Metal, according to the course description at [SportAir.com](http://SportAir.com). At \$195 I view this as money well spent, a sort of insurance policy against expensive mistakes I might otherwise make during our impending project. Now, if we could just decide what to build! I like the RV-12, but my son wants a ragwing taildragger with an open cockpit that can do basic aerobatics. Choices, choices. Please join us and **sign up now** at [SportAir.com](http://SportAir.com). Our instructor is one of the best, **Mark Forss** from Oshkosh, of EAA's **Hints for Homebuilders** video series.

I look forward to seeing you all at our July 17<sup>th</sup> Meeting.

### ***Aim High, Fly Safe***

Kent Misegades

### **David Williams—Young Eagle Coordinator of the Year**

Please congratulate David Williams on his outstanding work with the Young Eagles. His efforts, as do those of all the YE leaders, shape the future of aviation by forming the desire in the imagination of the young. The program lets kids know the unique reward that comes from accomplishment.

David is often missing from our chapter meetings due to the many rallies he organizes per year, which can be seen here: <http://eaa1114.org/pages/youngeagles/>. David will be recognized at AirVenture in an awards ceremony in the Museum on Wednesday, July 28th. As soon as Kent knows the exact location and time, he will send this information along to everyone who is attending the event.

Three Cheers for David Williams and your vaunted Young Eagles team!



Jim's RV8 with 1000 hours on it. The plane is covered with insignia from all forces who served in Viet Nam, Bosnia and Iraq

### **Our June Speakers, Ed "Doc" Clement and Jim "Nomad" H. Howard**

Both of our speakers were Forward Air Controllers during the Viet Nam War. Edward "Doc" (a NC native) Clement was Army and Jim was Marine. Jim gave the majority of the presentation with his hand-held cockpit-view movies running in the background. These 'home movies' were splendid accounts of his training and combat activity with all the candor and innocence of youth. They were of his USMC training at NAS Pensacola, and of his flights in Viet Nam, both as a fighter pilot and Bird Doc FAC. The footage included his primary jet training in the Buckeye, and from the seat of his A-4. Doc sat on the front row and provided the Army corollary to Jim's Naval operations.

Jim entered the Marine Corps as a flight cadet at 18, got his Navy wings in Cougars with VT 23 at age 21 in 1967. As he spoke, Jim's background footage was running silently behind him. We could see Jim

filming his instructor Lt. John McCaine, Jr. in his Buckeye as they practiced formation flying over the Gulf Coast. This footage has the frank and demonstrative quality that is the heart and soul of a classic documentary. The facial expressions and movements are from a time when our society was not accustomed to being filmed. I hope we can add this to a Movie Night sometime in the future.

Jim went to Viet Nam assigned to an A-4 Skyhawk fighter - bomber squadron. This unit had been mortared completely out of business at least once. Replacement aircraft for the wrecked 18 A-4s were ferried from Japan promptly. However, before the aircraft could arrive, a request came to Jim's C.O., Don, from the "Kat Killers" for an O-1 Bird Dog pilot to be trained and sent north as a replacement. Jim's C.O. was like a father to him, and tried to talk him out of it, as the casualty rate was very high. Despite this lecture, Jim accepted the assignment. After five successful take-offs and landings that morning, Jim was officially Bird Dog Qualified. A special flight was sent to collect him and by 5 pm that afternoon he was in combat.

The actual aircraft designated as a Bird Dog varied somewhat from a souped-up Cessna 170 B to a tandem Cessna 185. Powered by an O-470 / 230HP, the planes were over gross on take off, had a wicked tendency to ground loop. The planes were equipped with tree radio sets, four white phosphorus signal rockets mounted to the wing struts. The pilot carried a box of smoke grenades as a back up to the rockets.

Jim also mentioned a little trick whereby the pilots would insert a fragmentation grenade into a cocktail glass, tape the safety lever over the glass and remove the safety lever locking pin. When particularly aggravated by the disruptive ground fire, a pilot could drop the contraption into the melee, breaking the glass and activating the grenade. I am sure legislation to regulate the use of glassware is soon follow this publication with notice sent immediately to the UN Security Council for war reparations.

He also told of a pilot that had come a little too close to earth and hit a tree. Upon landing, the fellow taxied straight into the maintenance hangar. The crew beat the dent with a chicken and reported to the CO that the pilot had a bird strike. Doc worked with the See Bees to construct what he called the "super hooch". He trade Jack Daniels for plywood and air conditioners to improve their living conditions. The insulation was so effective that they slept through a mortar attack. He gave an endorsement to the book and movie "BAT 21" as very accurate, and displayed Jim Hooper's book, "100 feet over Hell" as an account of the Kat Killers and FAC in Viet Nam.

Frankly, I got quite caught up in the footage. Between chewing gum and taking notes, I missed a lot. Jim said something about a TPQ Mission when his flight of O-1's were heading back to base. A massive outcropping known as "The Rock Pile" showed up on the movie screen. This was an observation post with an elongated helicopter pad on top. Jim and his buddies decided to practice touch and goes to kill off some time and have some fun. Apparently their OPS officer was chugging along in a Huey and observed this circus, thus curtailing this worthy exercise in the advancement of airmanship.

My knowledge of airborne FAC was from an all too modest buddy who worked for the Air Force and flew an O-2 Mixmaster in Viet Nam. "Col. Jay" simply called it "VFR Heaven". Doc and Jim were equally modest and self-effacing, but their presentations left no doubt as to the risk and the necessity of their job.



Pilots Jason and Jim  
"talking shop"

Once the enemy was spotted, Doc said they set up a racetrack of fighter-bombers over the enemy area of operation. Doc would fly his O1 over our troops to make certain that they weren't bombed by mistake. Then he would select the ordinance type and number, and call it in on particular sections of enemy terrain. If it was NAPALM or any of the array of airborne ordinance, the FAC would call the exact target Our pilots were Cracker-Jack at a pin point delivery; This is true FEDERAL EXPRESS!

He would also coordinate artillery, and change the flight pattern from a racetrack to a horseshoe to keep the aircraft a safe distance from incoming rounds. Every aspect of support for the infantry from gunship and medical-evacuation helicopters, re-supply and

ordinance support, and the vital observation of enemy movements came from the FAC. That man sat in the seat of the same thin-skin-tin drag-wagons, powered by the same wheezing, overheated, antiquated, poorly cast, underpowered primitive engines we civilians coax into the air on a typical summer day in DOD (Dear Old Dixie).



Ed, who helped with "100 Feet Over Hell" and Chris McClure, a Viet Nam observer in 0-1's, confer

I think Doc was talking about Dan Nang (a Brown and Root – Lyndon and Lady-Bird Johnson - Halliburton Enterprise) when he talked about a combat version of an aircraft preflight. Doc crept up to a retentment during a howling mortar and artillery bombardment. He called on some personal JuJu, bolted to the aircraft, and in a 1:250000 probability, the engine started before the starter burned out or the battery died, or he was hit with a round and blown up in a ball of 100 octane and molten aluminum. Once airborne, he latched his harness and hatches, and began calling in screaming death upon the forces of the Marxist Devil Ho Chi Min. For such heroism and devotion there was no overtime, compensatory time off, no bonus, just another helping of the same on a different day.

Jim told of one account when he had called a strike on a hillside, only to see a company of reinforced NVA trotting down a ravine at double time to out flank our forces. Standing his little beast on its wingtips he aligned his "Gun Sight" rivets, three to the right of the grease mark on the cowling, and planted the WP rocket between the sneakers of the lead hostile. And Then, boys and girls, the engine stopped at all of maybe 700 feet AGL. Faced with the prospect of landing amongst his former targets, Jim kept his cool and made a 90 degree adjustment of the fuel selector valve brought the engine back to full power. Within seconds, a line of ordinance sent the Minions of Marx along the Ho Chi Min Pathway to Commie Hell

One scout mission over a river crossing appeared particularly muddy. This happens after some upstream dislodgment of silt. After some time, Jim spotted a shallow crossing churned by the hooves of an advancing Communist horde. His movie footage showed that he managed to catch a trove of NVA troops, bulldozers and support armor in a staging area. He called in a complete bombardment of the area, thus depriving the enemy of irreplaceable resources. The resulting aerial photos showed a total destruction of all personnel and equipment. All this from a little muddy water along a river bend.

Doc had a similar story. During one of President Lyndon Banes Johnson's efforts to parlay with Ho Chi Min and the Viet Min / Cong at the Paris Peace Talks, the NVA decided to hoist a massive flag pole amid bomb craters along the line of battle. Strict orders were given not to attack this structure. Doc said that some of his fellow pilots, mindful of their direct orders not to fire unless fired upon, would aim an M16 loaded with all tracer out the window. With the command radio mic keyed, they would fire full auto and, to the unmistakable sound of gunfire, call for air support. Sadly for the United Nations efforts for a lasting "Peace In Our Time", the earth would once again shake with the concessive tympani of limited geo-political global warming.



Ed and Jim meet for the first time at Cox. Both are described in the book "100 Feet Over Hell"

Trying to fly and photograph is but one more tribute to the airmanship of these two men. Of the many remarkable photos, there is one exceptional photo of an F-4 Phantom pilot who was instructed to break left after dropping his ordinance. The F4 pilot managed to confuse his "sandwich hand" with his "milk hand" and came rocketing up in a near vertical climb across Jim's prop. The photo of the F4 shows the white of the helmet and the grey of the pilot's oxygen mask and dark tint of the sun visor.

When the Navy decided to pull the battleship New Jersey out of mothballs and commission her for sea-based land support, it was the Kat Killers who took over the duty of gun directors for the ships 2700 lb projectiles. The fire was so inaccurate that it was never used in close support for out infantry. With the

great amount of money spent to commission this ship, command insisted that it be used to its full capacity. Doc told this story.

The press was aboard the ship during operations, with radio transmissions broadcast throughout the intercom on the USS New Jersey. Doc took off with his action report written for him, to be broadcast when airborne, all for the benefit of the press. The real punch line of this comedy was when one of the upper echelon ordered the Kat Killers to run a FAC mission in the Ah Chau (SP?) Valley, one of the most heavily defended areas in the conflict. The request was for a two ship element to operate at night in full blackout conditions. Once again, this is in VFR Heaven, black as the moors of Scotland in an atmosphere with a higher lead content than the paint in a Brooklyn high-rise. When Doc asked this Gentleman of Superior Rank how he was to see and avoid collision with the other aircraft, the reply was that Doc should rely on his RADAR.

These men fought the war naked to their enemies. Small arms fire could, and often did, damage their aircraft and send them into dense jungle out of range of immediate rescue. Jim tells in the briefest terms of one of his closest friends who volunteered for Bird Dog duty. Jim tried to talk his friend out of the assignments Jim went with the recovery team to put his friend's body from the wreckage of his plane, downed by small arms.

This was one of the many remarkable presentations our chapter has provided. You really had to have been there.

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## **Mentors and Mentoring**

By Joe and Roxanna Mancusi

Much is written about "mentoring" and "mentor programs" these days. I have never read about them because I feel that EAA Chapters are mentoring machines. There is always something to learn from people in a Chapter and I am currently a member of three EAA Chapters.

But I have some prior experience in being "mentored". You see I have had a series of mentors from the time I started learning at age 14. Sometimes they choose you (if you are lucky) and sometimes you choose your mentor. There was no such thing as a Mentoring Program back then, but mentoring has been going on since the Wright brothers.

I can come up with at least five mentors without even thinking about it. Some were mentors for years, some for hours. You can be mentored in one sentence if you are listening. Sometimes you will not realize what happened until much later. We all need to keep our eyes open for it! Not everyone is a mentor so consider it your duty to evaluate and accept such a person. Below are three of the more interesting experiences I have had with mentors.

The first, when I was 17 or 18, was a gray haired guy named Art. He flew the Twin Beech charters for Lease-a-Plane in Orlando, FL. I was the chief airplane washer for this outfit. I knew Art was special and listened to every word he said. Somehow, I knew he was someone to pay attention to. One day he asked me if I wanted to tag along in the right seat of the Twin Beech. Of course I wanted too! It is hard to adequately describe his skill in that airplane. On a bumpy and windy day a passenger (me) would have never felt a yaw or any imperfection in his piloting whether the airplane was taxiing or during take-off or landing. Believe it, the rudder pedals were moving that day but I couldn't feel it, the airplane was steady. That experience taught me what I was striving for.

Later, when I was maybe 22 and flying skydivers in C-180's, I met another fellow I respected. He was the FBO operator at the time in Palatka, FL. I was a student at the University of Florida trying to make enough money to get back to Palatka the next weekend to fly skydivers again. One day he came to me and asked if I would like to do spins with him in a certain airplane. Of course I wanted to! He proceeded

to take me up, at his expense, several times, to learn and practice spin recovery. The airplane was a Luscombe T8F, I cannot remember his name. At the time I only thought I was having fun in a really interesting airplane. I know better now.

Fast forward a few years. I had flown my 120 to New Garden, PA and changed places with my friends Skybolt, then continued on to Somerset, NJ. My job was to fly circles around town in the Skybolt with smoke on to help generate interest in the air show the next day. One of the performers was Dave. He flew a graceful aerobatic routine in a Staggerwing Beech. We took a liking to each other. He taught folks to fly the Staggerwing, I was teaching tailwheel to instructors so they could teach their own students. Early Saturday morning, before the show, he asked if I would fly with him in his airplane to demonstrate his techniques for flying the Staggerwing in crosswinds. I wanted into that Beech, but even worse, I wanted to hear and see what he could teach me! He has an unorthodox crosswind landing technique that is probably applicable to that type and very few other aircraft. But it works! If I remember correctly we stayed in the pattern at first while he demonstrated his techniques in the Staggerwing. We made several patterns. Later, out of the pattern Dave was flying and talking when he abruptly stopped the conversation. What he did next surprised me. He applied stick and rudder to perfectly counteract a wind shear or whatever before I even knew it was coming. Another Art!

Towards the end of our flight he asked if I wanted to make the next takeoff. Sure did. It was passable considering how much experience I had in the airplane. I only mention this because later he asked if I would like to land the airplane. My unusually slow answer for such a silly question was this. "No thanks, I am not ready yet". He looked at me with a smile and said, "I guess I can understand that". We returned to the airport, he landed, and I had just given up probably the only chance I would have to land a Staggerwing.

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## **Debbie Dukeman and Marlene Raseta at The Races!**

***(From Their Account—Debbie Dukeman and Marlene Raseta have returned from competing in the 99's Air Race Classic.)***

After we arrived in Frederick, we enjoyed the hospitality of the Sugarloaf Chapter of the 99s. They had several special events planned including a meltdown party on Friday evening at the airport, and a special preview of a documentary called "Breaking Through the Clouds" - the first women's national air derby. Heather Taylor did a fantastic job of recounting the history of the original Powder Puff Derby in 1929. Afterward there was a reception where the special guests included Heather and her family and 2 of the WASPs. I have enjoyed meeting these fabulous women through the years and hearing their amazing stories. Here is a picture of Debbie posing with Bee Haydu and her Congressional Medal of Honor that was presented by President Obama.

Sunday night was the BIG EVENT where the race results were announced. Team Wild Mama (Terry Carbonell, Ellen Herr and Laura Ying Gao) was the first place winner. They flew a really good race and were the first to the finish line in Frederick. We were pleased to hear that we had placed second in the leg from Waycross to Tuscaloosa. Here we are receiving our medals.

In the final standings, we placed 37th out of 51 teams. We are both very pleased with our performance for our first time racing. We learned a lot with this race and feel that we accomplished our goal of becoming better pilots. We both had a great time and hope to be able to race again next year.

We flew back to Sanford Monday morning and were greeted by David Williams from our flying club. David has been named Young Eagle coordinator of the year and will be traveling to Osh Kosh next month. We both support the Young Eagle program and appreciate the wonderful job David has done with this program. Here we are just after landing from the final leg of this adventure.

We hope you have enjoyed our blog and hearing about our adventures. We will be doing presentations at an upcoming 99s meeting and Wings of Carolina meeting if you would like to hear more about what its like to fly in the Air Race Classic.

Blue skies and tailwinds,  
Marlene

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### This Just in From Our Euro-Chapter Desk From the Short Wave



Former EAA1114 Member Fredrik Spong buys his first airplane – In May, chapter president Kent Misegades and his wife Ulli visited former member Fredrick Spong at his home in southern Sweden. Fredrik recently acquired this unique Malmö MFI-9 two-seater that he is basing at the Eslöv airport, one of the nicest G.A. airfields you'll find anywhere. Fredrik sends this message from a recent day at his new home base:

“I took the family out to the airfield for some flying today, lovely weather and nice flying. While having some cake and coffee the activities started.

The usual 1 or 2 cubs flew in and out of the area. A SAAB Safir landed and taxied over to where we sitting, it was one of our neighbours in the hangar. I took Gabriel for a short flight and then a silver Stearman landed, they moved in the same day!  
I wonder if can get any better?”

The MFI-9 is one of the better-known designs from Björn Andreason, one of Sweden's best-known aircraft designers who once worked in the U.S. as an engineer for Convair. The MFI-9 is famous for its role in the Nigerian-Biafran war, where it was used as for ground attack in a private air force funded and commanded by Swedish Count Gustaf Ericsson von Rosen, who also pioneered many methods used in aerial relief missions. The MFI-9 also served as the basis for the OPUS Super2 now built in Greensboro, NC.

We wish Fredrik great fun and safe flying with his new warbird!

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### Touch and Go

**James David Williams** is a certified flight instructor single & multi engine land instrument with primary and advanced ground instructor ratings. Congratulations David and please post those special chapter-super-cheap-best-buddy-rates for all of your new-found friends!

**Ashboro Fly In— The Place to Be!** Those that were there were treated very well with a bag of goodies and a full lunch. If one were to offer a comparison between the Mid Atlantic and Asheboro, Asheboro is much more compact with an emphasis on aviation. There wasn't a jet-powered outhouse within miles!



“Bomber” Phillips at the Ashboro Line up



Death From Above— First Place Bean Bag!

There was a good time has by all.



## Get To Know Yourself with a Chapter Name Tag! (Just in case you wind up in the Lost and Found)

We are putting together an order for chapter nametags. These nametags will be useful at events like Oshkosh and Sun n Fun, to "introduce" ourselves to people in other chapters, and will even be useful to wear at our own chapter meetings and functions. With about 170 members, it can be hard to keep track of everyone's' names!

We'd like to do one order NOW, in order to get the tags back in time for Oshkosh. Depending on the response, we may do another order in the fall, and maybe future runs for new members, etc. The chapter feels that the nametags are important, and as such, is willing to partially subsidize them so the cost to you would be only \$6 per tag if 25 or more people order them.



Each tag will be about 3" by 1" rectangle, with the EAA logo, the Chapter # and city/state, and the member's name, all in blue on a white background. A magnetic clasp holds it in place on a shirt, hat, or jacket. A picture of a similar, older nametag, is shown below.

We need to place the order by THURSDAY, JULY 8, and we should be able to bring the tags to the meeting on July 17th. We'll send the tags via mail to anyone who can't

make the meeting, or if the tags don't arrive in time for the meeting.

If you are interested in a nametag, please send \$6 via PayPal (<http://www.paypal.com>) to [stevenclin@yahoo.com](mailto:stevenclin@yahoo.com) (Steve Lin) and in the email/comments section put the exact spelling of your name as you'd like it to appear on the name tag. If you aren't comfortable with PayPal, just send an email to Steve with your name spelling so he can put you on the list, and he'll track you down for the money when delivering the tag. If we get much fewer than 25 orders, we'll have to get another \$2 per person to cover the additional cost for a low volume run.

Again, we need the order by THURSDAY, JULY 8 - that's LESS THAN A WEEK - in order to get the tags back in time for our next meeting and before Oshkosh.

Please contact Steve at [stevenclin@yahoo.com](mailto:stevenclin@yahoo.com) if you have any questions, and please consider purchasing a nametag.

**If you missed** this chance, send Steve a mail anyway to express interest in another order. If sufficient interest exists, we will do another order in the fall."

If it will come out after next Thursday (the 8th), it will be too late to get into this order, so you might want to put something like this in, instead:

Because the chapter felt that nametags are important, the cost was subsidized so each person paid only \$6. Unfortunately, in order to get the tags done quickly - by Oshkosh - the orders were collected via the chapter email listserver, and we did not have time to publicize it in the newsletter. However, if you missed this opportunity, please send Steve Lin an email ([stevenclin@yahoo.com](mailto:stevenclin@yahoo.com)) to express your interest in a nametag. If sufficient interest exists, we will do another order in the fall."