

EAA Chapter 442 January 2010 Propwash

EAA 442 Chapter Officers:

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

Minutes of the January 31, 2010 Chapter meeting:

Meeting called to order 2:35

Treasurer's Report:

\$903.45 one check #101 \$317 Interest \$0.17 Balance \$586.45 and 15 paid members as of 2/2/2010

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**

Barry Campbell, 167 Country Estates Drive, Rogersville, TN 37857 or you may pay Barry at the next chapter meeting.

Secretary's Report:

Minutes distributed by email news letter.

Young eagles Report:

None.

Technical Counselors Report:

Jim Summers no visitations.

Old Business:

None

New Business:

None

Program:

Hangar talk.

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 Greg Marlow's RV9A provided: by Barry Campbell
Barry's RV9A wing kit arrives: 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/>

Items For SALE or Rent

If you have aviation items for sale send the information to Barry Campbell.

Subjects of interest sent to me by email.

WORLD'S FIRST JET AIRCRAFT (70 YRS OLD):by Al Campbell



70th Anniversary of the first Jet Powered Aircraft

Just one week before the outbreak of World War II, Germany flew the world's first jet aircraft.

That plane was the Heinkel He-178 which, had its development been pushed, might have altered the course of history.

The first successful flights of the world's first turbojet-propelled airplane took place over a German forest on August 24 and 27, 1939, with Luftwaffe Captain Erich Warsitz at the controls.

The tiny Heinkel HeS38 jet engine that powered the He-178 produced only 838 pounds of static thrust.

But that was enough to push the small single-seat monoplane to a speed of well over 400 miles per hour. Thus, even in its earliest test flights this remarkable aircraft demonstrated performance superior to that of many operational fighters.

The Heinkel jet engine was the brainchild of a brilliant young German scientist named Pabst von Ohain, who was only 25 years old when the He-178 made aviation history.

The aircraft itself was designed by Heinkel engineers, working under the personal direction of Ernst Heinkel, head of the Heinkel aircraft manufacturing company.

That firm financed the development of the He-178 without either the knowledge or financial support of the Nazi government.

The 4,400-pound Heinkel He-178 was literally built around the Ohain engine.

It had a barrel shaped 24½-foot-long metal fuselage, with stubby 23½-foot wooden wings mounted high on its sides.

The aircraft utilized the conventional three-point retractable landing gear, rather than tricycle configuration which was later adopted for other jets.

Despite the He-178's spectacular performance, the German Air Force at first showed scant interest in the plane..

It wasn't until October 1939 that high-ranking air force officers agreed to inspect it, and although the He-178 clearly had great potential, it was never produced in quantity.

Slow to push development work, the German Air Force didn't have an operational jet fighter plane until August 1944, too late to have a decisive effect on the outcome of World War II.

Nevertheless. Through the foresight of Ernst Heinkel and the brilliant engineering of Pabst von Ohain, the He-178 ushered in the jet age.

WWII pilots and their P- 51 Mustang. By Bob Mausolf

<http://www.asb.tv/videos/view.php?v=1bf99434&br=500>

Well worth the time to watch this one. Enjoy!!!

Greg Marlow has his RV9A airplane in Mike's hangar awaiting the FAA inspection: by Barry Campbell

I stopped by to look at Greg's RV, and took a few pictures. The last time I put pictures of Greg's project in it looked like this.



Greg's RV is now ready for inspection, and it looks great. Check it out.





Barry's RV9A wing kit arrives: by Barry Campbell

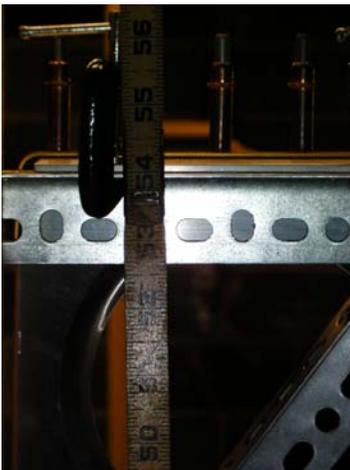
Well, after seeing and flying in Mike's RV6A, I got the bug to build an RV. I ordered the wing kit and it arrived early January. I had to meet the truck at my church with a trailer, as they could not access my driveway. Here it is and my progress to date.

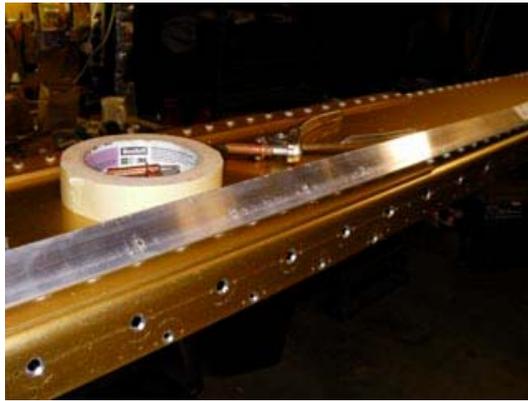
Two pretty large crates.

Spar mounted on post supports.



Mike and Greg stopped by and taking their advice, I moved the spar up about a foot, to about 54 inches. Something about aching back motivated me.





Testing each hole with a piece of dimpled skin. I made an angle jig to drill & countersink the platenut Holes near the edge of the spar.



Jig in place.



Wing hold down piece installed after fabrication.



A doubler plate on the lower spar after drilling, in place after cutting the aileron tube hole to match the spar.

I have the main spar ready, and the lower spar ready to assemble, but need to primer some of the pieces.

See more in the next issue.