

# EAA Chapter 50 February 2021 Newsletter

## PRESIDENTS CORNER

Saturday January 23, 2021 was kind of a special day for this “Ole Fly Boy”. The reason was our first board meeting of 2021 and we all felt this year was going to put 2020 to bed!

As you all know we normally do not hold educational meetings in January or February in a new year due to our “snowbirds” and Ohio weather, so our first meeting will be March 2021 and when you get to see the credentials of our speaker Captain Tom Taylor, you and family are going to want to be on site!

Here is a little advice and a reminder for all the guys and girls out there! February 14<sup>th</sup>2021 “Valentine Day”! Great time to show your love to that special person!

Well folks my topic for the day is, as a pilot in command should I fly Now or No? After the years I spent in the insurance business and dealing with all the lawyer adds such as “I’ll make them pay!” Unfortunately, money breaks many people apart. If you fly and an accident happens you must have done everything correctly! For example, are you flying with FAA approved medications? Has it been 24 hours between bottle and throttle? Are you current for the flight? Has your aircraft got all current inspections? Is the maintenance completed correctly? Is your aircraft insurance up to date? Now these are a few of many but one little mistake could bankrupt your family. I will not try to scare you into not flying, the same thing occurs with our automobiles! Rule # 1! Perfect Practice Makes Perfect!

## Look at some FAA regulations.

The standards for medical certification are contained the Federal Aviation Regulations (14 CFR Part 67). Pilots who have a history of certain medical conditions described in these standards are mandatorily disqualified from flying. These medical conditions include a personality disorder manifested by overt acts, a psychosis, alcoholism, drug dependence, epilepsy, an unexplained disturbance of consciousness, myocardial infarction, angina pectoris, and diabetes requiring medication for its control. Other medical conditions may be temporarily disqualifying, such as acute infections, anemia, and peptic ulcer. Pilots who do not meet medical standards may still be qualified under special issuance provisions or the exemption process. This may require that either additional medical information be provided, or practical flight tests be conducted.

### 1. **Illness**

1. Even a minor illness suffered in day-to-day living can seriously degrade performance of many piloting tasks vital to safe flight. Illness can produce fever and distracting symptoms that can impair judgment, memory, alertness, and the ability to make calculations. Although symptoms from an illness may be under adequate control with a medication, the medication itself may decrease pilot performance.
2. The safest rule is not to fly while suffering from any illness. If this rule is considered too stringent for a particular illness, the pilot should contact an aviation medical examiner for advice.

### 2. **Medication**

1. Pilot performance can be seriously degraded by both prescribed and over-the-counter medications, as well as by the medical conditions for which they are taken. Many medications, such as tranquilizers, sedatives, strong pain relievers, and cough-suppressant preparations, have primary effects that may impair judgment, memory, alertness, coordination, vision, and the ability to make calculations. Others, such as antihistamines, blood pressure drugs, muscle relaxants, and agents to control diarrhea and motion sickness, have side effects that may impair the same critical functions. Any medication that depresses the nervous system, such as a sedative, tranquilizer, or antihistamine, can make a pilot much susceptible to hypoxia (see below).
2. The Federal Aviation Regulations prohibit pilots from performing crewmember duties while using any medication that affects the faculties in any way contrary to safety. The safest rule is not to fly as a crewmember while taking any medication, unless approved to do so by the FAA.

Yours truly has not flown for a while since my knee surgery. I am not current! My plan is since my Dr. has released me, Get the Champ inspected and licensed airworthy! Change its insurance from nonactive to active. Get a biannual from one of our instructors. Get my bottom back in the air again and get back to doing a thing I love with all my heart. FLYING!



Congratulations to our very first winner of our new “Don Helmick’s Mechanic Scholarship” This scholarship is funded for nine more years through the generosity of Don’s family! Then its EAA 50’s plans to continue the scholarship along with our other two annual aviation scholarships indefinitely!

On the left is Chuck Widowski who is teaching Julia Holmberg apprentice mechanic and our 2020 Scholarship winner! On the right Brian Safran Don Helmick’s son in law who is married to Don’s daughter Bonnie! Brian is also a professional pilot!

It is with much sadness that we lost our Vice President Steve Risner's father Doug, to this horrible corona virus. Doug was young and was an outstanding EAA 50 volunteer who loved flying. Doug probably instilled the love of flying in Steve's heart. Steve is currently building his own private airport runway on his property located on Arlington Rd. Doug will be flying with the Angels in formation with our loving Lord!



More news! If you are not aware, our Super Volunteer Roger Munsterman has had some health issues, but he is hanging in there with some Cleveland Clinic testing! He is Home!

Your Board is planning some teaching ideas like we have done in the past, things like welding, riveting, fabric covering!

The Ercoupe has been sold by your board. Great news is Ed Beer, the new owner and restorer plans to keep it based at the Historic Hinde Airport and may be interested in forming a flying club or partnership when its restored!

## PLANE OF THE MONTH! “FLEET AIRCRAFT”



### General characteristics

- **Crew:** 2
- **Length:** 20 ft 9 in (6.32 m)
- **Wingspan:** 28 ft 0 in (8.53 m)
- **Height:** 7 ft 10 in (2.39 m)
- **Wing area:** 195 sq ft (18.1 m<sup>2</sup>)
- **Empty weight:** 1,063 lb (482 kg)
- **Gross weight:** 1,820 lb (826 kg)
- **Fuel capacity:** 55 US gal (46 imp gal; 210 L)
- **Powerplant:** 1 × [Kinner K-5](#) 5-cylinder [radial engine](#), 110 hp (82 kW)

### Performance

- **Maximum speed:** 113.5 mph (182.7 km/h, 98.6 kn)
- **Cruise speed:** 88 mph (142 km/h, 76 kn)
- **Service ceiling:** 12,200 ft (3,700 m)
- **Rate of climb:** 730 ft/min (3.7 m/s)

If you love Bi-Planes you will have to love these aircraft powered by a “Round Kinner Engine”. There is nothing like the sound of a round engine with wind in your face.



2021 EAA 50 current planned events & more coming.

March 6<sup>th</sup> Chapter Offices @01:00pm. Captain Pilot Tom Taylor.

April 10<sup>th</sup> Chapter Offices @ 01:00pm. Captain Pilot Gary Baker

May 8<sup>th</sup> Chapter Offices @ 01:00pm. Hinde Owner Elaine Bores

June 19<sup>th</sup> Gleason Hangar @12:00 pm Veterans Fly In

July 2021 OSHKOSH!

August 7<sup>th</sup> @10:00 AM Model Aircraft Fly In

September 11<sup>th</sup> @ 12:00 Noon Mather Field Galloway Fly In

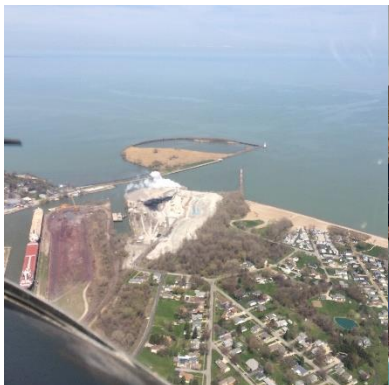
October 9<sup>th</sup> @ 12:00 Noon "Oktoberfest" Historic Hinde Airport.

November? @ Evening Annual Awards Banquet Location?

December 2021 No events just Family Christmas Celebrations!

Board Meetings third Sat of each month 10:00 AM EAA 50

Chapter offices. Subject to modifications.



EAA 50 members and their families are special! God Bless!

