

Aerial Pursuits



Volume 9.3 Newsletter of EAA Chapter 1114 Apex/Cary, NC March, 2003

February Meeting The Wright Brothers and their Right Stuff Eric Schreiner

Eric Schreiner, who a few months back chronicled the epic story of Glacier Girl to Chapter members, last month spoke on the early history of the Wright brothers. He chose not to dwell on details of their flying machines, but instead on the events of their childhood that gave them the 'right stuff' to tackle the many problems of flight one hundred years ago.

Milton and Susan Wright, parents of the famous brothers, were both college graduates and educators. While Milton was perhaps the more learned of the couple, being a Bishop in the United Brethren Church, it was Susan - unusually mechanically inclined for a woman - who inspired the boys to experiment with machinery at an early age. Returning from one of his many business trips, Milton once brought his sons a unique toy, a Penod rubber-band powered helicopter. This toy was later mentioned by Orville as the boys' first inspiration for flight.

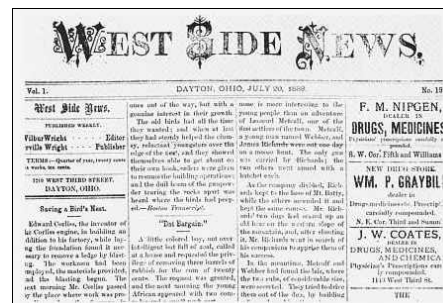
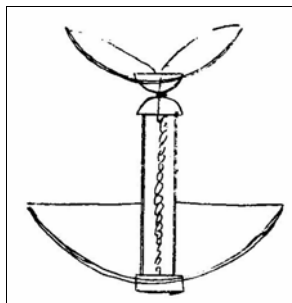
While caring for his ailing mother, who eventually succumbed to tuberculosis in 1889, Wilbur, four years older than Orville, spent many hours reading books, sparking a greater interest in printing and machinery. Eventually this led to the brothers constructing their own printing press and publishing their own newspaper, *West Side News*. Both the printing press and the paper were a moderate success, producing enough revenue to allow the brothers to open a bicycle shop and capitalize on the cycling fad that swept the country in the latter part of the 19th century. The two were again successful, making and selling bicycles. The business proved quite profitable, allowing them a comfortable

living.

When their sister, Catherine, became ill, Wilbur cared for her, again spending time reading - this time about the famed German aviator Otto Lilienthal. Indeed, it was Lilienthal's untimely death while flying one of his gliders that inspired Wilbur to understand the cause of his death, and search for an improved means to control the flight of aircraft. A key event in aviation history, Wilbur wrote in 1899 to Samuel Langley, curator of the Smithsonian Institution, asking for all technical papers dealing with flight. Langley later commented that this had been the first such request, all others simply asking for some of the \$50,000 that the Institution had been given by Congress to create the first man-carrying aircraft. Wilbur's study of these papers, some of which came from later mentor from Chicago, Octave Chanute, led to his greater understanding of the problems others had dealt with.

Wilbur did most of the early design work on an ever-sophisticated series of gliders, and is credited with developing the wing warping form of control. While fraught with many problems, this system was a vast improvement over the common means to steer aircraft in 1900, namely through body (CG) motion. From his research, Wilbur had determined that he required constant winds of 25 mph in order to fly a man-carrying glider. He wrote to the US government, requesting their recommendations. Their answer: Kill Devil Hills, NC.

The first visit to the Outer Banks was made in 1900. Travel was by train from Dayton to Norfolk, where material for Wilbur's first design was pur-



Left: Penod toy helicopter, the brothers' first inspiration for flight. Above: the West Side News, printed on their own press

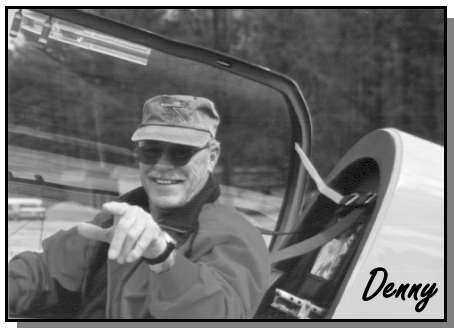
chased. Plans were drastically changed when no lumber longer than 17' could be found in Norfolk, resulting in a smaller span than originally designed. A skiff was hired to transport the brothers and their material to Kill Devil Hills. Later, Wilbur said that they spent more time bailing water than they did enjoying the scenery on the trip, and that he worried more about sinking than he did about flying.

What followed were a series of visits to Kitty Hawk with gliders progressing in size, sophistication and performance, culminating in their famous powered flights of December 1903. While many others shared the Wright brothers' dream of flying and dedication, it was their parents and early business experiences that gave them the *right stuff* to achieve fame.

Eric Schreiner



Eric Schreiner narrates his filming of the 99-plane flyover of the Wright Brothers' Memorial last December.



The View from Above

Denny Mercer, President

We have the upcoming chapter meeting on the fifteenth of March, and it should be another good one put together by Bill Terrell, our new Program Chairman. Before we get together for our April meeting, Sun-N-Fun in Lakeland, Florida will have come and gone. I am looking forward to this one for several reasons.

I will get to have a several-day visit with my brothers. Phil, the youngest brother, lives in Maryland. John, the middle boy, lives in Sarasota, less than a two-hour drive from Lakeland. Phil, the brother for whom I worked more years than I care to remember, will travel to Sarasota to visit during the week of Sun-N-Fun (April 2nd through April 8th.). I will fly down in my Extra. The three of us will drive to Lakeland a couple days to enjoy the festivities, look at a zillion airplanes, get sun-burned and foot-sore, eat junk food and drink lemonade.

I am the oldest child in the family and the only active pilot. Brother John, years ago (about 1974, as I recall) spent one summer studying and taking flight lessons and managed to get his PPL within ninety days of commencing to commence. I have always been rather impressed with that accomplishment. Subsequently, he made a few cross-country flights in a

Cessna 172, and never went any further. It just wasn't his thing.

Now, he will tell you that he was too poor as a young married man and father to continue with such a frivolous pursuit. I contend and have pointed out to him on numerous occasions, that it was a matter of "priorities." He could have taken a second job, put his wife to work, put a child up for adoption, or knocked-over a service station. All viable alternatives. Some people...!

Phil has always been fascinated with the idea of flying. He used to fly with me a good bit. Only years later did he confess to getting airsick every time he flew. Not ill enough to toss-it-up, he said, but sick enough to be real uncomfortable.

And I know what it is like to be airsick. My first flight in a J-3, when I was fifteen-years old, found me tossing my cookies after about thirty minutes of flight. My pilot, the father of Betsy Jones, a girl with whom I was in desperate love, landed the airplane and I helped ready it for another flight. I cleaned the smelly interior and the side of the fuselage while he checked the oil and gassed the plane.

I saw that Mr. Jones, because of the unpleasantness of the initial flight, was going to stow the old Piper, but, after much pleading for another ride, and promising not to get sick again, he agreed to give me another go. He insisted that I replace my nasty, smelly shirt with an old one he found in the trunk of his car, gave me an empty ice cream carton he found in a trash can to serve as a sick-

sack—and away we went. I got sick again. Betsy and Mr. Jones ate a hot dog and drank a Coke while I cleaned the side of the airplane—again. That flight taught me to throw-up in the carton instead of using that little window that pops open on a J-3. I learned about air currents on those excursions.

Only after the third flight of the day did we find it unnecessary to clean the airplane of my "yuk" and, that, only because my stomach was completely empty and not because I didn't get sick. I learned all about "dry heaving" on that flight.

I also learned that I loved to fly and vowed I would learn how to do it. I still remember the thrill, the sights and sounds (and smells) of those first flights. I told my dad I was going to learn to fly. He said, "Only if you pay for it, get decent grades, stay out of trouble with the law and don't miss Sunday Church." I gave up High School sports, went to work at Safeway Groceries stocking shelves after school on Saturdays and took flight lessons after church on Sundays. I went to church, stayed out of trouble with the law and got rather poor grades in school. But, Dad allowed me to continue. I soloed when I was 16 and got my Private license when I was seventeen.

And on occasion, I still get airsick. But, I fly and will continue as long as this old body allows. I know why birds sing and—"because I fly, I envy no man on Earth."

Denny

Short Final...from AVWeb

On a pleasant spring morning at the Ohio State University's Don Scott airport, with many students doing the required bounce-and-goes on 27L and 27R, I was cleared to taxi to the less active 32:

C-172: Holding short 32 awaiting release.

Twr: Student C-150 departing 27L, position and hold 32.

C-172: Position and hold 32, caution for wake turbulence

Twr: [chuckle]

After departing on 32 I heard the student setting up for another touch and go:

C-150: Cessna 150 heavy, cleared touch and go.

FLYING THE PIETENPOL AIR CAMPER

Jack Phillips

As many of you know, I am about seven years into a three year project to build a Pietenpol Air Camper, a 1929 design for a two place open cockpit parasol-wing monoplane. I've built almost every piece of the plane myself (there are no kits for Pietenpols today, although in the early 1930's kits were available for \$50) and have learned a lot of new skills. I've also gotten a lot of help from chapter members - most notably Tom Rudisill, Scott Smith, Bobby Cox, Dwight Frye, Noel Falwell, Denny Mercer and Bruce Jordan (Bruce isn't a member of our chapter but he should be).

One of the concerns I had when beginning this project was test flying it when I have finished construction. I intend to do the test flying myself since I've got several hundred hours of tail-wheel time, but although I've flown a Grega GN-1 Aircamper (a modern knock-off of the Pietenpol) I had never flown a Pietenpol.

There are some major differences between a Piet and more modern aircraft. The Pietenpol was designed in the "Golden Age" of aviation and its design drew heavily on the Curtiss JN-4D Jenny. It has a rudder bar rather than rudder pedals, and as originally designed had neither a tailwheel nor brakes, instead relying on a tailskid for ground handling. Tailskids were fine when all airports were literally fields and the crosswind had not been invented yet (when you had a big field to fly out of, all takeoffs and landings were made directly into the wind). Nowadays, with most runways paved a tailskid can be a pretty serious limiting factor determining where you can fly. Tailskids don't stop very effectively on pavement, and tailwheels are even worse at stopping, so with paved runways brakes are a necessity - if not for control, at least to avoid taxiing into a Learjet. Besides, most airports don't really appreciate a tailskid digging a furrow into their soft asphalt on a hot summer day.

Forward visibility in the Pietenpol is non-existent when on the ground, so S-turns are necessary while taxiing. The original design of the airplane used



Airframe of Jack's Piet in his New Hill basement shop, ready for covering, February 2003.

a Model A Ford engine, with the radiator placed forward of the wing and just above the fuselage, squarely in the pilot's line of sight so there was no forward visibility even in flight. With the Continental engine I am using, there is no radiator so in-flight visibility is improved, but you still can't see ahead on the ground. This shouldn't be a problem to me since I owned a Piper J-3 Cub for many years and got used to limited forward visibility on the ground.

My biggest concern with test flying my Pietenpol was with the approach to landing and the flare. Pietenpols by nature are very draggy airplanes. There are a couple of hundred feet of bracing wires exposed to the wind, along with all the control cables (pre-flight inspections can be very thorough since almost all moving parts are external). All those wires and struts in the wind, combined with the relatively low aspect ratio of the wing tend to produce glide ratios around 6 to 1, which is somewhere between a brick and a bowling ball. Seasoned Pietenpol aviators say that when the engine quits, just lean out of the cockpit and look straight down, because that's where you're going to land. Stall speeds are low, somewhere between 30 and 40 mph depending on how well the builder managed to keep the weight down during construction so the plane doesn't come down very fast after an engine failure - it just doesn't go anywhere.

My fears have been put to rest however, since I got a chance to fly a Pietenpol last May. One of the peculiarities of Pietenpol builders is that although we build a technically obsolete aircraft, we tend to stay abreast of the latest technologies and have a well developed Pietenpol Discussion List on the internet. I have made a number of



Another shot of Jack's beautifully hand-crafted aircraft, built only from plans and sweat.

good friends online, some of whom I've actually met.

One of these is a fellow named Mike Cuy, who lives in Cleveland, Ohio. Mike built NX48MC, a Pietenpol Air Camper using a Continental A65 engine and wire wheels, very similar to the configuration of my project (Pietenpols are built with any number of engines today, ranging from the Model A Ford to small Continentals, Subarus and there is even one flying with a 145 HP Warner radial engine. Most have Cub style landing gear, but several are flying with the original straight axle undercarriage with wire wheels, which is what I am using). Mike won a Lindy Award at Oshkosh in 1998 with his plane. He and I have corresponded through e-mails for the last three or four years and finally met face to face when my wife and I went to Cleveland last spring to visit her cousins. I told him we would be in town and that I would like to get a chance to see his airplane. I hoped he would take me up in it. He graciously invited us to his hangar to show off his pride and joy.

... to be continued next month

Jack Phillips



Diane Phillips and Mike Cuy prepare for takeoff in Mike's immaculate Pietenpol last spring.

Mark Doble's Mustang II makes First Flight

Here is some info on my first flight! My Mustang II finally flew on February 12th at 1:00pm at Vandenburg Airport (VDF), 6 miles East of Tampa (5000' x 150' runway). The test pilot was a friend of mine in Tampa, Lee Omernik. Lee has about 10,000 more flying hours than me and has done many first flights so he was a great choice since I had been mostly building and not flying for the past 3 years.

We finally got the 25 hours flown off last Saturday and I did my 10 hour insurance checkout with Lee. The plane flies great! The engine is an O-360-A1A with a 74" Harzell C/S extended hub prop. I did a full throttle run at 1000 feet and was indicating 200 mph without wheel pants. I hear that the wheel pants will add about 15mph, at least that is what the other Mustang homebuilders are telling me. Single pilot (205 lbs) climb with full fuel at Vy is approximately 2300 fpm.

Three point and wheel landings in the Mustang are easier than the Decathlon I got my tailwheel checkout in. The plane is easy to land and I hope to get better as I get more landings under my belt. I had a few minor problems with a broken heat box, broken tach sensor, and a failed CHT probe. I'm also finding that at high speed I need to hold in some aileron...I plan to add an aileron trim servo. The engine is new so I'm breaking it in a 75% power and using straight mineral oil (Aeroshell 100). I'm seeing oil temps ranging from 195 to 210F and CHT from 370 to 400F.

The Mustang II took me 3-1/2 years to build. I built it at home in

Tampa, FL in 1/2 of a 2 car garage. I moved to Holly Springs Nov 1, 2002.

My suggestions to those who are considering building an airplane: Just do something everyday toward the project, even if it is only 10 minutes. That way you will eventually get done and won't forget where you left off! Put up a picture of a finished plane flying of the same type you are building and imagine yourself flying that plane everyday. That really kept me motivated. Find time for your family and keep them happy and motivated about the project, try to get them involved with any aspect building or flying. My boys (3 and 2) would sit on the garage floor and play with cecos and tools while I built plane parts. And finally remember everyone gets discouraged and makes mistakes.....get over it, fix the problem, and move on. Get together with other builders/EAA members and talk about the problems.

I'm now trying to talk my wife into the CompAir 7 kit plane....with a turbine...holds 7 people! So far it is not going so well....

Shown here are pictures of the Mustang II and of my custom-designed engine monitor I call cyclops (keeping an eye on your engine!)...so far it is working great! It depicts a moving map, RPM, fuel quantity, fuel flow, fuel pressure, oil temp, oil pressure, 4 CHT, 4 EGT, flight timer, count timer, 8 minute digital voice recorder, voice warnings, checklists, weight and balance, and flight data recorder.

You can check it out at www.mustangaero.com or my website at www.mddesigns.com/mustang. I plan to bring it up to Raleigh when the weather is cooperating a little more!

Mark Doble



Above: Mark's Mustang II on the ramp at Vandenburg Airport, near Tampa, FL, site of its first flight. Mark plans to move the plane to our area soon.



Above: Cyclops, Mark's home-grown engine monitor / multi-function display shows all significant engine diagnostics.

March 15th Meeting - UNC Hospital Air Care BK-117 Helicopter

Thanks to Drew Baird and his affiliation with his high school's Medical Science Academy, our March program will be UNC Hospital's Air Care. They will tell us about their operation, aspects of flying in our local area, and their BK117 helicopter, which-weather permitting-will be at Cox Field.

Barry Sherrill will also give a short talk on going to Sun & Fun in April. He's somewhat of an expert having gone to it since 1984.

Beginning this month, our meetings will feature an 'Airplane of the Month' display. Brian White has kindly volunteered to show off his Stearman biplane before and after our program. If you are proud of your 'bird', please contact me for future meetings.

Bill Terrill, Program Chairman



YOUNG EAGLE CORNER

Jim and Sandy Dukeman

Great Day at Sanford last month. Weather was GREAT, had a slight scare about NEW TFR on the NUKE plant, but nothing "OFFICIAL" (not unusual) at approach so we went with the program. Had a blast. This was a CLOSED rally, we took care of some local scouts that we had been trying to fly for months. Both from Cary and from Fort Bragg. We got them ALL. Looking forward to getting more from the Bragg area. Thanks to everyone for being there.

This was an unusual rally and worked out GREAT. Since we did not have a large number of kids, and we KNEW how many would be showing up, we only flew them ONE AT A TIME. With the back seats empty we decided the plane would fly better with someone in them so we took the dads and moms too. It was wonderful. Wish we could do that all the time, but if we did that is about the MAX we would be able to fly.

The Scout leader from Fort Bragg, is a paratrooper, and then some. He is qualified as a MASSAGE therapist. Chip Davis made a comment that his back was bothering him,

the leader, only know his name as JJ, insisted that he and Chip go into the conference room. Next thing we knew he had Chip with NO SHIRT on, laying face down on the conference table, then JJ proceeded to work on Chip's back. Not sure what he did, but Chip a lot CHIPPER after that. Not a bad deal for flying kids.

After all the kids were flown, Jim Zazas took up some of the "more mature kids". JJ's wife got a ride, as well as Sandy, in the J3, (now I really got to get the 12 done) but the best ride of the day was when after we all went over to the FLYING CLUB'S hangar for a hamburger and drink, Arnold Greenwell was there. Arnold has taken several pictures for us at rallies, and is one of the OFFICIAL photographers for EAA during Air adventure.

I think most of you know him, and will agree that he, like most of us, has been very SUCCESSFUL, at the dinner table over the years. He had never flown JZ's CUB. So Jim said "If you can get in it we can fly". After working very hard, Arnold decided getting into the front seat of the CUB was not all that it appeared to be. He was very disappointed. Jim could not stand it either, so he told Arnold to "...get in the back." That was accomplished with a little less work. (but not much) Fun part now was watching

ZAZA get in the FRONT. He finally made it, and away they went. I got a picture of them in the Cub, and it looked all warm and fuzzy to have such great pilots ready for a CRAMPED ride. The bird flew fine, and those two was grinning and laughing so hard when they got back that that was another show, watching them get OUT. It really was a great day.

Updated 2003 YE Event Calendar

March 29, Air Force Academy Day, RDU National Guard Armory
April 5, closed rally, Siler City
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
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

Jim & Sandy Dukeman
EAA Young Eagles Field Reps

Merifield Fly-In, Kerr Lake Reservoir, Saturday March 29th

Ladies and Gentlemen: You are all invited to fly in to the grass strip at Merifield Estates in Clarksville, VA, Saturday March 29. I will have soft drinks, burgers and coleslaw starting about 12:30. Please bring a covered dish and a chair. I have a small, two bedroom cabin, with boat dock and rowboat (leak rate > 3 gpm) so bring your fishing poles. My cottage is the last one on the east end. It is very basic, i.e. running water and a dish. There is a trail through the "Enchanted Forest" with deer, eagles, hawks and the occasional wild turkey. Bring an extra pair of shoes as the shore is muddy. I am looking for volunteers pilots to assist with the Young Eagles.

The Airstrip

If you look for W63, Marks Field (monitor 122.9) at Clarksville, turn east and pass the power plant off your left wing, the strip will open up for a left-hand circuit for runway 30. The field is approximately 2400 useable feet with an approach from the east (15 / 30) over the lake. It is at least 150 feet wide and marked with white metal cones on each side at 100' intervals. There is a wind sock on the south east side, and the pole barn hangar at the northwest where my 150 lives. If you go past the hangar, the grass gets a little rough. Mark Ashe has been up there and can provide an opinion for you supersonic types. You may park at the hanger and walk back to the cottage, or you may back-taxi east on the south side of the field and park down the slope near the water.

Directions Overland

It takes 1:20 to drive the 73 miles from my house in west Raleigh. Go to Oxford, take 15N to Clarksville.

- * See the Texaco and turn right onto Burlington Rd.
- * As you near the plant, turn right onto Old National Rd.
- * Pass the power plant on your left and turn left into Merifield Acres
- * Turn right at the fork
- * Turn left at the top of the airstrip
- * Follow the road (Meriwether) to the end and mine is the little house at the end, 515 Meriwether Dr., 434-374-9922. Please RSVP, or let me know if you need any additional information.

Francis J. Hale, 1329 Duplin Rd., Raleigh. NC. 27607, 919.787.4865



CHAPTER NEWS

General News Items

LAST NOTICE BEFORE REMOVING SOME OF YOU FROM CHAPTER ROLES—Does 'Please Renew' appear on your address label this month? If so, Treasurer Ken Baird's records indicate that you have **not paid your dues** for the year. Dues starting in 2003 are **\$24/person or per family**. Dues have been increased from \$20, the amount collected since the chapter was founded some 8 years ago. This is still a **bargain**, being half the amount of some other local EAA chapters. All members have been sent a statement and remittance envelope in the near future. This included a form to update your personal and aviation-related information for our database and a future membership directory. Note that all Chapter members must also be members of the **national EAA** organization, and you must provide the Chapter with your **EAA number and membership expiration date**. Only one family member needs to be in the national organization. Thank our nation's litigation-friendly legal system for this insurance-related requirement. If you have not already done so, please complete the **form** and mail it along with your dues to the Chapter Treasurer, Ken Baird. A return address was included on the envelope. If you do not have this envelope, please send your dues to Ken Baird, 3809 Campbell Rd., Raleigh, NC 27606, and remember to include your EAA#. Make out your check to 'EAA 1114'. If you would prefer not to receive the newsletter by mail, but only via the chapter web site, www.eaa1114.org, please contact Ken Baird at kbaird@juno.com.

At the February meeting, Chapter Treasurer **Ken Baird** announced that 99 members had paid dues so far this year. A few minutes later, this was **upped to 100!** Thanks to all of you for making this important contribution to the Chapter. Just compensation is the **exciting and diverse schedule of programs** that our Program Chairman, **Bill Terrill**, has in store for us this year (see calendar on page 7). And here comes the **first Fly-In of the year!** F.J. Hale writes invites us all to his cabin on Kerr Lake (see article on page 5).

Visitors at the last meeting: **Jeff Mendenhall**, from Utah, now in Florida working on his commercial rating; **Al Hoffer**, member of the Wake County Flying Club; **Larry Cyrul**, flies a Cherokee 180, is working on his instrument and commercial ratings; **Clint Rockwell**, from the Florida Panhandle, flying instructor for Jeff, Al and Larry; **Walt Amots**, flies a Cherokee based at RDU; **Danny Woodlief**, from Angier, attended **Jim Dukeman's** ground school at Wake Tech., has his instrument rating and is a member of the CAP. Thanks for coming, gentlemen.

Member **Claude Burkehead** reports on events planned in May in Fayetteville related to the **100th anniversary of flight**. The CFAA, Fayetteville's mega flying club, is sponsoring a **Festival of Flight** on **May 19-26** at the Fayetteville Airport (FAY). The CFAA has asked for assistance from local EAA chapters, including 1114. For more information, check the CFAA web site, www.cfaanc.com, or contact Claude at 919-387-0606, or cburk@deltaforce.net.

Yours truly will miss the March 15th meeting due to business travel in Australia (pity me). I will be assisted by my girlfriend, Ulli, and my son and copilot, Tim, who plans to do some flying on a surfboard on the waves of Manly beach. Dutiful to my office as newsletter editor, I have arranged to attend the annual meeting of the Sydney chapter of the **Sport Aviation Association of Australia** (SAAA), similar to the EAA in the Land of Oz. I look forward to reporting to you in the April issue of **Aerial Pursuits** on how our **brothers down under** pursue our wonderful hobby/avocation/addiction.

Those Magnificent Men (and Women) in their Flying Machines

Tom Rudisill received a clean bill of health recently, and is back in the thick of it, flying his beautiful **RV-6**, instructing and helping builders with their first flights. We all thank the Good Lord for Tom's recovery from illness, and look forward to seeing he and Denny in tight formation over our friendly skies again. Thanks go once again to member **Stephen Merritt** for providing Chapter members with free **2003 NC Sectional charts and airport directories**. While these are not legal FAA documents due to their being updated only annually, they are excellent references in flight planning in the tarheel state. An **ample supply** may be found in the meeting room at Cox Field. EAA 1114 says *auf wiedersehen* to **Eric Esche**, who is moving to Arkansas for business reasons. We wish Eric and his family well, and good flying in the land of Bubba and Wal-Mart. **Claude Burkhead** nears completion on the restoration of his historic **Ercoupe**, newly dubbed **3 Coupe Claude**. Ably assisted by a number of chapter members and the entire staff of **Guardian Aviation Services**, work has intensified to meet an important deadline: **National Geographic** wants to film the airplane in flight in a segment featuring the work of Claude's sister, who has turned aerial photographs taken from the Burkhead family airplane into tapestries that now adorn leading museums and lobbies of corporate buildings across America. The **first flight** of the restored Coupe, which now features a more powerful **O-200 engine** and **fabric-covered wings**, may well take place by the March meeting. Look for a detailed report in a future issue of AP. Heard an **odd growl** in the skies lately? You might have noticed **John Cargill** in his sleek, spaceship-like **Velocity**. Dramatic with its all-white surfaces, darkly tinted windshields and high speed, the Velocity creates a noise unlike most tractor aircraft due to its **pusher prop**. John keeps his Velocity at **Sanford-Lee County Regional** airport, site of several other Velocity projects. **Wayne Westerhold**, who keeps his Mooney at Cox Field, is the proud new owner of a maroon and white **Piper PA-28 Warrior**, currently being checked out at Siler City. Wayne hopes to bring it to Cox Field in due time. **Congratulations** on the new set of wings, Wayne!

Sport Aviation Calendar for NC, SC, VA

...the \$100 hamburger resource

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| March 15 | EAA 1114 Monthly Meeting, 8:00 AM Breakfast, program UNC Hospital Air Care BK-117 Helicopter |
| March 29 | EAA 1114 Fly-In, Merifield airfield, Kerr Lake, 12:30, hosted by F.J.Hale (see article this issue AP) |
| April 2-8 | Sun-n-Fun, Lakeland, FL |
| April 11-13 | Wilmington airshow featuring the Thunderbirds |
| 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, program Jim Zazas and his Air Adventures |
| 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 297 Spring Fly-In, Stag Airpark, Burgaw, NC, contact Tony Spicer, sonex32@earthlink.net |
| May 17 | EAA 1114 Monthly Meeting, 8:00 AM Breakfast, Rick Kelly, Cozy Project, Fly-Out to WWW |
| May 17-18 | MCAS Cherry Point featuring the Blue Angels |
| May 19-26 | Festival of Flight, Fayetteville Airport (FAY), contact Claude Burkehead for details |
| 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 | |

Classified Ads

For Sale: 1 FlightCom 4DX headset in excellent condition, \$60 each. Aircraft Spruce sells these new for \$95. Contact Steve Hancharick, 876-2917.

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@mindspring.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 |
| Young Eagles Coordinators | Jim & Sandy Dukeman | 362-9252 | Plane80n@mindspring.com |
| PreFlight Program Coordinator | Phil Brown | 367-8933 | phil_brown@ncsu.edu |
| PreFlight Education Coordinator | Jack Phillips | 363-9459 | jackphillips@earthlink.net |
| Webmaster | Ken Baird | 851-4922 | kbaird@juno.com |
| Newsletter Editor | Kent Misegades | 303-8230 | kent@ensight.com |

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, March 15th, 8 AM

Where: Cox Field

What: Fly-In Pancake Breakfast

Program: UNC Hospital Air Care BK-117 Helicopter



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

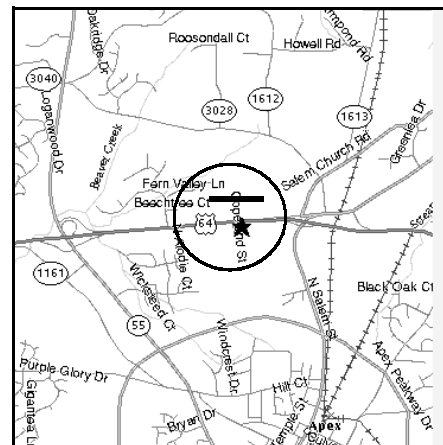
Preferred T/O: to west, downhill

Preferred Ldg.: to east, uphill

Preferred pattern: south side of US64

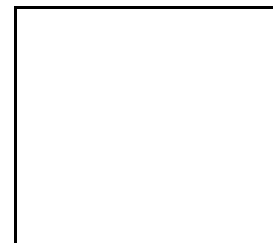
Comm: CTAF, 122.9 (please use!)

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.



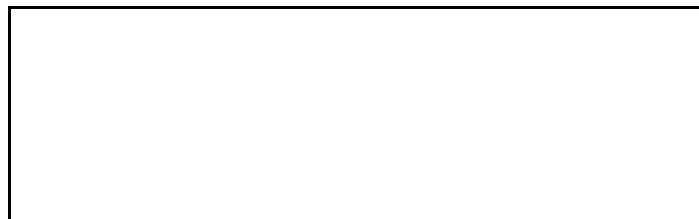
Driving: stone entrance is on north side of US 64 between Salem street and Hwy 55 exits while driving west.

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



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