

EAA Chapter 442 January 2015 Propwash

EAA 442 Chapter Officers:

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

Facebook Page. If you go to our Facebook page, Like it so it will grow in popularity.

Mike Caswell opened the meeting at 12:23, 9 members and 4 guests.

Minutes of the January 2015 Chapter meeting:

Motion by Ed Martin, seconded by Mike Hughes.

Treasurer's Report:

Balance \$764.57 as of 01/26/15 in the checking account. Chk#1065 \$330.0 EAA. Deposit \$.05 Interest.

Chapter Membership Renewal Time:

Total paid members for 2015: 8 Jeff Hesoun, Terry Burchett, Bruce Campbell, Mike Caswell, John Coley, Mike Hathaway, Mike Hughes, Happy Smith, James Summers.

Please see the membership form on the last page.

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 \$20.00, 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:

None

Young eagles Report:

Bruce Campbell made a flow diagram to use for the next event and provided a handout. Ed Martin recommended using an aircraft in the briefing. **Next proposed event is June 13th 2015.**

Technical Counselors Report:

None

Old Business:

Ed Martin told a story!

New Business:

Question was asked if there was fuel, and the answer is yes.

Program:

None

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.

This Newsletter includes the following Articles:

Emails:

Al Campbell, Harrier pilot sitting it on the stool

Barry, Study shows new app improves pilot's vision

Bob Cooper, EAA216 Fairey Gannet at #OSH14

Wind friend or foe! Barry Campbell

Calendar of Events

EAA 442 Chapter meetings the next meeting Saturday August 30th 2014 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.

APRIL 21 – 26 ----- LAKELAND, FL

SUN-n-FUN FLY-IN - LAKELAND LINDER AIRPORT (LKLA)

Sun-n-fun.org - 863-644-2434

MAY 9 – 10, 2015 ----- MILLVILLE, NJ

MAAFM WILL HOST AN AIRSHOW w/US AIR FORCE THUNDERBIRDS – www.afthunders.com

MILLVILLE AIRPORT (MIV)

June 13th 2015 Young Eagles Event EAA442 at RVN.

JULY 16-19 ----- BRODHEAD, WI

HATZ/PIETENPOL EAA CHAPTER 431 FLY –IN BRODHEAD AIRPORT - (C37) webnaster@eaa431.org

JULY 20 – 26, 2015 ----- OSHKOSH, WI 2015 AIRVENTURE - www.AirVenture.org

SEPTEMBER 1 – 2 ----- ATLANTIC CITY , NJ

THUNDER OVER THE BOARD WALK SHOW – w/US NAVY BLUE ANGLES - www.blueangles.navy.mil

From EMAILS:

Harrier pilot sitting it on the stool. <http://www.chonday.com/Videos/harrierlj2>

Study shows new app improves pilot's vision

<http://generalaviationnews.com/2015/01/12/study-shows-new-app-improves-pilots-vision/>

Fairey Gannet at #OSH14

<https://www.youtube.com/watch?v=vKoG5L8Fi9c>

Wind friend or foe! Barry Campbell

It was a dark n dreary night, OK not really it was sunny and really cold. I had called the Reading Air Services the day before to request pre-heating the next day, they put Hucklebuck in the hangar, but my bottle of water in the plane was frozen solid. Alas, when I tried to start the engine it turned like slow mo. The line guy went in and got his boss who attempted to prop her, but after several tries, I said let me give it one more try. SUCCESS she started, so I get prepared for the flight home, it was now about 11am. I did check weather and knew that I would have a stiff headwind, expecting 20 to 22 knots I planned an additional fuel stop first at LUA Laura and the second at LWB Lewisburg. Well, at 4500feet it took 2.4 hours on the HOBBS to reach LUA at 154nm, and 1.6 hours to reach LWB at 103nm, I guess you see where this is going. My ground speed was going from 50kts to 70 kts not looking good, while at LWB, they closed the runway for about 10 minutes while a P51 practiced an [aerobatic routine](#) quite fun to watch. Well, as soon as I could leave, back in the air as it was getting late in the

day and I had 146nm to go and sunset at home was 6:26pm. It took some time to get to 4500 feet again and once again strong winds, I was hoping that after several hours they might diminish, but no luck so I plugged along at about 60 to 70 kts. I had 146nm to go and I now know how the turtle felt, as time sipped by, I watched the sun slowly set and so my thought is what if I need fuel as I only had about half tanks left and 69nm to go. Well, after a few nano seconds of pondering I decided to look for an alternate stop. The next airport on my route was Taxwell County airport JFZ in WV, so I set my GPS for direct to and headed towards the airport which is situated at 2653Feet elevation and near town. As I got closer, I could see the beacon, but no runway lights so when I was just a little closer I clicked the mike several times and like magic there were lights. Yes, I like it when stuff works, so here I go slowing and dropping altitude, but not too fast as there are also towers and still a headwind. The runway is 4300feet so I chose to use 10 degrees of flaps as I was getting bounced around the closer I got to 25, the nearer I got the more I got bounced around and realized the wind was pretty intense near the ground. I think I was in round effect at least 6 times! LOL and joked with Jim S that I got in ten landings on one approach. Well, down on the ground and onto the ramp where there was not one single airplane or rope to be found. Luckily I carry 3 ropes with me and was concerned about taking my feet of the brakes as the wind was relentless. Never the less I got out tied her down and put on the control locks, beind darn cold I got back in the plane to research my options as the FBO was closed and it was about 6:30pm. I checked the airport info in Foreflight and called the cab/limo listed but got voicemail, I called 4 or 5 hotels within 4 miles to see if they had a pick up service and no luck until the last hotel, a Super 8 and I told the desk clerk my situation and she said give me your number and I will call you back. About 5 minutes later Sarah called and said her husband Eric is on his way, so I gathered up my 2 bags and headed to the FBO to wait on the bench. Eric showed up on the other end of the building, so I called out and headed around to meet him, Boy was I a happy guy. Off to the hotel and a good nice warm building to sleep for the night. While waiting, I called the 4 emergency numbers on the FBO door and left messages, one was a cell so I sent a txt, no replies. In the morning there was a different desk clerk and I told her I needed to find a ride to the airport, and she gave me 2 numbers to call for cabs listed, no luck as one disconnected and the other a private number so after a few minutes and some food, I decided to walk the 4 miles carrying my 2 now very heavy bags! I walked for about a mile at a snails pace until a car pulled over in front of me, I told him where I was headed and he took me to the airport, lucky for me he worked night security at the local coal mine. At the airport, no one was there so I just packed up and proceeded to depart for home, I did not buy fuel either. With half tanks I headed out and still had 20 to 22kts head wind, it took me 1.1 hours to fly the 69nm so I have to ask why anyone likes ultralights. Just kidding! I was talking to a friend about the trip and said that my son and I drove to Maryland towing a trailer faster than I was flying! Maybe I should have spent a few more days in Reading. PS. I got a txt and a call after I got home.

