

June Chapter Meeting

By Dale Fowler

About 25 members met on June 18 at the Franklin Terminal. President Buz Rich introduced visitors Dennis Copeland, here for the glider presentation and David Haak, who has a Skyraider ultralight. Buz also mentioned that Barry Pavlina had renewed his membership. Buz also went over upcoming events and local news. He mentioned that Oshkosh is coming soon (July 25 – 31) and this year will be a gathering of bombers, Spaceship One, and the Global Flyer. About the bombers, the EAA website has this, "In honor of the 60th anniversary of the end of WWII, EAA AirVenture is bringing together all of the major American bomber aircraft in a rare joint appearance. You'll have the opportunity to see the B-17, B-24, B-25, B-29 and others up close and in flight during the daily air show and in a special expanded air show on Saturday."

A major difference for the Tri-Chapter Fly-in on Oct 15 is that Chapter 156 will run the pancake breakfast. Let us see if they can match the delicious breakfast that Parker

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800 Miles at 800 Feet X 2

By Buz Rich



NC31178
1940 J3 Cub Sport

In an effort to promote the **2006 Cub Convoy to Sun-N-Fun** and check the route that the Virginia group plans to use, I made a practice run to Lakeland this year in my J3 Cub. From my hangar at Franklin, Virginia, to Lakeland is about 800 statute miles one-way and I flew the entire route at about 800 feet AGL; hence the title of this short article.

For those of you that might not yet have heard of the upcoming 2006 Cub Convoy to Sun-N-Fun, let me briefly cover what is planned. Harry Mutter, of the Piper Museum at Lock Haven and owner of one of the "Round the World PA-12s", had the great idea to re-enact an event that took place in 1936. That year, Taylor Aircraft Company organized a Cub Convoy to the Miami Air Maneuvers that resulted in some 80 J2s and J3s from around the United States joining together as they made their way to Florida. 2006 will be the 70th anniversary of this event and a perfect excuse to get together with other Cubs (any variety, not just J2s & J3s) and fly together to Sun-N-Fun. Hopefully, Cubs from all over the US will fly together to Florida, joining up with more Cubs as they near the destination. Harry has arranged for all the Cub flights to gather at Love Field

CALENDAR OF EVENTS

JULY 16

CHAPTER MEETING @ FKN: TAMING TAILDRAGGERS. HOMEMADE ICE CREAM CRANKOFF. FLY YOUR BUDDY.

JULY 26 - 31

EAA AIRVENTURE, OSHKOSH, WISCONSIN

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.

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Darden and his crew provided. This will give us the opportunity to do lunch, maybe along with Chapter 339.

Joe and Linda Mathias provided just a great presentation about soaring, gliding, and gliders. Joe provided his history with gliders starting during WWII, a history that included a combat glider landing in Germany. Currently Joe and Linda fly gliders with the Tidewater Soaring Society located at Garner Airport in Isle of Wight County. If you are interested in gliding/soaring, contact either Joe or Linda or look up the Tidewater Soaring Society at tidewatersoaring.org.

After the meeting, Tim Riddick organized "Fly Your Buddy" flights. About 2 PM, we had our first ice cream "crankoff" for the year. Thanks to Parker Darden (probably Melissa), Karen Bradshaw, and Rachel Riddick for providing delicious ice cream. ^

(97FL, Weirsdale, FL, SE of Ocala), and from there we will fly the last 60 nautical miles to Lakeland for Sun-N-Fun where we will all park together in the Vintage Aircraft area.

My primary reason in making the trip this year in my Cub was to check the route and stops that I have planned for the group leaving out of Virginia next year. The two main goals in flight planning the trip were: first - to space the trip legs so that Cubs with only 12 gallons of fuel could safely make the trip, and second - to try to have each planned stop be at an airport with more than one runway.

The first goal is obviously imperative to safely make the trip, and the second goal should remove any crosswind worries that might cause anyone to not join us on the trip. As it turned out, both goals were met. I had a ball this year, and I didn't even have the enjoyment of other Cubs with me to make the trip more interesting. Just think how beautiful it will be to have all those Cubs flying together and parking together at Sun-N-Fun. ^

Have You Seen My Lost Speed?

By Dale Fowler

My Glastar has always been a 130 - 135 kt cruiser at 23 inches manifold pressure and 2300 rpm. On the way back from FKN Community Day on May 21, I noticed the cruise speed was 120 kts. I have looked for the lost speed all over Isle of Wight, parts of Surry and some of Chesapeake. Seriously, a pitot static check found a loose connection, and I may have gotten a couple of knots back. The compression of the engine is good as ever and static RPM is right at 2700. The RPM was checked against an optical gage and found correct. An oil change and filter inspection showed more metal sparkles but nothing significant. Nothing has changed aerodynamically on the airplane. So...if anyone sees my lost speed, let me know and I will come pick it up ASAP. ^

Meet Our Members: C.A. Nuckles

By Tim Riddick

Charles 'C.A.' & Robin Nuckles, Jr. are Charter Members of Chapter 1377. They reside in eastern Surry County adjacent to the Surry and Isle of Wight County lines. C.A. had a childhood dream to own and work on aircraft and to also have his own personal airstrip. It became a reality when he established Beaver Dam Airpark (VA33) in 1999. Beaver Dam is located 1.2 miles down a mixed surface lane off of Route 626. C.A. has a 2000 foot well groomed grass runway oriented 9/27. Two hangar rows and a large hangar house various experimental and ultralight aircraft and projects plus there is outside parking.

C.A.'s childhood dream began in the range of age 6 to 8 when his uncle, George Nuckles, (who established the Portsmouth Flying Club at Hampton Roads Airport), took him flying in a Cessna 172. C.A. recalls hardly being able to see out of the cockpit windows. He started flying in 2000 and earned his pilot license in July of 2001. His first purchase was two J3 Wizard Ultralights, one of which was flyable.

C.A. has a newly constructed 50' x 60' hangar in which he does aircraft and engine repairs. A Certified Rotax Engine Technician, he also performs fabric installations and repairs and was certified through the EAA for painting through a class he took in Georgia. Available is an A&P Technician that will work with C.A. where there is the need for additional expertise.

Future enhancements to Beaver Dam include lengthening the runway to 3000 feet, removing trees at runway ends, and building more hangars.

Beaver Dam is shown on the Washington Sectional and 122.85 is monitored. The EAA and AirNav websites provide more information. Upon your arrival by air or land, you will be welcomed by their

canine greeters Shasta and Naomi, along with their feline staff Dipsy and Tiger, each of which is hangar and aircraft savvy. C.A. and Robin host an annual fly-in and pig roast the first Saturday after the 4th of July. At other times, visitors are always welcome for hanger talk and business is open for repairs and painting.^



C.A. Nuckles



Beaver Dam Airpark Fly-in July 9, 2005