

EAA
Chapter 175
March 2010
Newsletter



**Please come for the
cookout @ 1200. All are
welcome!**

**Meeting THIS
Saturday;
March 19th, 2011
@ 1400
Cookout at 1200**

**EAA CHAPTER 175
MONTHLY MEETING
MINUTES**

DATE: February 26, 2011

LOCATION: EAA Chapter House,
Tampa Executive Airport (KVDF)

ATTENDANCE: 24

Business Meeting

President Bud Yerly opened the monthly member meeting at 0900, thanking Earl Groff, assisted by Jeff Kaloostian and Steve Reisser, for preparing breakfast this morning. Guests attending today were introduced and shared their interests in aviation.

Bud announced that the revised Chapter Bylaws, which Leon Adelstone has prepared and the Board of Directors reviewed, have been distributed and are ready for member approval. He did note a couple of minor "typos" were discovered after they were published, but those would be corrected. With that, he asked for a vote and the updated set of Bylaws was approved unanimously. Treasurer Tom McLinskey gave a financial update, which was accepted by the members and the minutes of both January meetings, the Annual Chapter Dinner and regular monthly meeting, were approved as published.

Reporting on Sun 'n Fun, Bud said Rich Denton is keeping up on progress on site and just learned the Volunteer Kitchen will be available to us to do needed clean up and move our equipment in starting Saturday, March 12th. A crew is needed on the 12th to help move equipment from the storage area on site to the kitchen. Bud said a half-dozen people should suffice and we'll meet at the Volunteer Center at 1000 that day. He'll have his trailer to use hauling the items to the kitchen and

doesn't think the task should take much more than an hour or so.

Our regular chapter meeting in March will be moved up one week from the 26th to the 19th at 2 P.M. when Pete Lansbery and Rich will be here to distribute credentials, which they will have picked up that morning at the final Volunteer Chairmen's meeting at Sun 'n Fun. Bud gave the members the option of just coming by at 2 to pick up passes (there will be no program that day) or having a cookout social, as we did last year. The consensus favored the cookout, so it was agreed we'll be grilling burgers and hotdogs starting around noon.

Bud said that while the fly-in officially begins on Tuesday, March 29th, we will be making lunches for early volunteers beginning Friday, the 25, though the numbers will be modest. Help will be needed for these early days. Pete and Rich will have a schedule for sign-ups when they hand out the credentials on the 19th. A list of chapter members volunteering to help during Sun 'n Fun was circulated and anyone who wasn't sure if they were already on Pete or Rich's volunteer list was urged to sign in. Otherwise, long-time volunteers should have been contacted by Pete or Rich as they are already on the duty list from the past. If in doubt, sign up again or update personal data such as phone and e-mail info.

The next topic was dues payment for this year. We've had a good

response from members, with Membership Chairperson Ginger Adelstone coordinating the collection.

Bud noted that long-time chapter member, Stan Sutterfield, now a resident of the Spruce Creek aviation community near Daytona, flew his RV-8 in this morning, having completed the mandatory hours to have it signed off. He offered to raffle off a ride as a prize after the meeting, for \$2 per chance, as a fund-raiser for the chapter. The flight was won by Wells Berry---so, we had two airline pilots on board for that special treat!

Vice President Steve Reisser reported that he had reviewed the chapter's financial records for the required annual audit and found them to be in good order.

Gordon Knapp showed the members a new recycle bin that he encouraged all to use for aluminum, plastic and glass drink containers which he would then periodically take home for curbside pick-up as part of the regular city system. The final item was a reminder that the Silver Lady Ercoupe owner group has openings. A guest expressed interest in learning more and Bud gave a quick recap of the airplane and member costs. He encouraged chapter members to put out the word so that the plane gets more activity on it with additional member-owners.

The Business portion of today's member meeting concluded at 0920.

Program

This month's program, "Flying Within the Limits", was provided by chapter president Bud Yerly. By way of background, he opened his remarks by noting he has a master's degree in aeronautical engineering, had his pilot's license prior to joining the military and was a flight instructor on supersonic T-38s in the Air Force as well as a safety and accident investigation specialist. More recently, he has written a number of articles primarily for the experimental aircraft community on topics such as cooling, trim and most recently motor gliders.

Bud related a dramatic aileron control failure that he experienced on take-off in a T-38 due to an improperly installed bolt, resulting in Bud and the student pilot ejecting just seconds after getting airborne and the aircraft crashing on the airport. Luckily, there were no serious injuries to either Bud or the student, but the aircraft was totally destroyed. The field personnel assumed the cause was failure of the pilot to control the aircraft when one engine quit on take-off, but Bud made the maintenance crew examine the aileron and discovered the missing bolt was the reason for the loss of control. Apparently, several other T-38s had had the same issue, but this was the first time the cause was properly determined.

Thereafter, Bud had the opportunity to study fluid mechanics while pursuing his Masters degree under a highly-

regarded professor. One case study was based upon modifications made to a Piper Seneca by Robertson, a company specializing in STOL kits for production aircraft. During tests, the aircraft literally exploded in pieces from flutter. Many pilots think this phenomenon is mainly a matter of some annoying vibration, but it can cause the sudden, complete destruction of the airframe in seconds by sudden "g" force fluctuations of -4 to +9. Bud said there are many causes of destructive flutter including loose or worn bearings, sloppy control cables, unbalanced flight controls, etc. Airplanes over gross, operated on rough runways and age put more stress on landing gear, wing attach points and other crucial parts. Many older aircraft were "overbuilt" because designers didn't know how to properly determine stress factors for safety. That made them heavier than necessary, but durable. The DC-3 and B-52 are good examples. Also, slower aircraft, like the Ercoupe and other sport planes of that era, can tolerate some looseness and vibration in controls without causing destructive flutter damage.

Bud talked about how the Zenith 601 kit aircraft came to experience several catastrophic in-flight failures after it was modified beyond what it was originally designed for---higher speeds produced greater stresses, aggravated by an unusually large elevator that enabled pilots to

over-stress the wing in abrupt turns at high speeds.

Lessons learned:

Fly smoothly at higher speeds to reduce stress on the airframe and control surfaces

Avoid abrupt maneuvers in turbulence

Inspect the aircraft carefully after any such encounters for any skin wrinkles, "weeping" rivets and other signs of unusual wear or forces

Don't overload

Stay within specified limits

Keep it light

Never trust any modification until it has been test flown

Talk with tech reps and experienced builders in the case of experimental aircraft to learn about issues with each design

There is a lot of information on the Web and in newsletters and forums

Lastly, look to Bud as a resource, as he has a wealth of knowledge and is pleased to share it. (GLK)

The program concluded at 1015.

Submitted by

Gordon Knapp, Secretary



1. Here comes the TOP GUN R/C show at Lakeland right after Sun-n-Fun....check it out!
<http://www.franktiano.com/TopGunFrameset.htm>

2. Now...get your charts on iPads!

<http://www.wired.com/autopia/2011/02/faa-ipad/>

3. Maybe a tour of the International Space Station??

http://www.youtube.com/watch_popup?v=H8rHarp1GEE

4. Ever seen the Russian "Sea Monster"

<http://www.darkroastedblend.com/2007/05/ekranoplans-showcase.html>

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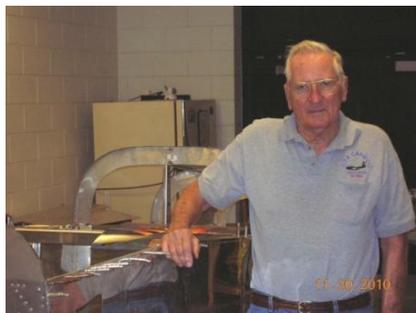
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EDITOR'S CORNER

Charlie Henwood standing by the RV-9A and known as "The Man" in my classroom among student builders.



I can't begin to describe the energy and smiles that Charlie brings to the kids working on the RV-9A at school. We are on a roll toward completion (hopefully in summer 2013), with progress moving along faster than it ever has in the 7 years it's been there. I'll just say THANKS for Charlie bringing his expertise and wisdom back to the classroom...don't know if anyone knows, but he taught at the same Robinson HS from 1971 to 1991 (math and physics). Now, it's a little easier...just teaching and guiding a few kids in how to build an airplane!! ☺

- Airlines have really changed, now a flight attendant can get a pilot pregnant. I've flown in both pilot seats; can someone tell me why the other one is always occupied by an idiot? Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

- The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.

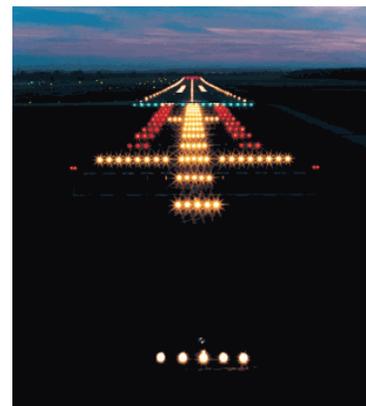
- You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, you weren't nauseated by the food. So you're grateful.
- They invented wheelbarrows to teach FAA inspectors to walk on their hind legs.

FLY SAFE

**&
DON'T BE AFRAID TO GO
AROUND!**

Jeff Kaloostian, Editor

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