Next Meeting!
Saturday June7
@ MTJ

THE X CHAPTER

May 25, 2003 #1
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Welcome to the first edition of the X Chapter newsletter and a report on the very successful meeting held at Ross Reels in Montrose on May 3. On a very calm and beautiful Saturday morning (until meeting time) over 20 builders, pilots and other similarly misguided sorts gathered at the fantastic work shop at Ross Reels to wipe out a generous supply of donuts and see if there was any other damage we could do. The following official minutes will go into the archives as the first official action of X Chapter.

"Frank DiCenso called the meeting to order and asked for a show of hands to see if there were in attendance the required minimum of 10 EAA members to form a local EAA Chapter. With more than 10 hands showing the following officers were elected:

PRESIDENT: Frank DiCenso
VICE PRESIDENT: Ross Hauck
SECRETARY TREASURER: Byron McNew
NEWSLETTER EDITOR: Don Geddes

The following motions were approved:

1. Chapter meetings will be held at 10AM on the FIRST SATURDAY of the month.
2. Chapter dues will be $24.00 per anum.
3. To adopt the EAA Chapter Agreement, meet necessary requirements and apply for recognition as a local Chapter of the EAA.
4. Apply for $1,000,000 liability coverage in the EAA insurance program.

Applications and dues were collected from 14 EAA members providing $337.00 with which to begin conductin business.

Byron McNew, Secretary Treasurer, 970 249 7254

To expand somewhat on the minutes. 1. 1st Saturday was picked so that several members of Chapter 800 can attend both meetings. 2. $24.00 was chosen as being an affordable number and one which is easy to pro-rate for partial year memberships. 3 and 4 are simply requirements which must be met to establish an EAA Chapter.

Our group certainly has the makings of a great chapter, with a very diversified range of experience in building, flying, and careers. There are projects ranging from the usual lifetime career types to at least one that will gain national recognition, the turbine RV4P that made its relatively uneventful first test flight last Wednesday the 14th., great timing since Crawford had a Young Eagles / Paonia High School Lifetime Experiences Day and all of the kids got to see it. We logged 8 more YE's that day. Remember, this is the end of the project and we need to get all possible kids up by November.

MEMBERSHIP RESUME'S

Another feature we will run as we gather material is a cameo of each of our members. That alone will take a year and a half just with the beginning members. It was fascinating to hear the variety of experience at the first meeting. Many of you don't know about Don Morton's experience in WW2 where he nearly died during a manuever in which he discovered the answer to a design glitch in the Corsair that had killed a few other pilots. You may not be aware of the close call Herb Anderson had when he discovered the assembled components of his LongEZ might not squeeze out of his basement! We will cover these and other hair raising stories in the future. The main problem I see with this is that many of us no longer have any hair to raise. Maybe Hairagra? I would appreciate getting a resume' from each of you as time goes on. I have found in the past that those who are in the EAA tend to have a wider range of interests than pilots in CPA for example and it makes for good reading. Give me lots to work with, I'll thin it out appropriately.

TALE OF A TAIL OR TWO

I have over 6000 hours of mountain flying with 20,000 landings in all kinds of small planes, gliders, and helicopters and that alone would give me enough material to write half a dozen books. I won't start that here but on the morning of the meeting it was so nice I rolled out the Smith mini and headed over the hill. By the time I got to the Canyon I was holding the top of the panel with my right hand so my forehead had something soft to hit. I made a rather rare uneventful landing at MTJ and went to the meet. As you all know the wind just kept coming up along with my anxiety. A neighbor lady had borrowed my other plane and was in Montrose. It was tempting ride home with her but curiosity won out over wisdom as is often the case. I fired up 90DG after some difficulty (telling me she was reluctant too) and taxied out. It is important to note that every one of 3 pilots I know who have flown the Smith, Pitts, and Eagle agree that the Smith is the most demanding of the three on the ground. The reason is simply that the rudder is too small for this altitude. Compare it with a Pitts sometime. The books always touted the Smith as being inexpensive, buildable, tough, and easy to fly-(At Sea Level or close!) As I taxied on 31 the winds were 20g25@210 and I could barely hold it straight with nearly full stop right braking and it is only 12 feet long! I taxied to the east edge of 17, lined up straight into the wind courtesy of the north highspeed exit, said my obligatory Smith Exit prayer, steeled my nerves and hit it. I was in the air so quick that at the beginning of the taxiway it was already about 30 feet below me and it was by far the easiest takeoff I have ever made in that plane. Upon arriving at Crawford the winds were now 25g40@200°so I made a rare downhill approach to 25, coming in short so the trees and hangars would break the wind. We touched down just past the non-existent numbers right on the invisible center stripe and rolled to a stop in 600 feet right beside my garage. It was the easiest and shortest landing I have ever made in it. By now I was so rattled by the unexpected ease of it all I had to go get a tall cold glass of milk. sit down and think about it. It finally dawned on me that this was the first takeoff and landing I have ever made at the design GROUND speed. We have always noted that the tailwheel lost authority before the rudder had enough and there was a gap in there that was very uncomfortable. Maybe a locking tailwheel? The bottom line is that we have to allow for sea level designs that migrate to high altitude. That is exactly why I sold my Scorpion. Service ceiling was the altitude of my parking lot, actually below it in summer when I needed it.

Charter Members:
Arthur Pontow
Bill Patterson
Bob Trumpfheller
Byron McNew
Craig Hamm
Don Geddes
Don Morton Sr.
Don Hamilton

Frank DiCenso
Herb Anderson
Jack McCaslin
Jamie Jacobson
Lowell Manary
Marshall Burr
Merle Lynch
Richard Sundquist
Robert Hauck
Ross Hauck

One of the incredibly exciting moments of the first meeting!

As your first newsletter editor I need to explain right up front that my style may not be what you expect. I will attempt to treat all deserving items with due respect but as I warned the Delta County GIDEONS camp (of which I am President-a point of statewide concern) I can be either dignified or serious, but seldom either, and certainly not both at the same time! When you are trying to figure out what I mean always pick the humerous approach first, satire approach second, sarcastic third, and if none of those fit I am probably telling the truth.

Among other things I am a writer and even though I have an impossibly overloaded schedule I love doing newsletters and have boxes full of old ones sitting around. It needs to be pointed out that I do not like regenerating plagiarized technical articles as I often see done. You all read the same magazines I do and that should be your source of schedules, new technology, and tech support. I do like to write about findings made by Chapter members, however, and things like Craig Hamm's project is great material because we hear most of it first. This one is particularly interesting because it is not only a first flight, it is a true experimental first type, although there is said to be one other similar. It would be great if you would all share the technical things you have figured out that others might not know. It is a pretty good kit that doesn't have a bug in it. A personal example is the problem I ran into with a Scorpion 133 Chopper.

I bought a nearly completed project and had to completely rebuild it even though it looked great and every single spec checked out. A peculiarity of helicopters is that much of the linkage has comprehensive limits in addition to individual component limits. Somehow the original builder had missed that little detail. Here is the tip of the day. When you have a group of mechanisms in series, such as the collective or cyclic chain of adjustments leading to the swash plate, the sum total of tolerances at the end of the chain must still fit within its specs. The tricky part is that each part can be within specs but unless they AVERAGE out to a much tighter limit the end of the chain may be impossible to fit into tolerances. We had to remachine several parts to fit within about half the listed tolerance to keep the end product within limits. That experience tipped me off to a similar dilemma at the Eckert Food Store Texaco Station Awning. We were surveying in the anchor bolts as they were set in concrete but when the support posts were put in place there was an unexplained gap. The answer was that each of the post plates were set to the contractors plus or minus specs, (too much plus or minus as it turned out). The glitch was that an average was assumed. Five of them all went to one extreme and the Sixth went to the opposite extreme. A welded extension on that one solved the problem. Just make sure that you keep tolerances within a tight range and that they don't all go to the same side of limitations.

MILITARY ACCIDENT REPORTS-PAY ATTENTION!

These are REAL accident reports from the Royal Flying Corps Monthly Safety Report- 1917

Avoidable Accidents:

1. The pilot of a Longhorn, with over 7 hours of experience!, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible, as recommended in the Aviation Pocket Handbook.
2. A B.E. 2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signalling to the gunners.
3. A Longhorn pilot lost control and crashed in a bog near Chipping-Sedbury. An error of skill on the part of a pilot in not being able to control a machine with a WIDE speed band of 10 mph between top speed and stalling speed!

HOW DID ANY OF THEM SURVIVE?!

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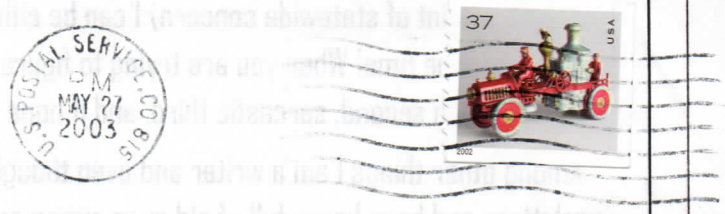

Mr. Byron McNew
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AND YOU THINK YOU'VE HAD A BAD DAY!

The May issue of the CPA Flight Lines contained a detailed article of a sequence of events that happened to pilot Ann Luce. Severely shortened story began with her leaving Tampa for PA, IFR. V35B hit by lightning, no apparent problem. All electrical failed during IFR approach next day, INCLUDING MAG COMPASS! She climbed out, found radios worked again, circled for second approach to 400 feet minimums, and landed gear up due to lack of enough electrical power to lower. Found that lightning had degaussed compass. A 24 volt alternator just installed by mistake in 12 V system fried wiring and radios. No other severe damage but several other people were late to her conference because airliners couldn't land on blocked runway. Plane de-winged, loaded on truck to be repaired. A few miles down road it fell off truck and rolled three times. The end.