
The FlightLine

Next Meeting September 15th ! Gotta Be There Or Else!

September, 2007

THE FLIGHTLINE

OFFICIAL NEWSLETTER
OF EAA CHAPTER 40
VAN NUYS / SAN
FERNANDO VALLEY,

DEDICATED TO THE HOBBY
& SCIENCE OF AIRCRAFT
BUILDING, RESTORATION,
YOUTH OUTREACH
THROUGH AVIATION, AND
FOSTERING THE GROWTH
OF PRIVATE AVIATION AND
AIR SPORTS.

CHAPTER MEETINGS ARE
OPEN TO ALL, AND ARE
HELD AT 9AM ON THE 3RD
SATURDAY OF EACH
MONTH, AT ROCKY'S RES-
TAURANT AT WHITEMAN
AIRPORT

CALL 818-705-2744 FOR
MORE INFO.

www.eaa40.org



Genius Alert!

Did you ever wish you could have been there when some of the best scientific discoveries of our time were being presented? Would you have gone to hear **Einstein** speak about his new Theory of Relativity? Would you have attended **Jonas Salk's** presentation about his vaccine for Polio? Would you have taken a day off work to be in the audience the day **Ben Franklin** was going to fly his kite in a storm and demonstrate electrical current?

Well, folks, you can't go *back in time* and be a part of those discoveries... but you *can* show up on September 15th to hear **Jack Norris** present the fruits of his labor on Propellers (the first and final explanation) and the Logic of Flight.

While perhaps not on a par with Relativity in the grand scheme of things, Jack's work is nevertheless a true **masterpiece** of great importance to aviation people.

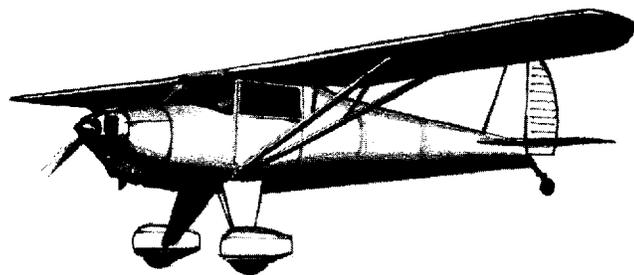
Jack has spent many years researching these subjects, and so have many others. But unlike the other brilliant engineering minds

out there, Jack Norris has the unique ability to walk with one foot on the **engineer's** side of the line, and one foot on the average **airport bum's** side of the line. The result is that Jack can take the technical stuff and translate it into language that the rest of us can understand. Jack has finally published his book, which is now *two books in one*.

One side of the book (literally) explains propellers (perhaps the most complex of all aviation sciences and the hardest for high level engineers to grasp) in terms that people of average technical ability *can* grasp.

The "flip side" of the book (again, literally) gives the average pilot a real-world understanding of how airplanes truly fly. The way we're taught to fly is only a third of the picture. What the airplane thinks is another story altogether. The other two thirds are now finally out of hiding from you and me because a nice guy

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EAA Chapter 40 Hotline

818-725-4AIR

President - Charles Ducat Vice President - Dave Kolstad

Treasurer - Ferd Kuhn Secretary - Tom Hastings

Young Eagles Co-ordinator - Alycia Herman Newsletter - Bill Berle

Genius Alert (Cont'd. from Page 1)

named Jack Norris turned it into language folks like you and me can understand. So what's the *big deal*?

Well for starters, you can fly faster and further at the same time, on less gas. All you have to do is fly at the right angle, using a cheap bubble level from a hardware store.

Jack's 60 year old Luscombe that would normally be able to fly about 500 miles at 100 miles an hour on 24 gallons of gas, now flies almost 800 miles on the same fuel, going faster and cruising comfortably at high altitude in cool air instead of overheating in the higher temps at lower altitudes in the summer heat.

Figure *that* out at four dollars plus per gallon and ten thousand for a new overhaul!

Be sure to show up Saturday and hear Jack's presentation, and be ready to get the deal of the century... Jack's two in one book is being practically *given away* for fifteen dollars!

This Just in From Lonna at Challenge Air:

The next meeting is scheduled for Thursday, September 27th at 6 pm at Whiteman Airport. Please let me know if you have any ideas on filling in the blanks. We hope to see you on the 27th!

Thank you!

Lonna Gibson
West Coast Director
Challenge Air for Kids & Friends

.....
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Sylmar, CA 91342
(818) 897-0898 - home
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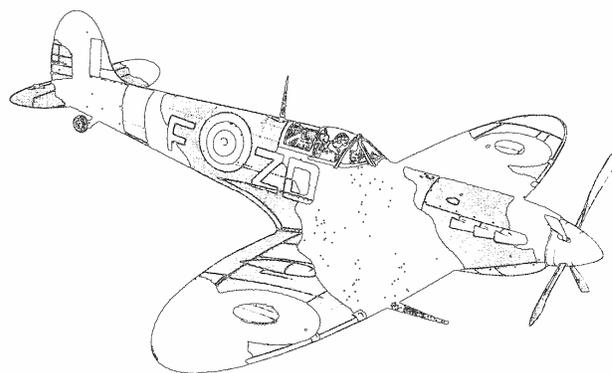
.....
www.challengeair.org

Please note that anyone who wants to fly or volunteer for this event must sign up ahead of time on their website.

Next Chapter Meeting

Saturday September 15th is the next meeting. This month's meeting will be the continuation of our members taking center stage, telling their Oshkosh stories and showing their photos.

Chapter president Charlie Ducat will be providing a DVD/CD player with video input. Put your photos and videos on a disk and bring them to the meeting! If you have any questions about the video formats, disk types, audio or video inputs, contact Charlie at 818-705-2744.



**Announcing
Challenge Air's First Ever "Fly Day"
Event in Los Angeles!**

Event Date: Saturday, November 3, 2007
Event Place: Whiteman Airport
12653 Osborne Street Pacoima, CA 91331

Challenge Air for Kids & Friends, a national, children's nonprofit organization, is recruiting sponsors, volunteers, pilots and physically challenged children for its "Fly Day" event to be held Saturday, November 3rd at Whiteman Airport, hosted by American Airports. Highlights of the day include: an educational ground school, a 30-minute flight over Los Angeles, face painting, clowns, cool static aircraft, lunch, service animals and much more!

To register as a day-of volunteer, volunteer pilot or as a participant (free for all children with disabilities) log on to: www.challengeair.org. For sponsorship information contact Lonna Gibson at (818) 897-0898 or email lonna@challengeair.org.

Challenge Air for Kids & Friends offers motivational, inspirational, and life-changing experiences to physically challenged children and youth through aviation.

CAN! COMMITTED ACTIVE NEIGHBORS

SOUTHWEST

Wamu

CHALLENGE AIR
for kids & friends

Register online at www.challengeair.org

Put Your Money Where My Mouth Is !

Your smart-aleck newsletter editor *has* put his money where his large mouth is, now it's time for **you** to do the same! For the last couple of months I've been making mention that we need to get the word out about Young Eagles, to keep the numbers of Young Eagles participants up.

Recently I invested a few bucks to have large decal / stickers made for the side of my own car, to generate interest in the Young Eagles program. This is a prime example of what they call "**guerrilla marketing**". Thousands of cars every day will see your car on the roads and in the parking lots. I had stickers made saying "Airplane Rides For Kids – Free With Coupon – 818-725-4AIR – WWW.EAA40.ORG . Those thousands of people every day who see the car will be informed, advertised, mentally manipulated, coerced, brainwashed, bamboozled and otherwise influenced about our program.

The cost for this advertising is literally tiny *fractions* of a penny for every person who sees this advertisement in the course of a year. The good news is the stickers are **cheap, easy** to put on, and we got them made *while you wait* at the local giant shopping mall... while your Young Eagles coordinator (my better half) was shoe shopping.

Please consider donating some advertising space on the back or side of your car to generate more interest in this program!

The "Free With Coupon" thing is just a psych warfare scam perpetrated by an old broken down salesman, to create some urgency and added value in the mind of the reader. Young Eagles is free **with** or **without** a coupon!

A Vocalist Goes Instrumental

Big Kudos go out to Chapter 40 member **Anne Marie Radel** for passing her instrument rating checkride recently! Rumor has it that the driving force behind this effort is that she'll have a much wider choice of co-pilots for next year's racing season. Whatever the reasons, congratulations to Anne Marie on a great accomplishment.

Young Eagles

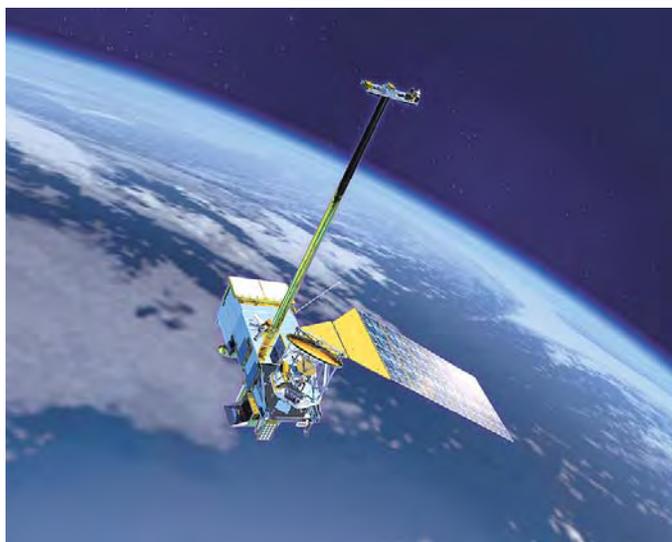
Next Young Eagles event is Saturday September 22nd. Please come out and volunteer as a pilot, or ground crew. If you want to be the most important person of all, we need volunteers to approach local schools, church groups, scout troops, or any other social organizations to let them know about Young Eagles, and start generating some buzz in the community.

E.L.T. - ADIOS MUCHACHO !

Our current ELT devices will become obsolete soon, please take notice. In 2009, the US government will no longer monitor the existing "analog" ELT frequencies. They will be switching to a digital version of the ELT which will be 100% satellite based monitoring.

The existing 121.5 frequency will likely remain the same for emergency voice communications, and hopefully a MayDay on 121.5 will still be picked up by aircraft flying overhead.

But the official government monitoring will be switched over to pure satellite. Bottom line... don't invest any significant amount of money in a current technology ELT until the switchover!



The audience is listening... but starting in 2009 they'll be listening from up here instead of down there.

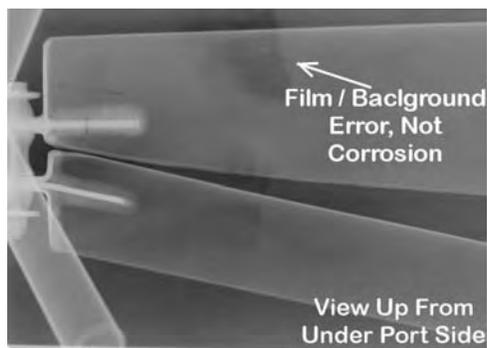
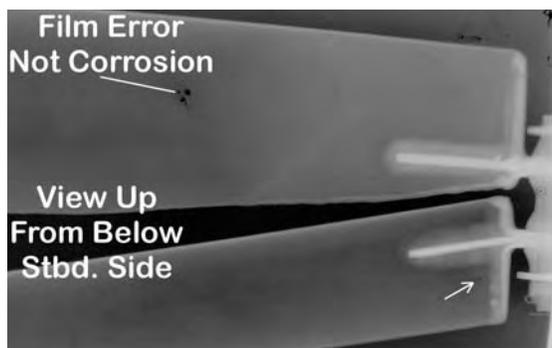
Dem Bones Ain't Young as They Used to Be . . .

Recently there was a tragic loss of an antique **Taylorcraft** airplane in Oregon. The photos on the right show the part that broke, the lower fuselage attach fitting where the struts bolted on. This was a seaplane, and a seaplane that obviously had not been inspected very thoroughly for a while. The owner (and passenger) paid the ultimate price.

The FAA has already issued one AD (on inspection of the wing struts) as a result of this crash, although it was unfortunately not on the part that broke. There is a factory “service letter” coming, and another AD may soon follow, related to the area on the fuselage that did fail. Our general aviation fleet is getting **old**, ladies and gentlemen. Maintenance and inspections that *were* adequate when the aircraft were new are now justifiably being seen as perhaps not enough. The FAA, AOPA, EAA and several type clubs have gotten together and started to at least talk about this subject. They jointly wrote a short pamphlet on “Best Practices For Aging Aircraft”, which is a good start.

The Taylorcraft AD was, in many of the owners’ opinions, written too hastily and was flawed. Two specific types of Non-Destructive Testing were offered as methods of compliance, but they left out X-Ray inspection which by all accounts was the best way to initially spot corrosion inside a steel lift strut. Several of us at White-man had the X-Ray done anyway, which showed no significant corrosion in my struts or any of the other Taylorcrafts. Scanned images of the X-Rays (below) show just how good of a look-see you can have using this method. The cost was less than \$300 for this inspection and a signed form from the FAA certified technician.

Please **do not wait** until an airplane like yours loses a strut or an attach fitting. If you have an old airplane that might have corrosion in places you *can't* see, have it NDT inspected. Anything you *can* see, please take the time to inspect it thoroughly and completely, in detail and with a very suspicious eye.



Steve Fossett Missing

This is a very unfortunate story, friends. Many-time world record holder and aviation adventurer **Steve Fossett** went missing in Nevada, over a week ago by the time you read this. Fossett was flying a Decathlon from Barron Hilton's "Flying M" ranch near Yerington, NV, off scouting dry lake beds as a possible location for his next world speed record attempt. No ELT signal has been picked up.

An extensive aerial and ground based search has not turned up any clues either. This doesn't look good, if for no other reason than his likely not having a lot of survival rations or water if he is indeed alive.

Please say a prayer for a miracle, in hopes Steve Fossett will be found alive. His exploits and adventures have been a strong positive influence on many young people, and Fossett has put a very positive face on experimental aviation in many different categories.

Unfortunately your chapter president's neighbor and good friend **Mark Platt**, a professional air safety investigator, is packed up and ready to go if the phone rings regarding Fossett. Please join us in wishing that Mark's services are not needed after all.



Cruisin' 10 Cruisin' For a Cure

Please remember that the annual Cruisin' For a Cure car show is coming up September 22nd, and every male Chapter 40 member over 40 is strongly urged to go. You'll receive a free screening for Prostate Cancer, as well as seeing a fantastic car show where the cars actually cruise.

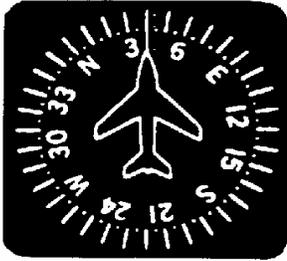
Please come to this next Chapter 40 meeting and be prepared to figure out who wants to drive to the event, carpool to share gas expenses, etc. We'll be meeting in the Food 4 Less market parking lot at Hayvenhurst and Sherman Way the morning of the event.

Cruisin' For a Cure

September 22nd is the date for this year's **Cruising for a Cure**. Despite the fact that this is on the day of a Young Eagles event, we urge all male Chapter 40 members over 40 to attend this event. With the number of people in our own chapter who have been affected by prostate cancer, this event should be a high priority. At the event, men will be able to receive a free PSA screening for potential prostate cancer early warning. Besides, this is the world's largest single day car show and it's a doozie at that. Unlike many static car displays, the vehicles at Cruisin' For a Cure actually *do cruise*. You can hear and feel the power of hot-rods, muscle cars, and competition cars. Charlie says it bluntly: "Any man over 40 is crazy not to go do this!" www.cruisinfocure.com :



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Odds and Ends and Ads and Fads

Chapter 40 member **Ron Weiss** test flew two test flights on a Hummel UltraCruiser for its new owner Joe on Sunday September 9th.

The test flights themselves went off without a hitch, after a significant amount of time was spent adjusting the throttle linkage so the engine would idle.

Of particular interest was that that Chapter 40 member **Ralph Snyder**, who is building an UltraCruiser, was finally able to be there Sunday to inspect the aircraft, take photos and notes, to assist in finishing the UltraCruiser project Ralph and **Mike Langdon** were building.

Ron, who has flown quite a few hours in several different UltraCruisers, has kindly volunteered to test fly Ralph and Mike's bird when it's ready.

The UltraCruiser was designed by **Morry Hummel** to meet the FAR 103 Ultralight regulations, however there are few that actually meet the 254 pound limit. It appears to be a very minimal design structurally, and is reported to have marginally complete plans & instructions.

