

EAA 297 ***- KITTYHAWKERS -*** ***NEWSLETTER***



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NUMBER 8

PRESIDENT'S PROPWASH – August 2025

Congratulations to Bob McGowan on his upcoming wedding to Carolyn on Saturday July 26th. They graciously have given an open invitation for members to share their special day! The ceremony will begin at 1600 hours at the Bible Baptist Church, 2190 US 117 St Helena Nc.

So, this year has yielded TWO Fly-In WASHOUTS! As Mark Thoman pontificates, "No matter how far out the Chapter plans an event, you can rest assured THAT is when the crummy weather will be a factor." - reciting many fly-ins or scheduled flying events postponed in the past years. I believe the Chapter should produce a calendar, with only our events on it, so weather forecaster can get a head start. That calendar might be a great fund raiser! Of course, with THIS Chapter, they take all of this as a CHALLENGE to their fortitude.



Well folks, we have dug our heels in now! Ken McGee volunteered to head up overseeing our November fly-in. He would like anyone with ideas, new, great, or otherwise, to remain after our chapter meeting to help contribute and brain storm. Ken would like to make ours a destination type fly in that will include vendors of aviation services. Any and all of or your ideas will be appreciated!

Fellow Chapter member Don Rhodes is in the hospital. Your prayers and good thoughts are requested to help rush him back to health.

Our young Eagles program is running strong thanks to the efforts of Ron Herrschaft. Planning ahead, our chapter needs to reserve a spot for a young candidate at the weeklong EAA Air Academy. The reservation must be made by the end of September.

At our August chapter meeting we are going to start something new. We are going to start a Chapter Quarter long raffle with the winners being drawn at our Christmas Party meeting. More info to come...

I hope to see everyone at the meeting, have fun, and stay hydrated.

Patrick Doyle

Proud member of EAA Chapter 297

The Kittyhawk's

Owner Bird of Play

JULY CHAPTER MEETING MINUTES – 5 July 2025

Due to the failure of the Secretaries Microsoft Word registration, the minutes for this meeting are a collection of remembered interactions, comments, and conversations that were generated post meeting by the President, the Secretary, and the Town Crier.

The meeting was called to order at 10:14 AM. Pat led the chapter in the Pledge of Allegiance.

Pat thanked the chapter's leadership for the previous day's decision to cancel the Independence Day Fly-In. The clear blue skies that were present in Jacksonville when Pat and Mark left home initially concerned Pat. However, the rain and low ceiling that greeted all on arrival at Stag Air Park validated the previous day's decision. Tim had no early concerns on the decision as it was raining hard and the visibility was about 1/4 mile on US 17 in Holly Ridge that morning.

President Pat thanked recent donations made by our members:

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MIKE CORN refused reimbursement for the Shrimp and Corn lunch he presented at our last meeting.

SEAN SHEEHAN refused reimbursement for his expenses he incurred while representing our chapter at the Burgaw Blueberry Festival.

JUSTIN MAY donated to the chapter YE Fund as thanks for the support we have given his Air Academy with Young Eagle flights.

MARY MARGARET gave a generous donation in remembrance of GARY BROWN.

President Pat also thanked the chapter members who participated in the pre-fly-in work session.

Secretaries Report

The Secretary's Report was approved by the members present as published in the latest newsletter.

Treasurer's Report:

The report was read by Bob McGowan and approved by the Chapter.

EAA CHAPTER 297

Beginning Balance:	\$2042.74
Total Income:	\$866.42
Total expenses:	\$616.04
Ending Balance:	\$2293.12

YOUNG EAGLES DONATIONS

Beginning Balance:	\$534.07
Total Income:	\$65.00
Total expenses:	\$0.00
Ending Balance:	\$599.07

LEGEND AERO HOLDINGS INC.

Beginning Balance:	\$5604.16
Total Income:	\$791.61
Total expenses:	\$295.00
Ending Balance:	\$6100.77

Young Eagles:

Ron Herrschaft reported that we have many outstanding Young Eagle Flights that have not been flown due to the summer weather cancellations. Sean Sheehan

had approximately 10 prospective Young Eagles sign up at the Blueberry Festival. Ron will coordinate with our YE pilots and either plan a special YE flight day or possibly conduct the flights in conjunction with a meeting.

Ron also noted that we need to be ready to reserve a spot for next year's EAA summer camp. The deadline for securing a spot is September.

Projects:

Aubrey Thompson is prototyping a tug for his Sundowner which will use a four-stroke weed whacker motor.

Phil Ellison reported on "Grandma" status. During recent preflights, and routine maintenance, cracks have been observed on both propeller blades. The cracks appear to be in the surface coating and are equidistant from the propeller hub. The unknown condition of the cracks forced their removal. The blades have been shipped to the manufacturer for inspection and testing. Engine oil consumption is being monitored for any significant increase.

Tim Lovell has added a fuel return line per Rotax instructions after reading of a Just Highlander fuel vaporization accident in England. His engine installation predates the Rotax Service bulletin on this issue. He also ordered a new replacement propeller blade for the one he damaged in "a valid learning experience." While returning the aircraft to its trailer the propeller blade caught on the horizontal door frame and was bent backward.

Wade Hanchey has changed his propeller in an effort to stop an inflight vibration. Regrettably the propeller change did not work. Consulting with Rotax they proposed that the vibration may be caused by reduction gear box chatter. Wade will be sending his gearbox in for inspection.

Jonathon Payne reported that he is dealing with two manufacturing entities while trying to configure the baffling for his Corvair engine installation. He has completed the riveting for the lower skin on one wing and

will require a couple hands to help flip wing to so that he can rivet the upper side.

Drew Holbrook has been working hard on his Ran S-21. The turbocharged Rotax 916 engine arrived in the crate and he has successfully hung it on his airplane.

Paul Curley reported that during clean up and inspection of the engine in his Aeronca Chief he noted some corrosion on one of the Bendix Magnetos. He replaced the magneto. Paul was delighted to report that, while hand propping the engine, it started on the third pull and ran smoothly. He had a wide grin as he described his personal satisfaction that the engine was running so well.

EAA Video. The monthly EAA video was shown along with the Air venture TV advertisement.

Old Business

Mike Corn announced that his granddaughter is excited and ready for her trip to the EAA Summer Camp and Air-Venture!

The memorial stone for Randy Allen will be laid at the November fly-in. Randy's family has been in contact with Ken McGee and they wish to be present for the ceremony.

New Business

It was noted that we need to order a memorial stone for Gary Brown. And with his name we will want to carve an appropriate moniker for him. We discussed a couple of possibilities but recognized that Drew Holbrook needed to be consulted for a recommendation. Gary and Drew spent many hours working on their respective airplanes and Drew would have the best suggestion.

During the cleanup of the No Whining Saloon a new EAA Flight Jacket and a David Clark Headset were re-discovered. These items had been donated to the Chapter. It was suggested that we raffle them at a chapter event.

Ken McGee has volunteered to take the lead as our Fly-In Coordinator for the November Veterans Day Fly-In. Ken is excited about this event and he has many new ideas. His goal is to make this event a "destination," not just a fly in. Ken discussed several of his exciting ideas.

Tim Lovell suggested that we consider expanding the view of "aviation" for the young fly-in attendees and their parents. He suggested that careers in aviation are much more than piloting aircraft. The US has a shortage of Aircraft and Power plant (A&P) technicians, Air Traffic Controllers, and many other aviation related careers. This would indicate that more attention should be given to exposing future generations to all facets of aviation.

Mary Margaret mentioned that she knows members of the KILM ATC Management and could coordinate their possible attendance. We also discussed whether the FAA FAST team members from Greenville might also be interested in attending and giving a briefing.

Ken requested that anyone with interest and input remain after the August chapter meeting to brainstorm

ideas and hash out the details. We will want to put the best ideas into action.

Adjournment

At the close of the meeting, Pat noted that our secretary had been unable to capture the meeting minutes due to his computer failure. He asked that anyone with a good memory please draft some notes and email them to Tim.

On que, David Ross helpfully piped up and declared that he remembered the Pledge of Allegiance from the beginning of the meeting. That was rewarded with a good laugh from the crowd. Thank you, Dave....

The meeting ended at 11:32.

Lunch

Our Master Chef Ken McGee served a delicious lunch of "fly-in" hot dogs that were perfectly grilled by Wade Hanchey. The hot dogs were served with all the fixen's and a delicious, home-made, coleslaw. Well done!

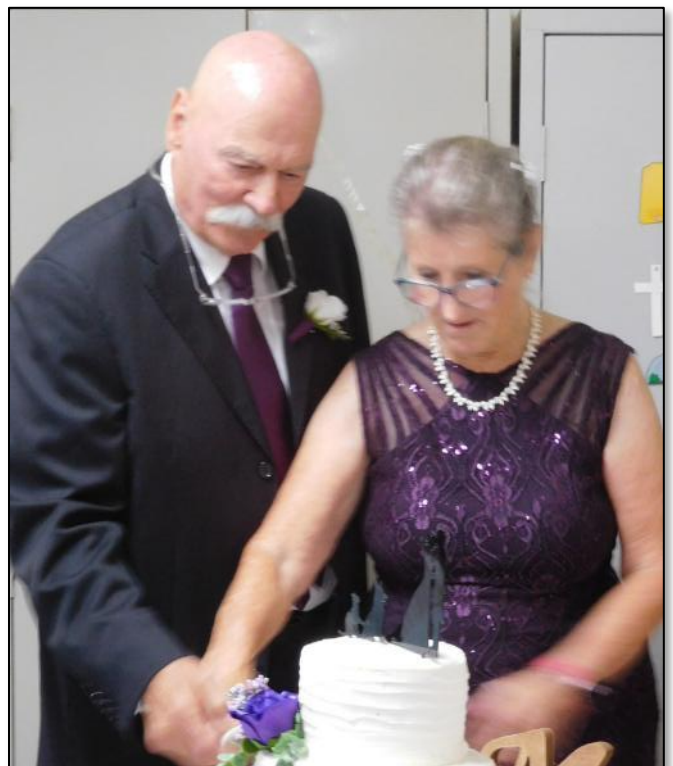
Respectfully submitted,

Tim Lovell, Pat Doyle, and Mark Thoman

Secretary and Able Assistants

CAROLYN AND BOB'S WEDDING DAY

St. Helena, NC – Carolyn Bigelow and Bob McGowan were joined in holy matrimony on Saturday in the Bible Baptist Church. The church was full with many of the bride and groom's happy families. A contingent of our chapter was there to join in the occasion. During the service there were several rumbles of thunder and the lights flickered several times, but the weather held off and there was only a sprinkle of rain.



Between the ceremony and the reception Drew Holbrook did a nice fly by in salute to the happy couple. Amid the towering cumulus, Drew safely headed for home.

At the reception a delicious bar-b-que dinner was served by the ladies of the church. For dessert there were cupcakes, homemade chocolate confections, and wedding cake. During the reception we chapter members got to meet many of Bob and Carolyn's extended families. The church hall was filled with animated conversations.



Thank you to Carolyn and Bob for inviting us to share your special day. It was a memorable occasion and we all wish you happiness in the coming years.

~~FLAG DAY~~ INDEPENDENCE DAY FLY-IN – CANCELLED – AGAIN

Stag Water Park, Burgaw NC – Well.... I had planned to write an exciting article about the terrific fly-in and car show that we held on Saturday, ~~June 14th~~, July 5th. (Does that sound familiar? Except for the date, it is the same opening sentence in last month's article.) The arrival of Tropical Storm Chantal caused us, once again, to scrub our plans. We looked at the weather forecast on Friday and determined that the conditions would not support our event. When considering that decision, 24 hours in advance, it is always a struggle to depend on the accuracy of the weather forecasters. Sometimes they are accurate, and sometimes they are not. But even our own USAF Weather Observer Tim Lovell said, "It looks like a rain event." Our collective fear is to cautiously cancel the event, and then find ourselves, standing in the middle of the runway, on Saturday morning, observing blue skies, calm winds, and wishing we had not cancelled.

In this case both Tim, and the weather prognosticators, were accurate. On Saturday morning the line of thunderstorms, that was preceding the tropical storm, was overhead Stag Air Park at the very same time we should have been greeting arriving aircraft. So, however painful the decision was, we made a good one.

To look on the bright side, we were able to hold our monthly meeting in a newly cleaned clubhouse and hangar. Thanks to the crew that gathered the Thursday before and put in the effort. Well done! And let's hope for better weather when we hold our next event in November.

MOSAIC IS DONE!

By EAA Advocacy Staff –

Editor's Note: This is an edited version of the original article.

MOSAIC is done. After more than a decade of work by EAA, the FAA, and numerous others, MOSAIC (Modernization of Special Airworthiness Certification) is now a final rule. The rule was announced by U.S. Secretary of Transportation Sean Duffy on Tuesday afternoon at EAA AirVenture Oshkosh 2025. A generation after the creation of the original sport pilot and light-sport aircraft (LSA) rules, today we celebrate Sport Pilot 2.0 and LSA 2.0. Ninety days from now, about three-quarters of the general aviation fleet will be accessible to sport pilots and those exercising sport pilot privileges. One year from now, new and modern aircraft will begin entering the fleet with minimal certification costs.

Building upon the foundation of the original sport pilot rule, MOSAIC greatly expands the range of aircraft that meet the LSA definition, and thus the range of aircraft available to sport pilots or those exercising sport pilot privileges. The limitation that has always hampered the usefulness of the sport pilot certificate has been the size and capabilities of the aircraft. Powered landplanes were limited, among other parameters, to 1,320 pounds' maximum takeoff weight and two seats. This covered many simple postwar trainers like Cubs, Champs, and Taylorcrafts, as well as new designs from Cessna, Piper, overseas manufacturers, homebuilt kit manufacturers, and more, but that weight limitation remained a bugaboo. For many designs, it kept useful load impractically low and produced aircraft that were great "Sunday Flyers." However, they were not capable and robust enough to serve in training and rental fleets and were less-than-ideal modern touring aircraft.

With MOSAIC, the weight limitation is removed. GONE! In its place is a new set of limitations; the primary limitation will now be a "clean" stall speed (VS1) of 59 knots calibrated airspeed. Aircraft with up to four seats are now allowed, although sport pilots will still be limited to one passenger. Sport pilots are also now allowed to fly aircraft with controllable-pitch propellers and retractable landing gear, with the appropriate training and endorsements.

Editor's Note: If you would like to study the actual document, here is a link to the FAA's document.

https://www.faa.gov/newsroom/MOSAIC_Final_Rule_Issuance.pdf

Behind every great man is a woman rolling her eyes.

VAN'S RETIRES RV-3,4,6

AvWeb - Russ Niles - Monday, July 14, 2025

Van's Aircraft will stop taking orders for three of its earliest designs on September 30th. The company announced earlier this week it is "retiring" production of the RV-3, RV-4 and RV-6 kits, but it will continue to support the fleet with parts and technical help. "As kit orders for these models have declined, and as we focus on streamlining operations and bringing new designs into production, we've decided to end active kit production for these RV models," Van's said in a news release.

The historic significance of the three designs, particularly the side-by-side RV-6, is not lost on the company. "While this chapter is closing, the RV-3, RV-4, and RV-6 remain a lasting part of the Van's story and a testament to the joy of building and flying an RV," the company said. The company filed for bankruptcy in December of 2023 and emerged from Chapter 11 protection five months later. Its latest model, the high-wing RV-15, is nearing the end of development and preparations for kit sales are underway.

Editor's Note: *As many of our members have successfully built and flown different models of RV's I thought this news might be of interest.*

AIR INDIA REPORT CONFIRMS FUEL CUTOFF

AvWeb - Russ Niles - Friday, July 11, 2025

The preliminary report into the crash of Air India Flight 171 in Ahmedabad last month says the plane came down after fuel was cut to both engines seconds after takeoff. As we reported earlier, leaked reports said the investigation was focused on the fuel cutoff switches. India's Air Accidents Investigations Branch said in the report that the switch controlling fuel flow to the left engine was moved to the "cutoff" position four seconds after the wheels left the runway, and the switch for the right engine followed one second later. Almost immediately, one pilot asked the other why he had moved the switches, but the second pilot said he did not move them. The switches are immediately below the thrust levers and are designed so they must be lifted before they will move to the cutoff position.

About eight seconds later, someone restored both switches to their correct position but by then the plane was descending and while the engines appear to have automatically relit, they did not produce significant thrust. The ram air turbine deployed about five seconds after the fuel was cut off. A pilot issued a Mayday, mentioning a lack of thrust, and the recording ended six seconds later. The plane crashed into the campus of a medical school a few seconds later, killing 19 people on the ground. All except one of the 242 people onboard was killed. A British passenger walked away from the wreckage with serious injuries. The lack of any kind of repair or defect advisory

from Boeing or engine maker GE suggested mechanical faults were not part of the investigation.

AIR INDIA ACCIDENT – PRELIMINARY REPORT

Jacksonville, NC – Mark Thoman

During our last meeting this accident was the topic of some interesting discussion. The position of the flaps was an initial concern of those who had seen the videos. And during the conversation, Mike Corn mentioned that both the fuel shutoff switches had been moved to the cutoff position. That was a surprise to us all. After a bit of internet search, I found the Government of India's Preliminary Accident Report. The following excerpts are copied directly from the report and were selected because they are the factual findings that relate to the topics that we were discussing.

Preliminary Report - *Accident involving Air India's B787-8 aircraft bearing registration VT-ANB at Ahmedabad on 12 June 2025. Published by the Government of India, Ministry of Civil Aviation, Aircraft Accident Investigation Bureau.*

Paragraph - Wreckage and Impact

The flap handle assembly (fig.11) sustained significant thermal damage. The handle was found to be firmly seated in the 5-degree flap position, consistent with a normal takeoff flap setting. The position was also confirmed from the EAFR data. The landing gear lever was in "DOWN" position. (fig.12)

The thrust lever quadrant sustained significant thermal damage. Both thrust levers were found near the aft (idle) position. However, the EAFR data revealed that the thrust levers remained forward (takeoff thrust) until the impact. Both fuel control switches were found in the "RUN" position.

Paragraph - Accident Flight

As per the EAFR data, the aircraft crossed the take-off decision speed V1 and achieved 153 kts IAS at 08:08:33 UTC. The Vr speed (155 kts) was achieved as per the EAFR at 08:08:35 UTC. The aircraft air/ground sensors transitioned to air mode, consistent with liftoff at 08:08:39 UTC.

The aircraft achieved the maximum recorded airspeed of 180 Knots IAS at about 08:08:42 UTC and immediately thereafter, the Engine 1 and Engine 2 fuel cutoff switches transitioned from RUN to CUTOFF position one after another with a time gap of 1 second. The Engines N1 and N2 began to decrease from their take-off values as the fuel supply to the engines was cut off.

In the cockpit voice recording, one of the pilots is heard asking the other why did he move the fuel cutoff switches. The other pilot responded that he did not do so.

As per the EAFR, the Engine 1 fuel cutoff switch transitioned from CUTOFF to RUN at about 08:08:52 UTC. The APU Inlet Door began opening at about 08:08:54 UTC, consistent with the APU Auto Start logic. Thereafter at

08:08:56 UTC the Engine 2 fuel cutoff switch also transitions from CUTOFF to RUN. When fuel control switches are moved from CUTOFF to RUN, while the aircraft is in flight, each engine's full authority digital engine control (FADEC) automatically manages a relight and thrust recovery sequence of ignition and fuel introduction.

At about 08:09:05 UTC, one of the pilots transmitted "MAYDAY, MAYDAY, MAYDAY". The ATCO enquired about the call sign. ATCO did not get any response but observed the aircraft crashing outside the airport boundary and activated the emergency response.

Editor's Note: If it is true that one of the pilots selected the cutoff position of both switches during takeoff, then the fundamental question to be answered is, "Why?" And I am afraid that that question will never be answered accurately.

NC TOP TEN FLY-IN AIRPORT RESTAURANTS

Smithfield, NC – Smithfield's EAA Chapter 506 had a lot of fun compiling a list of North Carolina's Top Ten Fly-In Airport Restaurants. Here is the seventh restaurant on their list:

#7 – Shelby-Cleveland County Regional Airport (KEHO) - Thelma Lou's BBQ and Grill – Open for lunch and dinner. Good old NC country BBQ and fixin's. Open Tuesday thru Saturday 11:00 AM to 7:00 PM. An 8-minute walk from the terminal building. (704) 466-3080

FUTURE EVENTS

CAUTION: Individual events may have been cancelled or rescheduled. Please preflight your intended destination prior to departure.

August 2025

- | | |
|---------------------|--|
| Saturday 2nd | EAA 297 – Chapter Meeting, 10:00 AM, Stag Air Park, No-Whining Saloon, Lunch served at 12:00 PM |
| Sunday 10th | South Carolina Breakfast Club, Berkeley County Airport (KMKS) |
| Sunday 24th | South Carolina Breakfast Club, Triple Tree Airport (SC00) |

September 2025

- | | |
|---------------------------|--|
| Monday 1st | Labor Day |
| Saturday 6th | EAA 297 – Chapter Meeting, 10:00 AM, Stag Air Park, No-Whining Saloon, Lunch served at 12:00 PM |
| Sunday 7th | Grandparent's Day |
| Sunday 7th | South Carolina Breakfast Club, Pageland Airport (KPYG) |
| Sunday 21 st | South Carolina Breakfast Club, Laurens County Airport (KLUX) |
| Monday 22nd – Sunday 28th | Triple Tree Fly-In, Triple Tree Airport, (SC00) |

HUMOR

One night on "Cheers", a TV Sitcom, Cliff Clavin said to his buddy, Norm Peterson:

"Well, ya see, Nahmy, it's like this... A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members.

In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, as we know, kills brain cells. But, naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine.

And that's why you always feel smarter after a few beers!"

