

EAA Chapter 442 March 2012 Propwash

EAA 442 Chapter Officers:

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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 ~ jameshsummers@hotmail.com ~ 423-246-7086

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

Minutes of the March 2012 Chapter meeting:

Meeting called to order at 12:55 by President Mike Hathaway.

Treasurer's Report:

Balance \$659.42 as of 03/30/12 in the checking account. Interest .01. Larry Murphy paid dues.

Chapter Membership Renewal Time:

Total paid members for 2012: 14 Mike Caswell, Mahlon Tenney, Carl Hoffman, and Barry Campbell, Bruce Campbell, Charlie Boykin, Dave Jones, Davey Crockett, Don Schultz, Jon Smith, Vince Nicely, Jerry Vickers, Ed Martin and Wayne Gilbert.

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 January Propwash, motion to accept by Larry Murphy, 2nd by Mike Caswell, approved.

Young eagles Report:

Bruce talked about the 98 YE credits our chapter has, and a value of \$490.00. Also some of the things that could be done with the funds. One suggestion was to purchase some stanchions for use during the YE events to block off the ramp, we will look into that.

Technical Counselors Report:

Jim Summers none, however he did fly his Aercoup project.

Old Business:

A motion to change the YE event date from the 9th of June to the 16th by Mike Caswell and 2nd by Larry Murphy, Approved. Mike Hathaway stated that the open house will be moved to September.

New Business:

Mike Hathaway talked about the efforts of AOPA and EAA to get the 3rd class replaced with a drivers license, with some restrictions.

Program:

None 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.

My RV9A project up date: Barry Campbell

Calendar of Events

EAA 442 Chapter meetings the next meeting Saturday April 28th 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.

MAY 20 – 21, 2011 ----- CAMBRIDGE, MD
43rd ANNUAL ANTIQUE FLY-IN – HORN PONIT 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

MAY 28-29, 2011 ----- MILLVILLE, NJ
MILLVILLE ARMY AIRFIELD MUSEUM – WHEELS & WINGS
SHOW w/BLUE ANGLES – MILLVILLE AIRPORT (MIV)

JUNE 1-2-3, 2012 ----- READING, PA
22ND MID-ATLATIC AIR MUSEUM – WWII WEEKEND
610/372-7333

JUNE 4 – 5 ----- GETTYSBURG, PA
EAA CHAPTER 1041 FLY-IN/DRIVE-IN PANCAKE BREAKFAST
GETTYSBURG REGIONAL AIRPORT (W05)
717/334-3794 – 717/637-3741

June 16th 2012 EAA Chapter 442 Young eagles event 10am to 2pm.

Hawkins County Airport RVN

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

A Ride in a U2

You can see why the Lockheed U-2 Spy Plane is considered the most difficult plane in the world to fly. Each pilot has a co-pilot, who chases the plane on the runway in a sports car. Most of the cars are either Pontiac GTOs or Chevrolet Camaros (used to be Ford Mustangs at Osan, AB in Korea)— the Air Force buys American. The chase cars talk the pilot down as he lands on bicycle-style landing gear. In that spacesuit, the pilot in the plane simply cannot get a good view of the runway. Upon takeoff, the wings on this plane, which extend 103 feet from tip to tip, literally flap. To stabilize the wings on the runway, two pogo sticks on wheels prop up the ends of the wings.

As the plane flies away, the pogo sticks drop off. The plane climbs at an amazing rate of nearly 10,000 feet a minute. Within about four minutes, I was at 40,000 feet, higher than any commercial airplane. We kept going up to 13 miles above Earth's surface. You get an incredible sensation up there. As you look out the windows, it feels like you're floating, it feels like you're not moving, but you're actually going 500 mph. The U-2 was built to go higher than any other aircraft. In fact today, more than 50 years since it went into production, the U-2 flies higher than any aircraft in the world with the exception of the space shuttle.

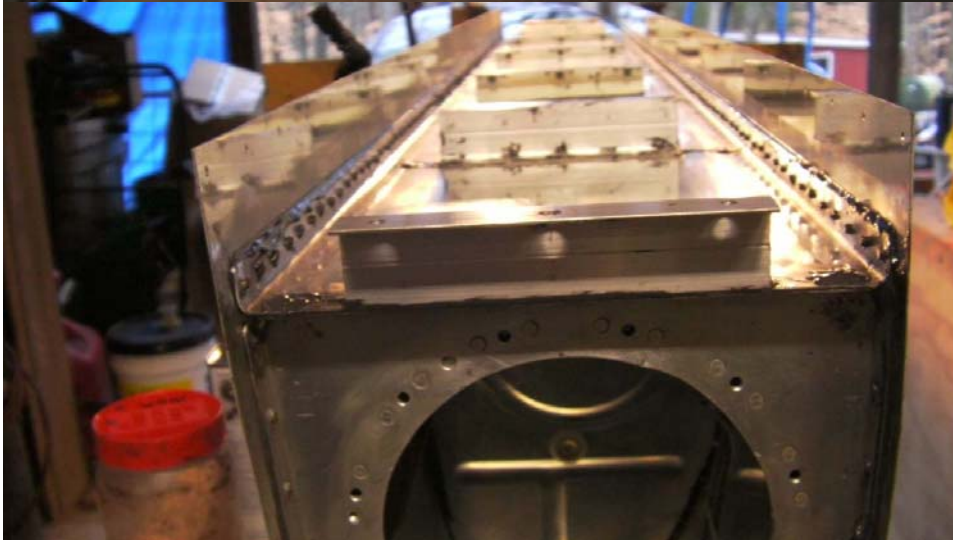
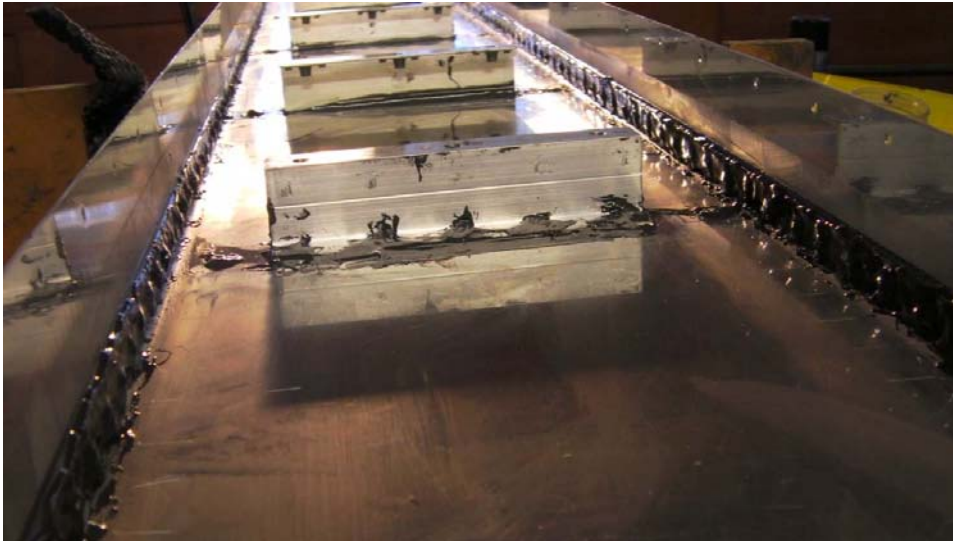
It is flying more missions and longer missions than ever before — nearly 70 missions a month over Iraq and Afghanistan, an operational tempo that is unequaled in history. The pilots fly for 11 hours at a time, sometimes more than 11 hours up there alone. By flying so high, the U-2 has the capability of doing reconnaissance over a country without actually violating its airspace. It can look off to the side, peering 300 miles or more inside a country without actually flying over it. It can "see" in the dark and through clouds. It can also "hear," intercepting conversations 14 miles below. The U-2, an incredible piece of history and also still a current piece of high technology, is at the center of the wars in Iraq and Afghanistan. Enjoy the ride! Click the link below.

[Click Here for a Ride In a U2 - Have Your Sound On](http://www.wimp.com/breathtakingfootage/)

<http://www.wimp.com/breathtakingfootage/>

My RV9A project up date: Barry Campbell

Set the T-902 tank baffle in place and apply tape above the edge. Get all the rivets out to be used, the AD-41H and the AD-42H pop rivets, AN426AD3-3.5 solid rivets, AN470AD4-4 and the AN470AD4-5. Adjust the air riveter for the rivets along the edge, and set up my hand riveter for the small pop rivets. Mix a batch of sealant, 80g and apply it to all the mating surfaces. Set the baffle in place and cleco every other hole. Apply sealant to the T-902 attach brackets and cleco in place being careful to place in the correct direction. I decided to start with pop riveting the attach brackets first, putting sealant on each AD-42H rivet. I got carried away and riveted the one end attach bracket, so I had to carefully drill out the pop rivets and use the AN470AD4-5 . Pop rivet the baffle to ribs with the AD-41H. Insert a AN426AD3-3.5 rivet in every other hole along the horizontal rivet line and set using the air riveter. Remove the clecos and do the same for the rest, adding sealant to each rivet. Apply sealant to all the rivets, ran out so I will finish tomorrow. Clean up.
02/19/2012

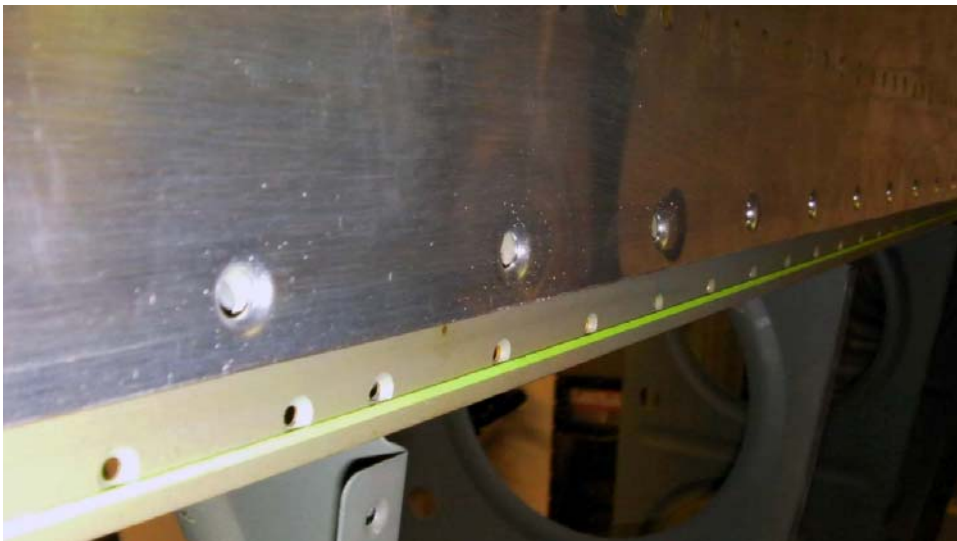


02/20/2012

Mix up sealant and apply to all the rivets, check all seams and apply additional sealant where needed. Apply sealant to the opening for the access plate and set gasket in it. Apply sealant to the access plate and set in place. Used an awl to center on holes, then applied sealant to the AN515-8R8 machine screws. Used a battery screwdriver with the clutch set to 4. Clean around all the rivets to remove excess sealant and tank skin surface. Test fit the tank onto the spar, just for fun! Take off spar and debur edges of the skin, drill mounting holes to 1/8 inch and debur. Make a test dimple in scrap and found out the holes will need to be enlarged for a bigger dimple die to accomodate the machine screws. Will do tomorrow, another learning moment!

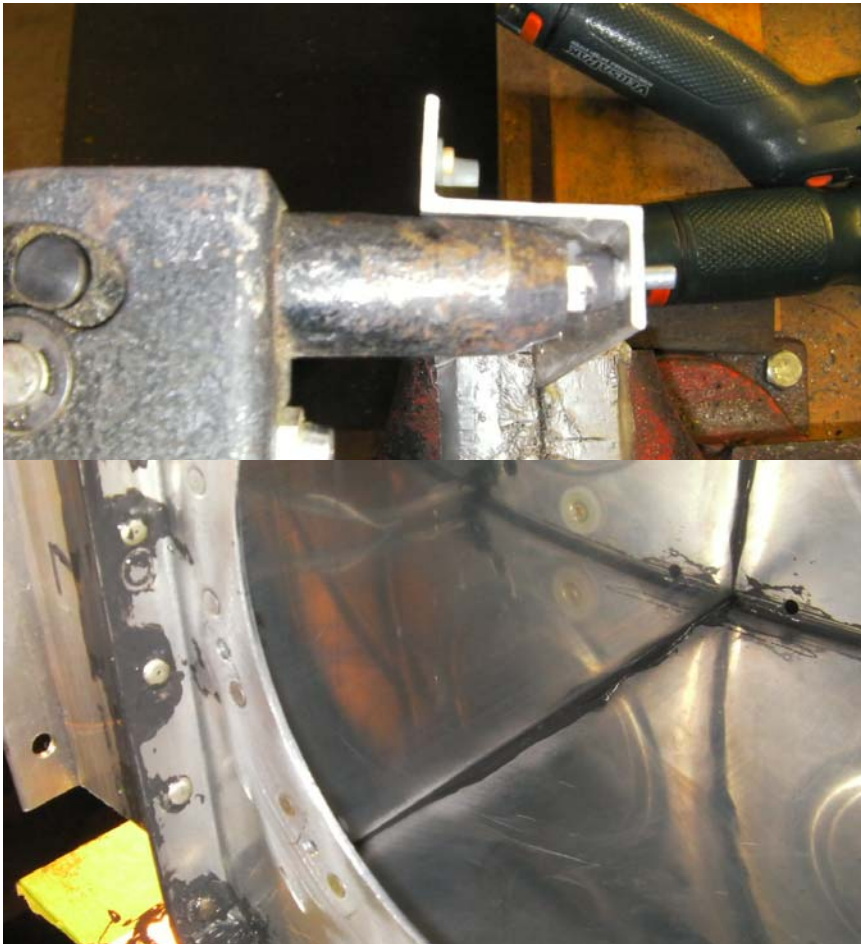


Re-Drill holes in the left tank skin mounting holes to accommodate the larger dimple using a number 16 drill bit. Deburr the holes and using the air squeezer dimple all the holes. I test fit the scrap dimple into the jointstrip and the countersunk hole was not large enough either, so I set up and countersunk the holes until the test piece fit. Place the finished fuel tank onto the spar and it fit good, Clean up the table of metal chips and put down new paper, set up the Right Fuel tank and drill all the mounting holes to size, then deburr. Apply tape to both the inside and outside along the rivet lines in preparation for applying the sealant. Another lesson, I did not put the tape on the outside on the left tank. 02/21/2012





I did not like the way the pop rivet gun fit when riveting the brackets on the left tank, so I decided to modify the gun to fit better. Mix up a batch of sealant and applied to all contact areas. Set rear tank baffle in place, Used an awl to align and clecoed every other hole along the edges. Applied sealant to the tank attach brackets and clecoed them in place. I pop riveted all the inboard brackets and used solid rivets on the 2 outboard brackets. Installed rivets along the edges and set using an air riveter. Clean up all the tools. 02/24/12



Well, that is about it for now, more pictures means larger emails. So until next month, safe flying.