

EAA Chapter 442 June 2012 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 June 2012 Chapter meeting:

Meeting called to order at 12:43 by President Mike Hathaway.

Treasurer's Report:

Balance \$1001.79 as of 06/30/12 in the checking account. Deposit \$330.82 food, Chk. #1035

\$16.00 Mike Hathaway, Chk. #1036 \$76.28 Mike Hathaway.

Greg Marlow paid dues for 2 years.

Chapter Membership Renewal Time:

Total paid members for 2012: 17 Greg Marlow 6/30/12

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:

Reading of the minutes as distributed in the March Propwash, motion to accept by Dave Jones, 2nd by Mike Caswell, approved.

Young eagles Report:

Mike Hathaway reported on the last YE event, 49 kids flown. Also about the good points, smooth registration, 5 pilots until 11 and then 3. Finished flying around 3pm. I talked about YE that may want to pursue aviation more and one in particular, a discussion ensued.

Technical Counselors Report:

None

Old Business:

I brought up the next meeting of the airport commission and the article in the local paper. A discussion ensued about their lack of commitment. Members are encouraged to attend the meeting on July 9th at 1:30pm at the old jail in Rogersville.

New Business:

Dave Jones suggested that the 2 groups have a joint Christmas Dinner this year at Mamma's House. Jim Summers mentioned that many of the people at the YE event think that the pilots get paid to do the flights and that we include the facts that we do it for free at our expense in ads or articles.

Program:

Hangar flying, Adj. 1:30pm

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.

Young Eagle Event June 16th 2012: pictures by VP Mike Caswell

Calendar of Events

EAA 442 Chapter meetings the next meeting Saturday July 28th 2012 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.

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

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

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

From Email's

Ed Neumann: If you LOVE aviation +++ This ones for you+++

OUTSTANDING VIDEO!

EXTRAORDINARY -----DO SHARE

Go full screen - this is great!

<http://www.sleepingdogtv.com/>

Bruce Campbell: *Aviation 101*

If God meant man to fly, He'd have given him more money.

A fool and his money are soon flying more airplane than he can handle.

It's easy to make a small fortune in aviation. You start with a large fortune.

Flying is not dangerous - crashing is dangerous.

The probability of survival is equal to the angle of arrival.

Gravity never loses! The best you can hope for is a draw!

Takeoff's are optional. Landings are mandatory.

Try to keep the number of your landings equal to the number of your takeoffs.

Every one already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing.' It's one after which you can use the airplane again right-away.

There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.

Good judgment comes from experience and experience comes from bad judgment.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Always remember you fly an airplane with your head, not your hands. Never let an airplane take you somewhere your brain didn't get to five minutes earlier.

Remember, you're always a student in an airplane.

Keep looking around; there's always something you've missed.

There are old pilots, and there are bold pilots, but there are no old, bold, pilots!

It's better to be down here wishing you were up there, than up there wishing you were down here.

A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.

Things which do you no good in aviation: Altitude above you. Runway behind you. Fuel in the truck. Half a second ago. Approach plates in the car. The airspeed you don't have.

Speed is life, altitude is life insurance. No one has ever collided with the sky.

The only time you have too much fuel is when you're on fire.

Any attempt to stretch fuel is guaranteed to increase headwind.

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.

It's best to keep the pointed end going forward as much as possible.

*If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller.
(Unless you keep pulling the stick back -then they get bigger again)*

You know you've landed with the wheels up when it takes full power to taxi.

Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is.

Those who hoot with the owls by night, should not try to soar with eagles in the morning.

A male pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.

Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge . If he relies on winds-aloft reports he can be sold Niagara Falls .

Asking what a pilot thinks about the FAA is like asking a fireplug what it thinks about dogs.

Being an airline pilot would be great if you didn't have to go on all those trips.

The only thing worse than a captain who never flew as copilot is a copilot who once was a captain.

Be nice to your first officer, he may be your captain at your next airline.

A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion. Helicopters can't really fly - they're just so ugly that the earth immediately rejects them.

Old Untruths:

God gave man the seat of his pants so he could fly by them.

Young Eagles Day June 16th 2012



