

EAA Chapter 442 April 2013 Propwash

EAA 442 Chapter Officers:

President: Mike Caswell ~ moto41@hotmail.com ~ 423-276-3654

Vice President: Mike Hathaway ~ n5186mike@yahoo.com ~ 423-765-9244 or 423-612-4004

Young Eagles Coordinator: Bruce Campbell brucecampbell@eaa442.org ~ 423-272-9682

Treasurer: Barry Campbell ~ barrycampbell@eaa442.org ~ 423-754-2846

Secretary & NLE: Barry Campbell ~ barrycampbell@eaa442.org ~ 423-754-2846

Technical Counselor: Jim Summers ~ jameshsummers@hotmail.com ~ 423-246-7086

EAA442 Webpage majordomo: Barry Campbell ~ barrycampbell@eaa442.org ~ 423-754-2846

The chapter webpage is: <http://www.eaa442.com/> or <http://www.eaa442.org>

Minutes of the April 2013 Chapter meeting:

Meeting called to order by President Mike Caswell, 12:47pm.

12 paid members present.

Treasurer's Report:

Balance \$1037.94 as of 4/26/13 in the checking account. \$.03 interest. Chk#1044

Mike Caswell \$61.18, Deposits \$153.00

Chapter Membership Renewal Time:

Total paid members for 2013: 18

Please see the membership form on the last page.

Membership in the chapter is on a calendar year basis and all members should renew their membership at the first of the year. Each chapter member must be a member of the national EAA as well. Annual dues are only \$20.00, and are tax deductible. You may renew your membership by completing the renewal form on our web site and sending the dues and your national EAA member number and expiration date to Barry Campbell, 167 Country Estates Drive, Rogersville, TN 37857 or you may pay Barry at the next chapter meeting.

Secretary's Report:

Motion to accept minutes as read Jon Smith, 2nd by Ed Martin. Minutes from the last meeting approved as distributed.

Young eagles Report:

Bruce requested additional materials from EAA, talked about YE pilot requirements, must be a national member to fly YE. Motion by Barry Campbell to purchase 50 YE hats to be sold, 2nd by Mike Hathaway, motion carried.

Technical Counselors Report:

Jim Summers, None

Old Business:

Mike Hathaway talked about the planned install of the fuel system, and runway improvements.

New Business:

None

Program:

Hangar flying.

Motion to Adjourned meeting at 1:32pm☺

A Message from the Editor

Hi **Everyone**,

If you are working on a project, doing repairs take a picture, and send me a short blurb about it. A lot of you take short trips out and about to small airstrips, to lunch stops, and airplane museums. We would like to hear about it and share your story. Also if you hear of an event that is not listed in the newsletter or our web site, please email me with the information. This is “**your**” chapter newsletter, and thanks to those who have sent me material. As you read the articles in this newsletter you can appreciate the articles by fellow members. It sure makes reading the newsletter a better experience for us all.

This Newsletter includes the following Articles:

From Emails: Carolynn Poythress Elder, Ed Neumann and FAA

Trip to Myrtle Beach and Charleston SC: by Barry Campbell

Member information update form, only one form mailed, and 8 at the meeting. Please take the time to fill one out!

Calendar of Events

EAA 442 Chapter meetings the next meeting Saturday March 30th 2013 at 12:30pm,

Lunch available at 12pm, RVN.

Fly in or drive in, be there or be -----.

Members are encouraged to bring a desert and a friend.

May 18th fly-in at 65TN-----Roach Farms.

MAY, 18 ----- CHAMBRIDGE, MD

45th POTOMAC ANTIQUE AERO SQUARDON

ANTIQUA AIRCRAFT HORN POINT FLY-IN

HORN POINT AERODROME (MD18) – Arthur.Kudner@comcast.net

Note: I have flown into Horn Point and it is a good event if you are looking for somewhere fun to fly. Barry

JUNE 7 – 8 – 9 ----- READING, PA

23RD MID-ATLANTIC AIR MUSEUM – WW-II GATHERING OF WARBIRDS

FIFI – B-29 WILL BE ON DISPLAY – PLUS OTHER WONDERFUL AIRCRAFT

CARL A. SPAATZ FIELD – READING AIRPORT (KRDG)

610/372-7333 – www.maam.org/maamwwii.html

Note: I went to this last year and it was fantastic. They also have a huge Army encampment at the same time. Barry

JUNE 10 – 12 ----- WILDWOOD, NJ

NAVAL AIR STATION WILDWOOD AVIATION MUSEUM WILL HOST THEIR

“AMERICAN PRIDE DAYS” FEATURING THE “YANKEE AIR MUSEUM”

B-17 “YANKEE LADY” - WALKTHROUGH TOURS AND FLIGHTS –

FOR MORE INFORMATION AND TO ARRANGE FOR A FLIGHTG

CALL DAVE WRIGHT 734/483-4030 ext 236

CAPE MAY COUNTY AIRPORT (WWD)

June 15th Tentative International YE Day at RVN.

JULY 25 –28 ----- BRODHEAD, WI
HATZ/PIETENPOL FLY-IN – BRODHEAD AIRPORT (C37)
608/214-6652 - - www.EAA431.org

JULY 29 – AUG 4, 2013 ----- OSHKOSH, WI
EAA AIRVENTURE – WITTMAN REGIONAL AIRPORT (OSH)
www.AirVenture.org

SEPTEMBER 28 – 29 ----- GETTYSBURG, PA
GETTYSBURG REGIONAL AIRPORT (WO5)
WINGS & WHEELS PANCAKE FLY-IN/DRIVE IN BREAKFAST
www.1041.eaachapter.org - 717/465-5952

OCTOBER 17 – 21 ----- MILLVILLE, NJ
EAA CHAPTER 216 WILL HOST EAA'S B-17 **ALUMINUM** OVERCAST TOUR
MILLVILLE AIRPORT (MIV) –
FLYING TOURS & GROUND TOURS OF THE AIRCRAFT
PRESIDENT TOM MCDOWELL – 856/358-7351
ctmcdowell@comcast.net - MORE DETAIL TO FOLLOW

Thanks to Bob Cooper for the dates.

<http://www.eaa.org/calendar/>

From Emails: I shared this with Richard Pike, see his comments following.

THE SHOESTRING FLYER

Editor: Bill Kerns Contact: bvkerns@epix.net

On Saturday March, 30th at 5:45 PM Mike Blank lost his life in an ultralight crash at the Smoketown Airport. He was an avid flier with over 300 hrs in the air. He was 30. The facts vary on what happened. But one account seems to be the most creditable. This isn't attempt to retell a tale. I feel that If one pilot can learn form this then this sad event than one life lost but one life is saved. He frequently flew into Shoestring and had done so that day. He had just returned from Shoe and refueled. On take off he cleared the runway and climbing out his engine was heard dropping power. He was observed dropping his nose and was in control. There was a hesitation then a turn back to the field was attempted. He appeared to stall and go straight down. He Impacted an old trailer just off the field. His plane erupted in a fire ball incinerating the plane and all around him. Please learn from this. If the facts are indeed different that what seems now to appear forgive me. This lesson is too important. If an engine out occurs on take off DO NOT ATTEMPT THE IMPOSSIBLE TURN! The impossible turn is called that for a reason and kills a lot of pilots. Remember! Nose down, keep up airspeed, fly straight ahead and pick a the most likely spot that is only a couple degrees from straight ahead. You will Hear the sirens call of that safe field you just left. DON'T LISTEN! You don't have the altitude to do a 180 deg. Turn. Energy is your friend. A turn will cost you a lot in altitude and energy. The most likely cause will be one wing stall\spin with no room for recovery. Straight ahead may cost your aircraft but you have a chance to flair and slowdown close to the ground and pick the softest spot to hit. A life can't be rebuilt but a new plane can. In a spin you can't pick how you will hit.

Please be safe fellow flyers, I was there when this happened and never want to see anything like this again. I did not see the crash but heard it and was on the scene moments after. It will change me forever. Please pray for his family.
Missing a Fellow Flyer

Richard Pike:

Wonder what sort of airplane / ultralight he was in? I have practiced "the impossible turn " in the Kolb, but not lately. When I was practicing it regularly, I could always do it in 200', best ever was 125.'

Practiced by being at an easy to check altitude, go to full throttle climb, max angle of climb, minimum airspeed. Worst case scenario. When stabilized in climb, at your chosen altitude, snatch the throttle back to idle, count "one thousand and one" to simulate brain lag, and then begin recovery.

First comes full forward stick, as aggressively as possible, because once the engine quits, with that big pusher prop high mounted at the back of the wing, the prop drag is trying to pull the nose up even more, plus the MKIII's lack of weight & mass + high drag has the airspeed indicator unwinding already, and the elevators have to be effective to make anything work. If you wait, or fail to be aggressive in your recovery, they won't be.

As the nose drops the airplane feels like it has almost stopped in the air, however it is rotating around its center of mass, virtually weightless, and by the time the nose is down, the airspeed indicator is on 0. However you will continue to transition into about 45-60 degrees nose down, and now acceleration is immediate, as the airplane starts to fall nose down. In just a second or two the airspeed indicator passes through 30, and as it does, without pulling back on the stick, input aggressive rudder and aileron to turn, and then start to pull back on the stick, because now you are doing about 60 and the airplane is well and truly flying at cruise speed. Check your altitude. In the MKIII, in just a few seconds you have reversed direction, have normal airspeed, and have lost between 125' and 200' and are in normal flight, ready to set up a landing.

Obviously this is not repeatable with any given airplane, and probably with some airplanes it would take 500' or even 850' feet of altitude, who knows? Also, it is obviously not something you would want to attempt unless you can do it almost by reflex, because you have practiced it enough, and practiced it recently enough. Also, I am not at all sure that it should be promoted as being reasonable, or taught by anyone as practical in anything like a standard airplane. But it can be done. Good topic for discussion at a meeting.

Which reminds me, I need to start off this year's flying season by spending some time in the practice area, knocking off the rust -

Ed Neumann: Step back in time to the days when auto racing was more like a death wish than a sport. *Back in the day... car racing. What a ride.*

These drivers knew that every race could be their last, and yet they raced for the glory of it all. When Auto Racing Was Really Dangerous!!! But Fun???

NO SEAT BELTS AT ALL DURING THESE PICTURES.

The old days of auto racing without seat belts, NASCAR rules, fire suits, fire extinguishers, etc. Crazy drivers and spectators.

[click here: Vintage Race Car Crashes onDevour.com](#)

Member Information update, please print:

Name: _____

Address Street: _____

Address Street: _____

Address City: _____

Address Zip: _____

Phone: _____

Email: _____

EAA number: _____ Expiration date: _____

Young Eagle number: _____

Aircraft owned, or flying: _____

If you have a picture, please attach. If you want it back after I scan it let me know.

Annual Dues are \$20.00 if not paid, please make check payable to EAA442.

Please mail to:

Barry Campbell, Secretary/Treasurer EAA442

167 Country Estates Drive

Rogersville, TN 37857