

EAA Chapter 442 October 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

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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 October 2013 Chapter meeting:

Members present 12

Guests 2

Treasurer's Report:

Balance \$1,045.55 as of 10/25/13 in the checking account. Chk#1050 \$165.14 food to Mike Caswell, Deposit of \$185.00 and Interest \$.04.

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.

Young eagles Report:

Bruce, 36 Young Eagles flown. Some comments were made regarding EAA not recording some of the YE flown in June or the pilots.

Technical Counselors Report:

Jim Summers, None

Old Business:

None:

New Business:

Mike Caswell talked about an EAA discount flyer available for a Ford, on the counter. Barry mentioned it was time to plan the annual Christmas get together, and Mike Caswell offered to check out the following dates. December 6th and the 13th. If the 6th is available he will book the larger room. Motion by Mike Hathaway, 2nd by Bruce Campbell.

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: Al Campbell, Dave Campbell.

Morristown event: by Barry Campbell

Calendar of Events

EAA 442 Chapter meetings the next meeting Saturday October 26th 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.

Al Campbell:

BBQ • EVENT ANNOUNCEMENT • BE THERE! • EAA1167 BBQ@KHYW Conway, SC Saturday Nov.2nd Ultralights&Aircraft welcome starts 9:30am food11:30am • Contact [Duane A. Drisko](#), Friend of Owner - located Myrtle Beach, SC USA • Telephone: 843-450-5423 . • Posted October 8, 2013 • [Show all Ads posted by this Advertiser](#) • [Recommend This Ad to a Friend](#) • [Email Advertiser](#) • [Save to Watchlist](#) • [Report This Ad](#)

South Carolina Breakfast Club Calendar
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:

Al Campbell: Some people just have a lot of time and money on their hands.....

The project was started back in 1999 and is just now nearing completion. The airframe is all scratch built (of course) and made out of aluminum. The main gear retracts just like the real B-17, and has proven to be the most complicated part of the project. The engines are the Hirth 3002 4-cylinder 2-stroke that usually have a reduction unit and make about 80 hp. Jack chose this engine because of its size... it was small enough to fit inside a properly scaled nacelle. However, to make it fit properly, the reduction unit is removed which will bring the power down around 60 hp each, with the engines spinning the 46.4" diameter props at about 3,300 rpm.

This project, coming to life in Dixon Illinois, has to rank as one of the most fascinating home built aircraft projects of all time. It's the kind of idea that weird people like me dream up but rarely does anyone actually follow though. With an

estimated 20,000 hours of labor required to build this cute little beast, it's understandable why. With a 34 ft 7 in wingspan, estimated 1,800 pound weight and four 60 hp engines for a total of 240 hp, the Bally Bomber is just pure awesome! Be sure to check out the hundreds of pix from the build process along with additional info at TheBallyBomber.com



Dave Campbell Soviet Ekranoplan / 1980s

Believe it or not, this incredible-looking vehicle is real, and actually worked. It's an 'Ekranoplan', or Ground Effect Vehicle (GEV), developed by the Soviet Union in the 70s and 80s. By exploiting a cushion of high-pressure air, this contraption was able to fly at high speed just above the ocean. Not quite a plane and not quite a ship, it was undetectable by radar and very, very quick. Check out [some footage on YouTube](#) and [these incredible photos](#) of a now decaying Ekranoplan somewhere in Russia.



Morristown event: by Barry Campbell

The Morristown EAA Chapter had a fly in event, and several EAA442 members flew to it. While there were an abundance of aircraft that flew in, there seemed to be a lack of workers/volunteers. I only saw two or three guys trying to direct airplanes coming and going. There were 2 food vendors outside the gate and I did not see any place to meet the local chapter members or get a cup of Jo. I did see kids running around aircraft and climbing on some of them. For a well attended event, it needed a lot more people controlling the crowds, at least that is my opinion.



