

EAA Chapter 442 May 2011 Propwash

EAA 442 Chapter Officers:

President: Mike Hathaway ~ n698ch@charter.net ~ 423-765-9244 or 423-612-4004

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

Young Eagles Coordinator: Bruce Campbell brucecampbell@eaa442.org ~ 423-272-9682

Treasurer: Barry Campbell ~ barrycampbell@eaa442.org ~ 423-754-2846

Secretary & NLE: Barry Campbell ~ barrycampbell@eaa442.org ~ 423-754-2846

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

EAA442 Webpage majordomo: Barry Campbell ~ barrycampbell@eaa442.org ~ 423-754-2846

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

Minutes of the May 2011 Chapter meeting:

12 noon, Mike prepared Hamburgers and hot dogs. Cost for the meal and supplies \$41.88

12:50 Meeting called to order, President Mike welcomed everyone.

Treasurer's Report:

Balance \$643.20 as of 5/04/11 in the checking account. Interest was .09 cents. Donations for food 5/04/11 \$57.00. Dues paid James Hughes and Bruce Campbell.

Chapter Membership Renewal Time:

Members paid at April meeting: Bruce Campbell, total paid members 20.

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, and are tax deductible. You may renew your membership by completing the renewal form on our web site and sending the dues and 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.

Secretary's Report:

Reading of the minutes as distributed in the Propwash. Motion to accept by Larry Murphy, 2nd by Jim Pensinger, motion carried.

Young eagles Report:

Bruce stated that he has had some calls as to the next YE event, need for workers. Need 4 people to help with Photo's and ground. Volunteers to show up at 9am. Mike stated that Clark would take the pictures. The event will be from 10am to 2pm., all members are needed to assist with this event.

Technical Counselors Report:

Jim Summers, stated he unloaded a Fischer Horizon off a trailer. Mike's RV project is coming along.

Old Business:

None

New Business:

Larry Murphy stated that there is a new Ran's model S7S coming out which will have more fuel and a new wing using stamped ribs. Approximate cost \$85,000

Program:

Hangar flying.

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:

Email stories and links.

Bruce and Barry go to Middleboro for lunch.

Calendar of Events

EAA 442 Chapter meetings the next meeting Saturday July 30th 2011 at 12:30pm,

Lunch available at 12pm, RVN.

Fly in or drive in, be there or be -----.

Members are encouraged to bring a desert and a friend.

JUNE 17-18-19, 2011 ----- WELLSVILLE, PA
FATHERS DAY FLY-IN @ FOOTLIGHT RANCH
SHREVEPORT NORTH AIRPORT (62PA)
717/432-4441- www.footlightranch.com

JULY 21-23 ----- BRODHEAD, WI
EAA CHAPTER 432 ANNUL PIETENPOL FLY-IN
BRODHEAD AIRPORT (C37)

JULY 25-31, 2011 ----- OSHKOSH, WI
EAA AIRVENTURE – WITTMAN REGIONAL AIRPORT (OSH)
www.AirVenture.org

SEPTEMBER 3 –5 ----- WILDWOOD, NJ
2011 AIRFEST – NASW – Tentative – Collins Foundation Aircraft
CAPE MAY COUNTY AIRPORT (WWD) – 609/886-8787

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

From Email's

Bob Mausolf

This is an incredible story. Film found of B-29 crew rescued by Submarine Crew

This is worth watching... about 2.5 mins. An entire crew of a B-29 (1) rescued by a US submarine after their plane was shot down in ~1945 the coast of Japan. The entire rescue was filmed in color, but the film is closet until now. This is a story from a Denver TV station of one of the aviators to whom the video was delivered. It also shows their transport submarine that is likely headed back to port before the one that accomplished the rescue.

Can you imagine 65 yrs AFTER your rescue you get to watch it on SCREEN>>>SOUND UP

<http://link.brightcove.com/services/player/bcpid34762914001?bctid>

THE ONLY B-29 STILL FLYING.

From: Col. Tom Leo Golden Gate Wing . . .

I thought you guys would like to see a short video of the only flyable B-29 in the world. Notice the flight engineer is still wearing his "Confederate" Air Force patch. Someone did a nice job of filming Fifi, the only flying B-29. To our friends who may not understand the passion we feel for planes and particularly planes from WW11, this is Fifi. It is the only flying B-29 Strato Fortress in the world. This is one of the combat airplanes that flew from Iwo Jima, Saipan, Tinian islands to bomb Japan and help win the war. It was usually escorted by P-51 Mustangs to protect her from enemy fighters but many thousands of planes and aircrews were lost fighting for our country.

This happened at a time in history before we had long range missiles and electronics. These planes were flown by men from our farms and cities who left their families at home and risked their lives in high altitude gun fights. It was up close, brutal and extremely dangerous but they risked it all to protect our country. Many never came home again. We love, respect and honor all of our veterans. But we also have a love affair with the planes. It is a permanent addiction for us so we preserve these wonderful aircraft so

you can see and experience the marvelous machines that preserved our freedom.

We have completely rebuilt this aircraft and those powerful prop engines to bring Fifi back to life. It took years to accomplish, many thousands of donated dollars and thousands of hours of work by many unpaid volunteers to make this happen so that everyone can share this important part of our history. This is a unique flying museum.

If you get a chance to see her at an air show, don't pass up the chance. You are watching history and she is the only one left out of thousands. This is truly a rare aircraft. Enjoy the video.

Col. Tom Leo Golden Gate Wing

<http://vimeo.com/17388627>

Bruce Campbell

Aviation Humor

British Airways flight asks for push back clearance from terminal.

Control Tower replies: 'And where is the world's most experienced airline going today without filing a flight plan?'

ATC: "Al Italia 345 continue taxi to 26L South via Tango - check for workers along taxiway."

Al Italia 345: " Roger, Taxi 26 Left a via Tango. Workers checked - all are working"

Nova 851: " Halifax Terminal, Nova 851 with you out of 13,000 for 10,000, requesting runway 15."

Halifax Terminal (female): "Nova 851, Halifax , the last time I gave a pilot what he wanted I was on penicillin for three weeks.

Expect runway 06."

Lost student pilot: " Unknown airport with Cessna 150 circling overhead, please identify yourself."

Tower: Have you got enough fuel or not?

Pilot: Yes.

Tower: Yes what?

Pilot: Yes, SIR!

Frankfurt Control: 'AF1733, You are on an eight mile final for 27R. You have a UH-1 three miles ahead of you on final; reduce speed to 130 knots.'

Pilot: 'Roger, Frankfurt . We're bringing this big bird back to one-hundred and thirty knots fer ya.'

Control: (a few moments later): 'AF33, helicopter traffic at 90 knots now 1 1/2 miles ahead of you; reduce speed further to 110

knots.'

Pilot: 'AF thirty-three reining this here bird back further to 110 knots'

Control: 'AF33, you are three miles to touchdown, helicopter traffic now 1 mile ahead of you; reduce speed to 90 knots'

Pilot (a little miffed): 'Sir, do you know what the stall speed of this here C-130 is?'

Control: 'No, but if you ask your co-pilot, he can probably tell you.'

ATC: 'Cessna 123, What are your intentions?'

Cessna: 'To get my Commercial Pilots License and Instrument Rating.'

ATC: 'I meant in the next five minutes not years.'

Controller: AF123, say call sign of your wingman.

Pilot: Uh... approach, we're a single ship.

Controller: Oh, Oh, Shit! You have traffic!

O'Hare Approach: USA212, cleared ILS runway 32L approach, maintain 250 knots.

USA212: Roger approach, how long do you need me to maintain that speed?

O'Hare Approach: All the way to the gate if you can.

USA212: Ah, OK, but you better warn ground control.

ATC: Pan Am 1, descend to 3,000 ft on QNH, altimeter 1019.

Pan AM 1: Could you give that to me in inches?

ATC: Pan Am 1, descend to 36,000 inches on QNH, altimeter 1019

Cessna 152: 'Flight Level Three Thousand, Seven Hundred'

Controller: 'Roger, contact Houston Space Center '

Beech Baron: Uh, ATC, verify you want me to taxi in front of the 747.

ATC: Yeah, it's OK. He's not hungry.

Student Pilot: 'I'm lost; I'm over a big lake and heading toward the big "E".

Controller: 'Make several 90 degree turns so I can identify you on radar.' (short pause)... Controller: 'Okay then. That big lake is the Atlantic Ocean . Suggest you turn to the big "W" immediately ..'

Pilot: 'Approach, Acme Flt 202, with you at 12,000' and 40 DME.'

Approach: 'Acme 202, cross 30 DME at and maintain 8000!'

Pilot: 'Approach, 202's unable that descent rate.'

Approach: 'What's the matter 202? Don't you have speed brakes?'

Pilot: 'Yup. But they're for my mistakes. Not yours.'

Tower: 'American...and for your information, you were slightly to the left of the centerline on that approach.'

American: 'That's correct; and, my First Officer was slightly to the right'

Controller: 'USA353 contact Cleveland Center 135.60. (pause)

Controller: 'USA353 contact Cleveland Center 135.60!' (pause)

Controller: 'USA353 you're just like my wife you never listen!'

Pilot: 'Center, this is USA553, maybe if you called her by the right name you'd get a better response!'

BB: 'Barnburner 123, Request 8300 feet.'

Bay Approach: 'Barnburner 123, say reason for requested altitude.'

BB: 'Because the last 2 times I've been at 8500, I've nearly been run over by some bozo at 8500 feet going the wrong way!'

Bay Approach: 'That's a good reason. 8300 approved.'

Controller: 'FAR1234 confirm your type of aircraft. Are you an Airbus 330 or 340?'

Pilot: 'A340 of course!'

Controller: 'Then would you mind switching on the two other engines and give me 1000 feet per minute, please?'

Tower: 'Cessna 123, turn right now and report your heading.'

Pilot: 'Wilco. 341, 342, 343, 344, 345...'

Foreign Pilot Trainee: 'Tower, please speak slowly, I am a baby in English and lonely in the cockpit'

Controller: 'CRX600, are you on course to SUL?'

Pilot: 'More or less.'

Controller: 'So proceed a little bit more to SUL.'

Pilot: 'Good morning, Frankfurt ground, KLM 242 request start up and push back, please.'

Tower: 'KLM 242 expect start up in two hours.'

Pilot: 'Please confirm: two hours delay?'

Tower: 'Affirmative.'

Pilot: 'In that case, cancel the good morning!'