

# Contact!

EAA Chapter 242

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

31



13

November-December 2007

[www.eaa242.org](http://www.eaa242.org)



*Bob Stearns' Ercoupe 415-D. Bob will be 242's new Treasurer for 2008, replacing Jerry and Angela Revels, who are retiring after serving as Treasurers for many years. Their service and dedication is much appreciated. Photo by Tim Huebel.*



# The President's Cockpit



I guess I'm President for another year. Thanks, I think :) for the vote of confidence!

The folks that attended the Annual Meeting at Coke's had a great time. Thanks to Coke and Barbara Dardin for hosting the meeting for yet another year.

We also had a fantastic Awards Banquet. Thanks to the Banquet Team: Pat, Lori and Jean, for putting together a great banquet. A special thanks to our guest speaker, Robert Sumwalt, NTSB Vice-chairman, for taking the time to come down and speak at the banquet. Also thanks to the silent auction donors for their items. A special thank you to Eagle Aviation for their donation of fuel certificates for the silent auction.

Happy Holidays to all!

Safe flying!

*James*



You are invited to:

## EAA 242 Christmas Party

December 8, 2007 - 6:30 PM

At the SAC

Please bring your favorite  
appetizer or hors d'oeuvre.

BYOB (mixers will be provided.)

## Contact!

[www.eaa242.org](http://www.eaa242.org)



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# Scenes From The Annual Meeting At Coke Dardin's

*Photos from the November 11th meeting were submitted by Doug Evans and Jim Streeter*



**EAA 242 Board Officers  
For 2008**

James E. Clark – President  
Mac Burton – Vice President  
Doug & Terry Evans – Secretary  
Bob Stearns – Treasurer





## Air Traffic Controller Basics for Pilots

### *Minding Traffic in the Sky*

*By Art Lynch, from his blog at [www.AviatorStuff.com](http://www.AviatorStuff.com)*

*ATC to student pilot, "You have to key in the mic... I can't see you when you nod your head."*

*Found on [atcmonitor.com](http://atcmonitor.com)*

**A**ir Traffic Controllers, never seen and usually heard only by pilots, work to make sure that no two airplanes try to occupy the same point in space at the same time.

Separation is the key, both on the ground and in the air.

The Air traffic controller (ATC) folks coordinate the flow of air traffic to insure that airplanes remain a safe distance apart to avoid mid-air collisions and move efficiently through the airspace an ATC tower or center is watching over and on to the next ATC tower or center's airspace.

At a controlled airport (one with a tower) a departing pilot, before taking off, will talk to the Clearance and Delivery controller. This controller is responsible for determining that the pilot has the current weather data and giving the pilot his clearance. The clearance consists of the initial altitude the pilot is to fly, the route of flight, the radio frequency in use and the code for the airplane transponder, an instrument that reports the airplane's altitude to the controllers.

The next controller the pilot talks with is the Ground Controller. This controller watches and directs airplane and other vehicular traffic on the ground. He directs departing aircraft to the run-up area which is usually just off the beginning of the departing runway. The aircraft is under his control until the pilot announces to the tower he is ready to depart. In some cases the Clearance and Delivery and Ground Controllers are the same person.

When the pilot announces that he is ready to depart he talks to the Tower Controller. The Tower Controller gives the pilot his final pre-takeoff instructions. Those instructions are usually to fly the runway heading or make a turn to a compass point. Once the aircraft is in the air the Tower Controller monitors its flight either visually or on radar and checks to see that the aircraft transponder is sending the proper signal. Shortly after that the Tower Controller will tell the pilot to contact the Departure Controller. This is called a hand-off.

The Departure Controller acknowledges the contact, verifies the altitude the aircraft transponder is reporting, and then tells the pilot proceed on course or go to a point prior to proceeding on course. The Departure Controller will keep the aircraft under his surveillance and control until it leaves his airspace or he hands it off to another controller.

If the aircraft is flying under Instrument Flight Rules (IFR) and there isn't another Air Traffic Control Tower within radio range the Departure Controller will hand it off to a Center Controller at an Air Route Traffic

Control Center (ARTCC). The Center Controller will handle the aircraft if it remains in his sector of control until it is within 40 miles of its destination or another Air Traffic Control Tower on or near the aircraft's route. If the destination airport has no operational tower, then the Center Controller controls the aircraft during final approach and landing.

If the aircraft is flying under Visual Flight Rules (VFR) with flight following and there isn't another Air Traffic Control Tower within radio range the Departure Controller will hand it off to a Center Controller if ARTCC isn't too busy and the aircraft has sufficient altitude for good radio reception. If ARTCC can't or won't handle the aircraft it is handed off to the next Air Traffic Control Tower on the route if flight following has been requested. This is repeated until is within communication distance of its destination airport if it is towered. If it is not towered the aircraft is released from Air Traffic Control and told to, "squawk VFR (1200 code on the transponder)," and communicate with the destination airport and traffic.

If the aircraft is flying under Visual Flight Rules (VFR) without flight following the Departure Controller will monitor the flight until it reaches the end of his airspace. At that time the Departure Controller releases it from Air Traffic Control and tells it to, "squawk VFR (1200 code on the transponder)," and communicate with the destination airport and traffic. He may add, "For further flight following contact \_\_\_\_ (Air Traffic Control Tower or Center) on \_\_\_\_ (frequency)."

Coming in to a towered airport is nearly the reverse of leaving one.

When the aircraft is 20 miles out contact should be made with the tower. If the aircraft has been handed off all that is necessary is to let the Approach Controller know you are on frequency. If the aircraft was not handed off then at contact with the Approach Controller aircraft position, altitude and destination needs to be given. When the aircraft is within a very few miles of the airport the Approach Controller will hand off the aircraft to the

Tower Controller. The Tower Controller clears the aircraft to land on a specific runway.

After the aircraft has landed and exited the runway the tower controller hands the aircraft off to the Ground Controller. The Ground Controller directs, and guides if necessary, the aircraft to its destination on the airport.

It isn't unusual at low traffic airports on light days for the Clearance and Delivery Controller, Ground Controller, and Tower Controller to be the same person, though he may be talking to you on three different radios.

There is another group of controllers are not involved in actively managing air traffic. These are flight service specialists who work in flight service stations. These flight service specialists provide pilots with terrain; preflight and in-flight weather information, suggested routes, and other important information. Flight service specialists help pilots in emergencies and initiate and coordinate missing or overdue aircraft searches.

The air traffic control system is a vast network of approximately 25,000 people and equipment that ensures the safe operation of commercial and private aircraft. The vast majority work for the FAA. However, a small number of civilian controllers work for the U.S. Department of Defense. In addition to controllers employed by the Federal Government, some work for private air traffic control companies providing service to non-FAA towers.

Air Traffic Controllers are employed at airports—in towers and flight service stations—and in air route traffic control centers. Some work at the FAA's Air Traffic Control Systems Command Center in Herndon, VA, where they oversee the entire system. In addition there are controllers who conduct research at the FAA's national experimental center near Atlantic City, NJ. Air Traffic Controllers also serve as instructors at the FAA Academy in Oklahoma City, OK.

You may see an ATC radar screen and listen to controllers on the Internet at <http://atcmonitor.com/>.



# November Young Eagles: We Topped 600 YEs For The Year With One Month To Go

By Ron Shelton

Thanks to all whom have helped out in so many ways!

The SC National Guard Youth Challenge program of West Columbia sent us 26 cadets to fly. We also had about 18 youth from a local home school group(Janie Goude made arrangements). Several families joined us for a total on November 10 of 48. Three young eagles were flown earlier in the month by our pilots for a total of 51 for November. Incidentally, the National Guard youth program is going to bring us more young eagles from the Aiken program site on December 10.

The total young eagles for 2007 is now at 602, so we've exceeded our goal by more than 100 to this point with one month to go. Our all time total now exceeds 7100.

The pilots assisting us in November were: Mac Burton, Brian Christiano, Francis Drayton, George Esslinger, Doug Evans, Allen Folger, Joel Mason, Harold Moxley, Steve Richardson and Ron Shelton. We added a new pilot(for the Year), Harold Moxley, and, he's already exceeded his 10 for the year. We've had 34 pilots participating so far this year



putting us well ahead of this time a year ago as well. We've had 23 pilots exceed 10 young eagles this year and more will soon be there. Every pilot whom exceeds 10 will be eligible to convert his young eagle flights into one dollar each for Air Academy Camp. EAA 242 sent a student at Air Academy this July and we hope to hear from him at a special membership meeting soon.

And, one more reminder to our pilots - that it is always ok to find and fly some young eagles anytime on your own. Just be sure and get together with Ron and get some paper work done after the flight (several pilots have done this).

To see these pilot's all-time totals go to [www.youneagles.org](http://www.youneagles.org), select the log-book

and enter Chapter EAA 242 to get the list of all our flying since 1993.

Helping with ground support in November was: Murali Koppa, Xen Motsinger, Michelle Nations, Jean Roberts, Tom Roberts, Bob Rose, Steve Richardson and Tom Savage.

Helping with ground support so far this year are: Tristan Amer, George Batten, Sharon Berger,

## EAA 242 Young Eagles Statistics for 2007

Total of 515 flights as of November 20, 2007

Al Beard .....4	Gary Elliott .....5	Harold Moxley .....11
Gerry Biehl .....13	George Esslinger .....65	Daryl Nations .....24
Bill Blythe .....23	Doug Evans .....21	Dennis Perry .....10
Niel Bonacum .....9	Allen Folger .....39	John Pipkin .....11
Andrew Bowden .....2	Trip Gregory .....32	Steve Richardson .....11
Mac Burton .....5	Patty Hamilton .....3	Don Roberts .....8
Paul Carter .....28	Ken Harrill .....4	Ron Shelton .....13
James Clark .....10	Bob Holliday .....13	Bob Stearns .....9
Brian Christiano.....32	Mike Hoover.....15	Matt Wolf .....5
Don Cook .....12	Mike Kinsella .....11	Buddy Young .....17
Bill Crothers .....3	Joel Mason .....47	
Francis Drayton .....57	Rob McLear .....29	

Andrew Bowden, Paul Carter, Margaret Claypool, Tammy Clauss, Tony Clauss, Rick Craft, Pam Davis, Hayden Davis, Chase Durney, Jean Edwards, George Esslinger, Dan Heath, Brian Holder, Tim Huebel, Eduardo Irizarry, George Jones, Paul Kelly, Murali Koppa, Lori Lijewski, Steve Littlejohn, Claude Lott, Melanie Mattingly, Ralph Mantell, Denise McLearn, Kayla McLearn, Nicole McLearn, Xen Motsinger, Josh Nations, Michelle Nations, David Nieves, Ken Plants, Jessica Plants, Steve Richardson, Don Roberts, Jean Roberts, Tom Roberts, Bob Rose, Tom Savage, Don Schmotzer, Stan Schmotzer, Ron Shelton, Katie Smiley, Jerry Sowell, Brian Steed, and Donald Vining.

## Young Eagles' Letters...

5-16-07

Dear Mr. Bob,

Thank you for giving me a ride on your airplane. I enjoyed IT! I like flying on airplanes. What I liked the most was learning about positive and negative.

Thanks for telling us about flying.

Thank you again for taking the time to teach us about flying.

Sincerely,  
Hunter Brown



## EAA's New Student Membership Officially Launches

*From EAA Young Eagles Aviation Insider Newsletter for November 2007*

The dream of flight is as strong as it's ever been, but young people need help to make the connection from video simulations to really catching the spirit of flight. That's where EAA's new student membership is perfect for a young person who has their eyes on the sky.

The new EAA student membership, designed primarily for ages 13-17 but available for all youth age 17 and under, opens the door to aviation and the support of the 170,000 EAA members worldwide who embody the spirit of aviation. This new membership category gives young people the information, activities and resources that will help them discover even more about the fascinating world of flight. "EAA's new student membership supplies the fun path to discovery for young people and a positive inspiration for them to pursue their goals and dreams," said Tom Poberezny, EAA president. "EAA welcomes the next generation of aviators with online and video tools they use most, along with a variety of great resources that are uniquely theirs."

Every EAA Student Member starts off with a welcome kit full of activities, ideas and resources. It also give each member access to a specially designed website only for EAA Student Members, where they can connect and share their enthusiasm for flight.

Included in the starter kit is:

- X-Plane flight simulator CD-ROM demo
- EAA Aviation Highlights DVD
- "Reach for the Sky" booklet to discover more about learning to fly
- Whitewings glider
- Unique membership code to activate their online membership

EAA's Student Member-Only website opens the door to even more possibilities, including:

- Applications to more than \$300,000 in scholarship money each year, including scholarships to aviation universities, the EAA Air Academy, internships and more
- Info on aviation career choices, including a personal "online career counselor" service
- A variety of great aviation videos
- Access to a personal online flight instructor service and a monthly learn-to-fly e-newsletter
- Availability of EAA Flight Planner software

"EAA members know from their involvement in flying Young Eagles to supporting their organization's other youth initiatives, that young people are ready to explore the sky, and we need to encourage that next generation of aviation participants," Poberezny said. "The EAA Student Membership is absolutely the best way to get them started, and a great way to pass along a legacy of flight to a young person." The EAA Student Membership is just \$10 per year and is available through [shop.eaa.org](http://shop.eaa.org) or by calling 800-JOIN-EAA (800-564-6322).

## November Birthdays

Robert Cuzzort .....	1	Donald Pearce .....	17
Layton Gwinn .....	1	Judy Matras .....	17
Frankie Barton .....	1	Vicky Derdarian .....	17
Debbie Black .....	1	James Clark .....	18
Patti Herpst .....	2	Steve Hawley .....	19
Dianne McKay .....	2	Peggy Como .....	19
Mary Louise Rose .....	3	Christine Latham .....	20
David Carlson .....	4	Susan Clamp .....	21
Jack Singletary .....	5	Donald Elton .....	23
Bill Barley .....	5	Sandra Rippeteau .....	23
Colgate Darden, III .....	6	Linda Leech .....	24
Don Cook .....	9	Judy Holliday .....	25
Agnes Streeter .....	9	George Batten .....	26
Laura Thomas .....	10	Susan Ledbetter .....	26
Gary Boykin .....	11	Janice Causey .....	26
Leon Strock .....	13	Len Leggette .....	27
Steve Reeves .....	13	Brad Vaught .....	29
Joe Welch .....	14	Jean Edwards .....	29
Merrill Donahoo .....	14	Dick Hitt .....	30
Xen Motsinger .....	15	Jennifer Nettles .....	30
Morris Kline .....	16		
Phillip Latham .....	17		

## December Birthdays

Angela Faith Revels .....	1	William Gardner .....	18
Carl Byars .....	1	Deborah Nowakowski .....	19
Norman Davis .....	1	Donna Hipp .....	19
Thomas Clamp, Jr .....	1	Frances Moore .....	20
Gerry Dievendorf .....	2	Jeremy McGee .....	20
Dan South .....	2	Steve Corley .....	22
Jerry Sowell .....	5	Robert Rose .....	23
Ari Buchanan .....	6	Maurice Hall .....	24
Martha McElveen .....	8	Pat Breznay .....	25
Jay Byers .....	8	Christine Taylor .....	26
Robert Stearns .....	9	Michael Bolton .....	26
Claude Lott .....	9	Melanie Steed .....	27
Bill Blythe .....	10	Sam Christiano .....	28
William Blythe .....	10	Brian Steed .....	28
Donald Upp .....	10	Ann Purcell .....	29
Christina Taylor .....	12	Kathryn Dansby .....	29
Hope Craver .....	12	Nancy Van Wormer .....	31
Tina Clark .....	13	Mike Hoover .....	31
Feaster Coleman .....	15		
Dennis Allen .....	16		
Debbie Fauver .....	17		
Kay Sprowls .....	18		
Caroline Garbade .....	18		
Philip Clauss .....	18		



## WWII Fighter Plane Discovered on Beach

By Richard Pyle, AP, from AOL News Today, November 14, 2007

Sixty-five years after an American P-38 fighter plane ran out of gas and crash-landed on a beach in Wales, the long-forgotten World War II relic has emerged from the surf and sand where it lay buried.

Beach strollers, sunbathers and swimmers often frolicked within a few yards of the aircraft, unaware of its existence until last summer, when unusual weather caused the sand to shift and erode.

The revelation of the Lockheed "Lightning" fighter, with its distinctive twin-boom design, has stirred interest in British aviation circles and among officials of the country's aircraft museums, ready to reclaim another artifact from history's greatest armed conflict.

Based on its serial number and other records, "the fighter is arguably the oldest P-38 in existence, and the oldest surviving 8th Air Force combat aircraft of any type," said Ric Gillespie, who heads a U.S.-based nonprofit group dedicated to preserving historic aircraft.

"In that respect it's a major find, of exceptional interest to British and American aviation historians."

Gillespie finds romance as well as historic significance in the discovery of the aircraft, long forgotten by the U.S. government.

"It's sort of like 'Brigadoon,' the mythical Scottish village that appears and disappears," he said. "Although the Welsh aren't too happy about that analogy - they have some famous legends of their own."

Gillespie's organization, the International Group for Historic Aircraft Recovery, learned of the plane's existence in September from a British air history enthusiast and sent a team to survey the

site last month. The group plans to collaborate with British museum experts in recovering the fragile but nearly intact aircraft next spring.

The Imperial War Museum Duxford and the Royal Air Force Museum are among the institutions expressing interest.

"The difficult part is to keep such a dramatic discovery secret. Looting of historic wrecks, aircraft or ships, is a major problem, in Britain as it is worldwide," Gillespie said.

British aviation publications have been circumspect about disclosing the exact location, and local Welsh authorities have agreed to keep the plane under surveillance whenever it is exposed by the tides of the Irish Sea, he said. For now, the aircraft is again buried under sand.

Officially, the U.S. Air Force considers any aircraft lost before Nov. 19, 1961 - when a fire destroyed many records - as "formally abandoned," and has an interest in such cases only if human remains are involved.

The twin-engine P-38, a radical design conceived by Lockheed design genius Clarence "Kelly" Johnson in the late 1930s, became one of the war's most successful fighter planes, serving in Europe and the Pacific. About 10,000 of the planes were built, and about 32 complete or partial airframes are believed to still exist, perhaps 10 in flying condition.

Another P-38, part of a "lost squadron" of warplanes marooned by bad weather in Greenland while being flown to Europe in 1942, was recovered and extensively restored with new parts. Dubbed "Glacier Girl," its attempt to complete the flight to Britain earlier this year was thwarted by mechanical problems.

The Wales Lightning, built in 1941, reached



**An American P-38 fighter plane was found on a Welsh beach in July after unusual weather caused the sand on top of it to shift and erode. A fuel problem forced the aircraft to make an emergency landing in 1942. AP Photo**

Britain in early 1942 and flew combat missions along the Dutch-Belgian coast.

Second Lt. Robert F. "Fred" Elliott, 24, of Rich Square, N.C., was on a gunnery practice mission on Sept. 27, 1942, when a fuel supply error forced him to make an emergency landing on the nearest suitable place - the Welsh beach.

His belly landing in shallow water sheared off a wingtip, but Elliott escaped unhurt. Less than three months later, the veteran of more than 10 combat missions was shot down over Tunisia, in North Africa. His plane and body were never found.

As the disabled P-38 could not be flown off the beach, "American officers had the guns removed, and the records say the aircraft was salvaged, but it wasn't," Gillespie said. "It was gradually covered with sand, and there it sat for 65 years. With censorship in force and British beaches closed to the public during the war, nobody knew it was there."

It was first spotted by a family enjoying a day at the beach on July 31.

The discovery was stunning news for Robert Elliott, 64, of Blountville, Tenn., the pilot's nephew and only surviving relative. He has spent nearly 30 years trying to learn more about his namesake's career and death.

All he knew of the Wales incident was a one-line entry saying Elliott had "ditched a P-38 and was uninjured."

"So this is just a monumental discovery, and a very emotional thing," said Elliott, an engineering consultant. He said he hopes to be present for the recovery.

The discovery has stirred interest among British museum officials and aviation enthusiasts, who believe it could be the oldest P-38 in existence. Here, a different P-38 flies over Los Angeles, Calif., in 1940.

Of the 10,000 P-38s that were built, there are perhaps 10 left that are still in flying condition. Here, a WWII pilot sits in front of a P-38 that was recovered from Greenland in 1992 after crashing there 50 years earlier.

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## Van's Aircraft To post RVator Magazine Online And Free Of Charge Beginning In 2008

*From Van's Aircraft website ([www.vansaircraft.com](http://www.vansaircraft.com))*

**T**hat's right, FREE, from Van's. Before the oxymoron light illuminates on your instrument panel, here's the rest of the story.

It has become very common for publications to be delivered in electronic form and printed on paper only if the recipient wants a "hard copy." This approach is less wasteful, less expensive and more flexible, so, beginning with the first 2008 issue, the RVator will be available for free (in living color) as a .pdf document on our website. We plan to post six sixteen-page issues a year on our website, where anyone can download them - and print them if they like. Although the photos will be in color, bandwidth restrictions limit us in resolution. You'll notice a small degradation in photo quality. You'll need Adobe's ubiquitous Acrobat software (available for free from many sources on the web) to read and download it.

Those who prefer can still order printed copies for the same \$15.00 dollars a year and receive them just as they do today. The printed version will remain black and white, and contain sixteen pages.

Why only sixteen pages instead of the traditional twenty? Because, on the printed page, we have to work in four-page increments. Over the years the First Flights column, which used to be a couple of paragraphs on the back page, has grown to four pages with each note limited to 150 words and threatens to expand even further.

We love that, but First Flight reports have also been posted on the unlimited "space" on the website in the famous Hobbs Meter section. There's no reason to continue this duplication, so, beginning in 2008, First Flights will become the exclusive province of [vansaircraft.com](http://vansaircraft.com). No content will be lost.

Those who subscribed for multiple years can either continue with the print subscription, or we will, upon request, credit their account.

# MINUTES OF THE EXECUTIVE COMMITTEE MEETING

November 6, 2007

## ATTENDING:

Mac Burton, Pat Burton, Hayden Davis, Pam Davis, Doug Evans, Patty Hamilton, Lori Lijewski, Xen Motsinger, Angela Revels, Jerry Revels, Steve Richardson, Jean Edwards, Jean Roberts, Eduardo Irizarry.

Vice President Mac Burton called the meeting to order at 6:30 pm.

## TREASURER'S REPORT:

Angela and Jerry - Gave the Treasurer's report. We had a double month billing for the newsletter due to not being billed for the previous month.

## COMMITTEE REPORTS:

Membership: Jean Edwards - 252 members total. Renewals for 2008 will be forthcoming.

Newsletter: Mike Hoover - No Report.

Young Eagles: Report read by Mac Burton. There should be 30 to 40 kids this Saturday. Helpers are needed for ground crew. Please contact Ron if you are able to contribute.

242 Flyers: No Report.

Food Service/Breakfast Club: All commitments have been fulfilled for 2007. In 2008 we will be committing to 4 SCBC events. Locations/Dates to be announced. Thanks to all volunteers for a wonderful year.

Computer/Web Site: No Report.

SAC Operations: Still no progress on the awning. All else is running smoothly.

Projects: Nothing to report. Please share your successes regarding your project, call Jean with the details.

Banquet 2007: This year's banquet is being held at the Embassy Suites on November 17th. The cost is \$35 per person. Keynote speaker is Robert Zumwalt of the NTSB. Contact any Executive Committee member for your tickets. Tickets are also available at the door. A reminder email will be sent this week. Donations for the silent auction are being sought from local businesses as well as our members. Please contact Lori Lijewski if you would like to contribute to the auction. All auction proceeds go to our Chapter's Young Eagles program.

Annual Meeting: This year's annual meeting is on the 11th of November from 1 pm to 5 pm. Hamburgers and hotdogs will be served @ 3 pm. Executive Committee to be elected. A special thanks to Coke and Barbara for hosting this event once again.

OLD BUSINESS: None.

NEW BUSINESS: It is time again to renew your EAA 242/PSA membership. If you do not wish to receive a

hard copy of our newsletter please remember to indicate this on your renewal form. Annual dues are \$30 dollars.

ANNOUNCEMENTS

The next executive committee meeting is scheduled for December 04, 2007.

A motion was made to adjourn. Meeting adjourned at 7:29 pm.

Respectfully submitted,

Doug Evans  
November 14, 2007

Editor's Note



If you have an article and/or photos, event announcements, travel articles, classified or display ads, after action reports, etc., that you would like to share with the Chapter, please send them to me at mikehoover@sc.rr.com, or mail them to the SAC at: EAA Chapter 242, 1400 Jim Hamilton Blvd, Hangar 69, Columbia, SC 29205-4458. The deadline for submissions is the 15th of each month. Items submitted by then will make it in the following month's newsletter. I hope everyone will enjoy a happy Holiday Season and a fantastic New Year!



This issue of *Contact!* is dedicated to the EAA 242'er Bill Harmon who has gone West recently. His presence will be sorely missed.



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## NEW MEMBERS

**Hubert & Kathleen Gammill**  
*St. Matthews, SC*

**William B Farley**  
*Spartanburg, SC*

**Mike & Dee Dee Kullenberg**  
*Holly Hill, SC*

**Jeff Decker**  
*Stockton, MO*

**David Graff**  
*Columbia, SC*

**WELCOME TO ALL OUR  
NEW MEMBERS!**



You are cordially invited to:

**Ballard's Annual  
Toys For Tots  
Christmas Party**

**Saturday, December 15th at 7:00 p.m.**

**Catered dinner and fabulous prizes  
Bring an unwrapped toy and a happy  
heart.**

Twin Lakes Airport (S17):

From Augusta: Off I-20 Exit 11, Bettis Academy turn left. Go three miles to Ballard Drive, turn left.

From Columbia: Off I-20 Exit 11, Bettis Academy turn right. Go three miles to Ballard Drive, turn left.

See Signs for party parking. Party will be in the hangar.

## Classified ads

**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 lites. 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.

**Situation Wanted:** Is your aircraft sitting idle during the week? Wanted to rent for business travel: IFR Cherokee 6 or Lance. Please contact Brian Christiano, P.E., Ph: (803) 796-6721, C: (803) 238-6768, or e-mail: bchristiano@bcengineeringanddesign.com.

**For Sale -** Cessna 172F, N5521R, 5600 hours total time, 1250 hours SMOH, IFR certified, \$34,900. Call Art Lynch, 794-3215, email: artlynch@avidaviator.com.

**Wanted -** Three or four member partnership in a Light Sport Aircraft. Investment available: \$20,000 to \$40,000. Call Art Lynch, 794-3215, email: artlynch@avidaviator.com.

## Chapter Notices

### ROCK RAKERS STILL NEEDED

Volunteers needed to clear rocks from the aviation park area at the SAC. Contact Xen at 796-5984 if you are able to help.

### ALUMINUM CANS

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

### "CLASSIFIED ADS" COLUMN.

Contact Xen Motsinger at 796 5984 or 269 1321 if you have an aviation related announcement for the EAA 242 Contact Newsletter.

### 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.

### SC APPRAISAL SERVICE, LLC

204 Lawand Dr.  
PO Box 210545  
Columbia, SC 29221-0545

Office 803-798-8621  
Fax 803-798-1501  
Mobile 803-960-5929

**James T. Wheat, SRA**  
President

SC State Certified Residential Real Estate Appraiser #467  
Email: SCAppraisal@mindspring.com

### F.A.A. Medical Exams Class I, II, and III

**Frank W. Young, M.D.**

USAF Trained Senior Flight Surgeon and Pilot

103 Saluda Ridge Court  
West Columbia, SC 29169

Tel. 803-791-0562  
Urgent 803-359-9180

William Elliot LLC, D/B/A

### Elliot Heating and Air

Sales ★ Service ★ Installation

**803-996-9206**

**Gary Elliot**  
Owner

BERT LOUTHIAN

***Louthian***  
law firm, p.c.

1116 BLANDING STREET  
PO Box 1299

COLUMBIA, SOUTH CAROLINA 29202  
803-256-4274/VOICE • 803-256-6033/FAX  
800-922-8097

EMAIL: BLOUTHIAN@LOUTHIANLAW.COM

For Advertising Information

*Contact!*

**Jerry Revels at 803-957-9433**

## ***Upcoming Events***

*For more information on events, be sure sure to check the calendar on our website at [www.eaa242.org](http://www.eaa242.org).*

- Dec 2 - SCBC at Greenville (GYH)**
- Dec 4 - 1830 Exec. Committee meeting at the SAC**
- Dec 8 - 0900 Young Eagles Flights**
- Dec 8 - 0630 Christmas Party at the SAC**
- Dec 9 - 0800 Georgetown Fly-In (GGE)**
- Dec 11- 1830 Birthday Supper at the SAC**
- Dec 15 - 1900 Ballard's Annual Toys For Tots (S17)**
- Dec 16 - SCBC at Rudy Branham (6J7)**
- Dec 30 - SCBC at Twin Lakes (S17)**
- Jan 3 (Thursday) - 1830 Exec. Committee meeting at the SAC**
- Jan 8 - 1830 Birthday Supper at the SAC**

## ***Contact!***

**Palmetto Sport Aviation Association, Inc.  
EAA Chapter 242  
1400 Jim Hamilton Blvd., Hangar 69  
Columbia, SC 29205-4458**

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## ***What's Inside!***

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- *President's Cockpit***
- *Young Eagles November Report***
- *Scenes from the Annual Meeting at Coke's***
- *EAA's Student Membership Launched***
- *Air Traffic Control Basics***
- *And Much More!***

