

Aerial Pursuits



Volume 9.4 Newsletter of EAA Chapter 1114 Apex/Cary, NC April, 2003

March Meeting UNC Air Care BK-117

Ken Baird

Cool weather greeted approximately 70 Chapter members to the March 16th meeting. Breakfast was served by kitchen-aids Jack Guthrie and Margaret Kubatz on pancakes, Ray Kubatz on batter mixing, Ken Baird on sausage and biscuits, and Dottie Baird on crowd control and making sure everything runs smoothly.

Visitor Mike Tomasik is relocating from Pennsylvania and this was his first visit to our chapter. He is a pilot and owns a Cherokee Six based out of RDU. He also joined the chapter at the meeting. Another visitor, John McMerc from the Lee County/Sanford airport, also joined the Chapter! Welcome to you both Mike and John.

The UNC Air Care helicopter and crew landed at approximately 8:40 AM under less than ideal conditions. Thanks to Drew Baird and Ashish Naran for directing vehicle traffic and bringing the helicopter safely to its assigned location. Although the planned arrival of 8 AM and departure of 10 AM was not possible due to very poor weather conditions, the crew was able to show off the helicopter and medical facilities on board for a brief 45 minutes before having to return to their home base.

The crew consisted of pilot Bob



Chapter members check out the UNC Air Care BK-117 at Cox Field.

Veasey and medical team of Beth Buono and Mark Stover. They were busy answering a lot of questions about the helicopter, emergency flights, medical equipment, training and many other topics. Jack Phillips noted that they were using a medical pump that his company, Alaris, has developed. The product is an Alaris Multi-Channel Infusion System, which brings a new dimension to drug infusion technology.

Not only did our chapter members enjoy the tour, we had approximately 20 visitors come and see the helicopter and crew.

Paul R. Dordal, BGen (Ret), USAF, spoke to the Chapter on the upcoming *Festival of Flight* planned for May 19-26 in nearby Fayetteville. Paul is the Festival's Chief Operations Officer, whose web site is www.festivalofflight.org. For those needing more information, or if you wish to volunteer, contact General Dordal at pdordal@festivalofflight.org

Chapter member Barry Sherrill has been attending Sun-N-Fun for the last 20 years and this is the 5th year as a volunteer. One of the great things about being a volunteer is the free camping offered to you. You are assigned a camping spot in an area that you will be working with through out the week - the group that Barry referred to was the



Raiders. The big advantage is that they had access to all parts of the Sun-N-Fun property; an added plus was that the Raiders had their own transportation to the various display areas. If you plan to attend Sun-n-Fun next year and would like to help out, contact Barry.

The *Plane of the Month* was Brian White's 1942 Stearman biplane. Brian reported that the plane had 35 hours when he bought it and now has approximately 260 hours.

All in all, it was a diverse, information-packed meeting enjoyed by all.

Ken Baird

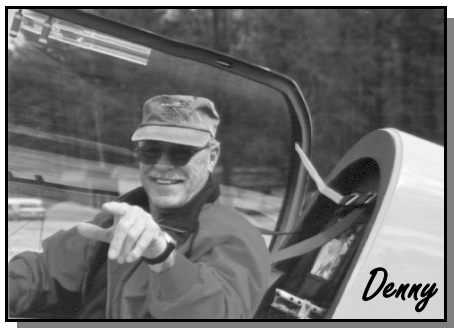
(The newsletter editor thanks the overworked Ken Baird for filling in during his absence last month.)



Brian White and his 1942 Stearman, EAA 1114 *Plane of the Month*.



Paul Dordal describes the upcoming Festival of Flight in Fayetteville. Denny and Barry look on.



The View from Above

Denny Mercer, President

The Extra is the only airplane I have ever owned that is autopilot equipped. I have owned several Bonanzas over the years, but, even they had no autopilot. As a matter-of-fact, I remember flying the old N Model 720 hours in one twelve-month-period, 1983, I think it was, much of it IFR—with no autopilot.

Consequently, the recently-completed-trip to Sarasota and thence to Sun-N-Fun was a real treat as I commanded "George" to fly the entire trip. The trip was mah-va-lous, albeit, with a head-wind and "Moderate Turbulence" the whole way down. "George" got me to a pre-selected altitude where I leaned the fuel distribution, adjusted the rudder-pedals far forward, tightened the acro-harness, and spent my time looking at the "sights," watching for other aircraft and hanging on through the rough air, sometimes pulling two-and-a-half Gs in the bumps. The autopilot did as well as one could expect, under the circumstances.

I launched from Cox Field on Tuesday, April Fools Day and flew to Sarasota where lives my younger brother. Upon arrival at KSRQ, I landed on runway 14 with 22 knots of wind from 220 degrees and managed not to embarrass myself with a near "squeaker." (It is better to be lucky than good!) I talked to Ground Control after leaving the runway and told him I was going to Dolphin Aviation, the scrumptious FBO on the east side of the field. Ground turned me over to Dolphin's Unicom who directed me to "park out front." Then, while taxiing, David, Dolphin's head linesman, (they have about 30 lines-people) got on the frequency and told me he remembered me from last year and wondered if I wanted a hangar again this year. (I was flattered until I realized he remembered my gaudy airplane and not me.)

I answered the head man in the affirmative and taxied out front, shut it down, deplaned, shook hands with Dave, went in, answered a call of nature, registered, ordered fuel and let them swipe my credit card.

By this time Dave had found me a hangar. (It turned out to be 100 X 100, 30 feet tall, enclosed, with my bird the only one in the hangar for the whole week. I must be a very charming fellow, for G-IVs and Lears were parked—outside—all over the place. Of course, it might have been they couldn't afford the 14 bucks a day it cost me to be inside.)

Anyhow, the hangar was about a quarter mile away and they didn't have a "thang to tow a tail-dragger with", so they asked me to taxi to the hangar. I got in, primed the engine and started to crank it when I heard this terrible metal-on-metal noise while the engine was being spun by the starter. "Great Caesar, what is that!" I quit cranking and thought to myself: "This thing ran beautifully all the way down here. It can't be out of oil, for I had good oil pressure up to decreasing power for the approach. What in the world can that be? Okay, I'll try it again." And I did, and this time it started on the first blade but still made that awful noise for a second-or-two before it smoothed-out.

*Well, it was running fine now with no weird noise and I had just seen my sister-in-law walking toward the hangar where I was going to park. So, I taxied over and into the hangar and quickly shut it down. I just knew something terrible had happened under the cowl of my love. I didn't tell a soul about the noise, reasoning, as did Scarlet in *Gone With The Wind*: "After all, tomorrow is another day." I went with the folks to dinner, had a meal that gave me great indigestion, talked for a couple hours with my brothers, went to bed (with a bottle of Tums) and thus to sleep. I awoke at about 2:30 AM with the certain knowledge that, "Here I am in Sarasota with something terribly wrong with my airplane. I'll have to leave it here, fly commercially back to*

Raleigh and trust that the mechanic down here, whom I don't know, will treat me expertly and fairly. "Oh, woe is me. I slept no more that night and still didn't tell my brothers of my fear.

At breakfast I told the family of the problem I anticipated with my plane, so we all went to the airport and into the hangar where I had parked. I was a nervous wreck as we started to un-cowl the bird. My brother's brother-in-law, Wayne, looking into the cockpit from the rear seat, pointed-out that the seat belts and acro-harness up front were hanging loose. I told him that I had traveled with my suit case in the front seat, buckled in tightly with the variety of straps. "I had simply loosened them and let them drop when I removed the suitcase before moving the Extra to the appointed hangar", I explained. "Well," said Wayne, "that big buckle is laying on that steel tube under there. Maybe that was making the noise when you started the engine." "No Way!", I said. But, guess what. He was right.

Feeling very foolish, we left the airport, went out on Brother John's new boat and to Sun-N-Fun the next day, and had a great time. The trip back to Cox Field was easy with a nice tailwind most of the way home. I still feel like some kinda nut when I think of the worry I put myself through. Tom Rudisill says that I am too old to make a trip by myself. Maybe he's right. Anyone want to buy a nice Extra that makes some weird kind of noise when the front seat harness is not secured?

Denny



FLYING THE PIETENPOL AIR CAMPER

Jack Phillip

(continued from last month)

When we arrived at the little grass field where he keeps the Pietenpol the runway was very soft from recent rains. His fuel tank was full (17 gallons) so he was a little concerned with taking off with my 200 lbs. (plus the 200 lbs. he was carrying) on the soft runway, so he wanted to give the girls rides first. He carried Diane's cousin Anne up first and she was thrilled to fly in an open cockpit airplane. Then Diane went up - a little apprehensively even though she has flown in open cockpits before. However she was all grins after they landed.

Mike then suggested that I get in the rear cockpit (like many tandem two-seaters of that era, you fly the Pietenpol from the rear cockpit) and try taxiing the plane around a little to see how I liked the ground handling. Afterwards he would drain some more fuel from the tank and take me up in it. I climbed into the rear seat and he propped the engine, which started easily.

I taxied it up and down the runway, even getting the tail up to see how well it would track in the level flight position (and to be able to see where I was going). Finally I turned it towards the hangar and switched off the engine (no mixture control, just shut off the magnetos). I started to climb out of the cockpit to help him drain the fuel but he just said "Go ahead and fly it. I could tell by watching how you taxi that you can fly it with no problems." Boy, is he a trusting soul!

He told me to climb out at 50 - 60 mph and to hold some power on final, keeping the airspeed at 50 on final approach. He asked for brakes and contact, spun the prop, and I was taxiing for takeoff.

As I did the engine run-up prior to takeoff I found one problem in Mike's plane. His brakes came from a go-kart and they simply are not strong enough to withstand the might of 65 horses pulling on the propeller. At best I could do a quick run-up and only roll about 20 feet. Of course the problem is with those big wire wheels. It takes a lot more braking torque to stop or hold



Jack's 6'2" frame on Mike's raised seat afforded Jack a great view, but also an icy cold blast of air in flight. An old ski mask helped on the second flight.

a big wheel than it does a small one. Come to think of it, airplanes quit using such big wheels about the time they started using brakes. My wheels are as tall as his, but my brakes are good 8" Cleveland disc brakes from a Cessna, not from a go-kart, so hopefully mine will be somewhat stronger

After the runup I swung the airplane around to line up with the runway centerline and shoved the throttle forward. As I had found in taxiing the plane, the rudder and tailwheel are very effective and keeping it straight was not a problem. As the airspeed indicator began to come to life I eased a little forward pressure on the stick and brought the tail up. A good deal of right rudder was required to keep it straight as the tail came up, and then as the airspeed indicator passed 40 I gave the stick a little back pressure and we were flying.

The plane quickly accelerated through 50 and I realized immediately that I was in trouble. I found the second thing that Mike had done on his plane that I didn't like. When he built it, he raised the seat 2" higher than the plans called for in a vain attempt to gain forward visibility on the ground. Mike is 5' 10" tall, I am 6' 2". With the seat so high and being 4" taller than he is, my head was above the windscreen and I didn't have any goggles on. It was cold that day - about 45° and the biting wind felt like icy knives were being stabbed in my eyes. Tears were streaming back from the corners of my eyes and I couldn't see anything! I was climbing at well over 600 fpm and by the time I reached the end of the runway it was time to turn crosswind. I hunched down behind the windscreen



This image of Jack's first flight in Mike's Piet harkens one back to the golden age of flight. Jack found it found it "a delightful plane to fly".

as well as I could and turned, simultaneously lowering the nose and reducing power.

At its cruise speed of 70 mph, the wind in my eyes was brutal. I kept hunched down as much as possible and finally reached the approach end of the runway on downwind, where I could reduce power and set up a glide. With the speed reduced I got my head back up and just gritted my teeth and took the punishment from the wind.

Mike had cautioned me that most people tend to flare the Pietenpol a little high until they are used to it, so I had carefully memorized the sight picture of the horizon in the three point attitude. I approached at 50, as he had instructed. I flew the plane down until the wheels were about a foot of the ground and began to flare. Good thing it was only a foot high, for it stalled immediately and fell with an ignominious "whump". I taxied it sheepishly back to the hangar and shut down the engine.

Mike came running up and said "No, no! You've got to make two more landings. You can't call it quits after just one landing!" I explained my difficulty with the wind and he rummaged around in his car and found an old pair of ski goggles. Better equipped, I climbed back in the cockpit to try again. He started the engine for me and I taxied back to the departure end of the runway.

Takeoff was again uneventful and now I could really enjoy flying the bird, without the discomfort from the wind in my eyes. I found it a delightful plane to fly, with light controls and good response on all three axes - particularly pitch. The elevators are quite

continued from page 3

sensitive and effective. I tried several steep turns and found that the adverse yaw was not as bad as I expected - maybe a little stronger than a Cub, but the rudder is very effective. I re-entered the pattern and set up for my second landing, determined to do better than the first and "grease it on". Hah! This time, the bottom fell out when I was at least two feet high (it felt like it fell from ten feet). Fortunately the Jenny style undercarriage is very stout. That landing could have damaged a less robust airframe.

I taxied past Mike and shook my head but he just grinned and waved me on (in his heart he must have thought "Why did I let this clown fly my airplane?"). I took off again and as I climbed out I tried to analyze what was going wrong.

I figured the only solution was a little faster final approach because on

the second landing I had barely started the flare when it stalled, so this time I approached at 60 indicated. Third time was the charm, and I made a perfect landing - couldn't tell when I was down except I could hear the wheels rolling in the grass. I taxied back and rolled the plane into the hangar before I could ask to fly it again (not really - he actually suggested I take Diane up in it, but we needed to get back to her cousin's house for dinner).

Later I realized what the problem was with my first two landings. His instrument panel is very close to the pilot, and with his seat being higher than normal, plus my extra four inches of height parallax was a real factor when reading the instruments. When I was reading what I thought was 50 mph on the airspeed indicator, the plane was really doing about 40 and was on the verge of a stall. Thus when I added 10

mph to my approach speed, I was really approaching where I should have been.

Anyway, now that I've flown a Pietenpol, I'm not as worried about test flying my own plane, particularly since the only things I didn't like about his plane (the brakes and the seat height) are different in my own. I know to expect speed to bleed off quickly when the throttle is cut and know how it feels as it is about to stall (very little warning, I can tell you). I also know that it doesn't hurt much to approach a little fast because the plane has so much drag that floating is not much of a problem. I will do a series of taxi tests before actually flying it, but I'm not too worried. I really appreciate the chance Mike gave me to get acquainted with the plane. He really is a trusting soul, fairly typical of most of the people I've met in the EAA. Good folks.

Jack Phillips

CHAPTER NEWS

General News Items

Ken Baird has given up the task of **webmaster**. He will continue on as list server manager, treasurer, member database manager, newsletter production person and assistant cook (whew!). Anyone interested in the job of chapter webmaster please send Denny Mercer (207LH@bellsouth.net) an email informing him of your interest and include your web design experiences and qualifications. Now's your chance to make a difference and perhaps strive for the EAA national web site award!

As of the March meeting, Chapter Treasurer **Ken Baird** reports that the Chapter now has 111 active members and a cash balance of approximately **\$4,000**. A number of **much-needed projects** can now be funded. Ken will report on these in the coming meeting. **Thanks to all members** for paying their dues, and to Ken's efficient work as Treasurer.

Due to the **crappy weekend weather** as of late, the Fly-In to **F.J.Hale's** cabin on **Kerr Lake**, originally scheduled for March 29th, was been postponed to a later date. More details from FJ in a few weeks.

Claude Burkhead's Ercoupe flies again! See images below of the plane at Cox and his **restoration team** from **Guardian Aviation Services** of the Siler City and Asheboro airports. More details coming later this year.

Looking for a reason to **go flying**? Not only is the **calendar** on page 7 full of weekend events scheduled from now until the fall, but there is a great web site to help **find restaurants** on or near airfields: **www.hdhhb.com** Called "The searchable fly-in restaurant database, where pilots enter the restaurants and pilots enter the reviews," it does this quite well. Enter **RDU** and search a radius of 150 miles, which is about as far as I like to fly without stopping to look around, revealed 12 airfields including well-known **Causey field with Fran's Front Porch**, but also lesser-known places such as **Shenandoah Valley Regional with its Aero Club Café**. Happy flying & good eating.





YOUNG EAGLE CORNER

Jim and Sandy Dukeman

March 2003 has been a very busy and productive month. First I would like to thank Tammy Hutto, David Williams and Ron Rader. These folks spent the day Saturday the 29th at the National Guard Ramp at the RDU airport. This was the Air Force Academy Day. The program is provided by the Air Force to introduce young people to the Air Force Academy in Co. Major Sandy Willey has had the responsibility of getting things organized, and she did another outstanding job this year. They have been kind enough to ask us to come and set up a booth. We have generated several Young Eagle flights through this program. Not only for us locally, but these kids came from all over the state, from Asheville to Elizabeth City. Ron Tammy and David shared the program with several group leaders as well, and provided the means for them to get in touch with EAA members in their local areas. Of course, they also added that if they were unsuccessful when they got home, to get in touch with us. And we would see what we could do about arranging them a flight. Of course they gave them my email address.

And I hope they get in touch with me too. Also this month we had a couple of rallies, flew 63 ROTC folks in Henderson on the 22nd that was organized by Mr. Steve Pearce from Durham, and 23 new Young Eagles in Sanford on the 15th. A home school group from the Apex, Cary area. In addition Sandy and I had the honor of presenting the Young Eagle program to a

church group set up by Mr. & Mrs. Bob Hazel. I have been contacted by a couple of folks from that group. They have spread the word to all of their youth at church as well as to all the grandkids. It was a wonderful lunch and a great time.

Also I want to congratulate Karen on her rally with the scouts this past weekend. Karen and Dennis flew 38 on Saturday and you all received the message she was kind enough to send us yesterday, Karen, Dennis and Keith Taylor flew another 54 on Sunday. for a total of 94. Great job folks, very proud of you.

On April 19th we will be going to Roanoke Rapids for one of the best advertised rallies that we have ever had. Ms Terry Harris has organized quite a program. Fire Department, police department, model aircraft, FREE hot dogs and drinks. If the weather holds it should be a really big and fun rally.

Going through my "PILE" of stuff on the counter today, I found an important envelope from EAA. It is the CREDITS from last year. I have not totaled them up yet, but it is time to get someone signed up for camp. We have a couple of candidates lined up but not sure that they will be able to make it. So if ANY of you know of someone that would like to go let Sandy and I know ASAP so we can get the paperwork going.

Thanks again for all that you have done to promote the YE, and the support you have given to make this program so successful. WE HAVE MADE A DIFFERENCE. GOD BLESS AMERICA. & OUR TROOPS.

Jim & Sandy Dukeman
EAA Young Eagles Field Reps.
Chapter 1114 YE Coordinators

(Karen McCraw sends the following message regarding the YE Rally at Siler City on April 6th. High winds on the morning of the 5th had forced a postponement, although a few were actually flown on the 5th after the front blew through)

Hi All - yes, we flew again on Sunday - beautiful day - 53 kids total flew -several of those were new registrations. The Scouts had sent out an Email that invited everyone who stayed away on Saturday to come out Sunday! Keith Taylor - flew 18 kids
 Dennis Hahn - flew 15 kids
 Duane McCraw - flew 20 kids

Thanks for the crew on Saturday - this would have been huge event without the bad weather - we registered 80 kids before the bottom fell out. Oh well - hope to see many of you back on Sunday May 18th for the Arts Council Centennial Flight Celebration Fly-In at Siler City Airport!

Karen McCraw

2003 YE Event Calendar

April 19, open rally, Roanoke Rapids
May 10, open rally, Henderson/Oxford
May 18, open rally, Siler City
June 7-8, open rally, Rocky Mount
July 12, closed rally, Whiteville
July 29-Aug 4, OSHKOSH
September 20, open rally, Sanford
October 6, open rally, Burlington
October 25, open/closed rally, Kinston
December 12, open rally, MQI
December, numerous events related to 100th anniversary of flight

April 19th Meeting - Phil Heitman - Pilot, Author, Record Holder

Our program speaker for our April meeting is Phil Heitman who will speak to us on being better and safer pilots as well as his latest book, "Music's Broken Wings."

Phil started flying in the latter part of 1988 at the age of 32. He has amassed nearly 5,000 hours in 57 different types of aircraft with over 1,600 of these hours as a flight instructor. He has an airline transport certificate for single and multi-engine airplanes and also has advanced and instrument ground instructor certificates. He holds national and world aviation speed records in aircraft with class C-1.c, and is currently working as an airline pilot.

April's *Plane of the Month* is a Wag-a-Bond Traveler owned by Allen Long, which will be on display. Weather permitting, we may also get to see a few trips around the pattern.

Bill Terrill, Program Chairman

My Travels SAAA Chapter 1, Sydney Kent Misegades

My job takes me to some fascinating places. Last month I managed to visit both Edwards Air Force Base and Australia in the course of a busy 1-1/2 weeks, largely at the expense of my employer. The Edwards visit was an eye-opener, but lack of space here prevents further description.

Prior to the trip, I contacted the President of Chapter 1 of the Sport Aircraft Association of Australia, an organization similar to the early the 'original' EAA, focused entirely on aircraft builders (www.saaa.com). To my good fortune, Chapter 1, which serves the northern suburbs of Sydney, was having its monthly meeting during the week of my stay. Rick 'Biggus' Harper, who by day captains a cruise ship from Darling Harbor in beautiful Sydney, invited us (I was accompanied by my wife Ulli and son Tim) to attend the meeting, held at the chapter's roomy hangar at nearby Hoxton Park airfield.

We were picked up from our rental apartment on gorgeous Manly beach (Tim attended surfing school there, poor kid) by Rob Browne, retired QANTUS Flight Engineer who in his dry humor described a career flying everything from Constellations to Jumbos. Along the way we stopped to pick up Ian Baker, a local A&P and Glasair builder who arrived on crutches necessitated by a terrific jet ski accident (the details are too graphic to repeat). Ian had his own set of tails to tell, having spent much time in Texas as an A&P working on Glasairs and the sleek Legacy project. Both were true gentlemen who obviously enjoyed life and shared our passion for flight.

Hoxton Park airfield lies on the fringes of the Australian 'bush' which begins just outside Sydney we were surprised to learn. Instead of pine trees, the airfield was surrounded by high eucalyptus trees, the main forestation on the continent. While no koalas were to be seen, our new 'mates' described in particularly gruesome detail frequent collisions with 'roos on surrounding roads, especially at night. One aspect of flying near the airfield that is unusual was its close proximity to a National Park, which is inhabited by the natives aborigines, who have a reputation of having 'sticky fingers'. A chapter member had recently experience a forced landing in the bush when his Subaru-powered GlaStar suffered an engine failure on downwind. To prevent the plane from disappearing that night, the owner was required to airlift the wreck out of the park and back to the airfield before sundown.

SPORT AIRCRAFT
ASSOCIATION OF AUSTRALIA Inc



Clockwise, from above: Rob Browne, former QANTUS Constellation-to-Jumbo Flight Engineer and Ligetti Stratos builder in front of Rick Harper's award-winning Murphy Rebel; Rick Biggus Harper and Ian Baker discuss the fine art of scrounging; Ken and son Ian Baker's immaculate Glasair; SAAA Chapter 1 members in their spacious hangar at the Hoxton Park airfield near Sydney.

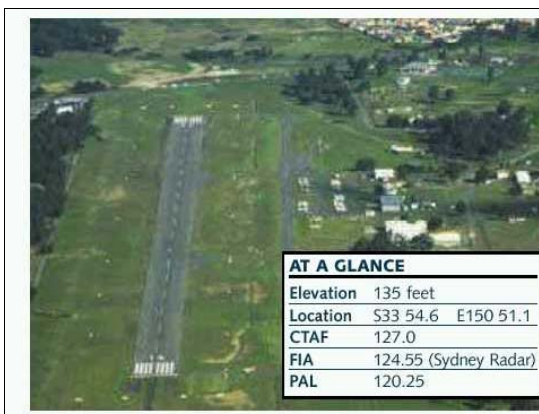


Rick, Rob and Ian introduced us to the dozen or so chapter members that trickled into the hangar that evening. The 'program' - if there indeed was one - was to view Ken and Ian Baker's Glasair project, which from my view appeared to be 90% done with 90% to go. The finish on the sleek white aircraft was testimony to the builder's skill. The queen of the hangar however was Rick's award-winning Murphy Rebel. Not only had Rick done a superb job on this, his first project, but he did it all for under \$25,000 US - including the engine. Talk about an ace-scrounger; even Jack Phillips would be impressed! Rick's Rebel included many neat, original extras, such as a carpet-lined fuselage behind the seats which, given the Rebel's roomy fuselage, easily accommodates two people in sleep-

ing bags - "and our hunting gear", said Rick. I learned that the Rebel and the famed DeHavilland Beaver had been designed by the same Canadian, who had in fact simply scaled the Beaver's wing down for the Rebel. Not satisfied with the flap lever mechanism, Rick redesigned it to an overhead system, adding some upward deflection to gain a few knots of speed for cruising.

We thoroughly enjoyed a great session of hangar flying that evening, and look forward to seeing our new friends again some day. Should you be planning a trip to Sydney and wish to check out the SAAA, contact Rick Harper at rjwh@ozemail.com.au. And don't forget to ask him about a cruise around the harbor, considered to be one of the most impressive in the world.

Kent Misegades



HOXTON PARK AIRPORT

Hoxton Park Airport is located approximately 39 kilometres west of Sydney and 8 kilometres from the city of Liverpool.

The airport is under the administrative control of Bankstown Airport Limited.

Facilities include: Aircraft parking areas, on-site maintenance organisations, refuelling facilities, and free car parking.

Sport Aviation Calendar for NC, SC, VA

...the \$100 hamburger resource

April 12	EAA 506 Monthly Mtg., 8:30 AM breakfast, 9:00 AM program, 506 Clubhouse, Johnston Cty. Airport (JNX)
April 19	EAA 1114 Monthly Meeting, 8:00 AM Breakfast, Phil Heitman - Pilot, Author, Speed Record Holder
April 26	EAA Chapter 1220 Spring Fly-In and Pig Pickin, Gilliam-McConnell Airfield, Carthage, NC. 910-947-3599
April 26	3rd Annual Open House & Fly-In breakfast, Rockingham Shiloh airport, Reidsville, NC, 0700-1200
May 2-4	MCAS Cherry Point featuring the Blue Angels, www.cherrypointairshow.com
May 3-4	Southside Skyfest, Danville, VA Air Show, information Marc Adelman, 434-799-5110
May 10	EAA 506 Monthly Mtg., 8:30 AM breakfast, 9:00 AM program, 506 Clubhouse, Johnston Cty. Airport (JNX)
May 10	EAA Chapter 297 Annual Spring Fly-In for lunch, Stag Airpark, Burgaw, NC, Tony Spicer, 910-392-9141
May 17	EAA 1114 Monthly Meeting, 8:00 AM Breakfast, Rick Kelly, Cozy Project, Fly-Out to WWW
May 19-26	Festival of Flight, Fayetteville Airport (FAY), www.festivalofflight.org
May 24-25	Pope AFB airshow featuring the Thunderbirds
May 30-June 1	World Flight 2003, Asheville NC airshow, information Kathleen Solee, 828-654-3231
June 14	EAA 506 Monthly Mtg., 8:30 AM breakfast, 9:00 AM program, 506 Clubhouse, Johnston Cty. Airport (JNX)
June 21	EAA 1114 Monthly Meeting, Cox Field Fly-In
June 21-22	Sanford NC Lee County airport airshow/open house
June ??	Rocky Mount NC airshow, featuring Women in Aviation
July 12	EAA 506 Monthly Mtg., 8:30 AM breakfast, 9:00 AM program, 506 Clubhouse, Johnston Cty. Airport (JNX)
July 19	EAA 1114 Monthly Meeting, 8:00 AM Breakfast, program Robert Hensley, twin-engine Wolf project
July 29-Aug 4	OSHKOSH
August 9	EAA 506 Monthly Mtg., 8:30 AM breakfast, 9:00 AM program, 506 Clubhouse, Johnston Cty. Airport (JNX)
August 16	EAA 1114 Monthly Meeting, Eagles Landing Fly-In and Air Race
September 2-8	Wings over Carolina Motor Speedway, Concord NC
September 5-7	Winston-Salem airshow, information Edwin Cox, 336-767-6361
October 25	Goldsboro Wayne County airport, First Flight Celebration
Last Sunday each month: EAA 1083 Pancake Breakfast Fun Fly-In, Rowan County Airport (RUQ), begins 7:30 AM	

SHORT FINAL...from AVWeb

Approach Control: Cessna 123N, say flight conditions.

Cessna 123N: I'm not sure ... it's so hazy up here it's hard to tell.

Classified Ads

For Sale: 36 year lease on T-hangar at Franklin County airport. \$86,400 value — \$29,000. Long term lessee has the right to sell, sublease, or sell his interest. Some financing available. Contact Steve Merritt, 919-460-3835, steve.merritt@mindsping.com.

Submissions: mail or email all classified ads to the newsletter editor at kent@ensight.com with item description, whether buying/selling/trading, asking price and how you may be contacted. All ads will remain in newsletter—space permitting—until notified by you. Sorry, only aviation-related ads may be accepted. Other ads may be placed for a minimal fee.

EAA Chapter 1114 Officers for 2003-2004

President	Denny Mercer	387-0290	207LH@bellsouth.net
Vice-President	Tom Rudisill	467-6601	tomrudis@bellsouth.net
Secretary	Mark Guthrie	325-1206	flyinverted@yahoo.com
Treasurer	Ken Baird	851-4922	kbaird@juno.com
Program Chairman	Bill Terrill	859-6905	terrills4@att.net
Tech Counselor & Flight Advisor	Tom Rudisill	467-6601	tomrudis@bellsouth.net
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PreFlight Program Coordinator	Phil Brown	367-8933	phil_brown@ncsu.edu
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Copyright 2003 by EAA Chapter 1114. **Aerial Pursuits** is the official newsletter of EAA Chapter 1114, which meets on the third Saturday of each month at 8:00 AM at Cox Field (NC81), US 64 and Highway 55, Apex, NC 27502. Aerial Pursuits is sent to all active chapter members. Membership rate is \$24 annually, paid to the Treasurer, Ken Baird, 3809 Campbell Rd., Raleigh, NC, 27606. Newsletter contributions are welcome and may be sent to the Editor, Kent Misegades, 204 Parkmeadow Dr., Cary, NC 27519, kent@ensight.com.

Next Meeting

When: Saturday, April 19th, 8 AM

Where: Cox Field

What: Fly-In Pancake Breakfast

Program: Phil Heitman - Pilot, Author, Speed Record Holder



Directions to EAA 1114 Meetings at Cox Airfield (NC81)

Cox Airfield is located just north of US 64 in Apex, NC, between Salem street (downtown Apex) and Hwy. 55 exits.

Field elevation: 460'

Runway: 9/27, 2400' turf

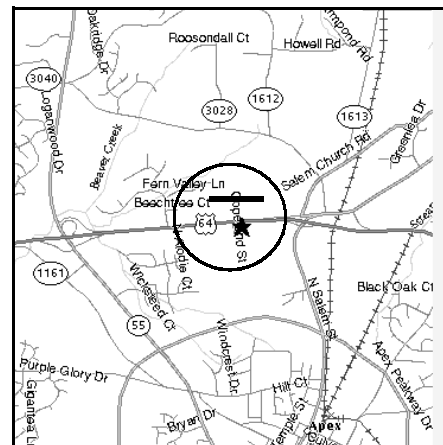
Preferred T/O: to west, downhill

Preferred Ldg.: to east, uphill

Preferred pattern: south side of US64

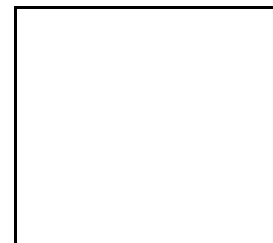
Comm: CTAF, 122.9 (please use!)

Pond on east end, tall trees on west end. Exercise extreme caution as aircraft may be taxiing on the grass during day or night. Please be aware of surrounding residential areas on departure. Cox field lies under RDU airspace.



Driving: stone entrance is on north side of US 64 between Salem street and Hwy 55 exits while driving west.

EAA Chapter 1114
c/o Kent Misegades
204 Parkmeadow Dr.
Cary, NC 27519



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