

## September Chapter Meeting

By Parker Darden

Present were Tim Riddick, Joe Mathias, Linda Mathias, Glen Edwards, Ed Penny, Mike Beale, Karen Bradshaw, Dale Fowler, John Gaddis, Dorothy Gaddis, Parker Darden, Robert Rhodes, Tex Wade, Vicky Wade.

Tim Riddick opened the meeting and introduced new members John and Dorothy Gaddis.

Tim reminded every one of 1377's responsibility to host the youth area at The Virginia Regional EAA Fly-In at PTB on Saturday and Sunday October 1<sup>st</sup> and 2<sup>nd</sup>. Dale Fowler provided his computer for members to register online after the meeting and several signed up.

Dale stated that for the Tri-Chapter Fly-In on October 15<sup>th</sup> members volunteering for the first shift of aircraft parking need to be there at 7: 30 am to prepare for the days events.

Linda Mathias stated that the Ninety Nine's suggested that they could put on a Poker Run during the Tri Chapter Fly-In. Some discussion on the feasibility and timing of the event, Dale said he would get together with

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## Virginia Regional EAA Fly-in

By Dale Fowler

The annual fly-in was held October 1 and 2 at Dinwiddie Airport (PTB). After two years of terrible weather, the weather was just about perfect this year. There was a wide variety of aircraft from ultralights to warbirds. Vendor attendance was probably the best ever with several companies showing their kit planes. Light sport aircraft were very well represented.

Chapter 1377 was responsible for the Youth Tent. Saturday morning we had Tim Riddick, Parker and Melissa Darden, and Janie Fowler working. (Hillary Riddick worked at the volunteer check-in tent.) Mike Beale and John and Dorothy Gaddis worked Saturday afternoon. The man from NASA was really super, working both days and providing a lot of interesting demonstrations. In fact, sometimes the older "kids" made it hard for the real kids to see the action.

No one from our chapter won any of the drawings for which we sold tickets. Two of the winners had bought a bunch of tickets. It was a good fundraiser for the event because all prizes were donated.

Flying in the airshow were Bill Finagin in a Pitts S2C, Ron Saglimbene in a Siai Marchetti SF260, Charlie Kulp in his Piper J-3, and Charles Schwenker in an Extra 300. The show was opened by the arrival of a glider and closed by the Hanover Radio Control Group.

This is the first time I have gotten to see Charlie Kulp do his flying farmer routine in the J-3. He almost recalls the laws of aerodynamics by flying the J-3 sideways as much as he flies it forward. ^

## CALENDAR OF EVENTS

OCTOBER 15

TRI-CHAPTER FLY-IN @ FKN.

VOLUNTEERS ARE NEEDED

OCTOBER 22

CHAPTER MEETING EASY VFR NAVIGATION

OCTOBER 26 – 30

NAFI REGIONAL COLLEGIATE FLYING COMPETITION

NOVEMBER 12

YOUNG EAGLE FLY @ FKN FOR SOUTHAMPTON MIDDLE SCHOOL

NOVEMBER 19

CHAPTER MEETING @ DICKIE TODD'S HOUSE, CURRITUCK COUNTY AIRPORT

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Linda after the meeting to work out details.

Our newest members arrived and were introduced, Tex and Vicky Wade. Tex elaborated on his beginning in aviation.^

Dale Fowler stated that we had been approached by a principal from the Southampton Middle School to introduce 25 youngsters to aviation. Young Eagle flights and a lesson on aero dynamics would be planned sometime in November, probably the second weekend.

Tim Riddick reminded every one to please fill out a chapter feedback form. Form is located on the Chapter Website.

Dale Fowler gave a talk on on being prepared to survive should you happen to land at other than an airport. Having things like a cell phone, water, good shoes, long pants, and a signaling mirror just might get you out of the "brier patch" in good shape.^

Want to Buy: BC-12D Taylorcraft. Flying condition preferred. 703.533.3460, mhorowit@cox.net

Thanks, Mike Horowitz, EAA Chapter 186

## Tidewater Virginia Tri-Chapter Fly-in, October 15 at FKN

### Schedule

(All times subject to change except sunrise & sunset.)

0715 Sunrise

0730 Parking crew ready

0800 Registration opens

Pancake breakfast starts

1000Pancake Breakfast ends

Aircraft judging starts as aircraft arrive

1030 Power-On Accuracy Landing Event, 1<sup>st</sup> heat

1100 Power-On Accuracy Landing Event, 2<sup>nd</sup> heat

1100 Aircraft for judging must be on the ramp

1130 Ultra Light Competition, 1<sup>st</sup> heat

1200 Ultra Light Competition, 2<sup>nd</sup> heat

1230 End of morning flying competition

1300 Lunch starts

1300 Aircraft judging ends, results tabulated

1400 Poker Run hands opened

1430 Lunch ends

Ultra Light Competition, 1<sup>st</sup> heat

1500 Ultra Light Competition, 2<sup>nd</sup> heat

1530 Power Off Accuracy Landing Event, 1<sup>st</sup> heat

1630 Power Off Accuracy Landing Event, 2<sup>nd</sup> heat

Competition Ends

1645 Awards Ceremony

1831 Sunset^

## Meet Our Members – Dave Watson

By Tim Riddick

Dave is based at Suffolk but likes to visit Franklin for hanger talk. He achieved his private ticket in 1962 and began instrument and commercial training about 1979. Dave's first airplane was a Cessna 175 – after earning his instructor rating in 1983 he began instructing in it. Dave partnered with Bill Singleton at Suffolk (SFQ) and the two introduced many people to flying and the subsequent earning of their wings. Some while later, Dave was offered a hanger with an office. Business was so good that he added two Tomahawks, a Cessna 150, and in 1993, a Mooney. With the workload continuing to build, the managing of the business was overwhelming and Dave decided to sell all but the Mooney and get out of primary flight training. Dave continues to provide flight reviews and mentors friends about flying. After selling the Mooney, he bought a PA 22-20 Colt to sharpen his tail wheel skills. Dave presently owns a 1956 Cessna 172 that provides enjoyable recreational flying. He is a great guy to sit and discuss just about any topic of interest, especially aviation.^



## Poker Run October 15

Linda Mathias and a couple of her friends in the 99's suggested we do a poker run during the Tri-Chapter Fly-in. This will test your land and air navigation skills and, if you are skillful and lucky, maybe pay for some of the fuel you will use. The game will consist of five cards, one at the Wakefield Terminal (AKQ), one at the Suffolk Terminal (SFQ), one at the Franklin Terminal (FKN) at aircraft registration, and two cards on the grounds of FKN (that's the ground navigation part.) Hands will cost \$5 and the bank will be divided with 50% to the best hand, 30% and 20% to the second and third best hands, respectively. You may play multiple hands and/or buy hands for someone else. For those not based at FKN, you should probably fly to AKQ and SFQ before going to FKN. You can even drive to those locations if you desire. Do not open the envelopes until the hands are played at FKN.^

## Drawing October 15

We have not worked out all the details yet, but Steve Solomon has been soliciting aviation companies for various items. Looks like we will have two or three leather jackets, a Dave Clark headset and various T-shirts, training DVD's and other good stuff to give away to the purchasers of winning tickets. The money earned will probably be used to defray the expenses of the fly-in.^