

April Meeting

By Dale Fowler

The chapter met at the Franklin Airport conference room at 10:30 on April 23 with about 30 people attending. As our guests we had young people and their supervisors from the local Explorer Troop.

Buz Rich provided a picture presentation of Sun 'n Fun 2005. This event enjoyed very good weather this year and was well attended. A number of new aircraft for the Sport Pilot classification were displayed.

After the meeting we flew 24 Young Eagles from the Explorer Troop and from a church youth group associated with Tim Riddick. These young people will help us with Community Day activities on May 21. Feedback from both groups was very positive. We also flew four of their supervisors. Thanks to Tom Slavonik, Tim Riddick, Parker Darden, Bill Rickard, Dale Fowler and Charlie Keith for braving the gusty cross-winds and providing good rides. □

North American T-6

Texan/Harvard By Folis Jones

It was a teenager's wartime dream come true: flying high in a T-6 trainer, the next best thing to a real fighter plane. Fifteen thousand flew the bumps and circuits, taught formation flying and the basics of dog fighting to the hundreds of thousands of kids who aspired to Mustangs and Lightenings. Since 500 HP could be a handful, those advanced trainers, called "Texans" by the Army and "Harvards" by the Brits were built to take it- they were all metal throughout.

The North American AT-6 Texan dated from a 1935 design called the NA-16. The British "Harvard" appeared in 1938. Actually produced until 1954 in Canada, these planes were part of almost every nation's training course; some even saw combat. After peace came, they were put to every conceivable use: skywriting, racing, crop dusting, movie stand-ins for other planes, and in 1947, when the U.S. Air Force became a separate branch of service, the T-6 was still a mainstay, teaching future jet jockeys some humility. Just a few years later, in Korea, T-6's found a new identity as "Mosquitos"--forward air controllers -- directing attack planes in the battle zone.

Hundreds of them are still flying today-and why not? They are great fun...and loud too!



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CALENDAR OF EVENTS

MAY 21, 2005

FRANKLIN COMMUNITY DAY @ FRANKLIN AIRPORT YOUNG EAGLE RIDES, PEDAL PLANES, STATIC DISPLAYS & MUCH MORE. **THERE WILL BE NO CHAPTER TENT TO SELL REFRESHMENTS AND PASS OUT EAA AND GENERAL AVIATION INFORMATION. NO ONE VOLUNTEERED TO RUN THE TENT.**□

May 28

CHAPTER MEETING, 10:30 FRANKLIN AIRPORT, PRESENTATION: FLOAT PLANES AND A FLOAT PLANE GROUND SCHOOL!!!, FLY YOUR BUDDY.□

JUNE 11 VIRGINIA GLASTAR FLY-IN, FARMVILLE AIRPORT.

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.

Editors Note: Today there is another T-6 training Air Force and Navy pilots. It is the T-6 Texan II, built by Raytheon.



Flying Start programs. You don't have to be a pilot. Every time we fly these flights we need a ground support crew.

Another way to insure aviation has a positive future is to support those groups that support aviation. I am a member of the EAA, the Vintage Aircraft Association (VAA), the International Aerobatic Club (IAC), the AOPA, the American Bonanza Society (ABS), and probably some others that I am not remembering just now. Why, because there is no better representation for aviation in our government than the various aviation "alphabet" groups. Your membership in these groups helps to insure that the aviation freedoms we enjoy will continue into the future. I encourage you to join and support these aviation groups. I also urge your support for the AOPA Air Safety Foundation and the ABS Air Safety Foundation, because these safety groups are dedicated to solving aviation safety concerns. They help make flying safer for us and, I might add, provide inputs to the FAA on AD issues.

Now that I have encouraged you to join these national groups, how about your support on the local level. You are likely reading this because you are a local EAA chapter member. Great, EAA Chapters provide great programs to the local membership and also give back to the local airport and community with many aviation projects and programs. But could you do more? Have you volunteered to help out with chapter activities? Most organizations have

IT PAYS TO INVEST IN OUR FUTURE

By Buz Rich

Pardon me if I preach to the choir just a little bit, but I believe very strongly that the future of aviation, as we know and enjoy it, is dependent on those of us that have the privilege to enjoy it today. We can certainly do some things today that will insure that those pilots that follow us will continue to have the opportunity to fly. Here are a few thoughts on investing in aviation's future.

One obvious thing we can do is to support the EAA's Young Eagles and Flying Start programs. Both of these outstanding programs help to introduce aviation to a new group of potential future pilots. But another reason to fly Young Eagles and Flying Start flights is because it is FUN. What is more fun and enjoyable than sharing something that you love with another? It is an opportunity to be an aviation ambassador and show the "newbie" what flying is all about. So, invest in aviation's future and get involved in the Young Eagle and

Meet Our Members: Everett Williams

By Jeff Hopkins



up and seeing a contrail, the sight of which prompted him to question why he was becoming involved with Army aircraft when what he was really interested in was jets. He switched to Air Force ROTC the following semester and was commissioned a Second Lieutenant in the Regular Air Force and a Distinguished Military Graduate upon graduation. His first flight was in October 1957 at VPI, flying Cubs, PA-18s, and "something called an Interstate" receiving his private pilot's license in April 1958.

Everett received orientation training at Lackland AFB in San Antonio, TX before moving to Bartow, FL to receive training in T-34s (30 hours) and T-37s (90 hours). He was then assigned to

Everett Williams is our flight instructor at FKN. Everett was raised near Carrsville about 2 and ½ miles from the airport. He has been married to his wife, Carolyn, for 45 years.

Everett's first memories of things aviation involve an airshow at FKN in the early 40's. He recalls Piper Cubs dropping sacks of flour in a target contest and picking up stunt men from the back of a pickup truck using a rope ladder and then setting them back down on the pickup truck as it cruised down Runway 32. He remembers the military aircraft parked on the ramp during WWII and them flying "everywhere" overhead.

Everett graduated from VPI with a BS degree in Agricultural Engineering in 1958 and an MS in 1960. His area of emphasis was equipment. While at VPI he started Army ROTC, as he was interested in the aviation program. He recalls walking across the parade field one day, looking

Laredo AFB in Laredo, TX for training in T-33s, just missing the changeover to T-38s.

Everett's first permanent duty station was at Pease AFB in New Hampshire, just north of Boston. While there he flew KC-97s, a converted Boeing 337 Stratocruiser. He spent much of his time there on alert--waiting. Everett maintains he handled the tedium of alert status fairly well, but still felt himself becoming physically and mentally "lazy" due to the continual inactivity. He left active duty 1 June, 1965 and took a job with Ford Motor Company's Tractor Operations Division. He also joined the Michigan Air National Guard and was assigned to the 107th Fighter Squadron in Detroit, flying RF 84s and F100s. Everett served as the Squadron Operations Officer, responsible for 22 pilots and 18 aircraft.

In 1973, Everett was moved to Paris, France by Ford and spent a year there. As a result, he became inactive in flying and remained so from 1974-78. In 1978, he became active after joining a club with a 182 and has been active ever since.

In 1988, Ford bought the New Holland company and Everett was assigned to Lancaster, PA where he worked as Ford / New Holland's Engineering Manager of all U.S. agricultural tractors under 100 horsepower. In 1991, Ford sold New Holland to Fiat and in 1993 Everett retired from New Holland. Everett has also worked at the Blue Bird School Bus Company in Fort Valley, GA where he redesigned one of their large coaches; lengthening it, redesigning the tandem axle arrangement, and then the steering and cooling systems utilizing his expertise in hydraulics. He also enjoyed working with SCORE (Service Corps of Retired Executives) where he mentored and advised 20-25 clients per year in how to start their own businesses.

Everett has accumulated about 6000 hours of flying over the years and has been checked out in about 50 different aircraft. He holds single and multi-engine, instrument, and CFII ratings. He currently owns a 172 and a share in a Bonanza, but has always wanted to fly a P-51. He enjoys most just flying friends someplace to eat on a nice day.

In 6000 hours, Everett has been challenged more than once. The latest challenge came when he lost an exhaust valve in his 172 after taking off from Runway 32 with a student. After taking control of the aircraft from the student, Everett determined the engine was making enough power to return to the runway. Keeping the RPM up to keep the vibrating engine running, it turned out the biggest challenge was slowing the aircraft down, after making the field, to keep from running off the end of the runway. On a previous occasion, while flying left wing in a 4-ship, RF-84 diamond formation at 1500 feet, an

undetected high wing aircraft came head-on, right through the middle of the formation. Everett remains amazed today how everyone in the formation was able to react quickly enough to avoid contact with the intruding aircraft. On still another occasion, after finishing a recon (camera) training mission with the Air Guard, he popped up to (you guessed it) 1500 feet and was relaxing after flying the mission at 150 feet and 420 knots (think about that). A twin rapidly converging from 90 degrees to his left gave him just enough reaction time to dive underneath the closing aircraft. The negative Gs of the dive forced his head up against the canopy and he remembers walking around his aircraft, once back on the ground, checking for signs of contact with the other plane—unsure whether they had actually touched or not. Everett says he no longer flies at 1500 feet. □

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about 10% of their membership doing 90% of the day to day work. Those "warhorses" do get tired you know. Every group has those that "make things happen", others that "watch things happen", and a few that wonder "what happened". Which are you? We need your help so that we can "Get-R-Done".

Well, this is written, so I "Got-R-Did". Now I can dream of the next airplane I am going to build. □