

## February Meeting

The chapter met at the Franklin Airport conference room at 10:30 on February 15 with about 25 people attending.

Dan (Captain) Kirk gave a great briefing about flying balloons. He provided a history of ballooning and superb pictures. After the meeting Dan and several members attempted to inflate the balloon, but the wind started blowing and the attempt had to be abandoned. That is when several members gained an appreciation for the number of details in prepping a balloon to fly and to recover it from flying.

There were just a few flights in the "Fly Your Buddy" event in the afternoon, but, as usual, these flights were appreciated.

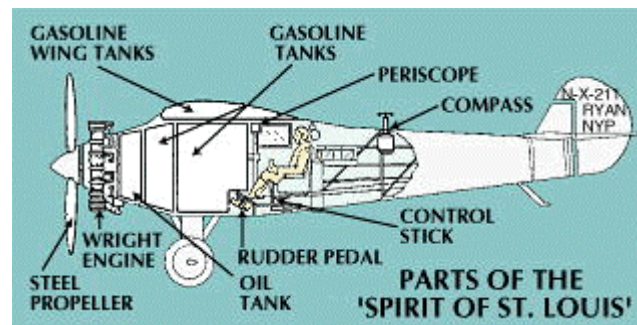
Thanks to Christie and Karen for the fine lunch spread.

Christie has agreed to collect members' photos and place them on the web site. This is a great way to place faces with names. Please cooperate with Christie to complete this project. □

## 1927 Ryan Spirit of St. Louis

By Folis Jones

The most extraordinary thing about Charles Lindbergh's Atlantic-spanning plane was its very ordinariness; it looked typical of the new cabin monoplanes that were appearing on the airfields around the country. Though the wings were long (46 feet) to boost range, the design was based on the small, four-place M-2 built by the then-unknown Ryan Company. It was nothing like the multi-engine Fokker or Sikorsky heavyweights that Noel Davis and Admiral Byrd's crews had chosen. The engine seemed quite ordinary as well, a standard 220 hp Wright J-5, but the Whirlwind could run forever without missing a beat. The most unusual features were inside the plane, behind the burnished-but-windowless front cowl: a huge, 425 gallon fuel tank behind which sat a single pilot.



Just one man to fly the 3,600-mile distance. This pilot looked pretty ordinary as well. He was just a kid really. Sure, he had lots of time in the air, barnstorming and flying the mail for the Army, but nonetheless a nobody. Still, "Slim" Lindbergh had organized, financed, and supervised the construction of his aircraft and single-handedly prepared every aspect of the record attempt. He then flew the 33 1/2-hours after almost two days without sleep. □

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# CALENDAR OF EVENTS

MARCH 19

CHAPTER MEETING, FRANKLIN AIRPORT 10:30 PRESENTATION:  
FLYING AS THE ENEMY, USAF AGGRESSORS HISTORY, DALE  
FOWLER; FLY YOUR BUDDY

MARCH 19

SPORTSMAN 2+2 OPEN HOUSE, MONTPELIER, VA, RSVP, CONTACT  
DALE FOR DIRECTIONS/DETAILS.

APRIL 12 – 18

SUN 'N FUN IN LAKELAND, FLORIDA

April 23

CHAPTER MEETING, 10:30 FRANKLIN AIRPORT, PRESENTATION:  
SUN-N-FUN REPORT. FLY YOUNG EAGLES (YOUTH VOLUNTEERS FOR  
FRANKLIN COMMUNITY DAY, AFTERNOON HANGAR TALK SESSION:  
RADIO PROCEDURES AND TECHNIQUES

MAY 12 – 15

MID-ATLANTIC FLY-IN, LUMBERTON, NC. (KLBT)

WWW.MIDATLANTICFLYIN.COM

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.□

takeoff on an instrument flight. You release brakes and move the throttle forward. Shortly after you lift off you are climbing into the scud and visibility outside becomes zero. You are now doing some serious flying, using only your instruments and the skills you have developed with hours and hours of practice. Suddenly, you break out on top and it is a totally different world. Seeing the bright sunshine and bright blue sky above - so different to the gloom and doom you just left - is almost a religious experience. Things are suddenly right with the world. TIWIF

Now, think of the above in reverse. A long flight in the clouds on instruments and now it is time for the decent back to earth. Once again through skill and training, you fly the approach and break out with the runway threshold in sight. You make a "squeaker" landing; cancel your flight plan and taxi back to your hangar. You just made the somewhat difficult look easy. Non-pilots would never understand the accomplishment, nor appreciate the skills required to do it. And it feels good. TIWIF

Taking someone for their first airplane ride is a wonderful experience, and one of my favorite "flying" things to do. This old buzzard has taken 140+ Young Eagles flying and I am convinced it is one of the most important things that we (EAA) do. One of my earliest Young Eagles is now an F-15 Strike Eagle pilot at Seymour Johnson AFB. All Young Eagles are potential future pilots and thus the future of flying. Over the past "almost 40 years", I have been fortunate enough to give a first airplane ride to many other people. Some of these were in the F-4 Phantom II, some were in a 2 place Pitts Special, and some were in your basic Cessna, Piper, Beech, Ercoupe, Citabria, or other types I have flown for first flights. However, the type of airplane really doesn't matter. What is important is giving the "newbie" a fantastic experience, one that they will fondly remember and one that just might result in them becoming "converts" or future pilots. The most important thing is to make it a pleasant experience. Too many pilots try to make flying look and sound too hard. I guess it pumps up their ego, but it often ends up scaring the "newbie" and thus we have lost

## Why I fly?

By Buz Rich

Think of a warm summer evening and you are flying near puffy clouds with their shapes glowing orange/red by the setting sun. There is no sight like it. What non-pilots can see from the ground is nowhere close to what we see from in-flight. That is why I fly. (TIWIF)

How about a flight above a large city on a clear night? Pilots have a fantastic view of the city that looks something like sparkling diamonds and jewels on black velvet. Non-pilots cannot begin to imagine that sight. In the night time cockpit of a small general aviation airplane you get a view that is so much better than an airline passenger's view through the tiny side window. TIWIF

Think of an absolutely rotten weather day; low ceilings, rain, low visibility. You are cleared for

## Meet Our Members: Lonnie Best

By Jeff Hopkins



**Lonnie Best** was born in Goldsboro, NC and today resides with his wife, Juanita, and four boys just outside Rich Square, NC. Lonnie is semi-retired from Rich Square Auto Service; his family owned and operated auto paint and body shop now being run by son, Greg. Naturally, when things become hectic at the shop Lonnie likes to help out, but the rest of the time you can find him in the building behind his house where he keeps his KR2-S project, or in his converted garage, which contains all the appurtenances of a modern wood shop. (The cars are kept caringly “hangared” in the carport.) Lonnie became interested in aviation through his father who started taking him flying when he was seven or eight years old. He has held a private pilot license since 1971 and has accumulated about 1200 hours of total flying time. He has owned an Aeronca Champ and a Cherokee 140. Lonnie hasn’t flown in

several years, but is looking forward to becoming current again just as soon as his KR is ready to fly. The way things are progressing on this project, that won’t be too long, for Lonnie just started it last Labor Day and is already attaching the completed wing spars to a fuselage that is up on wheels. He works on it every day, as much as is possible. The KR is being built from plans and was a natural choice for Lonnie, as he has always enjoyed working with wood. For power, he plans on using a stock 110 horsepower Corvair engine that is currently sitting on a workbench in the auto shop. He likes to run it from time-to-time and says it runs so smoothly it will sit on the bench, unsecured, and idle with no problem. Lonnie’s technical advisor for the project is our own Folis Jones. Lonnie is one of the latest additions to our chapter and on behalf of everyone, “Welcome aboard, Lonnie!” □

the opportunity to convert a “ground pounder” into an aviator, or at least a supporter of general aviation. At first they might be afraid to even get into the plane, but with a little urging, they can sometimes be talked into it. You might have to keep their mind off what is about to happen by talking to them the entire time you are taxiing to the runway. But the second you lift off, you can often see a wonderful expression come over their face. Then you know you have given the amazing gift to flight to another future “aviator”. Soon they are feeling at home in the sky and if they have the “right stuff” start to point out things on the ground that they recognize. Tentatively they try their hands at the controls, and soon they are confidently turning and banking over the countryside, now not wanting to go back to the airport. But of course you eventually must. The real reward comes after landing when the new aviator slips out of the seat with a new confidence and love of aviation. The “thank you” in the sparkle of their eyes is somehow more rewarding than their verbal “thank you”. They have lost their fear of flying and the next thing you know, they have signed up for flying lessons. You are so proud to have been a small part of their conversion. This a true story, and another TIWIF reason.

I'm sure there are dozens of other reasons why we fly, including the infamous \$100 hamburger flight – any excuse to get into the air, right? Or how about the “Angel Flight” that provides free air transportation for medical patients that can't afford to pay for an airline ticket and their health does not allow them to drive. I love a quick aerobatic flight in the Pitts just to get the “cobwebs” out of my mind. The Cub, low and slow on a late afternoon, is about as relaxing as it can get. Or, how about an afternoon family flight of about 200 hundred miles to visit a special location? Flying makes the trip not only possible, but also a relaxing getaway for the entire family. Think about flying from Virginia to mid-Florida in four (or six) hours –

depending on your airplane type. You can't make that time driving down I-95, but it is a reality in an airplane. All of these are reasons why we fly.

Think of the IP to target run in an F-4 at 540 knots at about “50” feet above the ground. With your hair on fire, the throttles in min-afterburner to kill the smoke, and your eyes on the target, the “pipper”, the terrain and the instruments at the same time, all the while checking for threats and your wingman's position. Or a 4 v 4 dissimilar air combat tactics flight on an ACMI range. Or formation takeoffs and formation landings. Or, deployments requiring multiple in-flight re-feelings. Yep, I miss it. That used to be why I flew.

Well, if you are reading this, I am sure you understand and feel the same way. There are so many other reasons to fly on which I have not even touched. **You tell us why you fly or about a special flight you have taken.** Dale will put in our newsletter and we can all benefit from your experience. That's our mission. But for now, I've got to get to the airport! I feel the need for speed.□

## Stag Airpark Mid-Winter Fly-in

By Dale Fowler

EAA Chapter 297 hosted a chili feed on February 26. This event was very well attended with many homebuilts (mostly RVs), vintage, and certified. Chapter 297 has a setup about which most EAA chapters can only dream - several hangars on a turf strip along with their meeting facility that includes a kitchen. The chili was outstanding and there were so many people the chefs were scrambling to provide more. Our chapter was represented by Buz and his friend, J.D. Brooks, who flew the Bonanza from Williamsburg. Janie and I flew the Glastar, and Joe and Linda Mathias flew their Cessna 180. Several members of Chapter 339 also made the trip. Despite the facts that the visibility was good, the sun was shining, winds were fairly calm, and there was no turbulence, it was a beautiful flying day.□