



April 2024 Chapter 1570 Newsletter

The meeting of Chapter 1570 was held on April 13th and was presided by Elliott (Young Eagles Coordinator). There was good attendance by the members and Elliott started the meeting by thanking all who attended. There were no guests to be welcomed, save the presentation speaker Jim Daniel.

Elliott started the meeting with a great round of applause for Nadette Moreno who recently soloed at Red Arrow. She achieved this notable goal in a Cessna 172 and was accorded the congratulations by her instructor:



This is a Great Accomplishment for Nadette, she has been working very hard and has made wonderful progress in what seems like a short time.

The EAA Chapter 1570 Congratulates Nadette Moreno for her first solo, may Blue Skies and Tailwinds be forever hers!

The meeting continued with a guest speaker, Jim Daniel.

Michael Chang deserves credit for lining up Mr. Daniel, thank you Michael!

Mr. Daniel is an aerospace engineer who is currently working for a contractor to NASA at Whitesands. He has worked on a myriad of aerospace projects over the years, but wanted to talk to the group about how to get out of an airplane, specifically high-performance military aircraft when things are going south.

The presentation was very interesting and Mr. Daniel spoke of early efforts, including parachutes and ways to bail out. He said that it was a long road to today's methods of using ejection seats.



Mr. Daniel went through the history of ejection seats and traced their evolution from compressed air to rocket powered devices. He mentioned that up to the early 1960's, ejection seats were manually operated, which was a real feat given the speeds of the aircraft they were trying to operate from.



Jim Daniel, in the hot seat, demonstrating how it works.

There was also great interest in providing seats that would operate “zero-zero”. That is, zero forward motion, and zero altitude. And, at the same time, Mr. Daniel mentioned there seemed to be almost a preoccupation with developing seats that would operate at super-sonic speeds. Much different design criteria to be sure!

Mr. Daniel provided some insight on the development of the sequencers that replaced the manual method and spoke of some of the technical challenges

including incorporation of pitot tubes and gyroscopes that were used to direct the rocket motor exhaust nozzles.

Other configurations were also tried, according to Mr. Daniel, such as detachable crew capsules and seats that had segmented encapsulating pods (which would also float). Tractor rockets which were connected to the pilots' harnesses to yank them out of the aircraft have also been developed and studied.

Mr. Daniel concluded his presentation with questions and answers.

Thank you to Michael Chang and especially Jim Daniel for a most informative and interesting presentation!

Elliott concluded the meeting by informing the group of the "make-up" Young Eagles rally that will be held on April 27th. He stated that there are currently 17 youths who have confirmed their attendance. He would like to start at 8:00 am, with volunteer ground crew and pilots showing up at 7:30 am.

If you are a pilot or a ground crew volunteer that would like to help, please contact Elliott at: ebwagw@cs.com

There will be two antique warbirds at the airport that day: a B-17 and a B-25. They will be giving rides (which are sold out) and they may be arranging more flights. Jody (airport assistant manager) informed Elliott that parking for the warbirds may need some finessing given our chapter's Young Eagle rally that day.

Thank you, Jody, for all your considerations!
