

EAA Chapter 565

General Membership Meeting

April 3, 2024

Attendees - 14 Members, 1 guest

Due to the absence of President McClure, the meeting was called to order at 7:10pm by Secretary Willecke with the Pledge of Allegiance.

Scott Sorenson gave the Treasurer's report in the absence of Treasurer Hill. Scott reported that the Chapter is in good financial shape with net income for the first quarter of 2024 at \$2571.64

Secretary Willecke reminded all that 2024 dues are now due to remain in good standing. Any member not in good standing will be unable to vote, attend the Member dinners, or the Membership Christmas party. These are all great events, and \$30 dues for a year is less than one dinner out these days.

Dick Solar then gave a very interesting safety presentation on visual scanning to avoid mid air collisions. He reported that 80% of airborne collisions are fatal, and that in most of the collisions a pilot never sees the other airplane coming. Visual scanning from side to side keeps the eyes moving and looking for aircraft or other airborne hazards. There are nighttime and daytime blind spots in our vision. There is a blind spot in the middle of our vision during daylight hours and a target may not be seen when in this blind spot. Constantly moving the vision from one side to the other will insure that this blind spot is also moving and give your eyes a better chance to see targets. At night, the eye is more sensitive to light off to each side, so off center scanning will increase the chances of seeing dim light at a greater distance. Remember that not every aircraft is required to have ADS-B out, so not all aircraft will be displayed. Birds don't have ADS-B either. 90% of your vision should be outside the window, and no more than 10% should be inside the cockpit in VFR flight. The greatest risk of collision is within 5 miles of an airport. Dick had some very good advice for us all to stay safe by the use of visual scanning.

Next, Dave Nelson of the "HAC" (Homebuilt Aircraft Council) gave a very well received presentation on Experimental aircraft accidents. The HAC is a committee out of EAA National consisting of 6 members from all over the country. The group has just finished a three year project analyzing all of the accident reports concerning experimental aircraft for the last 15 years. They have read every NTSB report on these accidents, and are categorizing the causes of the accidents and developing mitigating strategies to avoid getting into these situations.

In the last 15 years there have been 683 Experimental aircraft accidents reported. They broke down the accidents into primary causes and secondary causes. The categories are: CFIT, UFIT, Bird strikes, open canopy, fuel contamination, loss of power, "HMB's" which stands for Hold My Beer (Just crazy behavior), and unknown. The cause of some of these accidents will just never be known.

Their data analysis found that 145 accidents were caused by lack of skill of the pilot, 116 were due to poor judgement, 95 were loss of power, 86 were mechanical (other than engine). There were 4 midair collisions, 333 UFIT, 131 CFIT, and 165 stall/spin. Dave emphasized that stall/spin was a category where most did not survive. It happens a lot - even to experienced pilots. Something unexpected happens to take your attention away from flying the plane (bird strike, canopy coming open) and then a quick stall/spin ensues. To mitigate this a few good options to consider would be an angle of attack indicator, stall/spin training, and just knowing how to manage unexpected instances.

We all thanked Dave for a great presentation.

Several members reported on their building projects:

Wally Rojem's Avid Flyer now has the fabric on it and he's in the process of sealing it.

Jim Weston has the carbon fiber panel now in, and is planing on attending Sun N Fun next week to (hopefully) get some movement on obtaining his engine.

Dick Solar reported on his Luscombe. This past Saturday he flew it for the first time. This is the first time that the plane has flown since 1955. It had wrecked, and sat for many years. Dick bought it 24 years ago in pieces, and used the salvageable parts along with parts from other Luscombes to rebuild this airplane. It's been a long project, but I can say from seeing myself that it that it looks like it could be displayed in a museum. Dick reported that it flew well, and he intends to take it to Sun N Fun.

Everyone was reminded that a group of Members get together at the Chapter building every Saturday morning at 8am for coffee, donuts, and good conversation. All are welcome.

The next pancake breakfast will be held on Saturday, April 13 from 8:00 am to 10:00 am. The menu includes Blueberry (or plain) pancakes, sausage, eggs, juice and coffee - all for only \$8! It's always a great way to start the day. All are welcome.

The next Membership dinner will be held on Saturday, April 20. Social hour begins at 5:00pm, with dinner at 6:00pm. Larry's famous grilled burgers are on the menu along with baked beans and cole slaw. Members that sign up can also bring an appetizer, a side dish, or a dessert. There are always some great dishes that the members bring in. The social hour is BYOB. Cost is \$10, (pay at the door) and the seating is limited to 50. The sign up sheet was passed around and all interested signed up. It's going to be a very nice evening, as always!

The next Membership Meeting will be held on Wednesday, May 1 at 7pm.

Sun N Fun will be held in Lakeland next week from April 9-14. Many of our members are planning to attend.

In airport news, there is nothing new on the FBO restaurant - just that it's going to be open on "Tuesday". Nobody knows what Tuesday, but I got the impression that it may be a long wait.

The Self Serve fuel on the "west ramp" will be delayed until May. The tank was set on asphalt, and the weight of it is causing the asphalt to give way. A concrete pad has to be poured, and it needs time to set up enough to hold the weight of the tank and the 1200 gallons of 100LL.

The replacement hangars for the displaced hangars that were torn down on the west ramp to expand the rental car return are being built on the west side of the 600 hangars. The site work is done, and they're just waiting for the steel to arrive to start construction.

With no further business, the meeting was adjourned at 8:10pm

Respectfully Submitted,
Don Willecke, Secretary.