From: Barry Campbell
To: Barry Campbell;
Subject: EAA Chapter 442 January 2009 Newsletter
Date: Saturday, January 31, 2009 5:09:55 PM

EAA Chapter 442 January 2009 Newsletter

EAA 442 Chapter Officers:
President: Mike Hathaway ~ n5186mike@yahoo.com ~ 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 ~ vincenic1@embarqmail.com ~ 423-288-4580
Secretary & NLE: Barry Campbell ~ barrya1946@yahoo.com ~ 423-754-2846
Technical Counselor: Jim Summers ~ summersjh@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 25th, 2009 Chapter meeting:

Meeting called to order 2:35

Treasurer's Report:
$761.12 and 17 paid members as of 1/25/09

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 completing the renewal form and 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:
Minutes distributed by email news letter.

Young eagles Report:
Bob Barlow discussed a YE event he is working on with a contact who is handling the paperwork for about 15 youth. More info to follow.

Technical Counselors Report:
Jim Summers no visitations.

Old Business:
President Mike working on the details of the Ulster project. Fly outs Salsbury last Sat of the month, pos. Sivierville. Guest introduced, Bob Williamson is a retired FAA controller, and he spoke about his interest in aviation.

New Business:
Talk about the Open House, and the date will be Sept. 19th, Tri Cities meeting on the 2nd Friday of the month, next one is 13th of Feb. At 7:30 PM upstairs at the FBO. Mtg. Adjourned 3pm, motion by Larry and seconded by Richard.

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:

Pictures of Mike Hathaway's RV 6 provided: by Mike Hathaway

Subjects of interest sent to me by email.

Nature Our Biggest Enemy: by Jim Pennsinger
Termination of Satellite Monitoring of 121.5 MHz ELT's: FAA
Links of interest to pilots: by Al Campbell
Global Hawk: by Bob Mausolf

Calendar of Events

EAA 442 Chapter meetings are the last Sunday of
Each month at 2:30pm RVN
Members are encouraged to bring a desert and a friend.

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

February 22nd----------EAA442 Regular meeting 2:30 RVN

APRIL 21-26, 2009 - - - - - - - - - - - - - - - - - - LAKELAND, FL
SUN-n-FUN FLY-IN –
LAKELAND LINDER REGIONAL AIRPORT (LAL)
www.sun-n-fun.org

APRIL 25 -MASSEY, MD
ANNUAL CHILL FESTA FLY-IN –
MASSEY AIRDROME (MD1) – MASSEY AIR MUSEUM
410/928-5270 – www.massey.org

MAY 30-31, 2009 - SUFFOLK, VA
VIRGINIA REGIONAL FESTIVAL OF FLIGHT – FLY-IN
SUFFOLK EXECUTIVE AIRPORT (SFQ)
www.vaeaa.org

JUNE 14 - - - - - - - - - - - - - - - - - - - TOUGHKENAMON, PA
NEW GARDEN AIR SHOW @ NEW GARDEN AIRPORT (N57)
www.n57,com - - 610/268-2048
W/ EAA CHAPTER 240 FAMOUS PANCAKE BREAKFAST
www.eaa240.org

Marschalk Fly-In on Sunday July 19, 2009 at the Greeneville-Greene County Municipal Airport (KGCY)
More info to follow.

JULY 27-AUGUST 2, 2009 - - - - - - - - - - - - - - OSHKOSH, WI
EAA AIRVENTURE – WITTMAN REGIONAL AIRPORT (OSH)
MAKE PLANS EARLY -
www.AirVenture.org

September 19th The Ulster Project at RVN by EAA442

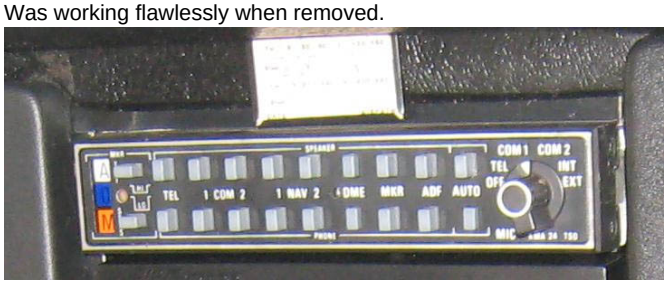
Items For SALE or Rent

Hangar for rent, close to Deckers at N.Lat 36 degrees 12.71, W.Long 082 degrees 27.55 (Arrowood Road, Jonesborough) Come fly with Lanny and Bob at Shangri-La 'International Airport.' 423-753-6721

Bendix/King KMA-24 Audio Panel - $200 (Smyrna, GA)

We upgraded the audio panel in our Cessna 172 and now have a working Bendix/King KMA-24 for sale.
P/N: 066-1055-03 (Mods, 1, 3, 4, 5)
- Compact, fully solid-state unit containing pushbutton audio selector panel, speaker and headphone isolation amplifiers, and a marker beacon receiver.
- Styled to match with the other King Silver Crown units but can be integrated into any 500 ohm output audio system.
- Can handle as many three transceivers and six receivers.
- Has two unswitched inputs for use as altimeter warning and telephone ringer
- Separate isolation amplifiers are provided for headphones and speaker to provide isolation even when the same source is selected
- Three isolated 16 ohm resistors provided for transceiver speaker output loads
- Automatic dimmimg for marker beacon lights
- 14V or 28VDC operation
- TSO'd
- Comes with mounting tray

Size: 6.25"W x 1.3"H x 6.81"L Weight: 1.7 lbs.
Bendix King Brochure
Was working flawlessly when removed.



Picture up date of Mike Hathaway' RV 6 project.

Subjects of interest sent to me by email.

Nature - our biggest enemy!

- Posted by Jonathan and Elizabeth Porter on January 13, 2009 at 4:28am

Operating in the Tropics we seem to have many extra challenges compared to more temperate regions - a sort of war against natures natural desire to ensure entropy wins and gravity sucks! Getting around gravity is easy, thanks to Zenith aircraft and their desire to break free from the bonds of the earth - but there are other challenges that Zenith hasn't yet thought of... Here are just some of them - and how we get around them, where possible... (perhaps you have some advice or other challenges to share!)

1. Bugs - it seems that our African insects are on steroids, we regularly remove a significant insect nests from engines, fuselage areas, control cables (yes on the cable itself),etc. It seems that the L angle on the vertical sides of the 701/801 fuselage are ideal nesting grounds for the potters wasps - and they have been known to make nests over a foot long against an L angle - and those nests are heavy. Each pre-flight requires strict attention to insects nests - often built overnight and the knocking away of the mud and removal of larvae and paralyzed caterpillars (there to feed the young) - messy, but necessary.

Spiders like to make nests in every opening they can - the axles get filled with nests, the open ends of the throttle rods, the caps of hex nuts, open threads on the engine block, un used prop mounting holes, etc. Apart from spending time cleaning them out, we find that the best option is to fill the hole with silicon - regular household silicon caulk! WE also do

this on the small gaps at the ends of the ailerons, flaps, etc - to avoid adding kilos of extra weight that we would be unaware of!

Of course we cannot block all of the holes - the fuel drains are a bit necessary to not block. This weekend we had about 50 tiny ants that had made the starboard wing fuel drain their home. So much gunge was taken up there to make it home that the only solution left was to remove the drain and spend about 10 minutes flushing and picking with some locking wire to clear it. On other aircraft we have had ants take grass seeds and grass into the fuel tank vent lines - just something to check for!

The pitot tube is not exempt... Of course we put covers on - but not when we are flying or between flights - so one flight we landed and changed passengers, without the pilot (me) leaving the cockpit. After start-up I looked around my airframe as always and as I looked at the pitot I saw an insect carrying a rolled up leaf into the pitot tube. A quick shutdown and a removal game of leaf from pitot. This is why we mount our pitot so that the horizontal tube can be removed, blown through, poked with grass or locking wire and re-installed in a few seconds!!!

When pre-flighting make sure you do not stand on a line of marching ants - at certain times of the year they move across the apron and runways - long black lines of millions of ants migrating from high-to-low or low -to-high ground for water requirements. Stand in the line and they will send teams of commandos up your trouser legs, once they have about 200 installed scouts they give an order to bite - it is like some medieval torture. The ONLY solution is to strip to your underwear (and sometimes that is not enough) and brush off the biting pests - and fast. I have been caught twice - the run to cover (in order not scare the folks at the airfield) to strip down and shake out my clothes is enough for me - I look twice before stepping anywhere on the apron at the season changes. I guess we can say we have two types of pilots - those who have stood in a line of marching ants - and those who are going to!!!

2. Snakes and lizards Snakes like warm engines and will take advantage of sneaking into the engine compartment for a nap - extra precautions are therefore necessary. We have only had snakes in the cockpit a couple of times - but enough to ensure that we look well before embarking on a mission. The rule is not to make a sharp movement if the snake has stowed-away and comes out during the flight. It is also a good reason NOT to fly in shorts - even when the air-on temperature is over 40C (100F)!!! Lizards tend to give more of a fright than snakes - they tend to be faster and able to hang upside down on just about any surface (especially the Geckos) - pre-flight check for lizards and snakes can avoid 'recovery from unusual attitudes' especially the attitude of your passenger should they see it! In fact one student refused to fly after seeing a snake in the plane - he was a little over-wrought for quite a while...

3. Grass seeds. Our grass seeds can puncture tires if you hit them wrong - at least the low pressure big tyres of the 701 seem to stand up quite well to the environment. But be careful, on take off without doors (or even through an air vent) a seed or two may just land on your trousers. work its way through the cloth and start to jab at your skin. Perhaps a seed got in through the side of your shoes as you walked to the plane - and starts to irritate your foot. These seeds can enter your skin like a needle - and they really do irritate. We learn to avoid them and to remove them early to avoid the excitement of the equivalent of a pin being stuck in your leg or foot as you flare to land!.

4. Bats. Bats love the CH701 and CH801 baggage compartments and - if they can get there, the rear fuselage. NEVER leave the inspection panel off overnight or you will get a face full of bats in the morning when you enter the hangar or workshop. We tape brown paper over at night if it is left off and try to fit a little motion detection alarm in the baggage area if no doors are on the aircraft or during build. The bats aren't a problem in themselves, cute little things that eat mosquitoes (helps to keep malaria down) - it is what they leave behind from their behinds... Bat droppings smell and nobody likes cleaning it up. It also stains the metal if a little loose... I am sure you understand...

5. Metal gnawing mice and flying ground squirrels. Yes, mice will gnaw though metal parts - and love electrical wire insulation. We have mice the size rats - remember our rats are the size of rabbits - they make Texan Rats look small (sorry Texas)) - if you don't believe me look up 'Grasscutter' on the web and see a real bush rat. Never leave food or drink in the cockpit - they will send out a team of metal chewing mice-y fiends to get into your plane. To give you an idea, we left a banana in the fridge overnight at the airfield. The next day the door to the briefing room looked as though it had been visited by the Tom and Jerry team and the magnetic strip was gone, the metal, plastic and insulation of the door gone - and a family installed themselves in the salad chilling compartment of the fridge - cheap air-conditioning!!! (remember there is no power when the gen-set is off at the airfield).

The day a ground squirrel tried to make its nest on board was also rather fun - I was right seat as the student taxied out to runway 19 - as I looked over to check the left wing control surfaces I saw this little squirrel sitting just above the students head. Immediate shutdown and a grab for the squirrel - I got the tail - which promptly detached (they do that) and I was left with a 2" fluffy tail as the offending mammal ran away from the area. Where he had been hiding is anybodies guess - or perhaps he had thought that he was a flying squirrel instead of a ground squirrel and wanted the lesson - who knows - but I am glad we got him away before the take off roll!!!

What is useful is that mice, squirrels, snakes and lizards as well as many insects do not like the smell of diesel oil (mind you nor do most non-engineering humans) - so a small channel around the hangar with diesel put in it a couple of times per season will reduce many of the challenges.

I could go on about the grasshoppers on the top of the instrument panel, moths, butterflies the size of small birds, tsetses flies hanging on the wing in flight (something to be amazed at), vultures attacking the aircraft in flight, and more - but I am sure that others have moments to share that we can all learn from - together, as we battle natures desire to challenge us for daring to fly!

FAASTeam - FAASafety.gov

Termination of Satellite Monitoring of 121.5 MHz ELT's. - ARE YOU READY?
Notice Number: NOTC1518

Termination of satellite monitoring of 121.5 MHz ELTs will happen in under a month. Are you ready?

On 1 February 2009, the International Cospas-Sarsat [1] Organization (U.S. Included) will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). Pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Protect each other…

Currently only 12-15% of the registered aircraft in the United States are flying with 406 MHz ELTs. This means that there is at least an 85% chance that an aircraft in an accident will only transmit a 121.5 MHz signal, thus remaining silent to the satellites. It will be up to other pilots monitoring the 121.5 MHz frequency in the cockpit to alert Search and Rescue authorities to accidents involving 121.5. When you fly, look out for your fellow pilots and when possible monitor 121.5 MHz.

If a 121.5 MHz ELT is heard on guard, report to the nearest air traffic control tower, the time and location of when you first detect the ELT, when it is the loudest and when it drops off your radio. Listening and reporting may well be the difference that saves a life.

Protect yourself…

Cospas-Sarsat System (U.S. Included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation at www.beaconregistration.noaa.gov). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail. Protect yourself and your passengers and Get the Fix… Switch to 406.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit **www.sarsat.noaa.gov**or contact **Switchto406@noaa.gov** with any questions.

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[1] The Cospas-Sarsat Organization provides a satellite based world-wide monitoring system that detects and locates distress signals transmitted by Emergency Locator Transmitters (ELTs), Emergency Position Indicating Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs). The system includes space and ground segments which process the signals received from the beacon source and forwards the distress alert data to the appropriate RescueCoordinationCenter for action.

Address SARSAT inquiries to:

NOAA SARSAT
NSOF. E/SP3
4231 SuitlandRoad
Suitland, MD 20746
Phone: 301.817.4515
Toll free: 888.212.7283
Fax: 301.817.4565

For all Pilots and Aviation Buffs
This should keep you occupied for a while!!!!

For Pilots:
Abandoned & Little Known Airfields
A very interesting historical resource
Ack Ack Designs Nose art, painted jackets
Air Traffic Controlfeeds from around world
Airways Gifts
Bob's Aircraft Documentation
Pappy Boyington Field
Sky Vector Handy Aerial Map Site
Rosemary Dery Leather Artist
U.S. Cockpits lots of various cockpit pictures
Veterans Airlift CommandFlying wounded vets and their families free of charge.
Wings 4 Aviators - Custom Embroidery
Wings Aviation Services - St.Paul, MN

Air Shows:
AirExpo - Wings of the North -
Eden Prairie , MN
CAF Airsho - Midland , TX
Central Texas Air Show -Temple , TX
Indianapolis Air Show - Indianapolis , IN

New Richmond Air Show -N. Richmond , WI
Miramar - San Diego , CA
Sun'N Fun Fly-in Lakeland , FL
Thunder Over Michigan - Detroit , MI
Wings Over Houston -Houston , TX

Museums and Organizations
Aerospace Museum of California
American Airpower Museum
American Airpower Heritage Museum
American Wings Museum
Canadian Warplane Heritage Museum
Flying Leatherneck Aviation Museum
Frontiers of Flight Museum
Golden Wings Museum
Great War Flying Museum
Historical Aircraft Group Museum
Lone Star Flight Museum
< >P-38 National Association and Museum
Pacific Coast Air Museum
Pacific A viation Museum
Palm Springs Air Museum
Pima Air & Space Museum
Planes of Fame Air Museum
Pratt Army Air Field History Center
Richard I. Bong WWII Heritage Center
San Diego Air & Space Museum
Smithsonian National Air & Space Museum
Vought Aircraft Heritage Foundation
Warbird Heritage Foundation
War Eagles Air Museum
Wings of the North
Yankee Air Museum

Aviation Photography
And Videography:
Air Show Buzz
Aviation Photos Online
Mark Albert
Victor Archer
Beyond Visual Range
Eric Dumigan
Dick Fields
John Fleck
Bernard Friel
Larry Grace
Francoise Guile
Christoph blank rel=nofollow>Kris Klop
Rick Llinares
Phil Makanna
Don Parsons
Dan Patterson
Nathan Perlman
Manfred Poznanski
Reggie Paulk
Phil Wallick
Roger Whitcomb
Andreas Zeitler

Flying Videos
P-47 WWII Film
Aerial Combat Film
P-47 Training Film

Planes and Performers
American Aerobatics
B-25 Pacific Prowler
Duggy the DC-3
Howard 500
John Klatt Airshows
T-6 Thunder

Publications

Sky Control Aviation News
Twin & Turbine

Warbird Digest

CAF Links:
3rd Pursuit Squadron
Alaska Wing
Arizona Wing
B-25 Miss Mitchell
B-29/B-24 Squadron
Devil Dog Squadron
Dixie Wing
Duluth Detachment
Great Plains Wing
High Sky Wing
Jayhawk Wing
Minnesota Wing
P-40 Warhawk
Rio Grande Valley Wing
Red Tail Project
Rocky Mountain Wing
Southern California Wing
Tora Tora Tora
TRARON B-58 Hustler
BomberFlight
Fly A Warbird - SNJ
International Birddog Assoc.
Navion
Pilot Class 43D
Pilot Class 55 India

Warbirds EAA
Wreck Hunters
Z Square 7, B-29 Story

MORE
360 degree view of A380 Cockpit

Glue-It, Modeler's Photo Reference
Fire Boss
Flightline Airshow Safety Team
MD-11.org Airplane Videos
Patrick's AviationWipaire

Aviation Blogs
Fly To Another Time

The Global Hawk

This is a photo of the Global Hawk UAV that returned from the war zone recently under its own power. (Iraq to Edwards AFB in CA) - Not transported via C5 or C17.....

Notice the mission paintings on the fuselage.

It's actually over 250 missions.... (And I would suppose 25 air medals).

That's a long way for a remotely-piloted aircraft.

Think of the technology (and the required quality of the data link
To fly it remotely).

Not only that but the pilot controlled it from a nice warm control panel at Edwards AFB.

Really long legs- can stay up for almost 2 days at altitudes above 60k.
The Global Hawk was controlled via satellite; it flew missions during OT&E that went from Edwards AFB to upper Alaska and back non-stop.

Basically, they come into the fight at a high mach # in m IL thrust, fire their AMRAAMS, and no one ever sees them or paints with radar.
There is practically no radio chatter because all the guys in the flight are tied together electronically, and can see who is targeting who, and they have AWACS direct input and 360 situational awareness from that and other sensors.

The aggressors had a morale problem before it was all over.
It is to air superiority what the jet engine was to aviation.

It can taxi, take off, fly a mission, return, land and taxi on it's own.
No blackouts, no fatigue, no relief tubes, no ejection seats, and best of all, no dead pilots, no POW s?

Pretty cool!

Walking the Dog -

A woman was flying from Seattle to San Francisco . Unexpectedly, the plane was diverted to Sacramento along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes. Everybody got off the plane except one lady who was blind. The man had noticed her as he walked by and could tell the lady was blind because her Seeing Eye dog lay quietly underneath the seats in front of her throughout the entire flight.

He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, said, *'Kathy, we are in Sacramento for almost an hour. Would you like to get off and stretch your legs?'* The blind lady replied, *'No thanks, but maybe Buddy would like to stretch his legs.'*

<u>Picture this</u>: All the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a Seeing Eye dog! The pilot was even wearing sunglasses. People scattered. <u>They not only tried to change planes, but they were trying to change airlines!</u>

True story... Have a great day and remember... ...
THINGS AREN'T ALWAYS AS THEY APPEAR.

A DAY WITHOUT LAUGHTER IS A DAY WASTED!!!

A new design for US Airways to consider, use of floats and Bird screens.