

Contact!



EAA Chapter 242

Palmetto Sport Aviation Association, Inc.
Columbia Owens Downtown Airport (KCUB) Hangar 69

31

13

November 2008

www.eaa242.org

Dan Heath's

KR-2



'Black Bird'

Wins Award

See Dan's story about the 2008 KR Gathering on page 6...

Upcoming Events

For updated information on events, be sure to check the calendar on our website at www.eaa242.org.

- Nov 2 (Sun) - SCBC at Orangeburg Municipal Airport (OGB)
- Nov 4 (Tue) - 1830 Executive Committee Meeting at the SAC
- Nov 8 (Sat) - 0830 Young Eagles Flights
- Nov 8 (Sat) - EAA242 Annual Meeting at Do-Little Fly-In (SC90)
- Nov 11 (Tue) - 1830 Birthday Supper at the SAC
- Nov 16 (Sun) - SCBC at East Cooper Airport (8S5)
- Nov 22 (Sat) - 1st Annual Cub Fly-In (KCUB)
- Dec 2 (Tue) - 1830 Executive Committee Meeting at the SAC
- Dec 9 (Tue) - 1830 Birthday Supper at the SAC
- Dec 13 (Sat) - 0830 Young Eagles Flights



The President's Cockpit



Congratulations to Dan Heath for his "Award Winning KR"! He really embodies the "homebuilder experience" and his hard work has paid off.

Note that we have several upcoming events, including the Annual Meeting on November 8th. At this meeting we will elect our new officers for 2009 and in general have a great time with the people of the Chapter and others who might fly into Do-Little that day for the Do-Little Fly-In.

We are planning for the annual banquet on Saturday, January 24th, so put that date on your calendar and plan to attend. More details on the banquet coming soon. If you would like to help with the banquet, please contact me asap. The banquet planning committee can sure use your help.

The weather is great these days for flying. I had hoped to do a "test run" earlier to see the fall foliage but was not able to so. I know that John Leonhardt and Jack Starling are working on a wonderful trip soon. Be sure and try to go on that trip if you can.

TAXIWAY CLOSING: Just got the word that the taxiway near the South Hangars (where the SAC is) will be closed for SEVERAL days coming real soon and will make it impossible for planes to get in and out for a while. We will send emails and post info at the SAC as we get all the details. Stay tuned.

Go fly ... it is that time of the year!

James



***On The Cover:** Dan Heath is seen having some fun in the skies above Mount Vernon Airport in Illinois during the 2008 KR Gathering, held on September 19-20, 2008, where he and 'Black Bird' received the judges' award for Best Instrument Panel and Interior. Congratulations Dan!*

Contact!

www.eaa242.org



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Program, Events, Librarian Chairs open


Contact! is published monthly by Palmetto Sport Aviation, Inc., EAA Chapter 242. Airplane on nameplate drawn by Don Upp. If you would like to contribute an article and/or photographs, please email items to the newsletter editor at mikehoover@sc.rr.com. Advertisers should contact Bob Stearns at 750-1768 or email: PM3bob@yahoo.com



You are invited
to the
EAA 242
Christmas Party
Saturday, December 13, 2008
6:30 p.m. at the SAC

Please bring your favorite
appetizer or hors d'oeuvre.

BYOB
(mixers will be provided.)



Join us for the
EAA 242
Annual Meeting
at the
Do-Little Fly-in
Saturday, November 8, 2008

Your Officer Nominees for 2009 are:


President - Mac Burton
Vice President - Tom Roberts
Treasurer - Bob Stearns
Secretary - Mike Hoover



Mark Your Calendar!
And plan to attend the
EAA 242
Annual Banquet
Saturday, January 24, 2009
More information will be
available in the next *Contact!*

First Annual Cub Fly-In
Columbia Owens Downtown Airport (KCUB)
November 22, 2008

If you own a Cub (J-3, J-4, J-5, L-4, PA-11, or PA-18) please fly to Columbia Owens Downtown Airport (KCUB) and join us for a great time. This will be an excellent opportunity for Cub owners to get together for fun, food, and fellowship, and meet Cub owners and pilots from here and neighboring states. Lunch will be at noon at Jack Singletary's hangar (#102). Parking will be in the grass area in front of the hangar, on the SE end of the field. If you would like more information or if you plan to attend please contact Jack Singletary at wjs46cub@sc.rr.com, or call him at 803-960-0016. We look forward to having a good turnout. Let Jack know if you can attend.



October 2008 Young Eagles Report

By Ron Shelton



Well guys, it happened - two problem months in a row with weather on young eagles day! October was a complete scrub as rain, low clouds and low visibility stayed around most of the morning. September was foggy until about 10:00 a.m. on YEs morning. Two pilots, Trip Gregory and Al Folger did hold out and managed to fly five YEs later in the morning. We had to postpone the larger group which was scheduled, and had turned a few others away earlier in the day. We are now hoping that November 8th can be a banner day.

By the way, October 5-11 was South Carolina Aviation Week in case you had not heard. We were hoping to celebrate with a big YEs day but the timing was not right. Hartsville EAA Chapter 1058 was also hoping for a big YEs day on October 11th and had to postpone as we did.

The year-to-date total is now 448 (now considerably behind last year-to-date) and the all time total is 7608! A total of 33 pilots have participated so far this year. Of those, 17 have flown 10 or more which will translate into credit for sending some youth to Air Academy next year. We need to increase the number of pilots with 10 or more.

Fly, Fly, Fly! We need additional young eagles to be flown so we are once again encouraging our member pilots to try and find some young eagles to fly on

their own as frequently as possible. We all have some family or friend connections where some children are to be found. This helps us tremendously in keeping our tally rising for the year, especially when we have to postpone an event. Just be sure and get together with Ron so he can produce some paper work following any young eagles flights you are able to do.

Our ground crew volunteers so far this year are: Sal Barbosa, George Batten, Sharon Berger, Gerry Biehl, Pam and Danielle Bishop, Bill Blythe, Elizabeth Bunton, Claude Chevalier, Rick Craft, Heyden Davis, Pam Davis, Chase Durney, George Esslinger, David Graff, Jared Hammond, Dan Heath, Sarah Herman, Ron Johnson, Murali Koppa, Claude Lotte, Ralph Mantell, Denise McLear, Kayla McLear, David and Sandy Nieves, Xen Motsinger, Ken and Jessica Plants, Steve Richardson. Jean Roberts, Tom Roberts, Bob Rose, Krisdee Schmale and Ron Shelton.

NOTE: November 8th Young Eagles is scheduled to be larger than typical. Please sign up for either pilot or ground crew duty.

To see our pilot's all-time totals, visit the website at <http://www.youneagles.org>, select the logbook, and enter EAA Chapter 242 to get the list of all our young eagles flights since 1993.

EAA 242 Young Eagles Statistics for 2008

Total of 448 flights as of October 11, 2008

Al Beard	10	Allen Folger	34	Dennis Perry	6
Gerry Biehl	3	Cantzon Foster	12	John Pipkin	14
Bill Blythe.....	16	Trip Gregory	38	Steve Richardson	1
Mac Burton	3	Ken Harrill	4	Don Roberts	9
Paul Carter	31	Richard Hill	4	Laura Shealy	1
Michael Christmann	10	Bob Holliday.....	1	Ron Shelton	8
James Clark.....	9	Mike Hoover.....	23	David Smith	2
Don Cook	12	Joel Mason	26	Bob Stearns.....	31
Francis Drayton	30	Rob McLear	35	Jim Wilson	1
Gary Elliott	2	Harold Moxley	23	Buddy Young	23
George Esslinger.....	18	Daryl Nations	1		

Meet Your New EAA-242 Projects Chairperson



By Pam Bishop

For those of you who do not know me I'll give you a little history on myself. I am very new to aviation and to this area. I am Mike Hoover's (the newsletter editor) girlfriend and just moved to Columbia about 15 months ago from SW Florida. I have 3 beautiful girls: Danielle, 15, Kayla, 9 and Mallory 7.

I volunteered for the Projects chair for a few different reasons. Since Mike is building an Vans RV-9A I can learn a lot from him but he's over 50% done and I wanted to learn more about the building process from the beginning.

I learn something new everytime I am at the airport from a variety of people. I love to listen to people talk about their passions. All of the people that I have met so far are very passionate about building and/or flying!

I look forward to getting to know everyone a little better. If your name is not on the projects list below and you'd like to be added to it or if anything is incorrect please contact me at 803-201-1987, or email me at pambishop@sc.rr.com. As of now I have only visited with a few of you on this list but I promise I will visit each of you soon.

Mac Burton, Vans RV-7A: Mac is currently working on his wing spars and a bunch of main ribs and nose ribs.

Eduardo Irizarry, Vans RV-7: Eduardo is installing the side skirts on his slider canopy and has just painted some more skins and interior parts.

Robert and Gail Cutter, Vans RV-7: Robert and Gail have their fuselage on a "rotisserie" so they can rotate it along the roll axis for easy access.

Mike Hoover, Vans RV-9A: Mike is working on the slider canopy. He made "the Big Cut" recently on the plexiglass bubble. He is ready to start assembling the slider canopy.

Tom and Don Roberts, RV-4: Tom and Don are working on several items in the fuselage.

EAA 242 Projects and Restorations

As of October 15, 2008

Mac Burton.....	Vans RV-7A
James Clark	Vans RV-6A
Robert Cutter.....	Vans RV-7
Melinda Harrill	Vans RV-7
Mike Hoover	Vans RV-9A
Eduardo Irizarry	Vans RV-7
Scott McElroy	Vans RV-7
Steve Richardson.....	Vans RV-7
Tom & Don Roberts	Vans RV-4
George Walters	Thunder Mustang
Patty Hamilton & Bill Charleston ..	Vans RV-10
Xen Motsinger	Aeronca Champion
Rick Morse	Vans RV-12
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My Trip To The 2008 KR Gathering

By Dan Heath

It is 6:00 a.m., September 18, 2008, and I am finally beginning the adventure that I have been anticipating for five years. I have been up since 4:00 a.m., checking the weather and doing last minute packing. I have checked everything over several times, knowing that I am going to forget something. It is still dark and there is almost no one else on the road. I start reflecting back on some of the events that have finally brought me to this point, and have prevented me from getting here sooner.

Less than two weeks ago, I finally finished the test period for this new experimental KR2 aircraft and just yesterday, was able to fly her to Camden, so Frank could do the certification for the transponder. That was a nice little trip, inserted in a short break in the weather, but for the next few days, we are expecting to have great weather and this should be the best KR Gathering that I have ever attended.

It was three years ago that this little bird got her special airworthiness certificate, and within a week, the front main bearing on the VW engine siezed up during some ground testing for fuel flow. I had been expecting, for the previous two years, that I would be making this trip, but it takes much longer than you expect to get a project like this ready for it's certificate.

This engine problem was only the beginning of such issues that continued to manifest themselves from the first run of the engine after that major repair.

Over the next three years, I had to solve a major oil leaking problem with the help of a master VW mechanic. I also redesigned the intake system, installed an air brake which is commonly referred to as a "belly board" in the KR world, and completely redesigned and rebuilt the instrument panel.

The last few days since finishing up the restrictions, have been spent trying to clean up after these years of "hangar rash" while adding a few little touches so this little bird, Black Bird, would not be embarrassed at her coming out party.

Well, I am now arriving at Owens and it is beginning to get light. I will pack N64KR with my "luggage", and pull her out for preflight. Then, with one last stop in the SAC, to check the weather again, I will be off on the first real cross country trip in this little airplane. The plan is to fly to Gainesville, Georgia, to refuel before heading north to Cornelia Airport inside the Nashville airspace, for more fuel, and then on to Mount Vernon, Illinois, where the KR Gathering has been taking place for the last four years. The reason for going to Gainesville first is to keep from having to



Dan Heath's KR-2, Black Bird, among other KR2s at the 2008 KR Gathering at Mount Vernon Airport (KMVN) in Illinois.

fly over the higher mountains that would be encountered on a direct route from KCUB to KMVN.

Departure is just after 7:30 a.m. and the weather is as predicted. It is hazy, as it always is in this part of the country at this time of the year, but the visibility is good. I plan to take some pictures on the way up and as I approach the Mount Vernon Airport. The engine has been performing well all the way, but I am getting uneasy during part of this last leg when I begin hearing some very disturbing noises. It sounds like the engine is experiencing some violent vibrations.

The first thing that I do when I begin to hear the engine running a little rough, is to immediately check the EGT and adjust accordingly. This has always returned the engine to its smooth running state. However, this time that seems to make no difference. I am cruising at 4500 feet, at 3200 rpm, which is the middle cruise for the VW engine, so I pull back to the low cruise rpm of 3000, and this seems to have a calming affect both on the engine and on me. I have been flying it at that rpm for at least 20 minutes and all seems to be good, so I ease it back to 3200 rpm, and it still runs smoothly. This situation would not occur for the rest of the entire trip, and I will not know what is causing this to happen.

The Black Bird is the first KR, other than that of

the host, to arrive at the Gathering, after a five hour trip that included two stops for fuel. Her cruising speed was 125 mph and the GPS showed a 140 mph ground speed for most of the trip. There would be 13 KR's that flew in to the Gathering, which is sort of like a family reunion, as we all converse over the KRnet throughout

the year and look forward to seeing the friends that we have made over the years once again. One KR came from Canada and one fellow builder came all the way from New Zealand. He offered to host the next Gathering, but did not get any takers, so the next KR Gathering will be at the same location next year.

Our Gathering consists mostly of getting together with old friends and meeting new friends, so we can talk about building KR's and engines and have some fun flying. We have forums on engines, airframe construction, engine monitoring, and working with fiberglass along with other KR building topics. All day long, the participants wander around looking at the wide variety of KR's that flew in and asking as many questions and taking as many pictures as they can.

As with most fly-ins of this kind, we also have judging of the aircraft and voting for the People's

The engine has been performing well all the way, but I am getting uneasy during part of this last leg when I begin hearing some very disturbing noises.

See ***Dan Heath*** on page 11



On downwind for runway 5 at Mount Vernon Airport (KMVN) in Illinois, as seen from Dan's *Black Bird*.

Bradley Gets His Grin

By Tom Roberts

Last Sunday, October 5th, Don and I decided to fly somewhere - anywhere - after working on our RV-4 and RV-7A for two days. We thought we would fly over to Camden (CDN) and see if any of the old planes were still there from the VAA Fly-in. We had driven over Saturday after our RV-7A would not start! It was our first official failure. A friend of ours at Falcon, Georgia (FFC) actually propped it earlier so Don could fly over here to Columbia. We thought we had merely run the battery down at Don's 2000th birthday party the previous Saturday by turning on the master switch while showing people the panel.

No such luck. We called James and went shopping at Clark's Aircraft Supply for a battery. We changed ours for one of James', but to no avail. We studied the situation a bit more and concluded it was the starter. I don't think I can recommend the MagnaFlite starters after this. It only had about 280 starts on it. James had gone flying so I went looking for James' RV-6A project in all the usual places but I could not find it or James would have been wondering what happened to his starter. About this time, I see Ken and James on final. I called James and politely asked if I could borrow his starter. He had hidden the RV-6A in Scott McElroy's hanger at the north end of the field. It must count as his first cross country. He must have rolled it up there at night so no would know. We changed the starter and we were back in the air.



By Sunday morning we were airworthy again. We decided to gas up at Newberry (27J) since AirNav.com declared it had the cheapest gas in the land. Then we would go to Camden. We landed and as usual, we were the only plane there. We did enjoy the new longer, wide runway though. While fueling, a young boy and his mother came over. She said her son had been asking her to take him to the airport to see the planes. The young man's name was Bradley and he was about nine or ten years old. His mother had told him, "The Newberry Airport never has any planes there." Bradley replied, "Well take me anyway." We were the only plane there. She asked us to tell them about the plane. We told Bradley and his mother we had built the plane and gave them some performance figures and answered questions about it. We were in no hurry, so I asked Bradley if he would like a ride. He almost flew on his own. He was on cloud nine and he had not even gone up yet. Don and

Bradley took off and flew around for about 15 or 20 minutes. I stayed with mom and answered questions and told her about the plane. When they returned, Bradley's RV grin was about a mile wide. His mother did not think he would sleep for at least two days.

You know, that was much more fun than flying to Camden. On the way back to Owens, Don and I were grinning the grin as big as Bradley. Unfortunately, I did not bring a camera nor did I remember their last name. But I won't forget Bradley.

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Chapter Newsletter Support Much Appreciated

By Mike Hoover

As the holiday season approaches we tend to reflect much on the people and things that we are fortunate to have in our lives. Those people whom are in our daily lives we tend to bear in the fore front of our appreciative hearts, but let us not forget those who lend us support, perhaps tacitly, but are nevertheless an important part of our daily lives.

We are lucky that our chapter has members that support the many activities of the chapter, including production and delivery of the chapter newsletter. Those folks provide an invaluable service and I would like to recognized them here.

Thanks to the newsletter mail crew, Ron and Margaret Claypool, and Allen and Mary Folger, for their monthly efforts to get the newsletter mailed out. They have been mailing out the hard copies of the newsletter each issue for a long, long time. Their time and effort are very much appreciated.

Thanks also to our advertisers for their continued support of *Contact!* Please consider their services if you are in the market. Our current advertisers are: Dennis Perry of Perry Refrigeration Services; Alan Lott with Time Warner Cable; Bert Louthian of Louthian Law Firm; Dr. Frank Young, MD; Niel Bonacum of Whiteplains Plantation (SC99); Chip Elliott of Professional Approach, LLC

Flight Proficiency Training; and the folks at Eagle Aviation - EAA Chapter 242 thanks you all for your support!

So far in 2008, our feature story contributing authors have been: Ron Shelton, Brian Christiano, Tom Roberts, Pam Davis, Susan Highley, Joel Mason, Pam Bishop, Xen Motsinger and Dan Heath. Thanks also to James Clark, Doug Evans, and Ron Shelton for their monthly columns. Also thanks to those who have forwarded newsletter articles from various sources. These are crucial to a quality publication.

Please keep sending in your aviation-related articles and information. Consider submitting how-to articles and technical articles about airplane building or maintenance, pilot education, etc. We need more articles about these subjects. We look forward to your continued support for providing an quality newsletter each issue.

If you are interested in cost-effective, targeted advertising, *Contact!* Bob Stearns, EAA-242's treasurer, at 803-750-1768, or email him at PM3bob@yahoo.com. At around 60¢ per member, per year, our ad rates are very reasonable, and your ad will reach over 200 aviation-minded members each issue.



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Partially built Long-EZ kit for sale for \$3,500. The kit is located in Columbia, SC. The kit contains: Canard, Fuselage without nose, Center Box Spar, Rolls of uni- and bi-directional fiberglass cloth, Partial roll of spar tape, Blue foam, 2 wheels with tires, Plans with serial number 1675. Call (803)787-2216.

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Place your classified ads and notices here FREE!

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**Xen Motsinger at
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KR-2S For Sale (Charleston AFB) - Cont. 0-200, 100 hp, new rings, gaskets, starter, generator. All new instruments, XCOM 760 VHF, MicroAir Xponder w/encoder. BRS 1050 installed; 28 gal tanks w/senders installed, Whelen strobes/nav lights. Work to finish; engine, electrics and control hook-ups and rig, prime and paint. Cruise 180+ w/Sterba 60 x 64

prop. Diehl pre-molded wings. Owner/builder James Boyd, CAFB; (850) 598-3077 or (850) 581-5469 for full spec sheet and price.

For Sale - Cessna 172F, N5521R, 5600 hours total time, 1250 hours SMOH, IFR certified, \$29,900. Call Art Lynch, 794-3215, email: artlynch@avidaviator.com.

Aluminum Cans - Xen is recycling aluminum cans. He uses the proceeds for the Aviation Camp, so please give your cans to Xen.

From Phyllis Motsinger, EAA 242 Social Chairperson: - It is important that members or family members notify me promptly of illnesses or deaths among our members and families. Thank you for your assistance. Please call me at 796-5984, 740-6908, or 269-1321.

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EAA 242 Past President and 2006 Committee Leader

2008 SC Breakfast Club Schedule

November 2

Orangeburg Municipal Airport (KOGB)

November 16

Mt Pleasant Regional Airport-Faison Field (LRO)

November 30

Fairfield County Airport, Winnsboro (KFDW)

December 14

Rudy Branham Field, Darlington (6J7)

December 28

Twin Lakes, Graniteville (SC17)

Dan Heath from page 7

Choice Award. KRers are judged in three categories: Instrument Panel and Interior, Airframe, and Engine Installation. The airplane with the highest total points of all the judging is awarded the best KR for the Gathering. These awards are given out at the banquet on Saturday night. This year, N64KR - Black Bird, was awarded the Best Instrument Panel and Interior.

Well, another Gathering has come and gone, and it is time to see if we will be able to make it back home. Checking the weather forecast last night, showed good weather all the way home, but as I look out my window this morning, I see rain. Oh well, I will just go down and meet the other guys for breakfast and see what unfolds. After breakfast, I check the computer again, and it looks like it will be clearing in the local area by around 9:30 a.m. and the weather for the rest of the trip still looks good.

However, that great 15 mph tail wind that I had on the way up will be a five to ten mph head wind going home. So I change my route to add one more stop and to go to an airport a little more north and east of Nashville. This is to stop sooner for fuel, and to avoid the Nashville airspace.

Having had that little issue with the roughness in the engine on the trip up and now this weather issue, I am very stressed out and some friends are encouraging me to wait it out. But, I know that waiting is only going to make it worse, and if the weather is good, I have to go.

So, around 10:30 a.m. central time, the Black Bird departs for home. I can see weather cells about 50 miles to the East and about 50 miles to the West on the Nexrad on my GPS, but straight ahead, it all looks good. My plan is to fly at 3500 all the way back, but the climb is slow due to low clouds.

It eventually clears and the flight is smooth. I am now approaching Gainesville, Georgia, and it is around 4 p.m. eastern time. I see some weather on the



KRs were “put up for the night” at the 2008 KR Gathering held September 19-20, 2008, at Mount Vernon Airport (KMVN) in Illinois.

GPS about 20 miles east of Gainesville. This is very disturbing to me because I do not remember seeing that in the forecast. I expand the view on the GPS to 250 miles and it does not look like there is going to be a clear way around it.

The plan is to land at Gainesville to pick up fuel for the final leg home. After fueling, I decide to head out East, to see what the Nexrad on the GPS translates to in real life. Just as I approach the light blue area, I start seeing some light rain on the windshield. The KR cannot fly through rain as it has a wooden prop. I expand the view again to see if there was a way around, but the only way around this will take me all the way to Greenville, and even if that is successful, I will run out of daylight. So I decide to go back to Gainesville to spend the night. I am very glad that I made that decision because tomorrow, Monday, the weather will be great and the trip back to KCUB will be smooth and clear. *Contact!*

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For more Information

Contact!

Bob Stearns at 750-1768
Email: PM3bob@yahoo.com



November's Birthday Supper At The SAC

November's Birthday Supper hosts, Xen and Phyllis Motsinger, invite you to come and celebrate November's birthdays on Tuesday, November 11, 2008, at 6:30 p.m. at the SAC. As always, there will be plenty of food, fun, and friends. Please bring a dish or dessert if you can. Hope to see you there!



David Allen	1	Morris Kline	16
Sark Derdarian MD	2	Vicky Derdarian	17
Patti Herpst	2	Judy Matras	17
Mary Louise Rose	3	Donald Pearce.....	17
David Carlson	4	James Clark	18
Bill Barley	5	Steve Hawley	19
Jack Singletary	5	Ed Fisher.....	20
Colgate Darden, III	6	Sandra Rippeteau	23
Ken Marquis	9	Judy Hitt	25
Agnes Streeter	9	George Batten.....	26
Barbara Darden.....	11	Len Leggette	27
Joseph Chase Durney.....	13	Marc Tharp	27
Joe Welch	14	Jean Edwards	29
Xen Motsinger	15	Jennifer Nettles	30

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