



EAA 442's Chapter Newsletter

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

Minutes of the April 29, 2007 Chapter meeting.

Meeting was held called to order at 2:30.

Visitors were introduced and a sign in sheet was passed around

Office and committee reports were made.

The Young Eagles program has been exempted from the new 91.136 regulation for charitable flights as long as we accept no payment (including gas or food) directly or indirectly for the flights. June 9 is national Young eagles Day. We will postpone our June fly-out scheduled for that day so that we can fly Young Eagles. At our May meeting, we are expecting several Young Eagles for flights.

May 12, is a fly-out to MTV. It is about 150 miles and we will meet there at noon.

It was decided to support the Ulster Project with flights on 14 July.

It was voted to have the Secretary write a letter to our Congress people stating our objections to the FAA funding proposal. It is to be signed (not in person) by a list of the chapter members.

Mountain City is having a fly-in on 16 June.

The meeting was ended at 3:15 and most attendees went outside to continue discussions around the airplanes.

Upcoming Events

Mountain City chapter 1136 is planning their annual yard sale May 5th

Fly-out - Saturday May 12 Martinsville VA (KMTV)

Young Eagles - Saturday June 9 RVN

Mountain City chapter EAA1136 is planning a Fly-In on Saturday June 16. Food, hot rods and motorcycle rally

Young Eagles Ulster Project July 14 at VJI. Pilots meeting at 9, flying begins at 10.

Chapter meetings for EAA442 are at 2:30 the last Sunday of each month. Members encouraged to bring snacks and guests.

If you know about any fly-ins or events in the area, or any last-minute changes of event dates, please pass them on to me for posting, rp

For a (hopefully) up to date list of chapter activities, go to <http://www.eaa442.com>

General Aviation User Fees Legislation - Remarks from your Chapter Secretary

Here is what you can do

Our Congressmen and Senators hire people to answer phone calls from constituents. Make them earn their wages.

Pick up your phone and call them yourself!

Don't know exactly what the issues are? Go to the EAA webpage and have the info in front of you! Here it is:

http://www.eaa.org/govt/user_fees_eaa_briefing.html#That%20is%20a%20lot%20of%20information

Don't know what their phone numbers are?

TN Congressman David Davis - 423-247-8161

VA Congressman Rick Boucher - 276-628-1145

TN Senator Bob Corker - 276-628-1145

TN Senator Lamar Alexander - 202-224-4944

VA Senator John Warner - 202-224-2023

VA Senator Jim Webb - 202-224-4024

Rotax Recoil Starter Problems

Per the DAR who inspected some airplanes here yesterday, there is a serious problem with some 2-stroke rope starters... The weld which holds the starter axle to the stamped steel starter housing breaks loose. This allows the recoil mechanism to float around in the housing, where it eventually gets off center enough to make contact with the flywheel assembly, resulting in all manner of bad outcomes up

to and including sudden stoppage, trashing of the engine, loss of the aircraft, etc.. The minimum to be expected is a significant amount of expensive damage to the starter and flywheel.

Points he made:

- inspect the shaft... if it turns when rope is pulled, do not run it or fly it.
- Starter can have a broken weld and still work just fine to start engine.
- If oil injection is installed, end of shaft cannot be seen because it is behind the injection unit. (remove unit to inspect)
- Inspect frequently... like every preflight.

Mine, on my 447, is already broken...I was lucky... I will re-weld it and reinforce the weak area... I also looked at a 503 on another Kolb... it was not yet broken, but the weld had been ground down to make it "pretty" and it did not look strong. We are going to reinforce that one, too.

See attached picture...
Worth what ye paid fer it...



Beauford
FF-076
Brandon, FL





L/D of 19:1 - Sweet!

Yikes!

It wasn't just all fun and great looking chicks!

Jerry 'Turkey' Tucker was with the Blue Angels during the last years of the F4's then stayed on for the first two years of the A4. During Viet Nam he flew F8U's. He's now a senior Captain for Southwest. Here's his incredible true story of falling off a carrier while inside his aircraft.

Another combat day in Viet Nam and Turkey was waiting to be launched. There was a problem with the aircraft in front of him, so they pulled it off the cat and put Turkey in his place. He wound it up, gave the salute and waited for the launch. He felt it start to go . . . then nothing. His aircraft was moving down the deck . . . but no acceleration. He pulled the power and was on the brakes . . . shut it down . . . then found himself teetering over the leading edge of the flight deck. He felt the Crusader rocking with each movement of the ship as he talked to the Air Boss. Air Boss told him to stay in the cockpit . . . that they were trying to hook his aircraft to a tug . . . and that several sailors were trying to hold his tail down to change his tilting aircraft's center of gravity until it was safely hooked up.

The ship rocked with another swell. And over he went, falling down toward the water below. As it fell, the aircraft rolled on its side. Turkey recalls that he could now see the ship's bow plowing through the water. He didn't know which was worse . . . seeing the water coming up at him . . . or seeing the carrier slicing through the water toward him. When he'd been teetering over the bow, he'd thought of ejecting. However, he was worried about being run over by the ship. But now he was in the water and he felt

sick as the bow of the carrier hit his F8U. He was sure he was a member of the living dead. And was just along for the ride.

He remembers the hit, and the terrible 'snap' as the ship's bow broke his aircraft in two, just behind his cockpit. Turkey now realized that he was still alive and that he was sealed inside the Crusader's cockpit module. The water was so clear and he could see all of the ship's bottom as he was bounced and bobbed along. He remembers every bob and hit along the ship's bottom as chunks of his cockpit's plexiglas were gouged out by the barnacles on the carrier's hull.

He was thinking he might come out of this alive, as fear struck him again when he saw the ship's screws spinning toward him. And he was heading straight for them. The sound of the screws was terrifying. He now visualized being chewed up as he felt a sudden surge of speed bringing him closer closer to the screws . . . knowing he was being sucked into the vortex created by them. He continued accelerating and watched in horror as he passed through the screws themselves. Miraculously, he was unharmed.

Disoriented and rolling violently in the screws wake, he suddenly saw the sun and noticed he was bobbing on the ocean's surface. He said his heart rate was so fast he could feel his heart thumping in his chest. He tried to do something to get out but he couldn't control his shaking hands. He tried several times to blow the canopy but didn't have the hand coordination needed. Until his third try.

He blew the canopy and immediately realized he'd made a mistake as the cockpit capsule filled with water. Then sank. Going down fast. About 35 to 40 feet beneath the surface, he extracted himself from the cockpit. When he got to the surface he was greeted by a helicopter and a rescue swimmer who jumped out of the helicopter to save him. During the helicopter ride, Turkey said he couldn't thank God enough . . . and praised the Lord all the way back to the ship.

Thanks to Fred Sparks

Hang up and Drive ~ Hang up and Fly

The FAA says the pilot of a plane which crashed into Lake Pleasant Friday night was talking on a cell phone to a friend in a boat below.

According to FAA spokesman Ian Gregor, the pilot asked the friend to shine a flashlight into the air so he could see him. The pilot was flying very low over the lake. Witnesses say about 20 feet above the water. The plane crashed directly in front of the boat he was trying to find.

The name of the pilot has not yet been released. The crash occurred shortly after 8pm Friday. Saturday morning recovery crews returned to Lake Pleasant. They will try to recover the victim as well as debris from the aircraft.

from Gordon Weigle

Thoughts from the Editor

“History fails to record a single precedent in which nations subject to moral decay have not passed into political and economic decline. There has been either a spiritual awakening to overcome the moral lapse, or a progressive deterioration leading to ultimate national disaster.”

Douglas MacArthur

You are invited to come worship and learn of Jesus Christ with us at Blountville Community Chapel.

Sunday School starts at 10 AM, Worship at 11, usually done by around 12:15. Located just west of Blountville. For a map of how to get there, click on this link:

<http://www.bcchapel.org/resource/Map/location.html>

The preacher is the same guy that does these newsletters, just so's you'll know...

Copies of the weekly sermon are now being sent out by e-mail every week. If you would like your name added to the list of people receiving it, just notify

richard@bcchapel.org

Next Chapter 442 Meeting Sunday May 27, 2007 at Hawkins County Airport at 2:30 PM.

The End



All initial Propwash mail outs are Blind Carbon Copy to help reduce spam & protect the privacy of our members