

# **EAA Chapter 442 July 2011 Propwash**

## **EAA 442 Chapter Officers:**

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

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## **Minutes of the July 2011 Chapter meeting:**

Meeting called to order by Mike Hathaway at 1pm. 13 members present.

Mike started the meeting by talking about Brian Liley's Sister's memorial service.

Richard Pike gave a prayer to start the meeting.

## **Treasurer's Report:**

Balance \$809.82 as of 7/29/11 in the checking account. Interest was .11 cents. Donations for food 7/30/11 \$79.00. Check #1021 \$63.17 7/29/11 Walmart for food. Dues, Tim Snapp paid 2009 dues, \$15.00

## **Chapter Membership Renewal Time:**

Total paid members 19.

**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 only \$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:**

Barry stated that there was no meeting held, however had included the Treasurer's report and read that information from the June Propwash.

## **Young eagles Report:**

Bruce stated that 5 pilots flew more than 40 Young Eagles at the last event, and the need to double check the forms for all signatures. The next Young Eagles event is set for September 17<sup>th</sup>, and all members are asked to participate.

## **Technical Counselors Report:**

None, however Mike stated that Jim had taxied the Aercoup project over to wash it.

## **Old Business:**

None

**New Business:**

Mike said he had not heard from the folks from the Ulster Program, and a discussion ensued as to a possible new direction for that program. Will have to wait and see.

**Program:**

Lot's of good 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:**

Email stories and links.

**Trip to Florida by way of Warner Robbins Airforce Museum: by Barry and Bruce Campbell**

**Calendar of Events**

**EAA 442 Chapter meetings the next meeting Saturday August 27th 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.**

AUGUST 17 – 20 ----- KINZERS, PA  
63<sup>RD</sup> ANNUAL THRESHERMAN REUNION  
ROUGH & TUMBLE HISTORICAL ASSOCIATION  
717/442-4240 – [www.roughandtumble.org](http://www.roughandtumble.org)

AUGUST 17 ----- ATLANTIC CITY, NJ  
“THUNDER OVER THE BOARDWALK”  
[www.atlanticcityairshow.com](http://www.atlanticcityairshow.com)

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

SEPTEMBER 9-10-11 ----- WELLSVILLE, PA  
AERONCA – TRIKE FLY-IN @ FOOTLIGHT RANCH  
SHREVEPORT NORTH AIRPORT (62PA)  
717/432-4441- [www.footlightranch.com](http://www.footlightranch.com)

OCTOBER 7 – 10 ----- -MASSEY, MD  
ANNUAL VINTAGE SAILPLNE ASSOCIATION –  
EAST COAST SAILPLANE MEET - GLIDERS FROM 30's TO 60'S

MASSEY AERODROME (MD1) [www.vintagesailplane.org](http://www.vintagesailplane.org)

OCTOBER 7-8-9 ----- VIRGINIA BEACH, VA  
BIPLANES/TRIPLANES WWI AIRSHOW  
@ MILITARY AVIATION MUSEUM 724/588-7440  
[www.gwaero.com](http://www.gwaero.com)

OCTOBER 15 ----- MILLVILLE, NJ  
MILLVILLE ARMY AIRFIELD MUSEUM & EAA CHAPTER 1376  
WILL HOST A WWII WARBIRD 2011 AVIATION CELEBRATION  
MILLVILLE AIRPORT (MIV) – 856/327-2347  
JUNE 1-2-3, 2012 ----- READING, PA  
22<sup>ND</sup> MID-ATLANTIC AIR MUSEUM – WWII WEEKEND  
610/372-7333

JULY 23-29, 2012 ----- OSHKOSH, WI  
EAA AIRVENTURE – WITTMAN REGIONAL AIRPORT (OSH)  
[www.AirVenture.org](http://www.AirVenture.org)

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

## **From Email's**

Not exactly homebuilts, but some cool aircraft.

Bob Cording: **Creech AFB**

Has anyone ever heard of Creech AFB? I hadn't, but at a particular military dinner, the speaker was Colonel Chris Chambliss, Commander of the 432nd (UAS) Wing at Creech AFB.

All of the Air Force's unmanned drones are now operated from Creech Air Force Base, 45 miles northwest of Las Vegas at Indian Springs. They used to run out of Nellis AFB and now have their own Wing at Creech AFB

Some of his comments: It's the most deadly remote controlled plane in the world. Pilots fly it like a teenager playing a video game. Airmen at Creech AFB can control the Predator drone and the second generation Reaper anywhere in the world. "At least since 2001, Predator's have been airborne 24 hours a day, 7 days a week, primarily over Iraq and Afghanistan . There has never been a time when we haven't." The unmanned program is so successful it's now under the command of the Air Force. "We are going to increase the number of combat air patrols that we fly with it and the number of hours astronomically," Col. Chambliss said. This year the Predator drone will fly 75,000 hours -- up 20-percent from last year.

Overall a very interesting and informative talk from Col Chambliss. What a different perspective on future combat roles! Saturday we attended the Nellis AFB Air Show, and that is one HUGE air show. Sunday was the last show of the season for the AF Thunderbirds. Our Sunday night dinner speaker was Major Chris Austin, who flies the #2 left wing position with the Thunderbirds. He gave a very informative talk about some of the maneuvers they do and how complex they are. A lot goes into them to make it look easy, but really, they're anything but.

Here's an excerpt from the present and the future:

10.10.07 | 12:00 AM Wired Magazine

Flight of the Extreme UAVs, From Smallest to Deadliest



As unmanned aerial vehicles, or UAVs, become a staple of modern military operations, their uses and forms have grown more varied. Today they range from slingshot-launched spybots to global guardians. In fact, the acronym itself may be morphing into UAS (unmanned aerial systems) to indicate that these are not just aircraft, but systems that include ground stations and other elements. It's not just the military that uses them -- police use the same technology for surveillance, while terrorists build flying suicide bombers. Check out the stealthiest, deadliest and highest flying drones in use today, and the UAVs that are most likely to be making tomorrow's headlines. WASP is the smallest UAV in use today, weighing less than 300 grams. The miniaturization is achieved by the use of multifunctional components, like the combined wing/battery. WASP is nearly silent and, when flown at night, it's almost undetectable. The Air Force has just ordered several hundred for reconnaissance and bomb-damage assessment.

Photo: U.S. Navy



**Most Famous**

The MQ-1 Predator was an evolution of the earlier Gnat-750. Originally intended purely for reconnaissance, it was later armed with a single Hellfire missile. This combination appears to be extremely effective at precision strikes according to the Department of Defense, which claims a success rate of "nearly 100 percent." Predators are used by both the Air Force and the CIA.

Photo: U.S.Air Force



### **Deadliest**

The MQ-9 Reaper is a scaled-up version of the Predator, larger, faster and more powerful. Reaper was designed from the outset as a hunter- killer. It can carry up to 14 Hellfire missiles or other weapons such as the 500-pound, laser-guided bombs shown. The 432nd Wing of the U.S. Air Force was activated to operate MQ-9 Reaper on May 1, 2007.

Photo: U.S.Air Force



Widest Range RQ-4A Global Hawk is the Air Force's endurance drone, able to cruise at around 400 mph for 35 hours. It has an operational ceiling of 65,000 feet, and from this altitude it can scan an area the size of Illinois (40,000 nautical square miles) in just 24 hours. It is equipped with radar and infrared, as well as optical sensors.

**Photo: U.S.Air Force**



Stealthiest The Joint Unmanned Combat Air System demonstration program, or J-UCAS-D, is intended to be the forerunner of the next generation of stealthy robot-strike aircraft. Its geometry and radar-absorbent materials make it difficult to spot on radar, as well as making it look "badass." Operating from aircraft carriers, the UCAS-D could fulfill the Navy's goal of an aircraft that can carry a payload (such as bombs) of up to 2,000 pounds, plus an extra 2,500 pounds externally when stealth is not required. A typical use would be to send unmanned drones in as a first wave to take out enemy air defenses and clear the way for manned aircraft. Photo: U.S.Navy



**Most Welcome**

The CQ-10 Snow Goose is a parafoil-wing UAV for carrying medical equipment or other urgent supplies to Special Forces operating in unfriendly territory. The flexible wings are made of textile, like a parachute. The Snow Goose can be launched from the ground or from the loading ramp of a transport aircraft. Range and payload are inversely proportional; the CQ-10 can carry a 75-pound payload for 200 miles, or 500 pounds for a shorter distance depending on launch altitude and wind speed.





**Most Alarming** The MIRSAD-1 drone has been flown over Israel by the Lebanese militia group Hezbollah (*mirsad* means "ambush" in Arabic). It may be armed; Hezbollah has claimed that it can be loaded with a warhead of 40 to 50 kilos (90 to 110 pounds) of explosives, turning it into a flying suicide bomber able to reach anywhere. The Israeli Defense Force shot down two similar drones in 2006. Image: Hezbollah



### **Highest**

HELIOS was NASA's record-breaking solar-powered flight demonstrator. It achieved an altitude of more than 96,000 feet -- the highest for any aircraft not powered by a rocket. A combination of solar cells and fuel cells meant it could, in principle; stay aloft for days, weeks or even months at a time. The vehicle broke up in 2003 during a flight near Hawaii when it hit turbulence, but the military is rumored to be continuing research into solar-powered UAVs with ultra-long endurance (vehicles capable of many hours in flight)



### **The Toughest**

The Battle hog 150 is intended to meet the Marine Corps requirement for a vertical takeoff drone capable of operating from aircraft carriers. It can fly at over 300 mph with a payload of 500 pounds, with armaments likely to include Hellfire missiles, rocket pods and 7.62-mm mini-guns. The Battle hog series is designed to be as robust as possible, being able to withstand small-arms fire from close range. The drone is steered entirely by moving the two wingtip fans, so there are no vulnerable flight controls. Image: American Dynamics Flight Systems

Wingspan



### **Most Modular**

The Killer Bee is part UAV, part missile. It's intended to be deployed in 'constellations' of many vehicles work- ing cooperatively. These swarms can be used for either reconnaissance or for attack with up to 30 pounds of weapons per drone. The Killer Bee is designed so several can be stacked together in the cargo bay of an aircraft or in a truck, maximizing the number that can be carried. Photo: Northrop Grumman





### Most Local

The German-made Micro drone is equipped with GPS, a camera and a loud-hailer to give instructions to those on the ground, and is currently being tested by police in the UK . This type of UAV is the one you're most likely to see hovering around your neighborhood. Its quad-rotor design is intended to make it resilient -- Micro drone can return to base with just two rotors. Law-enforcement officials hope the Micro drone can carry out some of the tasks of police helicopters, but at a fraction of the cost. Photo: Micro drones GmbH



Carrier Copter The MQ-8 Fire Scout made by Northrop Grumman is operated by the U.S. Navy and can make an automated landing on a moving aircraft carrier. Typical missions include surveillance, locating targets and directing fire. There have also been weapons tests with a Firescout armed with 2.75-inch rockets. The U.S. Army has now shown interest in having its own version. Though nine MQ-8 vehicles are in the flight-test stage, the model is not yet operational. The Navy plans to eventually have a fleet of 168.

Photo: U.S.Navy



### Future Force

The Honeywell MAV, or micro air vehicle, will be an integral part of the U.S. Army's Future Combat System, giving reconnaissance capability to front-line troops. The small 'Class I' version seen here will be back-packable. It has a planned weight of 20 pounds, and is capable of a 50-minute mission spying on locations up to half a mile away. The vertical takeoff and hovering capability make it well-suited to the urban canyons of the modern battlefield. Photo: U.S.Army



Most versatile The morphing micro air/land vehicle, or MMALV, is a hybrid that can fly, then land, fold up its wings and crawl around buildings or other tight spaces. The MMALV project is lead by Bio Robots, in collaboration with the Biologically Inspired Robotics Laboratory at Case Western Reserve University , the University of Florida and the Naval Postgraduate School . Photo: Richard Bachmann, President of Bio Robots



### Marine's Friend

Originally used for tracking schools of tuna, the Scan Eagle drone is used by the Marine Corps in Iraq , where various versions of the model have flown several thousand hours of missions. It has a stabilized, gimbaled camera turret that can be fitted with either daylight or infrared imagers. No runway is required; instead it is fired aloft by a pneumatic launcher and retrieved by a rope-and-hook arrangement where a crane snags it out of mid-air. Photo: U.S.Air Force. some of these High Tech weapons have flown the length of Canada, the USA and Mexico, and were not Detected by any Radar, or top notch tracking System.

**Trip to Florida by way of Warner Robbins Airforce Museum:** by Barry and Bruce Campbell

Bruce and I were heading to Florida for a wedding, and I saw this as a perfect opportunity to stop at Warner Robbins. Did the Mapquest thing and checked for hotels near by and found the Comfort Inn right across the street from the Base. It is about a 6 hour drive from Rogersville to Macon Georgia, so we had about 3 ½ hours to tour the multiple buildings by the time we got there. What I like is the aircraft set in scenes from the period with murals, props/old stuff like jeeps or power units, and Manikins. It was extremely hot outside, so we concentrated on the indoor displays and will have to check out the static displays when the weather is not so hot. Here are a few pictures from our tour.



Entrance from the parking.



View from a balcony walk of the lobby.

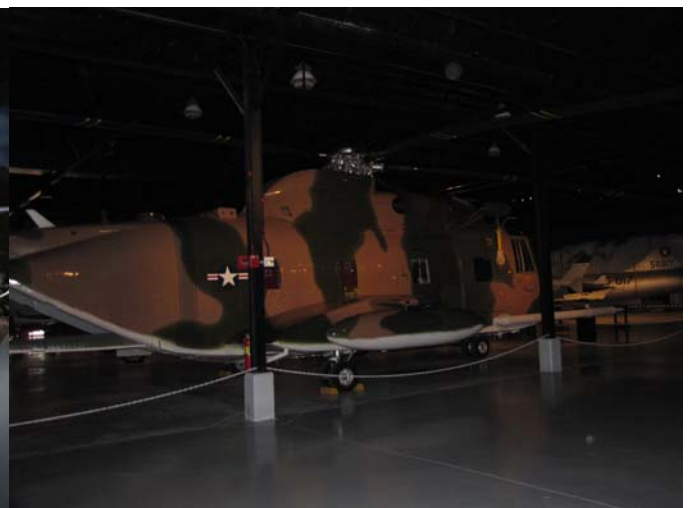


A retirement function in the lobby area. Free cake!



We started the tour to the right.







These were only a few of the pictures we took, and a taste for a really good museum. There was no admission fee, but they take donations, have a gift shop, small eating area on the 3<sup>rd</sup> floor, some video presentations, a motion simulator that I think is not free and rely on a lot of volunteers to keep the museum running. I hope that our Chapter will make a trip there at some point. If you can supply me with a similar story from your trip to an air museum, please send it!