

EAA Chapter 442 March 2009 Newsletter

EAA 442 Chapter Officers:

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

Minutes of the March 29th, 2009 Chapter meeting:

Meeting called to order 2:35

Treasurer's Report:

\$836 and 23 paid members

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 in newsletter.

Young eagles Report:

National YE day is June 13, 2009, YE event for March 28th will be rescheduled do to the weather.

Technical Counselors Report:

Jim has made a couple of visits to Greg Marlow's house to look at and help with the RV9-A. Mike's RV is in the hangar and is working on the wheels and engine mounting. His Ercoupe is now right side up.

Old Business:

None

New Business:

Possibly flying a Girl Scout Troup in the near future.

Last weekend, Cheryl Phillips flyin, 13 planes.

Sun n Fun is the same date as our meeting.

Barry Campbell talked about possible future Programs using the Internet to access FAA or AOPA safety seminars for group participation.

Closed @ 3:10 and did some hanger flying

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:

Larry Murphy and Bob Barlow trip to New Mexico Oct. 2008: by Bob Barlow

Fly out to Gatlinburg March 6th 2009: by Barry Campbell

Email from: Bob Mausolf

Visit to London Corbin for lunch: by Barry Campbell

Word Search: by Barry Campbell

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/>

April 26th-----EAA442 Regular meeting 2:30RVN

APRIL 21-26, 2009 ----- LAKELAND, FL

SUN-n-FUNFLY-IN –

LAKELAND LINDER REGIONAL AIRPORT (LAL)

www.sun-n-fun.org

APRIL 25 -----MASSEY, MD

ANNUAL CHILL FESTA FLY-IN–

MASSEY AIRDROME (MD1) – MASSEY AIRMUSEUM

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 14th National YEday at RVN

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

JUNE 20-21 ----- DOVER, DE
“THUNDERBIRD” SHOW - DOVERAFB
Monday - Friday, June 29, 2009 - July 3,2009

Short Wing Piper ClubConvention
Knoxville Downtown Island Airport, Knoxville, TN, USA

Marschalk Fly-In on Sunday July 19, 2009atthe Greeneville-Greene County Municipal Airport(KGCY)
More info tofollow.

JULY27-AUGUST 2, 2009 ----- OSHKOSH, WI
EAAAIRVENTURE – WITTMAN REGIONAL AIRPORT (OSH)
MAKEPLANS EARLY -
www.AirVenture.org

September 19th TheUlster 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



Larry Murphy and Bob Barlow trip to New Mexico Oct. 2008

It is 6:00 A.M. Oct. 14th 2008. Larry Murphy and I are eating breakfast at Glendale store in Washington county TN. Near Bowmantown. Lots of the locals eat at "the store" We are waiting on daylight to start on another Western trip. Our plans are to fly to Northern New Mexico near the Colorado border to join others on a ranch near the Brazos, for a Mule deer and Elk hunt.

We will be flying in a homebuilt, lightsport tandem seat 100RP Rans S-7 Aircraft, just built the past winter in Larry's shop. We will be traveling light, with most of our gear going with those who will drive to the ranch.

We departed Larry's farm at 7:20 A.M. Just as it was getting daylight on a beautiful day with fog lying in the valleys. We set our G.P.S. For (TZV) Tompkinsville Ky. We arrive at Tompkinsville at 9: 15 AM. After refueling, we depart at 9:45AM without seeing anyone. (they have self service gas) As we near Hopkinsville KY. In very clear air, we see a large Monument, looking very much like the Washington Monument.

After Hopkinsville we cross Lake Barkley, then the land between the lakes, then Kentucky Lake. Soon we see the Mississippi and cross into Missouri's flat country where you see lots of cotton, soybeans and rice fields on our way to Dexter, Missouri. As we get close to Dexter, it starts to get hazy. We land at (DXE) and get fuel at another selfservice. I knew there was a nice restaurant on the field as I had ferried an Ercoupe from there to Hawkins County a couple weeks ago. After lunch we departed at 1:50 PM. As we fly West, the weather starts deteriorating and after clouds keep getting lower, we land at Sharp County, Arkansas at 2:55PM. The weather is from the WNW and we try an end run to the Southwest at 3:30 PM. The weather gets worse and we land at Carroll County Arkansas, nobody home, so we retreat back to Boone County Ark. And get a ride into Harrison, Ark for the night.

We find a good place to eat where they have very good catfish. It must be a local thing, because they bring a bucket of hushpuppies, red onions, dill pickles and pickled green tomatoes before they bring supper. Catfish, brown beans, slaw and more hushpuppies. Larry ordered a case of the pickled green tomatoes, and had them shipped back home.

October 15th, we get up early and have breakfast in the motel. Today is my Birthday and I get calls from family and friends wishing me a happy birthday.. When we get to the airport, had plane in the hanger, the weather is still low, but we start at 9:00AM to see how far we can get. Weather is from the North West, so we head South West trying to get around storms. As weather got closer our course got more southerly and we had to stop at Stigler, Oklahoma at 11: 10 AM (F84). For gas, you call the police and they come to the airport and get your fuel and money. We left Stigler at 11:45 and head west but had to return 12:10 due to weather. They are extending the runway and a retired postmaster is looking after things. He put our plane in a hanger with a one of a kind plane. It was a Cub Cruiser with one seat in front and two in back with Scout wings and gear, 180RP motor, constant speed prop, vortex Gen., tundra tires and lots of other mods. He gave us a ride to town where we got a motel for the night hoping the weather would clear out. We eat at a place called the Eating Hole, More catfish and pickled green tomatoes. They also bring hushpuppies, brown beans, slaw, dill pickles and red onions. October 16th Weather is great today. Our friend the retired postmaster Sam, picked us up at the motel and we all ate at the eating hole, then back to the airport. Got the plane ready, Bade Sam goodbye and departed at 9:50AM for Elk City Oklahoma. This is a nice day and trip was good site seeing. Lots of open land and not a lot of people. If you stray very far from Interstate 40, there is not a whole lot to see but open spaces. We crossed the Canadian River and then Lake Eufaula, passing over Seminole and Shawnee airports. Soon we passed through class C airspace Oklahoma Westheimer airport and Will Rogers Oklahoma City airports. This route takes you south of Interstate 40, but you pick it up again near Elk City. We arrive at (ELK) at 12noon. This is a nice friendly airport. We got gas and a crew car to go for lunch. We found a Carl *Ir*. (like Hardies in the east) . They have a large oil drilling rig set up down town. When you fly in this part of Oklahoma, oil wells and drilling rigs are everywhere.

We departed Elk City at 1:30PM. Elevation 2,013 ft. As we travel west the elevation keeps getting higher. Soon, we cross into the Texas panhandle and by the time we get to Amarillo, elevation is up to 3640 ft. We are on our way to Tucumcari, New Mexico.

Interstate 40 weaves westward sometimes north, then south of our course. There are lots of oil wells and windmills and wide open spaces. Soon we cross the border from Texas into New Mexico. At 7000 ft we are less than 3000 ft above AGL when two jet fighters pass below us heading west.. We arrive at Tucumcari New Mexico elevation 4065 ft, It is very windy, time is 4:05PM. They are installing self service gas system here. We see more and more of this at smaller

airports. Fuel here is \$5.86 per gallon. The guy here had a bad arm, but said we could put plane in the hanger if we opened and closed the doors ourselves. Glad to get plane in out of the wind.

We called one of the motels in town and they come to the airport to pick us up. Old route 66 runs through Tucumcari, we were here two years ago and this was a booming town. Now two years later, the town has gone downhill. Lots of places boarded up and less than a third of the business are open. We stayed in the motel and had to walk 5 or 6 blocks to find a place to eat. We found a lot of the small western towns are like this.

Next morning, October 17th, after a long walk to get breakfast, we got a ride back to the airport. It was a bluebird day. Our destination is a ranch on the western side of the Rockies near the Colorado Border. One way is to fly west to Las Vegas, New Mexico, then through a pass in the Rockies to Santa Fe, you can get through this pass at 12,700ft. and then turn North by Los Alamos to the Brazos. This is very rugged country with 13,000ft peaks. Another way is to fly direct to Angel Fire, then through a pass to Taos. This route takes you about 180 miles over very barren land with no sign of life, roads or anything. This would not be a good place to go down. I can understand why it took over a year to find Steve Fossett. Needless to say, this is the route we took. This is one hour and 45min. of picking your way up valleys to Angel Fire, elevation 8,380 ft. down in a valley beside a 13,500 ft. peak. From Angel Fire we take another pass to Taos elevation 7095 ft. located in a big flat valley between a 13,500 ft. and a 11,900 ft. peaks. The Rio Grande flows out of Colorado and makes a little grand canyon on its way to the south where it becomes the border with Mexico. Angel Fire and Taos are noted for snow skiing, The tops of the mountains have snow all year long. After fueling at Taos (self service) we climbed back up to cross the next mountain. The ranch is located at the base of an old volcano (11,403ft.). After flying through another pass we drop down and land in a hay field. On the ground, the altimeter read 7,650ft.

Time is 1:10 PM All times are Eastern as I did not change my watch. Cell phones change themselves. The next five days at the ranch, Larry and I traveled over hundreds of acres of land in the mountains in a four wheel drive Mule. We seen lots of Mule deer and did some trout fishing. Larry got his Mule Deer and there was three Elk killed by others in the party. We had a chef at the ranch house who cooked three meals a day, and boy could he cook. We Eat like kings. WEDNESDAY OCT. 22, It is time to start back. It was very cold and battery in plane was down. We jumped it off with one of the mules. After the frost melted, we were airborne at 10:40AM. There was a weather system over the mountains east of us, so we headed Southwest to Las Alamos and Santa Fe where there is a pass through the Rockies to Las Vegas, New Mexico. 12,700ft. will get you through this pass. We arrive at Las Vegas N.M. (elevation 6,877ft) (LVS). It is very windy and they gave us chains for tie downs. To get fuel here, you have to taxi by the FBO, then down a hill to the pumps. Time is 11:55AM. Last year when we were here, we had to land on a taxi strip because the wind was so hard across the runway. If you don't like to fly in the wind, forget about flying in the west. After a break, we depart at 12:20PM. We flew direct from Las Vegas to Amarillo Texas. This route is over some very desolate land well north of Interstate 40 and Tucumcari. We land at Amarillo at Trade Wind Airport just off the approach end of Hubbard International Airport in class C airspace. Wind was so strong that Larry and I had to hold plane down while lineman hooked tie down chains. Time is 2:25 Eastern. Airport crew car was gone, but some nice guy gave the keys to his car and told us where the eating places were in town near the airport. After lunch the car was full of gas and the guy would not take any money for the use of his ride. There is a CAF base on the field here. We depart Amarillo at 3:50PM. After 3hrs and 10 min. we cross Texas into Oklahoma. The farther East we get, the lower the weather gets. We land at a small airport called Eufaula near a lake of the same name. We are low on gas and they have none here. Larry gets a neighbor to take him to get a can of gas There is no place to stay here so, we decide to press on.. It is 7:40 PM when we got off the ground. It is dark and raining when we get to Stigler Oklahoma, They have pilot controlled lights there. After landing I used the combination lock on the door (121.5) and went to the phone and called the number on a sign that said call this number for help. It was the police station. They wanted to know how many was in our party, I said Two. They sent two police cars, They said that way no one would have to ride in the cage in back They were very nice and pointed out places to eat and took us to the motel After checking in the motel, we made our way to the "EAT-N-HOLE". More catfish and pickled green tomatoes, Thursday Oct. 23rd, we awake to a blue bird day. Sam and police got us to breakfast and the airport. After filling up with gas and paid police for fuel, Battery was dead again. We had jumper cables and used police car to start plane. Got off the ground at 11:55AM. It did not take long to catch up with the weather, so we landed at Wynne, Arkansas in heavy rain at 2:40PM. There is nothing here but a prop repair shop. When the rain stopped, we headed south to try to get around the weather, but had to stop at Forest City, Arkansas. This

is crop duster country. There is a shop on the field that converts radial dusters to turban engines. Elevation here is 249ft. low, flat country with cotton and soybeans as far as you can see. They gave us a old police car to keep overnight We found a place to stay and eat "more pickled green tomatoes" and wait out the weather.

Friday, Oct. 24th 2008. At the airport the next morning, one of the guys said he got a check for \$1,080.00 the day before. They have a \$20.00 bounty on Beaver and he had trapped 54. The Beaver destroy there irrigation ditches for the rice fields.

After fuel, we had to jump start the plane using the old police car It will start good in day, but runs down over night. We got off the ground at 11 :45AM. Soon we crossed the Mississippi River and caught up with the weather . So we headed south and had to land at Tunica, Mississippi. There is another crop duster operation here. We ate lunch at the terminal bldg. where people fly in to gamble at the casino's

The weather cleared after a time, and we started East. As we passed Memphis, Tennessee, ATC let us fly over a large MOA where there was some interesting things on the ground. Things went well until we started getting in to mountains. The ground got higher and the clouds got lower, so we stopped at Shelbyville, Tenn. Time 3:50PM. We have a friend who has a house and car in Shelbyville near the Walking Horse Barns. We used his car and stayed in his house for the night after a very good supper.(no pickled green tomatoes) but a very good steak.

Saturday Oct. 25th Larry knew a place where we got a good breakfast, then we returned to the airport to find BAA chapter was having a fly-in-breakfast. We could have eat here had we known about it. They had bacon, eggs, gravy, biscuits and pancakes.

The weather cleared and we took off at 10:10 AM, Soon, we caught up with the weather and had to stop at Crossville, "Trader Plane City'. They were having a open house and as the weather cleared, more planes started flying in. They had hamburgers and hot dogs for \$1.00 each. (cheap). The weather started clearing, so I called Jim Summers in Kingsport and he said there was lots of holes in the clouds. We topped off with gas and climbed up on top and headed east at 12:25PM. It was nice on top (7,500ft) and lots of holes. We found one very near the farm and landed at 1:40PM. After 12 days, 27hrs 35min. flying time and 2750air miles over a zig zag course dodging weather and landing at 19 airports 1 ranch and 1 farm, we are home again.

This is the third time Larry and I have made this trip all though one time we went by the Rans Aircraft Factory and got to fly there new light sport, all metal S-19 prototype aircraft and took a tour of the factory in Hays Kansas.

There is nothing like flying in a light aircraft to see this country. Bob Barlow and Larry Murphy. Tips on flying a trip like this.

1. Give yourself extra time.
2. Watch the weather .3. Stop early and see the country
4. Sometimes a small detour will get you around the weather.
5. Do not try to fly in the Rockies in bad weather.
6. Take plenty photos

Fly out to Gatlinburg March 6th 2009: by Barry Campbell

It was a rather cool, cloudy and windy day. We all left about the same time and headed towards Gatlinburg, the winds were pretty much on the nose and I was only making about 85 to 90 knots in my 172. I landed first and took some pictures and a few short video clips of the other members as they flew in. There were 5 aircraft and 8 of us all together, we used the courtesy car in two trips to get us all to the restaurant. The food was great. After eating we headed back to the airport and I departed first, and had a good tailwind coming back at about 115 knots.

Link to short video, <http://www.youtube.com/watch?v=9PL5C3zyT4Q>



Email from: Bob Mausolf

Back in 1982, A fellow IBMer and myself were talking about airplanes (on company time - - of course) and we decided to get in on the newly-minted sport of ultralight flying. (The low and slow stuff I've always been fond of) We formed a Chapter 'S' corporation and called it Barnstormer Aero. We chipped in, became 'Authorized Dealer' for the new MIRAGE ultralight and bought five kits. (Ed had been to the latest SUNnFUN and saw the Mirage there. He liked what he saw, but as we later learned, that U/L had some fatal flaws) We sold four kits, had to build three of them, free of charge. I kept one Mirage for my own use. We learned about the distinct disadvantage of the long driveshaft. The engine was in front of the wing, the propeller was behind the wing, the vibration was awful !! We also learned about the dishonesty of our manufacturer, the term authorized dealer was a joke, the manufacturer would sell a kit to anybody at the same price he charged

Barnstormer Aero... We dissolved the corporation and Ed went back to what he loved doing, building and selling homebuilts. I continued flying the Mirage for another decade before selling it and buying my first PPC. Ed stayed in Newburgh, N.Y. And I moved to Tennessee after we retired from IBM. We remain good friends but I am sorry we haven't been communicating as much as we should have. I wrote him a letter last week, and here is his response

Hi Bob,

Received you letter today April 4th. Yes I'm still flying. I own an airport along the New York State Thru Way between Newburgh and New Palz. Its 27 hundred feet long. Myself along with 19 other guys built it about 6 years ago. I fly a experimental kit plane called a Ridge Runner, that I built in 1991. Its painted to look like a J3 cub. See attached picture. I couldn't believe that you were still active in aviation.

You're lucky you moved out of New York. This place has become the Tax Capital of the world. People are leaving as fast as they can. Those BARNSTORMER days were certainly adventurous, with that Cuyuna engine taking 'vacations' for no apparent reason, and that keel with the imbedded driveshaft/all the bearings adding weight, etc. What a mess that turned out to be. Lots of memories from those times as we re-invented the airplane. Keep in touch, old friend. Yours, Ed



Visit to London Corbin for lunch: by Barry Campbell

I decide to head over to London Corbin (LOZ) for lunch on March 30th. It was a really nice flying day, meaning light winds and sun.

My heading was 310 degrees magnetic and of course used my GPS to keep me on track. As I flew in, there were 2 other aircraft approaching the airport, another Cessna and a Helicopter. I followed the Cessna in and the Helicopter came in shortly after I stopped on the ramp. I took a few pictures and short video's, the video also includes the arrival of a military helicopter, a departure of another military helicopter, and a coal mining operation which just about removed the top of a mountain. I went into the restaurant where a waitress named Mary served me a very nice lunch. The trip back was uneventful, and the total time was 1.7 hours on the Hobbs and would be a good fly out for our chapter.

Link to the short video. <http://www.youtube.com/watch?v=LAbNSJutSr0>



Words from the EAA March Sport Aviation

Find the words in the grid. Words can go horizontally, vertically and diagonally in all eight directions.

R C B M R Q E L C Y C I L E H P F
Z W Y Y E V B B H O R I Z O N I X
G R X R H W B I M D P C D W D E W
N R L H C R K J K K H K N G T T N
I M M B T M F J M A H N L B N E G
T J B Z A K L F M T R M D Y Y N I
S V D T H L B P I P T U T K R P S
V I Q Q T S I N H D X G S S B O E
H K R Y N O E T H L D K F R C L D
C N S A N Z K I T F O X R O K C T
R V R T F E M M E T S L N K R M H
R M S T O A J R Z M K C X I P P G
T W K O T L S D L R O E P S I P I
L G M K M K B V R R N T T Q T J L
M K N L J E X Z D O D R V N T M F
D L F Z B M R E S D P Q L F S D H
B H C U B C R A F T E R S N B N M

Berry Campbell EAA 442

Champion

Concorde

Cobracrafters

Flightdesign

Helicycle

horizon

Icarus

Kitfox

Pietenpol

Pitts

Rans

Remos

Safari

Sikorsky

Sonex

Stemma

Sting

stol

Thatcher

Zenith