



The Cross Keys Flyer September 2014

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

SOUTH JERSEY CHAPTER 216

A Tax exempt 501 (C) (3) Non Profit Organization

CHARTERED NOVEMBER 3, 1964 INCORPORATED MAY 26, 1966



Our new Young Eagle Coordinator, Emily Lewis, will not just coordinating the program, she will be flying Young Eagles as well.

Contact ye@eaa216.org to volunteer or to fly kids in your plane.

It's always a lot of fun, see you there.

-President Dan Marchetti

Presidents Message

Coming October 4th, from 10am to 2pm:
our EAA 216 Fall Festival!

Whitey Lance's Alloway Airfield - NJ02,
Alloway Friesburg Rd, (RT 640), Bridgeton,
NJ 08302.

We'll have a Poker Run starting at 8am sharp, and we'll be flying Young Eagles, kids ages 8 to 17, from 9:30am.

There also will be a chili contest. If you think you can win, BRING IT ON!

Many interesting airplanes will be on display.

Don't forget, we need volunteers to setup for the poker run, cooking grill, and Young Eagles tent. Three judges will be needed for the Chili Contest.

Airplane parking volunteers needed, too.
Contact Prez@eaa216.org to sign up.

Udvar-Hazy Bus Trip

Date: November 1, 2014

Time: Bus departs at 7:30 am. Show time 7:15 am

Place: Collegetown Shopping Center, 731 Delsea Dr., Glassboro 08028
In the parking lot of what used to be Acme, now being made into LA Fitness

Arrives: The Steven F. Udvar-Hazy Center at about opening time, 10:00 am

Departs: 5:30 pm, closing time, returning to Collegetown Shopping Center at about 8:00
We may want to add a stop at the Maryland House on Route 95 on the way home

Costs: \$38.00. You can pay by cash or check made out to J. Naphas at the

September 17th meeting of the Chapter. Jim will be there. Or you can mail the check to Jim Naphas,
75 Cyrus Ave., Pitman, NJ 08071-1105.
Payment is requested by the end of September. Unpaid seats will be sold to people on the waiting list after the Chapter meeting on October 15.

Interested?

Register: The best way is to send an email to Jim Naphas at naphas@aol.com or a text to 856-264-6807. Please include your name as it may not be obvious from the email address or the phone number that you used to send the text. You can also call Jim at that number.

2 reasons to register as soon as possible:

1. We need to know that we can fill the bus by September 30. If the bus is not filled by September 30, the trip can still be cancelled without cost. The bus is about half full as of 9/8/14.
2. Those who register after the bus is filled will be put on a waiting list in the order of registration.

The Udvar-Hazy Center is one of the finest aviation museums in the world. If you are not familiar, go to www.airandspace.si.edu/visit/udvar-hazy-center. You should check out the Visiting Tips on that page for a lot of really good information.

The Bus is a U.S. Coachways 56 seat bus with 2 seats that face the driver on either side of an aisle down the middle. It has high back bucket reclining seats, AC/heat, AM-FM stereo, on-board restroom and CD-DVD players with drop down TV's.

If you have any questions, please email, text, or call Jim Naphas.

Air Race Classic

Emily Lewis, Young Eagles Coordinator



This summer, I had the opportunity to participate in the event of a lifetime. In January 2014, I signed up for the annual Air Race Classic, which is a transcontinental air race limited to only female pilots. This year's race route began in Concord, CA and finished nine stops later in New Cumberland, PA. I found out about the race through my local 99's chapter and I immediately knew it was something that I wanted to do. I did my research, found a partner, and immediately began the paperwork required to enter the race. We soon were known as Classic Racer 48, or as we called ourselves, the Friendly Fliers.

The plane I flew for the ARC was a 1961 Beech Travel Air, a nice light twin-engine airplane. In fact, our team was the only team to fly a multi-engine aircraft in the entire race. Prior to entering the race, however, I did not have my multi-engine license. The race judges set a strict deadline of having all requirements for the airplane completed by April 1st at the absolute latest.

In order for a team to be eligible to race, one of the pilots must have either her instrument rating OR she must have over 500 hours total time. I had my instrument rating, my partner had close to 20,000 hours and many more ratings than myself, so we were set in that aspect. However, since I was not multi-engine licensed, I was still not eligible to fly that aircraft. I was determined, though, and on my Spring Break from college at the end of March, I drove down to Chesapeake, VA for a multi-engine accelerated course. Some nasty weather moved in at the end of my four-day stay, so I made arrangements to come down after my classes the following Friday. Again, though, the weather made a surprise appearance, so I rescheduled for the following weekend. However, the race officials kindly reminded me that I absolutely needed this rating by April 1st or I would not be racing. Instead, I ended up skipping a few days of school, took one more flight, and then took my check ride on April 1st. Luckily I passed and they allowed me to use the Travel Air in the race!

The airplane belonged to another pilot who kindly let us borrow it for the entirety of the race and then some. We picked up the airplane in Southern California, and flew it up to Northern California for the start of the

race. We checked in and registered, and met all the racers who were there for the weekend before the start of the race. That weekend was brutal, and consisted of hours upon hours of briefings, paperwork, and aircraft inspections. However, once Monday morning rolled around, we were off and about to begin the race. Each team had four days to complete the race; it began on a



Monday and we had until 5 PM Eastern Time to finish on Thursday. The first day of the race was a whirlwind of emotions. It was exhilarating, exhausting, and downright terrifying at some points. The first day we flew three legs of the race in order to get ahead of some weather we knew would be forming in Nevada and Wyoming. We ended up traveling from Concord, CA to Pinedale, WY on the first night, with two stops at Klamath Falls, Oregon, and Elko, Nevada. The first stop we made was precautionary to

make sure we had enough fuel to make it to Nevada, but turned out to give us more trouble than we thought. We made a decently quick turnaround, however, on takeoff the door became unlatched. No big deal, right? I, as PIC, made the decision to make a short pattern and come back around to land to make sure we latched the door. This all seemed fine until we reached midfield downwind and the entire door blew open!! Now, if we're being perfectly honest, I have not flown an airplane yet that has not had the door come open in flight, so this was nothing out of the ordinary for me. However, this was out of the ordinary for my partner, who was not used to having doors fly open. Once the door of her MD80 is shut, it usually stays shut. As soon as this happened, we lost the entire lift on the right wing, partly due to the vortex generators that were put on there to alter the flow over the wing. So, in a desperate scramble, I made sure she held the door shut (so she could breathe, too!), and I came around and landed. It was definitely one of my more exciting patterns.

Again, on the first day, we had another interesting call. You see, the race has to be completed entirely VFR; if a team illegally goes IFR or files IFR, they become



disqualified from the race. Like I said, there was some nasty weather moving into the region, and once we made it to Elko, Nevada, we were stuck with the decision that many others had to make that day: to go or not to go. After debating between ourselves, I called my professor from college to give me an updated forecast, and I called my dad as well. My dad gave us a specific route and said it was VFR the whole way, which was actually the route we had planned. We decided to go. I'm incredibly

grateful we made the decision to go, because almost 20 teams got stuck in Nevada for the next two days as that weather system moved through. However, that was one of the worst flights I have ever experienced, and I was the pilot! We hit severe turbulence, saw lightning from the air, and experienced mountain obscuration as well. The cloud ceiling kept lowering, and we had to continuously descend in order to maintain our VFR clearance. The mountains, on the other hand, did not descend, and we made several very low mountain passes over these 9,000 ft mountains. The terrain guides we had available to us were my favorite part of the trip. Once we passed through that awful area, everything cleared up, except of course, for a standing lenticular cloud that we were easily able to avoid. When we landed in Pinedale for the night, although it was absolutely freezing, we were both happy to be on the ground for a little while.

The rest of the race went absolutely well, although we were battling storms in the Midwest the rest of the race, and even a cold front that was making its way towards PA for the end of the race. The second night we finished in Iowa City, and decided to make a break for the finish line on Wednesday because of the weather that would be there on Thursday. We were up incredibly early on Wednesday, and were the first aircraft to taxi and takeoff to Danville, Illinois. We ended up placing second place on this leg, which was pretty exciting! However, the airplane wasn't too happy with us about this, and as soon as we went to start up in Illinois, our left starter completely died. The maintenance shop on the field did not supply the starter we required, so we waited several hours for our engine to cool off, and the head of the maintenance shop hand propped our left engine for us. I didn't think it could be started manually with such a high compression, but it started up just

fine. We then headed straight for the finish line without landing in Athens, Ohio for fuel. In order to make sure we reached the finish line, we had to pull back our power to a lean-at-peak cruise setting. Although we had a tailwind, we did not attain the speed which all the other aircraft did that day due to our reduced power. However, we finished without any penalties as first time racers, and I could not be happier with the outcome.

Since the race, I began working at a summer camp called the Future Aviators Summer Camp, which is based out of New Garden Flying Field (N57). I also obtained my Commercial license at the end of July as well, which is something I was thrilled to

finally finish. Right now, I'm beginning my studies for the CFI, which I plan to complete after I finish college in May. I've also become the Young Eagles Coordinator for the chapter. I'm very excited to have this opportunity, and I know it would not be possible without the help and support of all the wonderful chapter members that have kept this organization up and running. I'm planning on doing Young Eagles flights at the Fall Festival in October. If you would like to volunteer to be a young eagles pilot for the festival, please contact me at ye@eaa216.org. Although I'm currently based in Salisbury, Maryland for school, I'm looking forward to meeting everyone in the chapter and getting involved in some events. I hope to see you all in October!

-Emily Lewis

**Experimental Aircraft Association
South Jersey Chapter 216**

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Next Meeting

September 17th, 2014

7:30 PM

FreeFall Adventures

Cross Keys Airport

Fall Festival

October 4th, 2014

10am to 2pm

**Whitey Lance's Alloway Airfield
- NJ02, Alloway Friesburg Rd,
(RT 640), Bridgeton, NJ 08302.**

MEETING MINUTES JULY 16, 2014

Submitted By: Bill Varnes, Chapter Secretary

LOCATION: Free Fall Adventure Sky Diving facility at Cross Keys Airport, Williamstown, NJ.

CALL TO ORDER: At 7:35 PM by President Dan Marchetti, with a pledge to the flag.

ATTENDANCE: A total of 12 members and 1 guest, David Reimer, were present. David hails from Bridgeton, retired from the military about two years ago and is interested in low and slow LSA type aircraft, possibly as a Sport Pilot. David will be joining the chapter.

MEMBERSHIP: We recently gained two new members who will be taking an active role in our chapter. They are John Lewis and his daughter Emily. John is part of the Lewis family that owns the Cross Keys Airport and is an airline pilot. Emily is a college student and has already acquired her private, instrument and commercial licenses. She recently participated in the woman's Air Race Classic and has volunteered to be our Young Eagle coordinator. Our VP, Tom McDowell, is in the hospital for a hip replacement. We wish him a speedy recovery.

READING OF MINUTES: The July 16, 2014 minutes were published in the August newsletter. Also, for various reasons, the May 21 and June 18 minutes, never received approval. Jim Naphas made a motion, seconded by Lee Rappaport, to approve the May, June and July minutes in one sweeping action. The motion was approved by a voice vote majority.

TREASURERS REPORT: Bill Conway was absent so Pres. Dan Marchetti gave a verbal and a printed report of the chapters accounts.

NEWS/CORRESPONDENCE/MISCELLANEOUS: Member Ira Weissman gave a verbal report on the Camden Youth Aviation program. Ira said they have a BD-5 airplane kit which the group will build. Ira needs members to volunteer as mentors. Ira also spoke of a kid from Camden that won a contest with the Tuskegee Airmen. Ira also spoke of his trip to AirVenture 2014.

TECHNICAL COUNSELORS REPORT: Whitey Lance had no report. John Panchesine reported that he and Dave Strittmatter have just replaced the control surface skins that were previously damaged by hail. Now they have experienced another problem and that was a rain storm that resulted in their RV-12 being partially submerged in flood waters while tied down at the Millville airport.

OLD BUSINESS: Cooper Building – We had a discussion about repairing the exterior of the facility. We need to remove some trim and rotted wood. Jim Naphas loaned a battery powered circular saw. Quotes for siding to cover the entire exterior are being sought and the cost will approach \$1900.00. John Panchesine made a motion, seconded by Jim Naphas, to budget the \$1900.00 needed to purchase the siding and it was approved by a majority of the membership.

NEW BUSINESS: Udvar-Hazy Bus Trip – Member Jim Naphas is planning a bus trip to the Air and Space Museum. Cost \$38 p/person and scheduled for Sat. 11/1/14. Call Jim at 856-264-6807 or naphas@aol.com to let him know if you desire to go, as he needs to know the number of people interested in order to make this trip happen.

YOUNG EAGLE REPORT: A letter was received from EAA thanking us for flying 220 Young Eagles for the year.

PROGRAM: The EAA monthly video for August 2014 was shown.

ADJOURNMENT: The business meeting adjourned at 8:25 and the program ended at 9:05 PM. Bob Keller made a motion, seconded by Tom Coyle, to adjourn the meeting and it passed by majority voice vote.

CALENDAR OF EVENTS

Submitted By Mr. Bob Cooper.

SEPTEMBER 17 - - - - - CROSS KEYS, NJ
7:30 PM – EAA CHAPTER 216 MEETING
FREE FALL MEETING ROOM – DAHLIA AVENUE
CROSS KEYS AIRPORT (17N)
PRESIDENT DAN MARCHETTI – 856/881-8343 – danmarch1@verizon.net

SEPTEMBER 18 -21 - - - - - QUEESBURY, NY
ADIRONDACK BALLOON FESTIVAL
FLOYD BENNETT MEMORIAL AIRPORT -
443 QUEESBURY AVENUE, QUEENSBURY, NY

SEPTEMBER 20 - - - - - ABINGDON, VA
VIRGINIA HIGHLANDS AIRPORT (KVJI) - THIRD SATURDAY FLY-IN
276-451-0887 – A TIME TO SUPPORT LOCAL GENERAL AVIATION

SEPTEMBER 27 - - - - - CALDWELL, NJ
EAA CHAPTER 501 ANNUAL FALL FLY-IN –
ESSEX COUNTY AIRPORT (KCTDW) – www.eaa501.org

SEPTEMBER 27 - - - - - MILLVILLE, NJ
MILLVILLE AVIATION CELEBRATION –
w/DUFFY TEAM AIRCRAFT ON DISPLAY – AND MORE???
MILLVILLE MUNICIPAL AIRPORT (MIV) – 856-825-3160

OCTOBER 1 - - - - - CROSS KEYS, NJ
7:30 PM – EAA CHAPTER 216 EXECUTIVE OFFICIERS MEETING
FREE FALL MEETING ROOM – DAHLIA AVENUE
CROSS KEYS AIRPORT (17N)
PRESIDENT DAN MARCHETTI – 856/881-8343 – danmarch1@verizon.net

OCTOBER 4 - - - - - ALLOWAY, NJ
EAA CHAPTER 216 FALL FESTIVAL -
WHITEY LANCE AIRPORT (NJ02)
438 ALLOWAY-FRIESBURG RD, ALLOWAY, NJ
11:00 AM – TO 3:00 PM – NO BREAKFAST – CHILI CONTEST -
HOT DOGS – HAMBURGERS WILL BE SERVED –

BRING DESSERT TO SHARE – DONATIONS WELCOME –
YOUNG EAGLE FLIGHTS -
PRESIDENT DAN MARCHETTI – 856-881-8343

OCTOBER 4 - - - - - FREDRICK, MD
AOPA 75TH ANNIVERSARY HOMECOMING
FREDRICK MUNICIPAL AIRPORT (FDK) – 800-872-2672 – www.aopa.org

OCTOBER 11- - - - - SOUTHAMPTON, NJ
BREAKFAST FLY-IN @ ALLEN'S AIRSTRIP (3NJ9) 609/267-8392
Rallen231@comcast.net

OCTOBER 11 - - - - - TOUGHKENAMON, PA
EAA CHAPTER 240 FLY-IN BREAKFAST – www.eaa240.org
NEW GARDEN FLYING FIELD (N57)

OCTOBER 11 – 12 - - - - - WEST CHESTER, PA
AMERICAN HELICOPTER MUSEUM - "ROTORFEST 2014"
10:00 TO 4:30 PM DAILY - info@americanhelicopter.museum –
610/436-9600

OCTOBER 18 - - - - - ABINGDON, VA
VIRGINIA HIGHLANDS AIRPORT (KVJI) - THIRD SATURDAY FLY-IN
276-451-0887 – A TIME TO SUPPORT LOCAL GENERAL AVIATION

NOVEMBER 1 - - - - - DULLES AIPOINT, VA
JIM NAPHAS IS PLANNING A BUS TRIP TO THE
UDVAR-HAZY CENTER - AIR & SPACE MUSEUM
COST: \$38.00 EACH – JIM NEEDS A COUNT TO DETERMINE IF THERE IS ENOUGH
INTERST. CALL 856-264-6807 OR
naphas@aol.com – ASAP - -

DECEMBER 7- - - - - MASSEY, MD
MASSEY AIR MUSEUM – 11TH ANNUAL OPEN HANGAR DAY
MASSEY AERDROME (MD1) - 1:00 TO 5:00 PM –
BRING HORS D' OEUVRES TO SHARE - - - www.masseyareo.org
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PLAN AHEAD -

JANUARY 14 – 17, 2015 - - - - - SEBRING, FL
11TH ANNUAL US SPORT AVIATION EXPO –
SEBRING REGIONAL AIRPORT – www.SportAviationExpo.com
863-655-6444

JULY 20 – 26, 2015 ----- OSHKOSH, WI
2015 AIRVENTURE - www.AirVenture.org

MAY 27, 2015 --- ----- ATLANTIC CITY, NJ
Just picked this info out of the “SJ TIMES” -
THUS DATE NOT CONFIRMED – RWC – 8-2-14

It's wise to confirm dates as some events cancel without notice.
Please send event data or updates to Bob Cooper – 856/694-4221
EAA CHAPTER 216 – PL4COOP@JUNO.COM
More information on EAA Chapter 216 - www.eaa216.org
Update – 09/13/2014 –