

## July Chapter Meeting

By Dale Fowler

About 20 people met at 10:30 for the chapter meeting on July 16, 2005. Guests attending were John and Doris Gaddis who have recently moved from Illinois and have a beautiful Glasair that they built and fly. Another guest was Rod Shack who recently retired from the USAF and has moved back to the Tidewater area to work here.

Buz Rich said the EAA offered to bring their B-17 flying program to FKN this fall. Because it was such short notice and the airport will have construction to make a taxiway to RW 9, he turned down the offer. However, he made the EAA promise to keep us in mind for next year.

It is time to think about a new slate of elected officers. We need to people to step forward and take responsibility for running the chapter.

Two big October events need lots of volunteers. The Virginia State Fly-in at PTB is scheduled for Oct 1 and 2. Dale Fowler had sheets available to sign up to volunteer. The other event is the Tri-Chapter Fly-in at FKN on Oct 15. Contact Dale to volunteer for that

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## The Best Oshkosh Ever?

By Buz Rich

I have heard many people say that Oshkosh this year was the best ever. They very well may be completely right. I know one thing, if you missed it this year, it will likely be a very long time before you have opportunities to see unique one of a kind historical aircraft like were there this year. Just the opportunity to see Spaceship One and White Knight along with the Global Flyer made the trip worthwhile. Add to that the Light Sport Aircraft area with all the new designs and you certainly have a historic year. Do you realize that it had only been about three months since Sun-N-Fun where the first two Light Sport Aircraft received their FAA certification? Well, now there are fourteen FAA certified Light Sport Aircraft. That is certainly a historical feat. And they were there for all to see, along with many other LSA designs, kits and future designs to be certified. Amazing!

I departed JGG early on the morning of 18 July in my 1940 J3 Cub, pointed the nose northwest, climbed to 12,000 feet, turned on the auto-pilot and watched the earth race by at 200 knots. In no time at all I was talking to Chicago Center to arrange my descent into Whitman Field, Oshkosh. And if you believe that, I have some oceanfront land in Arizona I want to sell you. In reality, it took me two long days going and another two long days returning from OSH. Things just seem to take longer in a Cub, but that is what flying a low and slow "Historical Time Piece" is all about. It is the flying, the people you meet and the places you visit that make the trip fun. What a great opportunity. I am blessed.

So was Oshkosh this year the best ever? Probably so, but then you will have to go next year to find out for sure. Promise yourself now, that you will never miss Oshkosh again. It is the happening event in aviation that every

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# CALENDAR OF EVENTS

AUGUST 20

CHAPTER MEETING @ FKN: OSHKOSH REPORT, HOMEMADE ICE CREAM CRANKOFF, HANGAR TALK SECTIONALS.

SEPTEMBER 17

CHAPTER MEETING @ CURRITUCK COUNTY, NC, AIRPORT HOME BRIEFING BY DICKIE TODD

OCTOBER 1 – 2

VIRGINIA REGIONAL EAA FLY-IN @ PTB.

VOLUNTEERS ARE NEEDED, WE ARE IN CHARGE OF THE YOUTH TENT.

OCTOBER 15

TRI-CHAPTER FLY-IN @ FKN.

VOLUNTEERS ARE NEEDED , ESPECIALLY EVENT LEADERS.

group and then Karen Bradshaw and Rachel Riddick provided homemade ice cream. It was all very good.^

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true aviation lover absolutely must attend – every year. It is that good. It makes you feel good about aviation and our future. It helps you realize what a great country we live in, where we have the freedoms to fly where and when we please. Thank you EAA. God Bless America! ^

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event. We need people to take the lead in several areas. Dale also mentioned that Chapter 156 will handle the Pancake Breakfast and that Chapters 339 and 1377 might want to do lunch. If there is no interest, we will turn lunch over to charitable organizations.

Buz gave a presentation on Taming Taildraggers. He made the following points: Avoiding taildraggers (TD) keeps one out of a lot of neat airplanes. In the beginning, everyone did their training in TDs, and the solo times were the same as now. Flying a TD is not hard, it is just different and will make you a better, more precise pilot. One thing it will do is make you more aware of the rudder pedals. What is the real difference between nosewheel (NW) and tailwheel airplanes? The NW has the center of gravity (CG) forward of the main wheels and the TD has the CG aft of the main wheels. And we all know, of course, that the aircraft rotates around the CG. The physics of all this makes the NW self-correcting on the runway and the TD a bit unstable on the runway.

Many of us ordered lunch cooked by Woody's



George Applebay and Joe Mathias

## Joe Mathias Wins Major Award

Joe Mathias, seen above with a friend, was selected for a "2005 EAA Major Achievement Award," after being nominated by all three local chapters. Presentation was at the Saturday morning Chapter Leader's breakfast in the Nature Center at Oshkosh. This award represents the highest EAA chapter award and each year is presented to only ten people throughout the world.

## Meet Our Members – Parker and Melissa Darden

By Tim Riddick

Parker and Melissa Darden are well known to the Franklin Airport Community and a delightful couple with which to spend time and discuss flying. Parker's interest in aviation has its roots in his childhood. Low flyby's from his uncle, Everette Williams, an Air National Guard pilot, would tell Parker's family of the need for them to travel to Langley Field where he could land and be picked up. These visits helped to fan the spark into a flame later on in Parker's life. Upon retirement, Everette established his flying business at Franklin and asked Parker if he would like "to join in on the fun". Parker enrolled in Everette's ground school and Melissa helped him study. She would also sit in the back of the airplane on some training flights. Parker, much to Everette's chagrin, would often require Everette to rise early in the morning to get in a training flight before Parker's work day started. Parker was the first of Everette's students to get his Private Certificate.

The demands of Parker's business keep him from flying as much as he would like. He is in a partnership that owns a V-35 Bonanza while at the same time dreaming of the enjoyment of a "fun airplane" to fly - one in which Melissa could open the window and stick her arm out into the rush of the air. Parker has a reputation among the club members for cooking up some tasty pancakes; I might add that someone in that household makes some delicious homemade pineapple ice cream too!

For the two years that I've known Parker he has been a faithful advocate of the Young Eagles Program of our Chapter. Parker's character and disposition makes these young people comfortable in his presence. Parker's memorable impression could be the spark that ignites a desire to learn to fly or be otherwise involved in aviation. ^



Parker Darden Cooking Sausage at 2004 Tri-Chapter Fly-in

## Volunteers Needed for Tri-Chapter Fly-in

Registration Supervisor + two helpers in three hour shifts

Parking Supervisor + three helpers in three hour shifts

Aircraft judge

Chief Judge, Spot Landing Competition + five helpers

See the sign-up sheet at the next chapter meeting.