

January Meeting

The chapter met at the Franklin Airport conference room at 10:30 on January 15 with 20 people attending.

We received a card of thanks from Everett Williams for flowers the chapter sent him during his surgery. Everett is undergoing chemotherapy now and is reported to be holding up well. He still visits the airport when he can. We look forward to the day Everett gets to fly and instruct again.

The B-17 flights at Newport News Airport the last weekend of October 2004 will bring the chapter \$500.00. Thanks to all who participated, and thanks to Bryson Trumble for organizing our volunteers. Several of us got free rides in the B-17 because seats were available on scheduled flights. We were also treated to a presentation of the history of the B-17 and pictures from the weekend at Newport News. The highlight of this weekend was seeing former B-17 crewmembers coming to tour it and in some cases getting to fly in it. There was still the sparkle in their eyes from adventures long ago.

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Pitcairn PA-6 Mailwing

Folis Jones

May 1st, 1928 marked the beginning of mail flights on Civil Air Mail (CAM) Route 19, from New York to Atlanta, using the rakish new Pitcairn PA-5 Mailwing. The advent of lightweight, efficient radial engines finally put ex-military planes like the D.H.-4 and the Curtis Jenny out of the airmail business.

Walter Pitcairn, who built the mailwing to fly his own routes, found that the long-nosed biplane appealed to the sports pilot as well, and offered a two place version for under \$10,000.

As the depression deepened in the thirties, flying the mail was one of the few profitable growing businesses around. Pitcairn's routes on the east coast soon merged into Eastern Air Transport, later renamed Eastern Air Lines. Pilots working for Pitcairn could make \$6,000 a year flying upwards of 120 hours a month, a princely salary indeed in those days.

Stephen Pitcairn, son of Walter, restored and maintains several original PA-6's. They can often be seen at such events as Oskosh with Pitcairn himself flying them. (Note: The Air Mail logo and markings on my Poosemoth were taken directly from an original 1932 Pitcairn blueprint.) □



We had one new member introduced at the chapter meeting, Lonnie Best, of Rich Square, N.C. Lonnie is building a KR-2S, as shown below and has the fuselage done. Our own Folis Jones is the technical advisor. □



KitFox Sweepstakes

EAA Chapter 517 in Missoula, Montana is conducting a fund raising sweepstakes and the Grand prize is a beautiful 1997 KitFox Model V (appraised value \$48,500). The normal ticket price is \$25.00, or ten tickets for \$200.00 (a maximum of only 4,000 tickets will be sold). Want to save \$5.00 per ticket, join some friends and buy 10 tickets at a time. Full details about the sweepstakes can be found on the chapter web site at www.eaa517.org You can download the entry form from the web site or request an entry form by mail at, EAA Chapter 517, Inc., PO Box 16446, Missoula, Montana, 59808 or by e-mail at: EAChapter517@aol.com. Good luck! □

The description from the Rand Robinson advertising includes the following:

“The KR-2S is the latest KR in the fleet. It includes a 16 inch stretch in the fuselage over the standard KR-2, more head and leg room and pre-molds made of the latest oven-cured, vacuum-bagged pre-pregs. Its stylish raked canopy and fixed landing gear give it a racy appearance that is only exceeded by its performance. The KR-2S will accommodate engines including VW's, Subaru derivatives, Continental C-85's, and O-200's.” □



One Patriotic KitFox

CALENDAR OF EVENTS

FEBRUARY 19, 2005

CHAPTER MEETING, FRANKLIN AIRPORT 10:30

HAWAIIAN DAY (WEAR APPROPRIATE ATTIRE OR PAY A DOLLAR)

PRESENTATION: HOT AIR BALLOONING BY DAN (CAPTAIN)

KIRK, COOKOUT, FLY YOUR BUDDY

CALENDAR OF EVENTS (CONT)

FEBRUARY 26

MID-WINTER CHILI FEED, STAG AIRPARK (7NC1), BURGAW, NC.

Contact Tony Spicer at 910 392-9141 or sonex32@earthlink.net.

MARCH 19

CHAPTER MEETING, FRANKLIN AIRPORT 10:30

PRESENTATION: FLYING AS THE ENEMY, USAF AGGRESSORS HISTORY, DALE FOWLER; FLY YOUR BUDDY

Meet Our Members, David Morgan

By Jeff Hopkins



David Morgan was born in Kansas and raised in Gainesville, FL. He currently lives in Smithfield with his wife, Brynn, and their three children—daughters Ashley (10, going on 20), Bailee (7), and son Ryan (5). Brynn is a Judge Advocate General (JAG) Corps Officer stationed at Langley AFB and Dave, well, Dave just has the toughest job known to man—staying home taking care of a family.

Dave's earliest memories of aviation include stinging fingers caught in the path of a Cox .049's spinning propeller and the unforgettable aromas of methanol/alcohol fuel and a hot glow plug wafting from his control line airplanes. Dave took his first real airplane ride in "about 1973" when he was 13 or 14 in a Piper Warrior at the local

airport. A half-hour flight cost him five dollars.

After high school Dave found out his father held a private pilot's license, but had not flown since the late forties. Once his father became current and comfortable in an airplane again, they went up together in a C-152. Dave started taking lessons shortly thereafter, and one year later (1981) held a license of his own. Dave received a commission in the Air Force through Air Force ROTC and upon graduation from college attended Undergraduate Pilot Training at Columbus AFB, MS. While there he met Brynn. The remainder of Dave's Air Force career was spent at McGuire AFB in New Jersey.

It was at Lakeland, New Jersey in 1998, that

a particular airplane caught Dave's eye one day. It was sitting on the ramp in a row of warbirds. Later that day he saw more of the same aircraft, in general aviation paint, parked in an area designated for vintage aircraft. Upon asking, he learned they were Navions. Dave bought his Navion in 2000 and after four hundred hours could not be happier with his choice. He maintains there are a lot of faster planes and planes that are cheaper to operate, but he has not found anything that makes him feel more comfortable while he is in it, than does the Navion.

Dave has an interest in experimental aircraft, too, but has never had the time (in-between moves) or the money at the right times, to build an experimental aircraft in which to perform the mild aerobatics that he enjoys. Dave and his family will be moving again, soon, to Idaho this time. We will miss him and wish he and his family only the very best. □

APRIL 12 – 18

SUN 'N FUN IN LAKELAND, FLORIDA

April 23

CHAPTER MEETING, 10:30 FRANKLIN AIRPORT,
PRESENTATION: SUN-N-FUN REPORT. AFTERNOON
HANGAR TALK SESSION: RADIO PROCEDURES AND
TECHNIQUES, FLY YOUR BUDDY DAY.

MAY 21, 2005

FRANKLIN COMMUNITY DAY @ FRANKLIN AIRPORT
YOUNG EAGLE RIDES, PEDAL PLANES, STATIC DISPLAYS &
MUCH MORE. OUR CHAPTER HAS A BIG PART TO PLAY IN THIS
EVENT. PLEASE VOLUNTEER TO HELP WHERE YOU CAN.

May 28

CHAPTER MEETING, 10:30 FRANKLIN AIRPORT,
PRESENTATION: FLOAT PLANES, FLY YOUR BUDDY. □

**Be sure to pay your annual dues to
Karen Bradshaw, \$25 individual or \$35
for a family.**

B-17 at Newport News, *Fuddy Duddy*



Fuddy Duddy was loaned to the EAA to take the place of the damaged *Aluminum Overcast* and to continue to make a flying tour. The following description is from the EAA website.

“The aircraft's paint scheme is that of the original *Fuddy Duddy*, a B-17G assigned to the 8th Air Force, 447th Bomb Group, 708th Bomb Squadron. The airplane did not see combat and is fully equipped for passenger flights.

The Wings of Eagles B-17G was built by Douglas Aircraft in 1944 at their Long Beach, California, plant and delivered to the Pacific Theater where it was converted for use as a VIP transport. In 1946, Gen. Dwight D. Eisenhower used the aircraft on his tour of the South Pacific. Gen. Douglas MacArthur also used it in the 1950s. Acquired by the National Warplane Museum in 1986, it was restored to resemble the *Fuddy Duddy*, an 8th Air Force B-17G assigned to the 708th Bombardment Squadron, 447th Bomb Group that was lost in a mid-air collision over Mannheim, Germany, on December 30, 1944.” □