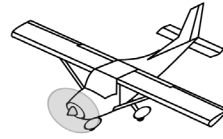


THE 1471 FLYER



July 2022

UPCOMING EVENTS

EAA AirVenture July 25th- 31st

Chapter 1471's Open House Sept 24th

GREAT TURNOUT FOR YOUNG EAGLES DAY

Young Eagles Day was held on June 25th from 9am to about 2pm this year. We had a total of 31 kids show up and fly! We had a wonderful turnout of volunteer pilots and on the ground volunteers to give a helping hand. We may have over bought snacks and hot dogs this year but that means plenty more leftovers for the July meeting! If there were any questions or concerns about this day, please bring it up at the monthly meeting! There is always room for improvements, and we hope to implement changes that will help grow youth involvement and inspire others to learn how to fly out of KGGP.

Airport News!

The extended parking lot is getting closer to being done! Soon we'll be able to park more cars for the upcoming open house event! In other news, Bob Barr stepped down from the Airport Authority Board. He served the local aviation community with his knowledge and expertise for more than 20 years! What an awesome accomplishment! Thank you, Bob, for doing all that you do, and we hope to keep seeing you involved out here!

John Wicker, a reservist KC-135 Pilot out at Grissom ARB and a newly American Airline Pilot, will be taking Barr's spot on the Board. He will be a great addition with countless hours of experience and knowledge in the aviation world. It's always a great feeling when the county and city appoint aviation related individuals to serve on the board!

AIRVENTURE 22 JULY 25TH- 31ST !

One last notice about the upcoming EAA AirVenture Oshkosh. Hopefully those interested will be able to make the most exciting experience in the United States for Aviation! They'll be celebrating a lot of anniversaries this year. Vans 50th Anniversary, KR-1 50th Anniversary, Bonanza 75th Anniversary, Ultralights 40th Anniversary, Dyke Delta 60th Anniversary and more!



Dyke Delta

Kids 18 and under will be able to attend the festival for free! This would be a great time to bring your kids and let them experience aviation!



COMPLACENCY KILLS INSTRUCTOR PILOTS

On June 2, 2022, about 1218 Pacific daylight time, a Beechcraft 19A Musketeer airplane, N7641R, was substantially damaged when it was involved in an accident near Oroville Municipal Airport (OVE), Oroville, California. The pilot and pilot-rated passenger were fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

According to a video of the accident flight captured by a witness, who was also a student of the accident pilot, the pilot and passenger completed an engine run-up and subsequently taxied to runway 13. The engine sounded smooth and continuous as the airplane lifted off the runway in about 1,300 ft and transitioned into a climb. Approximately fifteen seconds later the airplane began to descend. The airplane started another climb about four seconds later, which was immediately followed by a right turn. The airplane's rate of turn began to increase during the turn at which time the video ceased. The witness reported that the airplane impacted the ground seconds after he terminated the video to assist the occupants of the airplane.

The witness reported that he flew the accident airplane with the pilot about 2 weeks prior to the accident. After an uneventful preflight inspection and engine run-up they taxied to runway 31 where they began a ground run. They

performed two attempted takeoffs and aborted both due to performance issues. According to the witness, the pilot and pilot-rated passenger had planned to fly the airplane on the day of the accident to troubleshoot the performance deficiency.

The airplane came to rest in an approximately 40° nose down attitude on a heading of about 097° magnetic, about 500 ft south of the departure end of runway 13. All major components were accounted for at the accident site. The left wing remained attached to the fuselage, and the right wing was partially separated at the wing root. The fuselage frame was deformed about midspan and the tail was canted slightly left of the fuselage. Both the stabilator and rudder remained connected to the empennage at their attachments.



The engine remained attached to the engine firewall, which was wrapped around the engine accessory case. Both propeller blades remained attached to the propeller hub, which was still connected to the engine crankshaft.

THIS MONTH IN AVIATION HISTORY

Vega Becomes The Choice of Pioneers, Daredevils, and Explorers

On the afternoon of July 4, 1927, a striking new airplane—looking sleeker, yet sturdier than any of its contemporaries—was taxied onto a runway in Burbank, California carrying the uncertain fate of the Lockheed Aircraft Company squarely on its graceful, cantilevered wings. Coming in the wake of Charles Lindbergh's landmark transatlantic flight just two months earlier, the plane arrived during a time of unprecedented aeronautical fever, with daredevils of every stripe lining up for air races and aeronautical challenges, all seeking fame and instant stardom. For the right company, with the right airplane design, a special place in the history books awaited. Young Allan Lockheed and his team had wagered their company's future on a plane constructed entirely out of wood, using patented techniques they had created and refined ten years earlier.



At the heart of the Vega's revolutionary design was its incredibly light yet durable fuselage, built by taking spiral strips of vertical-grain spruce, laying them in concrete molds, and sealing them together with waterproof glue. The resulting solid cigar-shaped fuselage meant a more powerful engine—up to 650 horsepower—could be mounted, which allowed the Vega to reach speeds of up to 226 mph. The Vega stood out among its contemporaries. It handled more predictably, was more durable than its competitors, and was much faster. It was a winning combination. Wiley Post, famous aviator, set around-the-world records in a Vega called the Winnie Mae. (Records: LA to Chicago - 9 hours, 9 minutes, 4 seconds, August 27, 1930; Around the world - 8 days, 15 hours, 51 minutes, June 23 to July 1, 1931; Around the world - 7 days, 18 minutes.)

After Australian explorer George Hubert Wilkins, gazing serendipitously out of a San Francisco hotel room window, caught a glimpse of a Vega in flight, he immediately rushed out and purchased one, using his Vega as a groundbreaking scientific instrument for exploration and discovery.

In 1928, flying his Vega through blinding blizzards and temperatures that dipped as low as 48 degrees below zero, Wilkins not only mapped out early Arctic air routes but also surveyed some 100,000 miles of previously uncharted territory in the Antarctic, christening one mountain range "Lockheed" in honor of the company that built his airplane of choice.

In the ensuing years, aeronautical luminaries from Amelia Earhart and Charles Lindbergh to Wiley Post would employ Vegas to shatter speed marks, distance records, and establish the first passenger plane routes to South America and Asia. The aircraft's many speed records prompted Allan Lockheed to coin the phrase, "It takes a Lockheed to beat a Lockheed," a statement fitting not only for the iconic Vega but for generations of aircraft that would follow in its wake.

Sources and Additional Reading

Boyne, Walter J. Beyond the Horizons: The Lockheed Story. New York: St. Martin's Press, 1998.

"Material World." Flying. May 1984.

Ngo, Dung and Eric Pfeiffer. Bent Ply. New York: Princeton Architectural Press, 2003.

MONTHLY WEBINARS PROVIDED BY THE NATIONAL EAA CHAPTER

Make sure to register on the EAA webinar page. If any of these seminars look interesting to you talk to fellow members about it. Lets coordinate a night to watch one or two!

7/5/22 7PM CDT **EAA's Online Builders Log**

7/6/22 7PM CDT **TBO 5000**

7/13/22 7PM CDT **Squawk Talk – All About Radar and Transponders**

September 2022 Open House

Start letting individuals know about the fly in/ drive in on September 24th, 2022, from 9am – 5pm. We will be having the usual airplane rides, static aircraft, and a car show, as of now the count is up to 40 cars. Pre-Registrations will be sent out shortly for cars. We hope to talk up this event even bigger than last year!



PRIVATE PILOT QUESTIONNAIRE

1. What is the definition of a high-performance airplane?
 - A. An airplane with 180 horsepower, or retractable landing gear, flaps, and a fixed-pitch propeller.
 - B. An airplane with a normal cruise speed in excess of 200 knots.
 - C. An airplane with an engine of more than 200 horsepower.

2. You plan to phone a weather briefing facility for preflight weather information. You should
 - A. identify yourself as a pilot.
 - B. provide the number of occupants on board.
 - C. begin with your route of flight.

3. When should pilots decline a land and hold short (LAHSO) clearance?
 - A. When it will compromise safety.
 - B. Only when the tower operator concurs.
 - C. Pilots can not decline clearance.

4. With certain exceptions, Class E airspace extends upward from either 700 feet or 1,200 feet AGL to, but does not include,
 - A. 10,000 feet MSL.
 - B. 14,500 feet MSL.
 - C. 18,000 feet MSL.

5. How does the wake turbulence vortex circulate around each wingtip?
 - A. Inward, upward, and around each tip.
 - B. Inward, upward, and counterclockwise.
 - C. Outward, upward, and around each tip.



PRESIDENT'S NOTES

Thank you to everyone's efforts in making Young Eagle last weekend great!

Contact Us

<https://chapters.eaa.org/ea1471>

Chapter 1471 Board Members

Larry Benson, President

Harold Price, Vice President

Bob Barr, Treasurer

John Peters, Secretary

Questionnaire Answers:

1. C
2. A
3. A
4. C
5. C