

Notes From Around the Pattern 4G1 August 1, 2005

The year was 1987. Ronald Reagan was president. George W. Bush did not yet own the Texas Rangers baseball team, Bill Clinton was the governor of Arkansas, Saddam Hussein was our friend, the Russians were our enemies, jokes were sent by fax, and Fred Murrin began to build a Sopwith Camel. Now after 18 long years and many changes Fred is nearly finished with the project. A few weeks ago he got the blessing of the FAA, and hopefully by the time you read this it will be flying. The plane is truly a work of art. It is *plans built* with original instrumentation, linen covering, a wicker chair seat and working machine guns. The Gnome engine measures over 900 cubic inches and develops 160 hp at 1350 rpm's. The cylinders on the rotary engine turn along with the massive propeller and lubrication is provided by castor oil that is pumped into the base of the cylinders and is pulled out the top by the centrifugal force. There is no carburetor. The engine is controlled by a blip switch that grounds out the cylinders. A small propeller that sits on the strut to the pilot's right and drives a pump that pressurizes the fuel system. Words cannot do the plane justice and the best part is that it will fly. It is one thing to see it and touch the wings, but it is another to hear the engine and smell the sweet odor of the castor oil as it flies overhead. It is our privilege to be able to associate with Fred, Rick Bennett and Al Cvelbar who helped with the Camel and have projects and planes of their own. I suggest you stop by to visit and admire their work. They normally fly weekend evenings when the winds are calm. Better yet, plan on attending the Dawn Patrol this September 30th in Dayton OH, at the Air Force Museum. There you will see not only Fred, Rick and Al's work, but other builder's, owners and pilots tooling around the skies in vintage WWI aircraft.

Thank you to all who have attended our events this year. Hopefully you have enjoyed yourself. We have been ever so fortunate with the weather. Now if we can just get a break for a couple more weekends.

On August 13 We will be hosting a Flea / Fly Mart at the airport. We have vendors lined up with airplane stuff. In fact we are planning to clean out all of the nooks and crannies around our place for gems that are gathering dust. There will also be vendors hawking the standard flea market wares. So clean out the garage and drag all of those good things you don't need any more and recycle them here in Greenville. Things will get going around 9:00AM, and continue on until 5:00 PM. In addition we will be advertising **Young Eagles Flights** on that day. If you are a current EAA member and would like to participate, we'd love to see you.

Saturday September 24th we will be hosting our second end of the summer **Lobster Fly-In**. It will start around 3:00 PM with a presentation by Tom Haines, the editor of AOPA Pilot. Tom is a Greenville native, who learned to fly at 4G1. He recently flew the Eclipse...and interviewed the folks working on the Honda plane. He views GA from a special position. He is going to discuss such things as security measures, trends, and the Light Sport category. We will begin to cook up the little crawly critters around 4:00PM. There will also be steak available for those who prefer beef to seafood. You must prebuy your lobster (\$25) or steak (\$20). We'd like you to bring a dish to share. Table settings and drinks will be provided, as will music. After dark there will be a fireworks display presented by Zambelli. It will be a great party. We hope you can make it.

When you are tooling around the internet please take a moment to check our revamped website at www.elbowstreet.com. We have Elbow Street Info, an event calender, and we will be posting the current "Notes.." It will also link directly to www.pilotmart.net when you need stuff

We will be resurfacing runway 15-33 sometime within the next 90 days. With any luck it will occur between August 14th and September 23rd, but we are waiting for paperwork and the state. Once the project begins, we will probably be closed for several days at least. We will give everyone as much notice as we can.

Is there any job as thankless as parking cars?? We are fortunate the local Civil Air Patrol Cadets, Squadron 122 helps us with this chore when we have events such as the recent Skyfest. It was about 90 degrees on Skyfest Saturday, and they just kept working. And they were wearing their heavy green fatigues. We appreciate their efforts and someone else did also. **Mike Dennis, the owner of Oregon Aero** just happened to fly in the day

before the event in his beautiful Pilatus PC-12. He came out to the airport (just because that's what pilots do) took a look at the activities and decided to take all of the cadets for a ride in his plane.. And for good measure he also took the adult leaders. If the measure of a man can be seen in his actions, Mike measures up quite well.

Flight School News: Don Lott and Jared Thompson soloed. Congratulations Fellas!! We have been studying the Light Sport Pilot program. To make a long story short, all of the hours you have in standard aircraft count toward your LSA license. In fact you could take the bulk of your training in a 152, and then transfer to an LSA airplane just to take the check ride. We are looking at the options available for an LSA airplane. If you have more questions give us a call....**Speaking of airplanes**, we recently purchased a 152 to replace the venerable 757AB. Our goal was to operate two 152's and one 172. Unfortunately there was mishap during landing on June 23rd, and there was considerable damage to the aircraft. So we are back down to 2 airplanes for a while. Because we are short a plane, the time demands, especially on the 152 will be great. It is important that you show up for your lesson, or let us know if you are unable to make it. If you fail to contact us 24 hours before, then don't show up, you may be charged a cancellation fee. We are sorry to do this, but we have had a rash of cancellations recently that not only affected our instructor's time, but also the other students that would otherwise take the slot. (The plane is for sale if you are interested in a "fixer upper")...Believe it or not, that wasn't the worst thing to occur on June 23.....

Not so many years ago, a lovely lady working as a telephone operator in a small town caught the fancy of a young pilot. They began to see each other. While they did all of the regular dating things, there were also many afternoons spent hanging around the field or cruising over the hills of north central PA in a Cub. He entered the Air Force, they were soon married and moved to Cheyenne, Wyoming. He found an airplane to buy...and she said "Why not"?? (Sounds like the perfect wife) It was a surplus PT26. In the fall of 1950, with a compass and a map, they brought the airplane east (she was 7 months pregnant). The Fairchild was a little short on space, so they put their luggage on a train. They took enough belongings in the plane to get home and tide them over till the bags would arrive. Over the next few days they had a lifetime of flying experiences. In Papillion Nebraska, they landed in a muddy cornfield due to weather, but only after dodging a DC-3 descending out of the clouds into the SAC airbase in Omaha. Using a tractor, the locals helped them get the airplane out of the corn and they were on their way the next day. Over Dayton, they broke up a squadron of Corsairs that were headed to Wright-Patterson. They had no radio. They used the "lights" and there was some confusion. Years later they remembered the kindness and concern everyone they met had for the "pregnant couple headed east" Their bags arrived a couple of days before they did. Her Mom was not impressed. My brother was born that November, my sister and I followed years later. Mom loved to fly, but never embraced the business. Beginning with her first cross country experience, then being married to my Dad who was a corporate pilot then later an FBO she understood all the aspects of this industry. Her last flight was last fall in a 172. She was happy that she was able to breathe at altitude in spite of the emphysema that was ravaging her lungs. It was a bittersweet moment. She lost the battle to the disease on June 23rd. She waged the fight with a dignity and grace that I am only now beginning to understand. While she lost the battle, she won the war, because she can breathe again. We will miss her at every event; because she was always there...I guess that's what Moms are all about. Thank you all for your condolences, prayers and support over the last few weeks. They were greatly appreciated.

Hope to see you soon