

**Meeting Saturday;  
Feb 27, 2010, 0900  
Breakfast at 0800**

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### **Program**

President Bud Yerly will be presenting a Sebring LSA Expo review with information and comments on the new HKS engine, new LSA aircraft, updated aircraft Technam, new partnerships, the Piper Sport Cruiser, Embry Riddle using the new Technam LSA for training, and new avionics from Dynon and Garmin. Breakfast starts at 8 A.M.

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### **President's Corner**

#### **Thankful for Sun 'n Fun**

As Sun-'n-fun approaches and we start making our lists and reservations and or vacation plans, we need to be thankful for our blessings.

**We lost Fred and Dave and all our hearts sank. Bob Erickson came back after a horrific crash. Charlie Henwood is doing better after heart surgery and is making a slow recovery but doesn't think he will be able to join us this year. Steve Reisser gave us a scare with an emergency abdominal surgery last month and thankfully is making a full recovery. Our economy is on the brink and the "smartest minds in the world" just seem to muck it up for their own narrow ideals. Many are uncertain about our aviation future as costs continue to rise and airports fade away. As we get older we know we are no**

## ***EAA Chapter 175 January 2010 Newsletter***

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Longer the invincible youngsters that could work long hours and were able to meet any challenge. So what the heck do we have to be thankful for you ask? Simple, it's gathering again at Sun 'n Fun. It is friendship and fellowship that makes a successful volunteer organization like the EAA and Sun 'n Fun. I am thankful to have such a family and am looking forward to Sun 'n Fun just to get away from the shop and catch up with everyone again. Despite job problems and the economic uncertainty, we have a number of new folks joining our family this year, making it larger and stronger. Join with us and enjoy the fruits of fellowship, talk airplanes and kids and share your friendship with the family of EAA 175 at the

Volunteer Kitchen. I hope to see you all there.

Bud Yerly

EAA 175

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### **INTERESTING ITEMS!**

#### **And the Check-list was born.....**

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.



A small crowd of Army brass and manufacturing executives watched

as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (thus Hill AFB , Ogden , UT ).



An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.

While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas 's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained

convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.



In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating

bombing campaign across Nazi Germany.

REFERENCE: <http://www.atchi.org/History/checklist.htm>

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### ***EDITOR'S CORNER***

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

*Jeff Kaloostian, Editor*