

## **EAA Chapter 442 July 2013 Propwash**

### **EAA 442 Chapter Officers:**

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

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### **Minutes of the July 2013 Chapter meeting:**

Meeting called to order by Mike Caswell, 12 members present.

### **Treasurer's Report:**

Balance \$1,044.89 as of 7/25/13 in the checking account. Chk#1047 Mike Caswell \$28.46 and Interest \$.03.

### **Chapter Membership Renewal Time:**

Total paid members for 2013: 20

### **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:**

Minutes read as distributed in the Propwash. Motion Jim Summers, Second Mike Hathaway.

### **Young eagles Report:**

14 Young Eagles were flown at the last event. A discussion around the event and the next event planned for September 21st, took place.

### **Technical Counselors Report:**

Jim Summers, None

### **Old Business:**

None

### **New Business:**

Sherriff department hangar is being removed.

### **Program:**

None

# 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:** FAA

**Trip to WWII Weekend at Reading, PA (RDG):** by Barry Campbell

## Calendar of Events

**EAA 442 Chapter meetings the next meeting Saturday June 29<sup>th</sup> 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.**

EAA442 Regular Meeting August 31st 2013.

SEPTEMBER 28 – 29 ----- GETTYSBURG, PA

GETTYSBURG REGIONAL AIRPORT (WO5)

WINGS & WHEELS PANCAKE FLY-IN/DRIVE IN BREAKFAST

[www.1041.eaachapter.org](http://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](mailto:ctmcdowell@comcast.net) - MORE DETAIL TO FOLLOW

Thanks to Bob Cooper for the dates.

South Carolina Breakfast Club Calendar

September 1st Columbia Metro CAE

September 15th Moncks Corner MKS

September 29th Laurens LUX

October 6th Camden CDN

October 20th Sumter SMS

November 3rd Orangeburg OGB

November 17th East Cooper LRO

December 1st Winnsboro FDW

December 15th Greenville Downtown GMU

December 29th Twin Lakes S17

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

## From Emails:

FAA Safety Team | Safer Skies Through Education

What's your angle?

Notice Number: NOTC4886

Want to help reduce GA accidents? Know your angle. Angle of attack, that is...

The majority of GA accidents occur when a pilot loses control of the aircraft. This usually happens in airplanes when a wing stalls and the plane enters a spin. The wing stalls when the critical angle of attack (AOA) is exceeded.

Remember, the wing (and aircraft) can stall at:

- Any airspeed
- Any attitude
- Any power setting

But, the wing always stalls at the same AOA.

The stall speed published in the airplane flight manual is only valid for:

- Unaccelerated flight (1g load factor)
- Coordinated flight (ball centered)
- At (usually) max gross weight

So, a pilot may be surprised to find the wing has stalled above the published stall speed.

AOA can be very useful in enhancing safety. Having an AOA meter is the best way to remain aware of your AOA.

If you don't have an AOA meter, here's a quick tip on how to manage your critical AOA:

- See it – in the pitch attitude and airspeed indication.
- Hear it - in the existing stall warning systems.
- Feel it – in the seat of your pants when the wing begins to buffet.
- Recover it – by reducing the pitch of the aircraft.

Regardless of the aircraft's attitude, reducing the pitch reduces the angle of attack and recovers from the stall.

Want to learn more?

- Get out there and practice!

- Online courses at FAASafety.gov
  - ALC-214: Avoiding Loss of Control
  - ALC-63: Performance and Limitations
  - ALC-36: Positive Aircraft Control
- FAA-H-8083-3A, Airplane Flying Handbook, chapter 4, page 4-3, figure 4-2
  - [http://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aircraft/airplane\\_handbook/](http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/)
- FAA-H-8083-15B, Instrument Flying Handbook, chapter 4, page 4-6, figure 4-8
  - [http://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/media/FAA-H-8083-15B.pdf](http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/media/FAA-H-8083-15B.pdf)
- FAA-H-8083-25A, Pilot's Handbook of Aeronautical Knowledge, chapter 4, page 4-22
  - [http://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/pilot\\_handbook/](http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/pilot_handbook/)
- NAVAIR 00-80T-80, Aerodynamics For Naval Aviators, Chapter 1, Figure 1.11
  - [http://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/media/00-80T-80.pdf](http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/media/00-80T-80.pdf)
- Contact: Kevin Clover: [kevin.l.clover@faa.gov](mailto:kevin.l.clover@faa.gov)

### *Rx for Safe Flying*

FAA Administrator Michael Huerta and the heads of 11 aviation associations sent a letter to all U.S.-registered pilots on July 18, urging them to be more aware of the effect both prescribed medicines and non-prescription drugs containing antihistamines can have on their skills and judgment. The letter tells pilots to read prescription labels carefully, talk with their doctors, and then decide if the drugs they're taking could impair their performance in the cockpit. To read the letter and accompanying fact sheet, go to [www.faa.gov/news/updates/media/Letter\\_Pilots\\_Impairing\\_Medications.pdf](http://www.faa.gov/news/updates/media/Letter_Pilots_Impairing_Medications.pdf).

Richard Pike:

**Looks like the Friendly Aviation Agency has slipped one in on us: notice the latest Sectional!**



**The segmented circle now goes out past Piney Flats in the SE, past I-26 to the SW, and past 11W along the north.**

**Which means that if you have been in the habit of skirting the TRI Class D along the outside of any of these roads, that no longer works.**

**Now, (or since this latest chart came out) if you don't call ATC first, you are busting the Class D airspace.**

**Have a nice day.**