

EAA Chapter 442 February 2008 Newsletter

EAA 442 Chapter Officers:

President: Mike Hathaway ~ hathaway_D@bellsouth.net ~ 423-345-2498 or 423-612-4004

Vice President: Jim Pensinger ~ jim@pensinger.net ~ 423-234-5292

Young Eagles Coordinator: Bob Barlow ~ barlowbobl@hotmail.com ~ 423-323-5990

Treasurer: Vince Nicely ~ yincenic1@embarqmail.com ~ 423-288-4580

Secretary & NLE: Barry Campbell ~ barrya1946@yahoo.com ~ 423-754-2846

Technical Counselor: Jim Summers ~ summers@embarqmail.com ~ 423-246-7086

EAA442 Webpage majordomo: Barry Campbell ~ barrya1946@yahoo.com ~ 423-754-2846

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

Minutes of the January 28, 2008 Chapter meeting:

Meeting started at 2:30pm

President Mike Hathaway Welcomed all members and guests.

He asked each visitor to introduce their self.

He reminded us that the Dues were now do.



Treasurers Report:

The treasury has \$717.16 at this time and 13 Paid members. There were 31 paid chapter members at the end of last year.

Chapter Membership Renewal Time:

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 \$15.00. You may renew your membership by sending **1) the dues and 2) your national EAA member number and expiration date** to Vincent Nicely, 2605 Suffolk Street, Kingsport, TN 37660 or you may pay Vince at the next chapter meeting.

Secretary's Report:

No regular meeting was held in December, a Chapter dinner meeting occurred on Dec. 8th, see the Dec. Newsletter. President Mike added that the location and food were good.

Members were encouraged to visit the EAA442 web site and check out new items periodically as it is a work in progress. Everyone should have gotten their January Newsletter, and to inform me if their email changes. Members were also encouraged to submit short articles with a picture for the newsletter.

Young eagles Report:

Bob Barlow reported that no YE were flown this month. Pins and Certificates were handed out to those YE Gound people who did not attend the dinner in December, and Bob stated how important their help is to the YE operations. Bob was not sure of the date scheduled for this years YE event for EAA.

Technical Counselors Report:

Jim Summers stated that he visited Larry's Rans kit project and that Larry was making progress. He stated that Larry would probably have to remove the carbs to facilitate fitting and installation of the nose cowl due to its shape. Barry asked if the Chapter could buy a couple inexpensive digital cameras the Tech Counselors could use on their visits. Member James White stated he had a new Kodak with cradle that he did not use and would donate it to the chapter. Barry mentioned that the Chapter has a tax exempt status for donations.

Old Business:

Mike Hathaway stated that Jim Summers won the free membership for attendance last year. Jim made a motion that anyone who has perfect attendance should get a **free EAA442 membership**. Richard Pike seconded, a discussion occurred followed by a vote in favor of the motion. **Motion carried.**

Mike H informed the members that he had completed the Chapters EAA renewal, and reviewed some of the terms included. One term, regarding the requirement of each member to fly *current* aircraft and license. Or could jeopardize the Chapter EAA insurance.

New Business:

Mike mentioned,

Sun n Fun, a discussion around the Pros and Cons of a possible bus trip and the problems that had occurred before. Mike stated that he would not be going. No motions were made.

June 14th and 15th, Virginia Regional Fly-in. Discussion on the location as to distance, not a day trip.

July 11 to 13th, Taylor Craft and Aeronca Fly-in. Alliance OH, discussion followed.

Concern on the Ulster Project date, a possible conflict.

September 20th was decided to be the EAA442 Open House, discussion and comments regarding the successful open house we had. Barry suggested that we have a static project on display.

A discussion on possible flyouts, and those that are annual local events.

Barry Campbell discussed the Sonex Education Initiative and its costs as a possible avenue for EAA442 to reach kids. Mike H mentioned that his previous chapter did something similar with a week long aviation experience for kids. Including models, piloting, navigation, aircraft brought in each day for viewing and a flight experience using their navigation skills.

Airport Commission meeting January 31st at the Jail. To discuss bringing RVN back into compliance. This is a very important meeting to attend. Mike also stated that the more members/aviation people there, the more the Commission will listen.

End of new business.

Program Presentation by Bruce Campbell

Bruce used a [slide presentation](#) to talk about his experience with the highly experimental X29 forward swept wing aircraft. His role involved the control laws for the onboard computers and the testing done in stationary and flying simulations, new technologies being used. Also how difficult the aircraft was to handle during takeoff and landing, branches of military involved, USAF, USN, NASA, DARPA, and Grumman Aircraft.



A Message from the Editor

Hi Everyone,

At the November meeting I asked that the chapter members help support the newsletter by submitting short articles for use in the newsletter. 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.

Airbus A380 moving cockpit view courtesy of Richard Pike. (Worth the time to view.)

<http://www.gillesvidal.com/blogpano/cockpit1.htm>

Calendar of Events

EAA 442 Chapter meetings are the last Sunday of each month at 2:30pm RVN

Program:

Members are encouraged to bring a desert and a friend.

Fly-outs for EAA 442 to be determined.

February 24, 2008 Chapter 442 regular meeting 2:30pm---RVN

April 8-14, 2008 SUN-n-Fun--- Lakeland, FL

July 28 to August 3, 2008 EAA AirVenture----Oshkosh, WI

September 20th, EAA442 Open House (RVN)

Batavia, OH. A Sporty's Hot Dog Fly-In takes place every Saturday at Clermont County (I69). Free hot dogs every Saturday from noon until 2 p.m. Contact Jason Pruitt, 513/735-9500.

Listed at flyins.com

[Monthly First Saturday Lunch](#)Salisbury/Rowan County KRUI - Salisbury, NC - February 2, 2008

[EAA Chapter 690 Aviation Program & Pancake Breakfast](#) Lawrenceville, GA - February 2, 2008

[2008 Cessna 350/400 Kick-Off Preview](#)Rocky Mount-Wilson Regional Airport RWI - Rocky Mount, NC - February 2, 2008

[Weekly 'Soup-on-Sunday'](#)Campbell Field Airport 9VG - Weirwood, VA - February 3, 2008

[EAA Chapter 1350 Pancake Breakfast - Lagrange](#)LaGrange-Callaway Airport LGC - Lagrange, GA - February 16, 2008

[Weekly 'Soup-on-Sunday'](#)Campbell Field Airport 9VG - Weirwood, VA - February 17, 2008

[Weekly 'Soup-on-Sunday'](#)Campbell Field Airport 9VG - Weirwood, VA - February 24, 2008

[EAA Chapter 690 Aviation Program & Pancake Breakfast](#) Lawrenceville, GA - March 1, 2008

[Weekly 'Soup-on-Sunday'](#)Campbell Field Airport 9VG - Weirwood, VA - March 2, 2008

[Weekly 'Soup-on-Sunday'](#)Campbell Field Airport 9VG - Weirwood, VA - March 9, 2008

[Weekly 'Soup-on-Sunday'](#)Campbell Field Airport 9VG - Weirwood, VA - March 16, 2008

[Weekly 'Soup-on-Sunday'](#)Campbell Field Airport 9VG - Weirwood, VA - March 23, 2008

[Virginia Regional EAA Fly-in and Expo](#)Suffolk Executive Airport SFQ - Suffolk,, VA - June 14, 2008

Letter to regarding an engine out procedure in the vicinity of an airport:

Larry,

A different approach path than the official FAA approved method might work better for you.

Instead of circles off the end of the runway, set yourself up perpendicular to the runway about the distance you fly your base leg. Fly away from the centerline and start a series of 180 degree turns. Always make your turns on the side toward the runway. On the crossleg, aim slightly away from or toward the runway if needed to maintain your distance. When you judge the altitude is correct, turn 90 degrees to final.

This method has the advantages of twice as many opportunities to be at a good approach altitude, a longer time to decide if this is the leg to turn final and never turning your back to the runway.

Very few of my fellow CFIs teach this method but every one I've shown it to has adopted it. Try it and let us know what you think.

Tom Kuffel

Whitefish, MT

Building Original FireStar

Submitted by Bruce Campbell, The future is here, The Terminator-style helmets that allow fighter pilots to see through their planes.

By: MATTHEW HICKLEY

Only the neck and shoulders prove there is a human being in there somewhere.

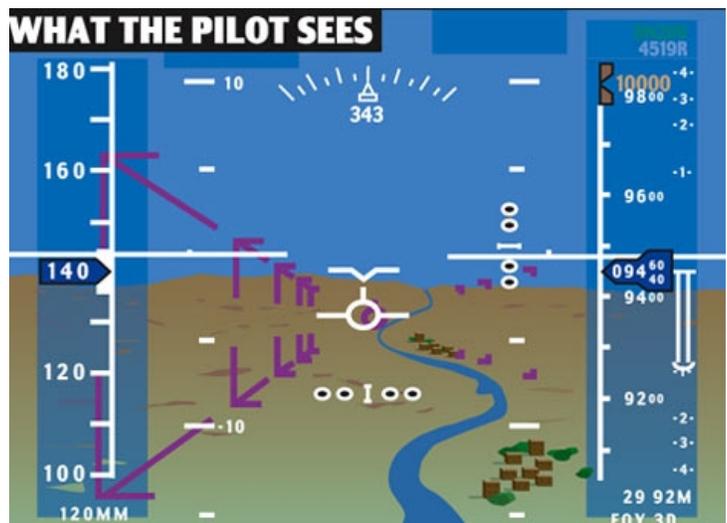
This is how the next generation of RAF fighter pilots will look.

And with piercing green eyes staring out from behind the visor, it's no surprise that the helmet has been compared to Arnold Schwarzenegger's killer robot in The Terminator.

Pilots flying the F-35 Joint Strike Fighter will have an astonishing array of technology encasing their heads - enabling them to see right through their own aircraft fuselage to the ground below.



1. Oxygen supply. Air pumped into lungs at higher pressure.
2. Face mask with microphone for radio and voice-activated control.
3. Digital data cable.
4. Earphones for radio and synthesised voice information from computer.
5. Twin projectors beam images on to inside of tinted visor.



A series of cameras on the outside of the stealth warplane feed high-resolution images into the helmet, including infra-red images at night, which are then projected on to the inside of the pilot's visor.

Special sensors inside the cockpit track the movement of the helmet, so that when the pilot turns his head his view of the skies or ground outside changes accordingly.

When he looks down he sees not his own feet on the cockpit floor but the ground below, slipping past at hundreds of miles per hour.

On-board computers also feed in essential flight and combat data on to the display, as well as superimposing target symbols to locate enemy and friendly aircraft or ground targets, even if they are too far away to see with the naked eye.

The supersonic Joint Strike Fighter is due to replace the Harrier jump jet, and is being developed jointly with America.

Britain is due to buy 150 aircraft at around \$10 billion, or \$66 million each.



Cutting-edge: Cameras are attached to the outside of F-35 Joint Strike Fighters to give pilots all-around vision, Prototypes were used in flight by U.S. pilots earlier this year and are now being assessed by engineers at Boscombe Down in Wiltshire.

A Ministry of Defence spokesman said: "The computerised symbology will be displayed directly on to the pilot's visors, providing the pilot with cues for flying, navigating and fighting the aircraft. "It even will superimpose infra-red imagery on to the visor to allow the pilot to look through the cockpit floor at night and see the world below - like something out of Terminator."

Member Items For SALE

If you have an airplane project, or aircraft parts/items you want to sell, send me all the info. <mailto:barrya1946@yahoo.com>

1 set of wheel pants for Cessna 172, no hardware. I bought these at a fly mart with the intentions of putting them on my plane, they me cost \$150.00. If interested, call Barry Campbell at 423-754-2846

Can you Identify these aircraft?

Answers to last NL: 1. Easy Harvard 2. Air Command Side by Side 3. Aeromaster AG



1

2



[Email](#) me with your answers, and I will list all those correct in the next newsletter with the answers.

Submitted by Richard Pike.

Courtesy Beauford Teuton

...nice shots of a friend's nephew, Justin, First Lieutenant, USMC, at the controls of his "Super Snake" AH-1W Cobra gunship in lovely downtown Iraq...



FAA Runway Safety Program Approach Chart For Pilots

Notice Number: NOTC1099

The FAA Runway Safety Program has made available through FAASTeam the following information card, which will fit in your approach plate book. To see or print the information card please use the web link below:

https://www.faasafety.gov/files/notices/2008/Jan/FAA_Runway_Safety_Program_Chart_for_Pilots.pdf

To obtain copies of the above card, please contact your local FAASTeam Program Manager. For more information on who is your FAASTeam Program Manager and Runway Safety information, please go to

<http://www.FAASafety.gov>



BE AWARE OF OXYGENATED FUEL IN AIRPLANES BURNING AUTO GAS

If you have received a supplemental type certificate (STC) to operate your airplane using auto gas in addition to avgas, you need to be aware of the potential hazards posed by "oxygenated" fuel. Many states now require the blending of ethanol in gasoline, but not all blended auto gas is labeled, so you can't rely on information provided at the pump. Simple procedures and [test kits](#) are available to test fuel for the presence of ethanol. Read more on [AOPA Online](#).

Petersen Aviation
984 K Road
Minden, Nebraska 68959
308/832-2200

[Send email to Petersen Aviation](#)

Testing fuel for ethanol

The following test can be performed to determine the presence of ethanol in gasoline.

On a test tube or olive bottle, make a permanent line about two inches from the bottom.

Fill with water to this line, then fill the tube to the top with gasoline.

Cover the tube, agitate it then let it stand.

Ethanol mixes with water and the two will separate out together. Therefore, after mixing the water and the gasoline, if the water level appears to have increased, then the fuel contains ethanol and should not be used.

Ethanol fuels can damage the rubber and aluminum components of your aircraft fuel system. Ethanol increases the volatility of fuel, and hence the possibility of vapor lock also increases. Ethanol may vent off at altitude, reducing both range and octane. For these reasons fuel containing ethanol must never be used in airplanes.

We offer a ready made ethanol tester for \$15.00.



Provided by EAA
Brenda Anderson
From: P. POBERENZY
1964

A CHAPTER'S POINT OF VIEW

Last month member Jim Loyd of Peekskill, N.Y. expressed in an article, "A Member's Point of View" the many opportunities that are available to EAA with the establishment of its National Headquarters Building, "an EAA research and development center." Many of his ideas parallel the thinking of the Directors of EAA, and others who have worked closely with them on the matter, and are an indication of the great potential that can be contributed to our cause by creating this educational institution.

EAA can feel proud of its members for the many hours that are contributed to our cause and I am especially grateful to EAA Chapter 34, Dallas and Ft. Worth, Texas, for the consideration and thought given to the matter of our Headquarters facility, as many and varied opinions will determine what is best for the organization.

I am presenting here the letter received from the chapter along with my answer to them. I have not attempted to answer all the questions raised, but instead have tried to present information that may be helpful in future chapter discussions. It is always difficult to put warmth into words.

*P. POBERENZY,
President, EAA*

EAA
National Headquarters
Hales Corners, Wis.

Gentlemen:
EAA Chapter 34, Dallas and Fort Worth, Texas, respectively submits the following concerning the EAA Air Museum.

We, to a man, feel your bid for donations to the Museum fund has fallen below expectations because of several reasons.

Since Wisconsin is not centrally located and has the added disadvantage of being geographically located in a spot that makes it difficult for even near neighbors to the east and southeast from making the trip without difficulty, they will naturally feel reluctant to donate, no matter how worthy the cause.

Your distant friends and members probably never will come within a thousand miles of the place except at Fly-In time. If the Museum were located in the same city as the Fly-In is held in, you might then receive a few more visitors. But who, except a few, will go to the Fly-in, then trudge additional miles to go to the Museum?
Since this is a Museum for and of the EAA, military and type-certificated aircraft are as out of place as a hobo at the Waldorf. Although the Air Museum received a unanimous "thumbs down" (by our chapter), everyone agrees that a Headquarters building is needed and in order.

We are not saying discontinue the project altogether, because one of the American traditions is to plunge ahead if you have a dream and believe in it strong enough. The EAA itself is an almost insurmountable dream come true, but what we are saying is that you picked an unlikely project that will capture the imagination and support of many. You do need greater support than you are getting.

Tearing someone's project apart is easy, but offering helpful suggestions is another story altogether. We

could offer prizes and scholarships which all members could compete for. Money collected for educational aids, books, movies, etc., and made available to the members on the local level might be more kindly received. We could use a good plane, certified and available in kit form. Certification costs money!

Perhaps we could use a Credit Union. That takes money, too. Members with good local credit could obtain loans to build or rebuild aircraft. Stockholding members would also profit, thus making it different than the one-way proposition of a straight donation. One Chapter 34 member, as an example, with excellent credit ratings, was refused a bank loan of \$730.00 to buy a partially finished Rose "Parakeet" (well worth the money), and an additional undisclosed amount to finish it because it wasn't a certified aircraft. He could have bought a \$4,000X0 automobile with his signature.

Suggestions could continue for quite a few pages, but we believe we have made our point.

Sincerely yours,
Ray L. Alien, Secretary-Treasurer
8005 Laura
Fort Worth 18, Texas
Chapter 34, Dallas-Ft. Worth, Texas

Dear Ray:

We received your letter of March 12 and read with interest the chapter's comments regarding EAA's efforts to put a solid foundation under itself—one that should last many years and serve the many and varied interests of the people who have come to participate in all phases of aviation.

We note with a great deal of pleasure your attached chapter report which indicates much activity in the homebuilt, antique, rotary wing, and World War I aircraft field, as well as some new designs on the drawing board. I feel pleased knowing that from my basement office in my home over 1,000 miles away we have in some small way contributed to your aviation activities and knowledge—and it may never have happened if we would have been discouraged by the many comments of people in aviation who in the early years of EAA said we were a bit tetchd and that our efforts would set aviation back many years. I wonder, too, at your statement that our friends would never come to Headquarters to view the collection of aviation material and seek to explore it for educational reasons, when for years now members and members-to-be have been coming to our home and EAA's basement office in ever increasing numbers in search of education. Visitors not only from a distance of 1,000 miles, but thousands of miles. Not a day goes by that dozens of members or people interested in real down to earth aviation do not stop in or call us by phone.

I realize that it is difficult for people so far away to realize the benefit derived from what EAA has done, not only here at Headquarters, but by the almost 200 chapters and the many individual members — to see the reports on the activities of the many chapters, to attend many of these chapter functions or fly-ins, the requests received each day for help, educational material, photos, and to see and examine light aircraft structures of many and varied types, as well as engines, books and drawings.

Establishing this Air Education Center as a part of the National EAA Headquarters has been a great personal challenge. There are many problems and anyone attempting to do the same will find that preconceived ideas on

(Continued on bottom of next page)

Benefits Of A National "Experimental Aircraft Association, Inc."

By Robert G. Huggins
Secretary-Treasurer, Chapter 10 4915
S. Detroit, Tulsa 5, Okla.

THE QUESTION is asked . . . "Why have a national organization?" Perhaps it would be more to the point to ask . . . "Why have a local chapter?" A score of local chapters have been formed and are functioning satisfactorily because so many of us have found it desirable and beneficial to get together with friends who understand our language and like to talk about things we ourselves are interested in.

The question . . . "What can I get out of it?" . . . has already been answered in a satisfactory manner for more than 20,000 of us who are attending the meetings of these local chapters. The question now is . . . "What more can I get out of a national organization?" The existence and extensive membership of our active national organization demonstrates that group objectives can be more effectively promoted by a national organization than by scattered and unrelated local organizations.

Only a national organization could sponsor an Air Museum to display the progress in design and development of light aircraft from the early days of wood and wire-braced construction through the present-day construction methods used by EAA members in their own home-built aircraft.

The national organization, with its fine leadership and large membership, has considerable prestige with the FAA. Its reputation for cooperating with the government has won for the EAA a pleasant relationship with all government agencies, both in Washington and throughout

CHAPTER'S POINT OF VIEW . . .

(Continued from page 37)

how to accomplish this goal will constantly change as economics and people will play a most important part.

For example, the free military aircraft for an outside display have already aided the cause of EAA in the areas of public opinion, both local and national, and have played a big part in aiding our struggle for a tax exempt status with the Internal Revenue Service.

I am aware that in discussion, and in our own conversations here at Headquarters, this planned Air Education Center is often referred to as the Air Museum as previously stated in *SPORT AVIATION*. When we planned its name we found that in accordance with the laws of the land, we were limited as to what we would call it and yet comply with the provisions of both State and Federal laws recognizing tax exempt institutions and without this

the nation. The cooperation and understanding thus far shown the EAA and the individual aircraft builders by the FAA personnel is one to be proud of and has been very instrumental in increasing the interest in sport-plane development. These gains made by our national organization could not have been accomplished by individuals or even local chapters.

It can provide you with the opportunity to participate in the largest aviation event in the nation. The annual EAA Convention and International Fly-In, a six day midsummer event, strictly informal, lets you meet EAA members from throughout the world, swap ideas and information; view hundreds of homebuilt aircraft, displays, lectures and flight demonstrations; all this, plus the awarding of many trophies, as part of the program. They make available reference books and films on aviation, and *SPORT AVIATION*, the official monthly publication of the Experimental Aircraft Association, Inc.

Membership in this organization devoted to private aviation will give each individual member an increasing awareness that, in his effort to improve his own technical knowledge and skill in his chosen field of interest, he will be contributing to the progress of aviation as a whole. General recognition of the aims and accomplishments of such an association will inevitably increase the public esteem and prestige of its members.

(Reprinted from Tulsa, Okla. Chapter 10 "Little Mag" newsletter). A

privilege our battle would almost be lost before it had begun. But with visionary thinking one can see the great value such an institution can have on light aircraft and engine development and through the creative ability of mankind and the sharing of resources among people, we can offer a bit to society.

Whether financial support is given to this educational effort by the members of EAA, or not, I shall not be lax in my efforts to make available to them, aeronautical education both through physical displays or through publications and other associated activities. I shall find a way to financially support this worthy and much needed facility so that we can better serve the members, the chapters and all who seek help.

Sincerely,
PAUL H. POBERZNY
President A

FORD

Barnstorming Passenger
Rides Air Shows Airport
Dedications Celebrations

118 West Girard Avenue MONMOUTH,
ILLINOIS 61462
JOHN M. and KATHERINE M. LOUCK
(The Last of the Great Barnstormers)

TRI-
MOTOR
AIR
TOURS