

# **EAA Chapter 442 May 2012 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 May 2012 Chapter meeting:**

Meeting called to order at 12:45 by President Mike Hathaway.

### **Treasurer's Report:**

Balance \$763.11 as of 05/25/12 in the checking account. Deposit \$54 food, Interest \$.05.

Mike Hathaway and John Coley paid dues, \$42 collected for food.

### **Chapter Membership Renewal Time:**

Total paid members for 2012: 16 Mike Hathaway and John Coley

**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 Mike Caswell, 2<sup>nd</sup> by Davy Crockett, approved.

### **Young eagles Report:**

Sending cards to past YE was discussed, and decided not to at this time do to the lack of available pilots and an article to be in the Kingsport Times announcing the event. All members are asked to arrive at 9am to help setup and assist as needed.

### **Technical Counselors Report:**

Mike and Jim Summers talked about some aircraft they looked at a Storch and an RV6 after a deadstick landing resulting in minor wing tip damage.

### **Old Business:**

Mike Hathaway stated that the open house will be moved to September, however Mark's Dad has passed away so not sure at this time.

### **New Business:**

Mike Hathaway mentioned that Elizabethton OA9 will be having a pancake breakfast the last Sat. of each month through September. Triple Tree Fly-in and Cam-in is September 5<sup>th</sup>.

**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.**

**My RV9A project up date: Barry Campbell**

**Calendar of Events**

**EAA 442 Chapter meetings the next meeting Saturday June 30th 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.**

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 14 – 17 ----- MIDDLETOWN, OH  
16TH NATIONAL AERONCA ASSN FLY-IN/CONVENTION –  
HOOK MUNICIPAL AIRPORT (MWO) – [www.aeronca.com](http://www.aeronca.com)

**June 16<sup>th</sup> 2012 EAA Chapter 442 Young eagles event 10am to 2pm.**

Hawkins County Airport RVN

JUNE 20 – 23 ----- LOCK HAVEN, PA  
27<sup>TH</sup> ANNUAL SENTIMENTAL JOURNEY TO CUB HAVEN FLY-IN  
PIPER MEMORIAL AIRPORT (LHV) – 570/893-4200

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.AirVenture.org)

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

**From Email's**

**[Cool Military pics: Al Campbell](#)**

[Flying Car: Bob Cording](#)

**Boeing 787 first test flight at CHS 5/23: Al Campbell**



[LOST FILM - Honolulu, August 14, 1945:](#) Ed Neumann

**My RV9A project up date: Barry Campbell**

**Fuel tank continued.**

**Install the schrader valve with pipe tape on the left fuel tank drain. Tighten cap on the fuel inlet, put ballon on the vent line fitting using a hose clamp, using a hand airpump, I put air into the tank until the ballon became round, about 5 inches in diamter.. Using bubbles and a foam brush, apply a liberal coat of bubbles to all rivets, seams and screw heads. Found one bubble source at the end of the BNC connector, not around its perimeter. Tried putting a rubber finger over it with a hose clamp but could not seal it.**

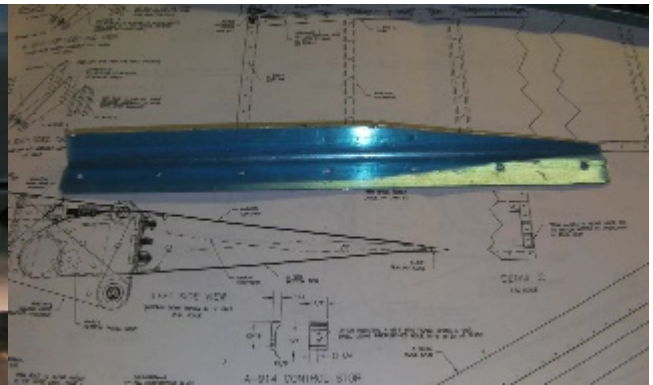
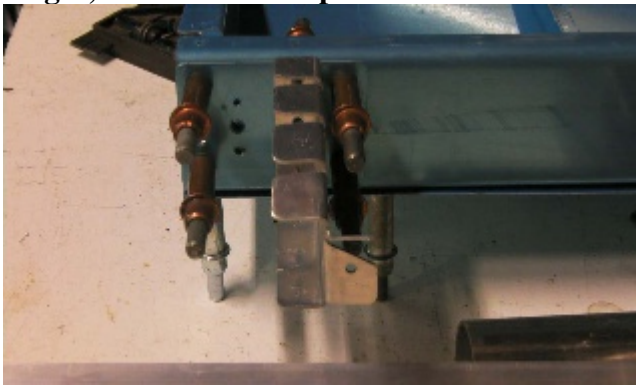


I finished cleaning the rivet line of sealant. I found one rivet that needed to be drilled out, so I did and will install it when I do the covers. The leaking BNC means that I have to remove the tank access covers and seal the BNC. I checked the instructions and they were not clear how important sealing the BNC was, basically says apply thin coat to the soldered wire connection and to seal the BNC connector. I apparently miss understood and only sealed the wire and the BNC where it goes through the bulkhead. Another oh CRAP, I ordered 2 more tank cover gaskets. Cleaned off all the sealant from the covers and tank access, as well as all the screws for both tanks. I have included a picture of the BNC as it was sealed and also I was concerned about the sealant plugs that were on the inside of the tank on the platenuts. Plan on using a little less on the screws, and seal the heads.



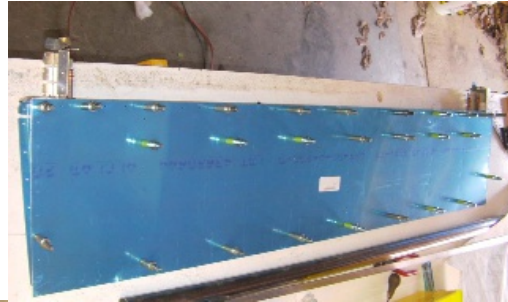
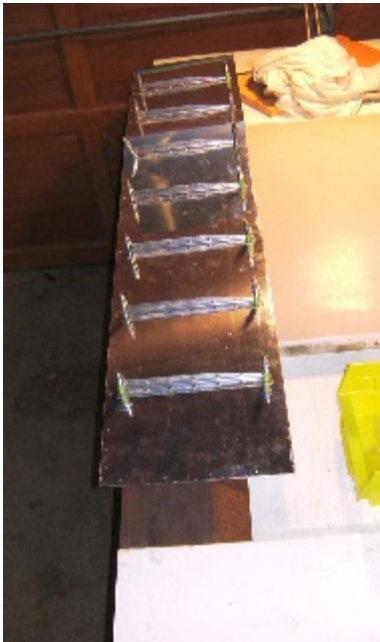
### Time to start the Aileron

Get out the blueprint for the aileron, review instructions. Start to gather the various components, Cleco the T-905 R and L to the A-903-L spar with the A-908 reinforcement plates. Drill the holes for the A-904-L and -R through the reinforcement plates. Cleco on the A-904-L and -R nose ribs. Spent some time figuring out the stiffeners to determine the actual length, made one a template and cut out 7 so far.

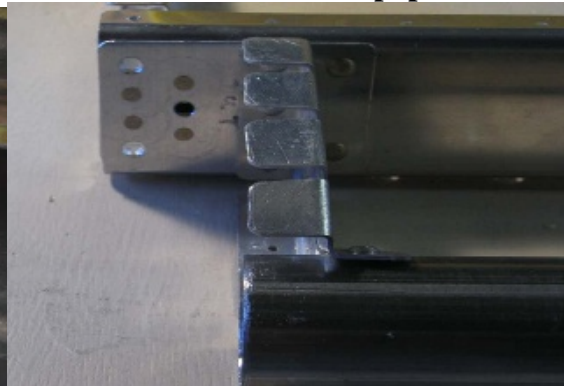
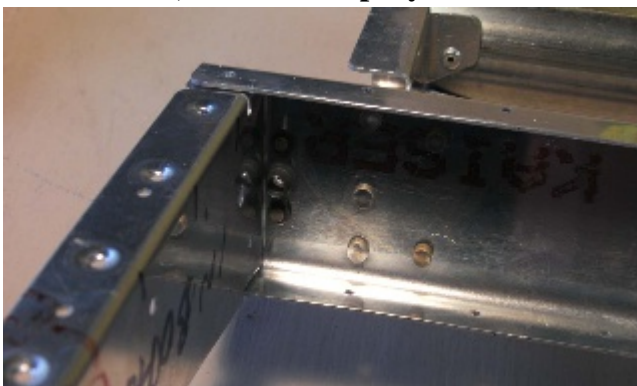


Fabricate 7 more of the A-910-L stiffeners, and also made 14 of the A-910-R stiffeners. Cleco the left hand stiffeners to the A-902 bottom skin, cleco the skin to the spar and ribs. Drill all the holes to size. Take off the skin and stiffeners, debur the stiffeners. Set up the dimple tool and dimple the stiffeners. Mark holes on the nose ribs on the A-909 counterbalance, center

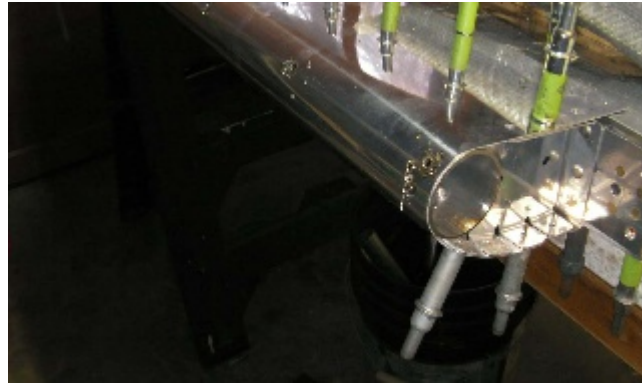
**punch and drill to size. Pop rivet the nose ribs to the counterbalance. Set up the drill press and drill the A-907-L and the A-908 attach brackets for the bolts. Cleco in place and drill for the rivets. Cleco the stiffeners to the top skin and cleco it to the main spar and ribs. Drill all holes to size.**



**Angle with 100 degree countersink used to dimple the stiffeners near the tapered part. Cleco in the nutplate after drilling the center hole for the bolt to size, Drill rivet holes to size. Drill bolt holes in the ribs, counter sink the rivet holes on the reinforcement plate side. Debur and Rivet in the platenut and the ribs. Rivet the A-904-L and R nose ribs, locate holes in balance tube, drill for temporary rivets. Rivet the nose tube with aluminum pop rivets.**



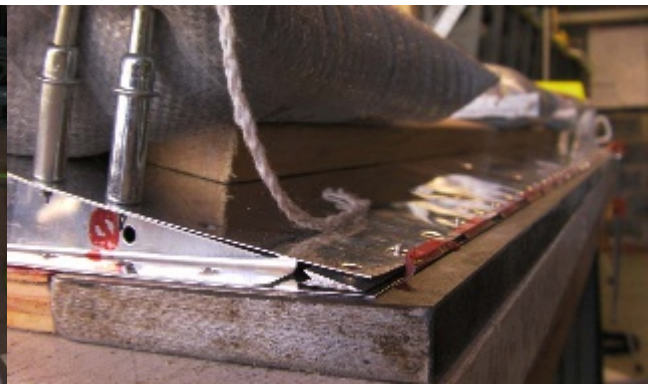
**Set up the countersink and countersink the spar holes top and bottom. Debur the holes. Cleco the stiffeners to the top skin, and drill to size. Debur holes and dimple the skin. Rivet the stiffeners to the top skin. Cleco the aileron together, top skin, bottom skin and the nose skin.**



Drill the rivet holes in the balance tube using cutting oil and a new bit. Drill all the nose rivet holes and in the nose ribs. Make a drilling guide from 1/4 inch aluminum flat bar at 84 degrees. Drill all the trailing edge holes through into the table and cleco. take the nose skin off and debur. Go to Armstrong Machine shop and buy a piece of steel plate for riveting.



**Rivet the top and bottom skin, and the nose skin to the spar. Use a forceps to hold the rib to the spar and skin and rivet. Cleco the top skin to the ribs, cleco the trailing edge aluminum strip in place. Put rivets in from the top side with tape. Build a flat surface with a 5/8 inch x 4inch steel bar 4 feet long and plywood. Lay the aileron down and remove the clecos. Weight the aileron flat, and set the rivets half way. Install the rest of the rivets, and set half way. Finish setting all the trailing edge rivets. Install the Aileron hardware using the bolts, washers and nuts provided.**



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