

E.A.A. Chapter 1265, Inc.
Minutes of
General Membership Meeting
December 21st, 2019
Collier Airpark
Ray's Roost North

The meeting was called to order by President Bob Irwin. The reading of the Minutes of the 2019 Nov Meeting held on the 16th was accepted.

17 members and 1 guest were in attendance.

Treasurer's Report:

Cash Flow:

EAA HQ Dues: \$100.00

EAA Insurance: \$483.00

Dues Rec'd: \$80.00

Bank Balance \$6,628.51

Petty Cash \$61.32

Total \$6,689.83

Treasurer's Report was approved as read.

Guests:

Russ Kilgore Jr. from Fort Myers, FL. Russ Jr., is a retired news director that has worked in AL, FL, CA & RI.

Old Business:

Names submitted to EAA HQ.

President Russ Kilgore

Vice-Pres Lewis Gaston

Secretary Joe Hopwood

Treasurer Seale Williamson

New Business:

Project Report:

N601LL Carb Heat Issues:

Roll pin that secured bell crank to carb heat flapper shaft came out. Suggest preventing future occurrence by inserting safety wire through roll pin and then secure both ends, perhaps to each other if space allows.

Later carb heat knob could not be pulled out during engine run up. Maintenance did not find issue but while looking discovered that a bolt that was too long could prevent carb heat from being turned off. Replaced with shorter bolt.

N601GE experienced what I call a perfect storm event. After topping off the left main brake system with hydraulic fluid I was taxiing to confirm improved braking action. Plane tipped forward and experience a prop strike destroying prop. Observer stated he saw left main drop in hole immediately before the tip over. From inside I had reached end a taxi way to runway and was turning left and I pressed left brake to turn as there was a strong wind from the right trying to prevent the left turn. It happened very fast, but I speculate that as the wheel entered hole at same time as I pressed the brake there was a quick rotation on left main wheel and as I was holding full up that a sudden stronger gust of wind hit the elevator and raised the tail.

Safety Report:

See enclosure 1 below on SD PC-12 Crash.

See enclosure below on 2017 Plane Crash.

Aviation Highlights:

Rusty Pilot seminar will be the on Jan 25th at one of the TBD FBO at KJKA.

Foley Airport flight school still in existence but no military contract.

Viewed the beginning of DVD #2. If all goes as expected I hope that we can resume at January meeting.

Our president shared an unusual carrier launch that turned out to be due to parking brake being on at time of launch.

Gulf Shores contract control tower approved and much effort toward a new tower southeast of the intersection of 9/27 and 17/35.

Senate Bill 2898 to eliminate the double dipper status for retired ATC personnel to work at contract towers.

Administration Comments:

None

Next Meeting:

Our next scheduled meeting is January 18th at 9:30 AM at Ray's Roost North in Collier Airpark.

There being no further action before the membership, it was MOVED to adjourn. The motion was duly seconded and CARRIED.

Joe Hopwood
EAA Chapter 1265 Secretary

Stall Warning And Stick Shaker Active In SD PC-12 Crash



The stall warning and stick shaker were active almost immediately after liftoff in the Pilatus PC-12 that [crashed soon after departure](#) from the Chamberlain Municipal Airport in South Dakota in late November, according to the NTSB preliminary report released today. Of the 12 on board, eight perished, including the pilot, with three seriously injured.

The flight was departing Chamberlain for Idaho Falls around midday in the middle of some difficult early season weather. According to the NTSB prelim, the aircraft was fueled the morning before the flight and "remained parked outside on the ramp and the group stayed at a local lodge for the night. The following morning, the pilot and one passenger were driven to the airport. Witnesses reported that they worked removing the snow and ice from the

Enclosure 1

airplane for approximately 3 hours, and were joined by the remaining passengers shortly before the accident flight.”

The pilot requested and was given an instrument clearance from Minneapolis center but never made contact after takeoff. The NTSB report says that a witness “located about 1/2-mile northwest of the airport reported hearing the airplane takeoff. It was cloudy and snowing at the time. He was not able to see the airplane but noted that it entered a left turn based on the sound. He heard the airplane for about 4 or 5 seconds and the engine seemed to be ‘running good’ until the sound stopped.”

The NTSB was able to recover digital flight data from the Pilatus. It revealed that right after takeoff, the PC-12 “immediately entered a left turn; the airplane rolled left to about 10° during the takeoff rotation. The roll decreased to about 5° left as the airplane climbed through about 170 ft. above ground level (agl), and then reversed to about 5° right before rolling left again, reaching 64° left at the airplane’s peak altitude of approximately 460 ft agl. The airplane then entered a descent that continued until impact.”

According to the recovered flight data, the Pilatus’ stall warning and stick shaker “became active approximately 1 second after liftoff. The stick pusher became active about 15 seconds after liftoff. All three continued intermittently for the duration of the flight.” “The airspeed varied between 89 and 97 knots (kts) during the initial climb; however, it decayed to approximately 80 kts as the airplane altitude peaked at 460 ft agl and the roll angle reached 64° left.”

At the time of departure, the weather included a 500-foot overcast ceiling with half a mile visibility in moderate snow. The temperature and dew point were both 1°C / 33°F. The NTSB also has recorded cockpit audio that it will study to understand what was happening during this very brief flight.

Enclosure 2

Red cotton shop towel clogged fuel line, caused 2017 plane crash that killed famed racer Ted Christopher, NTSB finds

Pieces of a red cotton shop towel caught in a fuel valve caused the small airplane carrying famed Connecticut race car driver Ted Christopher to crash in September 2017, killing him and the plane's pilot.

The blockage caused a "total loss of engine power" that, combined with the plane's low cruising altitude, left the plane's pilot — Christopher's longtime friend Charles Dundas — little time to troubleshoot and few options for forced landing sites, according to a final report on the crash issued Tuesday by the National Transportation Safety Board.

The pair were traveling in a Mooney M20C from Robertson Field Airport in Plainville to Westhampton Beach, N.Y., on Long Island, when the plane crashed on Sept. 16, 2017.

They took off at about 12:30 p.m. and were picked up by U.S. Air Force radar until just after 12:50 p.m., when radar contact was lost about one mile northwest of the crash site in North Branford, investigators said.

A few minutes later, the plane "struck 75-foot tall pine trees in a steep descending altitude before coming to rest up against trees in a nose down position on its right side" with its landing gears down — only about 1,500 feet from an open field where investigators believe Dundas was trying to conduct a forced landing, according to the report.

An examination of the plane's propeller found no evidence of rotational score and two blades undamaged, indicating it had lost power at the time of impact, investigators said.

The NTSB found evidence that fuel was in both tanks at the time the plane crashed, but a further examination of the fuel system revealed air would not pass through the fuel selector valve when it was set to the left fuel tank position, which it was at the time of the crash, the report found.

Enclosure 2

When investigators took the system apart, they found the red fibers consistent with a typical shop towel in that valve. The NTSB also discovered the remnants of a homemade PVC pipe tool in the wreckage that investigators believe was designed to manipulate the fuel selector between the left and right tanks.

Dundas might have attempted to use that homemade tool to change the selector to the right tank when the engine first lost power but was unable to make it work, potentially because it broke and failed, the report suggests.

The airplane's maintenance logs were not found, so the NTSB was not able to determine when the shop towel could have been introduced to the fuel system, according to the report.

But it also is possible Dundas simply did not have time to try to troubleshoot because the plane was only flying at altitudes between 900 to 1,300 feet, investigators said.

Dundas had flown to Plainville earlier that morning to pick up Christopher without any reported problems and the two men had flown together for more than 10 years, including many times along that same flight path.

Investigators discovered the 81-year-old pilot's medical certificate had been denied 10 years before the crash and never re-issued, but they determined his health likely did not contribute to the crash. Toxicology found no alcohol or illicit drugs in his system at the time of the crash.

Christopher was 59 when he died and had raced for nearly 35 years in Connecticut, establishing himself as a legendary driver and personality known most often as "TC" or simply, "The King."

He was the all-time winningest driver at Stafford Motor Speedway and Thompson Speedway and was the third-winningest driver all-time on the NASCAR Whelen Modified Tour, where he won the 2008 series championship. He was also the 2001 NASCAR Whelen All-American Series National Champion.

Enclosure 2

In early 2018, Christopher's twin brother Mike Christopher and widow Quinn Christopher [decided to continue to run his specialty transmission repair business](#) in Plainville, M&T Enterprises.

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