

EAA Chapter 442 February 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 February 2011 Chapter meeting:

12 noon, Barry cooked up hamburgers and hot dogs. Cost for the meal and supplies \$100.05

12:45 Meeting called to order, 14 members, 1 guest. Secretary Barry welcomed everyone.

Treasurer's Report:

Balance \$762.45 as of 2/26/11 in the checking account. Interest was .17 cents. Check #1011 written to reimburse Mike for Chapter registration and insurance, check #1011 \$256.27. Donations for food 2/26/11 \$51.00

Chapter Membership Renewal Time:

Correction to members paid at the January meeting, Ed Martin instead of Ed Athey.

Members paid at February meeting: John Coley and David Crockett

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 Ed Martin, 2nd by Richard Pike, carried.

Young eagles Report:

Bruce will check on the date for the National Young Eagles Day so we can plan our next event. Barry talked about a couple possibilities, balsa airplanes with the chapter logo EAA442 and a sponsor logo, for half the cost, minimum order is 500 at .66 cents each. Also, perhaps having a drawing and winner(s) would get a model airplane kit. A good discussion ensued, and it was decided to table until the next meeting and Barry will bring in a sample of the balsa airplane.

Technical Counselors Report:

No Report stated Jim Summers, Barry asked about Mike H RV6 that needs to be reassembled and some cosmetic work done, Jim said he is working on it. Also that he has Bob Barlow's airplane ready for sale.

Old Business:

Barry apologized for forgetting the card and will have for the next meeting.

New Business:

Barry suggested that the chapter hold a pancake event. Richard Pike made a motion that the Chapter purchase 10 more chairs like the type we have an 2nd by Bruce Campbell, motion carried. Barry mention the need to fix our grille and Jim Summers said he would bring a nearly new grille from home.

Mike Caswell motion to adjourn, Carried.

Program:

None (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.

California Aviation Museums Part 3: by Barry Campbell

Fast weekend trip to McKinney TX: by Barry Campbell

Calendar of Events

EAA 442 Chapter meetings the next meeting Saturday March 26th 2011 at 12:30pm RVN.

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

Members are encouraged to bring a desert and a friend.

March 29th to April 3rd-----LAKELAND, FL

Sun n Fun <http://www.sun-n-fun.org/>

APRIL 30 ----- MASSEY, MD

CHILI FESTIVAL FLY-IN – MASSEY AIR MUSEUM

MASSEY AERODROME (MD1)

www.masseyaero.org

MAY 20 – 21, 2011 ----- CAMBRIDGE, MD

43rd ANNUAL ANTIQUE FLY-IN – HORN POINT AERODROME

38 35.4 N – 76 08.2 W – Rain Date – May 22nd

Sponsored by Potomac Antique Aero Squadron

Art Kudner – 410/310-0159 – Arthur_kudner@comcast.net

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/>

Items For SALE or Rent:

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

From Email's

Bruce: Profound Aviation Truisms

Don't ever let an airplane take you someplace where your brain hasn't arrived at least a couple of minutes earlier. Anon.

My first shock came when I touched the rudder. The thing tried to bite its own tail. The next surprise I got was when I landed; she stalled at a hundred and ten miles an hour. Jimmy Haizlip, commenting on his only flight in the Gee Bee.

The Cub is the safest airplane in the world; it can just barely kill you. attributed to Max Stanley, Northrop test pilot

If you're faced with a forced landing, fly the thing as far into the crash as possible. Bob Hoover

You've never been lost until you've been lost at Mach 3. Paul F. Crickmore, 'Lockheed SR-71: The Secret Missions Exposed,' 1993.

I could be president of Sikorsky for six months before they found me out, but the president would only have my job for six seconds before he'd kill himself. Walter R. 'Dick' Faull, test pilot.

Mistakes are inevitable in aviation, especially when one is still learning new things. The trick is to not make the mistake that will kill you. Stephen Coonts

There's no such thing as a natural-born pilot. Chuck Yeager

Do not spin this aircraft. If the aircraft does enter a spin it will return to earth without further attention on the part of the aeronaut. first handbook issued with the Curtis-Wright flyer

An airplane might disappoint any pilot but it'll never surprise a good one. Len Morgan

Trouble in the air is very rare. It is hitting the ground that causes it. Amelia Earhart, '20 Hrs 40 Mins,' 1928.

Airplanes are near perfect, all they lack is the ability to forgive. Richard Collins

Flying is so many parts skill, so many parts planning, so many parts maintenance, and so many parts luck. The trick is to reduce the luck by increasing the others. David L. Baker

A 10 cent fuse will protect itself by destroying the \$2,000 radio to which it is attached. Robert Livingston, 'Flying The Aeronca.'

It's better to miss the lead story at 6 . . . than to become the lead story at 11. Bruce Erion, President of the National Broadcast Pilots Assn., 1999

The explosion of the 'Challenger,' after twenty-four consecutive successful shuttle flights, grounded all manned space missions by the U.S. for more than two years. The delay barely evoked comment ... But contrast the early history of aviation, when 31 of the first 40 pilots hired by the Post Office died in crashes within six years, with no suspension of service. C. Owen Paepke

A little mountain will kill you just as dead as a big one if you fly into it. Stephen Coonts

Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.

The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.

If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller.

To go up, pull the stick back. To go down, pull the stick back harder

Flying is the second greatest thrill known to man.... Landing is the first!

The similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies.

If ATC screws up, the pilot dies.

Helicopters can't really fly - they're just so ugly that the earth immediately repels them.

Helicopters don't fly. They beat the air into submission

Flying is not Nintendo. You don't push a button and start over.

The six P's:

Proper Preparation Prevents Piss Poor Performance.

You can always depend on twin engine aircraft. When the first engine quits the second will surely fly you to the scene of an accident.

The real value of twin engine aircraft is it will double your chances of engine failure.

You can only tie the record for flying low

Flying at night is the same as flying in the day, except you can't see.

When you're sitting in the rubber raft looking up where your airplane used to be, it's too late to check the flight plan

Some pilots will make an emergency out of a bad magneto check. Others, upon losing a wing, will ask for a lower altitude.

The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Bob Mausolf:

Aerial Photography by Yann Arthus-Bertrand - fabulous!

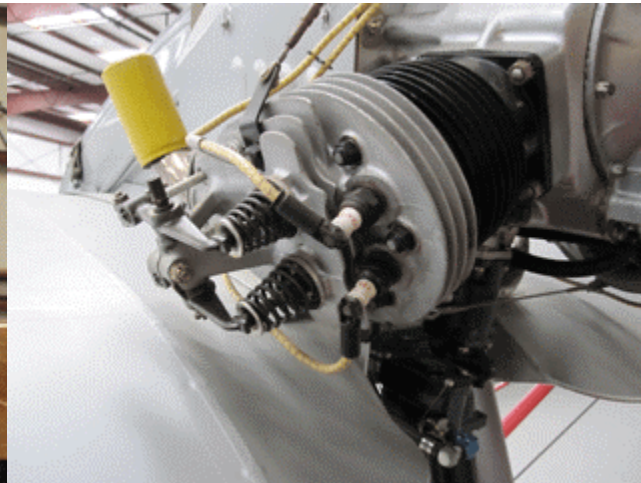
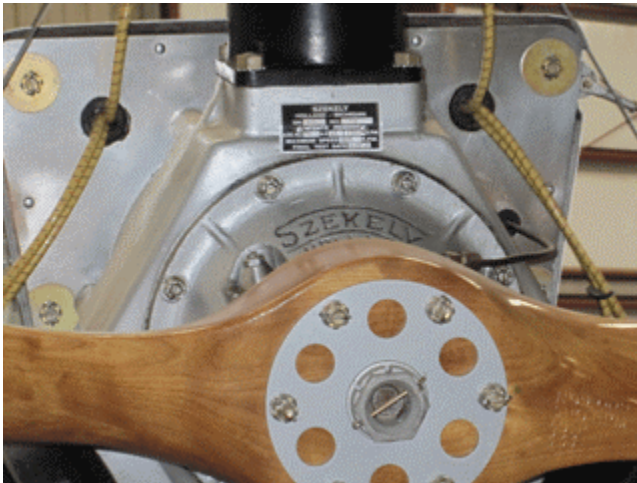
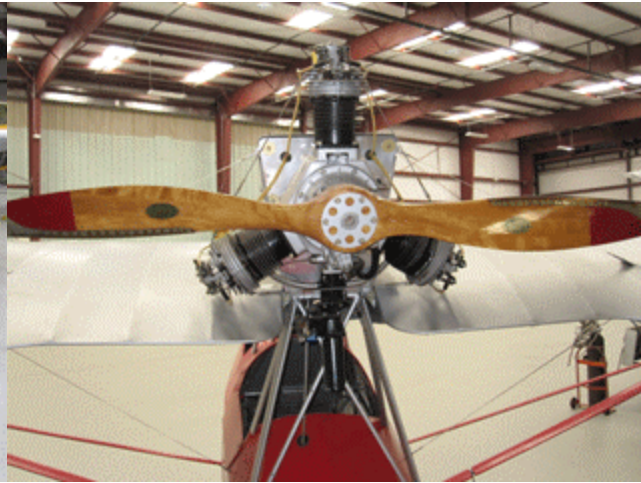
<http://justpaste.it/3ky>

California Aviation Museums by Barry Campbell

Part Three:

As I said in the last issue of the Propwash, I am including a few more pictures from the trip. I do have one correction, the Western Museum of Flight is on the Zamperini Field in Torrance CA. Don't forget, if you want to support any of these fine Museums, they have memberships and take donations, all are tax deductible.





Fast weekend trip to McKinney TX: by Barry Campbell

Well, it all started with a phone call from Mike Hathaway asking me if I wanted to go to Texas to pick up an RV6 project with him, when I said where in Texas, he said Mc Kinney, and my reply was great, I have a brother that lives in Mc Kinney. So off we went, made it to Mc Kinney Friday night, great weather and little traffic, about a 14 hour drive. Mike even made a few pit stops for the necessities of life, I mean a 3 hour flight is tough!

Here are a few pictures of the aircraft and it's already disassembled state. We loaded it onto a trailer and Mike brought lots of padding and straps. Looking forward to seeing it put back together.

