

Franklin Community Day

By Dale Fowler

Our chapter provided many volunteers for this annual event and we can be proud of our accomplishments. There were about 50 aircraft that flew in with a total attendance of about 2000. The city of Franklin and the surrounding area really supports this airport and we need to keep this rapport going.

Our chapter was thoroughly involved in planning, parking, registration, the auto show, the peddle plane airport, Young Eagles, and probably many other activities that I personally did not see or hear about. We also got a lot of help from Tim Riddick's church youth group and the police Explorer group.

Two activities deserve special mention: (1) The Peddle Plane Airport was run by Ed Pinney and Adrienne Slavonik with much assistance from Tim Riddick's group. That may have been the busiest airport in the country May 21. There is already talk of formation "fly-by's" for next year. (2) Young Eagles. We had 13 pilots including two from chapter 156 and four from chapter 339 and

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Langley Adventure

By Folis Jones

This May, as in years past, Langley Air force Base held its annual air show. This is primarily a military display of the latest hardware, both statically and dynamically.

We were fortunate to have been invited last year and this year we received another invitation that we eagerly accepted. This is not a casual process, as the Air Force does not allow civil aircraft to simply drop in for a visit, especially with the current security mentality. So to be able to fly in we had some homework to do to ensure we would not be met by a gaggle of F-15's prior to our arrival. Those invited are given the royal treatment: free food, free fuel, free accommodations, and hangar space if requested. When I say food I don't mean junk or fast food, this event is catered by civilian vendors and featured excellent steak, chicken, and pork, as well as shrimp salads. They also had a lounge called "Air Show Central" that had food and snacks available.

Since the Poosemoth had been in winter hibernation we needed to complete its normally scheduled spring annual conditional inspection. Since this summer marks the tenth anniversary of its first flight I wanted to do an exceptionally thorough annual. Next we were issued what the Air Force calls "PPL's" which means "prior permission to land" codes. One cannot land at a military base without them. Finally we had our PPL numbers, the annual done, and were poised to launch on May 13th.

The flight over was quite pleasant and the Poose throbbed along as always. I contacted the tower and was told to notify them when final was established. Well, you have to understand the Poose does not exactly dazzle

CALENDAR OF EVENTS

JUNE 18

GLIDERS AND SOARING. HOMEMADE ICE CREAM CRANKOFF.

HANGAR TALK SESSION – PATTERNS. FLY YOUR BUDDY.

JULY 9 BEAVER DAM AIRPARK FLY-IN (VA33)

JULY 16

TAMING TAILDRAGGERS. HOMEMADE ICE CREAM CRANKOFF. HANGAR

TALK – SECTIONALS, FLY YOUR BUDDY.



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flew 125 young people. The registration desk was staffed by a dedicated group that included our members and members from other chapters plus several members of the 99's. All involved did just a super job dealing with the routine and the not routine – like a T-28 closing the preferred runway.

Special thanks go to Jimmy Gray for his great planning and dealing with everything that popped up that day. Woody is to be commended for getting a bunch of airplanes refueled as quickly as possible when everyone wanted to leave at just about the same time. One last note, I was involved in the planning meetings that happened each month leading up to Community Day. I have never seen a more cooperative group of people than these people from Franklin. □

anyone with its approach speed, 70 mph. To the tower, used to fighter jets I must have looked as if I were suspended out there. I was told to “land long” and I did. At the approach end of the runways are well marked sets of steel arresting cables designed to stop aircraft much like the Navy arresting wires on a carrier. Landing short of these cables would have caused major damage to my landing gear. I landed long, but still had to taxi a long way on Langley's 10,000 foot runway.

After landing I was directed to contact ground control and follow the “follow me” truck. Once the engine was shut off a young officer welcomed me. They had golf carts loaded with fresh cold drinking water as well as beer, all free.

With issued credentials I was given a wristband, which identified me as a participant. I was wearing my flight suit with Russian military patches and insignia sent me by a friend who works for Sukhoi. It was interesting to watch people try to be casual as they stared at them. We found if you are wearing a flight suit no one challenged you no matter which area you walked into.

The show itself was really nice, we got to see the new F-22 Raptor do it's thing along with many varieties of current fighter planes as well as WWII aircraft. The B-2 did a fly-by, it was eerie as it looked like something from Hollywood rather than an operational aircraft, very lethal looking indeed. The Thunderbirds flew their show and the Navy flew some Super Hornets. The weather started to get really nasty Sunday night so we elected to take up their offer of hangar space and the Poose spent the night parked behind an F-15. Monday morning the winds were still strong so I waited until that evening to fly back. The only glitch was the Air Force does not have any 100LL so we were forced to put five gallons of auto gas in Poose to ensure plenty of reserve. Although I probably had plenty of fuel seeing as how it is only 34 miles back to Franklin, but I don't take chances. I had a very routine and enjoyable flight back. □

Meet Our Members: Jim Friis

By Jeff Hopkins



Jim Friis was born and raised in Washington D.C. He and his wife Carol (married 51 years in April) attended High School together there. They lived in the Washington area, off & on, for 42 years and have three grown sons; the youngest of which, John, is a Lieutenant in the Franklin Fire and Rescue Department. Jim worked for AT&T's Long Lines Department, in radio and television transmission, and retired from the AT&T Headquarters in New Jersey after 32 years with the company. He and Carol lived in Flemington, New Jersey (the location of the 1935 Lindbergh Trial) not far from Valley Forge, PA. According to Jim, Franklin is very similar to Flemington in size. Jim and Carol have lived in Franklin for a little over a year.

When Jim was a boy, he would go for drives with his grandparents around the D.C. area and remembers Washington Reagan National Airport, then called Hoover Airport being located where the Pentagon is now. He also remembers the Potomac River being filled in and National Airport being moved to its far side, as well as, watching the construction of the Pentagon in 1942.

One of Jim's earlier jobs was delivering papers and the route manager, an ex-WWII fighter pilot had an airplane—an old Ercoupe. When the delivery boys were fortunate enough to not have any customer complaints during a month of deliveries, the route manager would take them for a ride in his airplane. The airplane was kept at Hyde Field which was located where Seven Corners is today—in Falls Church. Jim first flew with his route manager in 1947.

Jim was a member of the Naval Air Reserve at Anacostia Naval Air Station after high school and later joined the Air Force. He reported to San Antonio, Texas for Basic and Technical Training and was, subsequently, stationed for three years in England at RAF Chicksands, just north of London. While there he worked in communications intelligence. After his tour in the Air Force, Jim went to work for AT&T.

Upon retirement from AT&T, Jim and his wife moved to Orlando, FL where they lived for fifteen years and Jim started flying. Joining the Central Florida Senior Squadron of the Civil Air Patrol in Orlando in 1992, he holds the rank of Major and the title of Master Observer. As an observer, he sat in the right seat handling the radio, navigation, and all observing while the pilot flew the airplane.

In 1995, Jim joined the Coast Guard Auxiliary and flew with them for about seven years. They performed search and rescue, hare and hound, as well as, radar calibration flights for radar stations and ships. Jim also joined the Shriner Flying Unit and was the Commander of the Orlando unit in 1995 and 1999. During 1997, he was the Florida State Shriner Association Commander of eight units whose mission was to fly children to Greenville and Cincinnati for their hospital appointments.

Jim is also a lifetime member of Valiant Air Command, a war bird organization, for which he was a flight line marshaller and safety officer at various air shows in Georgia and Florida.

Jim is currently a student pilot and plans to complete his private pilot license with Everett Williams in the near future.□

May Chapter Meeting

By Dale Fowler

The chapter met at the Franklin Terminal building May 28 at 9 AM with about 25 present. As visitors we had Cameron Hopkins, Steve Solomon, John Bright, and Wayne, Aaron and Patrick Campbell. Kumars Bahri has recently joined the chapter.

Joan Jones and Henry Joyner gave a presentation on how to get a seaplane rating. Henry said it was the most fun rating one could ever attain. You can call him at 252-345-0111 for information or to schedule your checkout. He is giving discounts for two or more people from our chapter who get the rating.

Tim Riddick presented the chapter with a photo collage of the May 21 Community Day activities.

Tom Slavonik related a story of flying an "older gentleman" at Suffolk after the May 22 Young Eagle event. This was a good reminder that we need to reach out to adults in addition to young people. EAA has a program called Flying Start that does just that.

After our meeting, Tom flew a Young Eagle and several of us flew "buddy" flights.□

Stolen Property

By Joe Mathias

We received an email from Ken Kellett, our friend who works for Kermit Weeks at Fantasy of Flight in Florida; his 24-foot trailer was stolen with its contents of French Caudron wings and tail feathers. He thinks possibly that the thieves might try to unload the airplane parts when they find out what they took; will you please spread the word to chapter members in case they see or hear anything relevant?□

The Eagle Flight (Flying Young Eagles Around the World)

From the log of Jared Aicher

June 5, 2005

We took off out of St. Mary's County, Maryland this morning and had to divert to an airport outside of Richmond, Virginia, due to low clouds and reduced visibility along our route and destination.

After a couple of hours the clouds began to lift and our two teams headed for Franklin, Virginia. Once on the ground, Stacey gathered the children and the flights began. I flew three children there, including one who had never flown before. I find it so rewarding to take someone on their first flight! The people were great in Franklin and I hope I can make it back again next summer. I would like to thank the airport manager, Jimmy Gray for purchasing our lunches and offering to pay for our fuel.□

Scenes from Community Day

