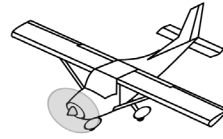


THE 1471 FLYER



March 2022

UPCOMING EVENTS

Young Eagles Day April 30th

EAA Sun N Fun April 5-10th

EAA Airventure July 25th- 31st

Chapter 1471's Open House Sept 24th

YOUNG EAGLES DAY ARRIVES SOON!

Young Eagles Day will be the last Saturday of April on the 30th. Currently, starting time is unknown. We hope to have a crowd of young soon to be aviators that will start taking lessons from HEP Aviation. But that will only happen with your help!

Supposedly the instructor doesn't have as many students right now. So, it would be a great time to get involved with flying! We know as of now; a boy scouts' group will be here on that day, but I think we can get more students than that. Remember age range is from 8-17 years old! We want to thank a young volunteer, Raymond Shank's daughter, who helped create some intriguing posters. She states that they will draw in the right age group.

So, everybody needs to start talking about this event and plan to be here the last Saturday of April.

Chip Hentgen RV Build Updates

Since I suppose this is an Experimental Aircraft Association Chapter and we only have one builder building now, we should bring light to what all he has accomplished so far! Building a plane takes a lot of time, money, and patience. On February 3rd, he finished up the right and left flaps. These are some photos of his work from Facebook. If interested, I am sure he would be more than happy to show you his photo album and if we're lucky maybe we can have a meeting in his shop!



Ukraine Su-25

PIPER TOMAHAWK N119AT NEWS

Recently Harold Price heard the news from Chad Weisend (C& C Aviation Maintenance), that a reoccurring, every 3000 hours, Airworthiness Directive happens on the Tomahawk. They had to remove the entire tail to install a new fin spar attachment plate. It was a process! It was such a hefty job that Chad called up John Ensign to help out with riveting and sheet metal work. If interested you can look up AD 82-27-08 or just talk to Chad and Harold. I think a lot of people will be happy to see the Tomahawk back up in the air as soon as possible. As Harold mentioned the other day, "I didn't have to pay any taxes in the month of February!"



NDI Inspection Presentation

Last month's chapter meeting we had a special guest speaker, MSgt Abbie Wakefield, who introduced the chapter to the world of Non-Destructive Inspections. She demonstrated to us the variety of non-invasive inspection techniques that is

used to evaluate material properties, aircraft components, or entire areas on an aircraft. We learned about the Magnetic Particle Testing, Ultrasonic Testing, Eddy Current Testing and Radiographic Testing. We would like to thank Chuck Hoover for introducing us to Abbie and having a wonderful session of learning. I know a few chapter members missed out on an eye-catching performance!

SPRING INTO FLYING!

These are some helpful tips on flying this Spring brought to you by Hartzell Propellers.

1. Expect the Unexpected

Weather-wise, spring is notoriously unpredictable. Depending on the location, you could encounter anything from thunderstorms and floods to tornadoes and even snow. Luckily, there's an abundance of weather apps and tools available to help pilots plan effectively and avoid surprises. When setting personal minimums, be honest with yourself about your proficiency and skill level. Because conditions can change quickly in the springtime, always have a backup plan or alternate in case you run into poor weather.

2. Be Wary of Wet Runways

During the rainy spring season, it's important to be aware of wet or flooded runway conditions and the risk of hydroplaning. Hydroplaning happens when a layer of water builds between a tire and ground, leading to a loss of traction and control. Be aware of the runway characteristics and conditions at your destination and approach with caution on wet days. Keep in mind that while grooved runways help provide better drainage and traction, hydroplaning can still occur. Another tip is to make sure your aircraft's tires are properly inflated to help prevent hydroplaning.

3. Practice Crosswind Landings

The spring season is known for strong winds, which can cause a lot of headaches when it's time to land. A crosswind occurs when the wind is blowing perpendicular to the runway centerline. Extreme crosswinds have sent airplanes off runways and even flipped them upside down. It pays to challenge yourself and practice crosswind landing techniques on a long runway with an instructor until you're more confident. If you're confronted with crosswind conditions that exceed your personal limits (or the limits of your aircraft), it's best to go around or divert to another airport.

4. Watch for Wildlife

Animal activity tends to ramp up in the warmer months, especially when it comes to migratory birds. About 90 percent of bird strikes occur at or near airports, usually during takeoffs or landings. Keep your eyes peeled for signs of birds nesting in and around your aircraft during every preflight. Before landing, check NOTAMs for reports of bird activity near the airport.

Other wildlife such as deer, skunks, bats, turtles, and even coyotes can also pose major hazards at more rural airports. If you do encounter a bird strike or other wildlife incident, focus on controlling the airplane. Once you're safe, fill out a wildlife incident report to provide helpful information for the FAA's ongoing wildlife prevention efforts.

No matter how "minor" an incident may appear, prop strikes should never be ignored. There may be hidden damage to the propeller, governor, and other internal components that can lead to engine failure. Have your prop inspected by a certified propeller repair station to determine if an overhaul is necessary.

THIS MONTH IN AVIATION HISTORY



March 10th, 1948, Herbert (Herb) Henry Hoover was the first American civilian and only second pilot ever to fly at supersonic speeds. He was an American NACA (National Advisory Committee for Aeronautics) experimental test pilot who flew the iconic Bell X-1. During his flight the nose wheel failed to extend at landing and sustained minor damage.

Some of his accomplishments include:
First man to fly the experimental predecessor to the Bell X1 the Bell X-T,
Test flew the Lockheed XC-35 through thunderstorms in an attempt to gauge the impact of severe weather, Test flew the

NACA SB2C Helldiver which in flight the canopy hood came loose and smashed Hoover across the forehead, He flew the P-51 with a rocket-propulsion model and had the rocket disintegrate in air.

On August 14th, 1952, while flying a B-45A Tornado Jet Bomber, Hoover and his co-pilot parachuted from an exploding aircraft. His co-pilot, John Harper, landed safely but Herb Hoover was found in the woods later that day. His hand on the ripcord of an unopened parachute. He had been struck by pieces of the four-jet engine bomber. He was only 40 years old at the time of his death. (I found this all quite interesting. It was fact checked through NASA's website.)



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!

3/8/22 7PM CST **Mustang: The History of EAA's P-51s – Part 2**

3/9/22 7PM CST **Shiny Side Up --- Avoiding Spatial Disorientation**

3/16/22 7PM CDT **International and Cross-Border Aircraft Transactions**

3/23/22 7PM CDT **Home Flight Simulation for Private Pilot Training and Proficiency**

3/24/22 7PM CDT **Young Eagles Workshop – Bringing Youth Back to the Airport**

3/29/22 7PM CDT **EAA Learn to Fly Day – Hosting a Chapter Flying Start Event**

3/30/22 7PM CDT **Taming the Tailwheel Shimmy**

Other Upcoming Local Area Events

Dinner with a Slice of History Researching Black Women in Aviation: Barriers Breakthroughs

KBKL (Burke Lakefront Ohio Airport) Friday March 25th 6PM

Registration is required before event.

PRIVATE PILOT QUESTIONNAIRE

1. During operations outside controlled airspace at altitudes of more than 1,200 ft AGL, but less than 10,000 ft MSL, the minimum distance below clouds requirement for VFR flight at night is...
 - A. 500 ft
 - B. 1,000 ft
 - C. 1,500 ft

Metadata: ACSCCode: PA.I.E.K1

2. A 100- hour inspection was due at 3302.5 hours. The 100-hour inspection was actually done at 3309.5 hours. When is the next 100-hour inspection due?
 - A. 3312.5 hours
 - B. 3395.5 hours
 - C. 3402.5 hours

Metadata: ACSCCode: PA.I.B.K1b

3. The mature stage of a thunderstorm begins with
 - A. Formation of the anvil top
 - B. The start of precip
 - C. Continuous downdrafts

Metadata: ACSCCode: PA.I.C.K3h

4. When the course deviation indicator (CDI) needle is centered using a VOR test signal (VOT), the omnibearing selector (OBS) and the TO/FROM indicator should read
 - A. 180 FROM, only if the pilot is due north of the VOT.
 - B. 0 TO or 180 FROM, regardless of the pilot's position from the VOT
 - C. 0 FROM or 180 TO, regardless of the pilot's position from the VOT

Metadata: ACSCCode: PA.VI.B.K1

5. A pilot and two passengers landed on a 2,100 foot east-west gravel strip with an elevation of 1,800 feet. The temperature is warmer than expected and after computing the density altitude it is determined the takeoff distance over a 50 foot obstacle is 1980 feet. The airplane is 75 pounds under gross weight. What would be the best choice?
 - A. Taking off into the headwind will give the extra climb-out time needed.
 - B. Try a takeoff without the passengers to make sure the climb is adequate.
 - C. Wait until the temperature decreases and recalculate the takeoff performance

Metadata: ACSCCode : PA.I.H.K4



PRESIDENT'S NOTES

At this time we were unable to reach him due to poor planning on Zach's part. Maybe a possibility next month??

Contact Us

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

Chapter 1471 Board Members

Larry Benson, President

Harold Price, Vice President

Bob Barr, Treasurer

John Peters, Secretary