

EAA Chapter 442 March 2010 Propwash

EAA 442 Chapter Officers:

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

Minutes of the March 27th, 2010 Chapter meeting:

12pm, Hamburgers and Hot dogs served with condiments, members brought deserts.

Meeting called to order 1pm. By Barry Campbell as Mike was on a Scout outing with his son.

15 members at the meeting.

Treasurer's Report:

Treasure reported that as of 27 March 2010 EAA442 had \$735.57 in their checking account.

Secretary's Report:

Minutes for the last meeting were unanimously approved following motion by Ed Martin and second by Don Schultz

Young eagles Report:

Young Eagles report by Bruce Campbell who motioned for the young eagle fly date of 12 June 2010 to correspond with the national young eagle day. The motion was second by Ed Martin and unanimously approved.

Technical Counselors Report:

Technical Report by Jim Summer included looking at Dave Waldo's Super Cub. Gregg has his airplane flying – had FOD damaged to cylinders. Jim's Sonix plane is flying now had problem with oil. The company told him he had to heat the engine on cold days as the oil was too thick.

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 Barry Campbell, 167 Country Estates Drive, Rogersville,

TN 37857 or you may pay Barry at the next chapter meeting.

Old Business:

None

New Business:

None

Program:

Hangar talk and deserts.

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:

First Saturday meeting for 2010: Pictures by Bruce Campbell

Barry's RV9A wing under construction: by Barry Campbell

Calendar of Events

Notice of a change:

EAA 442 Chapter meetings starting the next meeting April 24th, on Saturday 12:00pm RVN, hamburgers and

Hot dogs will be available. Fly in or drive in, be there or be -----.

Members are encouraged to bring a desert and a friend.

APRIL 13-18, 2010 ----- LAKELAND, FL

SUN-‘n-FUN FLY-IN

LAKELAND LINDER REGIONAL AIRPORT (LAL)

www.SUN-N-FUN.org

MAY 22-23, 2010 ----- SUFFOLK, VA

VIRGINIA REGIONAL FESTIVAL of FLIGHT

SUFFOLK EXECUTIVE REGIONAL AIRPORT (SFQ)

www.VirginiaFlyin.org

JULY 23 – 25 ----- BROHEAD, WI

EAA CHAPTER 431 – HATZ/PIETENPOL FLY-IN

BRODHEAD AIRPORT (C37)

www.eaa431.org

JULY 26-AUGUST 1, 2010----- OSHKOSH, WI

EAA AIRVENTURE WITTMAN REGIONAL AIRPORT (OSH)

MAKE PLANS EARLY – www.AirVenture.org

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

Items For SALE or Rent

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

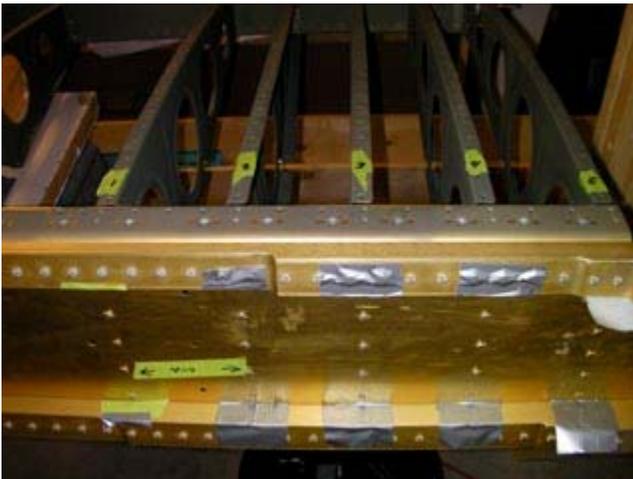
March meeting held on Saturday March 27th: by Barry Campbell, Pictures by Bruce Campbell
When I arrived at 11, it was time to get the cooking set up, so we started bringing the grill, table and supplies over to the tarmac by the gate. Several members helped carry the stuff, the food was in Jim's freezer at his hangar, we found out that our LP tank would not work, so David went home to fetch another. Team work at its best, and did not take long for the food to cook. We all had a good time eating and talking, you know the usual! We were all checking out Greg Marlow's RV9A and the Ran's S19.





Barry's RV9A wing under construction continued: by Barry Campbell

Went to Greg Marlow's, and he loaned me a wing cradle and the jig for fabricating the leading edge as well as some adjustable leveling blocks for the wing. I spent several hours cleaning the work area as I decided to lay the spar and rib assembly down. After I cleaned, Bruce came over and we set up my table and started to rivet the main ribs to the upper spar. Bruce had to leave, so I riveted some of the ribs to the lower spar. It was a lot easier on my arms and elbow being lower. Had to buy an elbow brace, Not happy with the riveting mandrel, am going to order a set with a double offset. The single one rotates to easy.

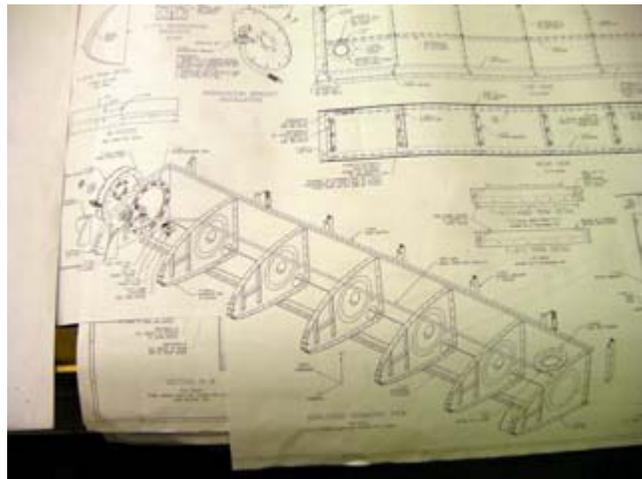


The double offset mandrels came in and much better for working close to the rib than a single offset.

Had to drill out only one flat head rivet. I used tape to keep track of the rivet sizes.



Decided to work on the parts for the right and left fuel tanks, something to I could do without another set of hands. Deburring, drilling holes to size, also worked on the resistance fuel sending components kit I had ordered. Parts worked on include, end ribs, ribs that the sending plates are attached to, sending plates, doublers, access plate and support rings, also anti rotation brackets. Locate and drill mounting holes in new tank access covers, and holes for the fuel lines in the cover and ribs and anti rotation brackets.

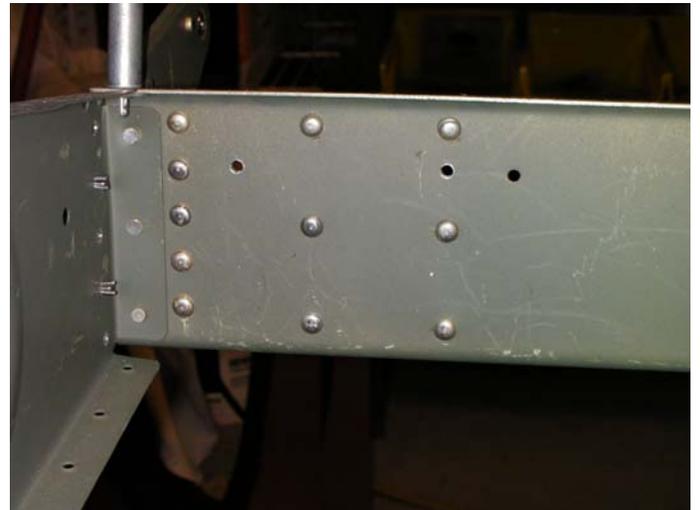
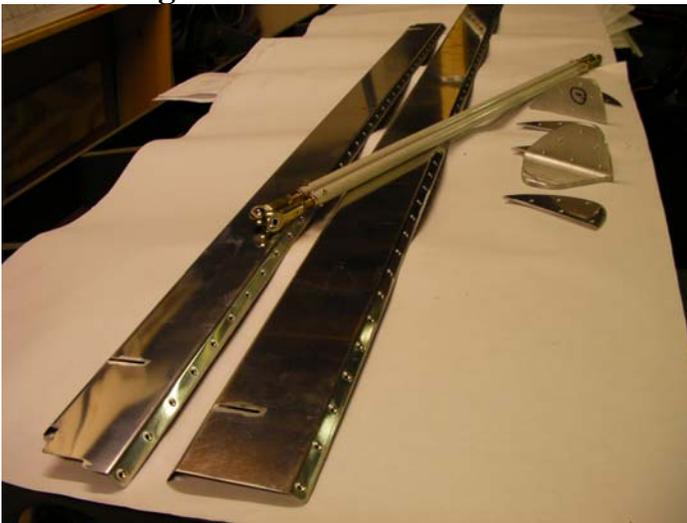


Made the fuel tank doublers, and Cut the aileron push rod tubes to length, insert threaded fittings. Mike and Greg came by and we talked about various options for electricals, also asked a few questions on auto pilot requirements, Greg spotted a missing rivet in one of the nut plates, so I fixed that after they left. Bruce brought our drill press over, so I drilled the holes in the aileron tubes, riveted one on both ends, used AN470AD4-11 instead of -12 rivets by mistake, had trouble with some rivets going crooked, and drilled it out, tried the -12 rivets but they are bending over when I try to squeeze them. Sent an email to my son AI about it, and it seems that it is because the rivet is not supported inside the hollow tube and the hollow fitting.



Well, I finished the aileron tubes, fuel tank doublers, drilled the flap gap fairings in place, deburred the holes and dimpled them. What next? When Greg was here he offered to loan me his air rivet squeezer, so after the last chapter meeting, I went over to Mike's hangar and got Greg's air squeezer, anxious to try it out since my tennis elbow was acting up and I am having a hard time hand squeezing rivets. Have to pace myself.

I hooked up the squeezer and tested it on scrap pieces, worked great, I used it to rivet all the doublers, and the flap brackets. I had to change the yoke to get into various positions, but one push on the lever and a perfect rivet. If you can't borrow an air squeezer, it would be a good time saving investment.





Hope to have more for the next issue. Barry