EAA 1379 NEWSLETTER

February 2013

By Mike List

http://www.1379.eaachapter.org/

President:	**Dennis "Dizzy" Gillespie**	**dennisgillespie@bellsoutnet**
Vice President:	**Alan McLeod**	**5335airpark@bellsouth.net**
Secretary:	**Mike List**	**mmlistaj@gmail.com**
Treasurer:	**Bob Weseman**	**71card@bellsouth.net**
Young Eagle Coordinator:	**Jim Seeley**	**jwseel@comcast.net**
Technical Advisor:	**Joe Tierney**	**On Deployment**
Flight Advisor:	**Bob Woolley**	**woolleys@bellsouth.net**
Safety Officer:	**Sam Staton**	**pj260@bellsouth.net**

February 9 Meeting

ATTENDANCE:

- Dizzy Gillespie called the meeting to order approximately 10AM with a large crowd on hand. Thirty-three members were in attendance, plus five guests.

Great Crowd!

Brian Kraut's Mustang II

NEXT CHAPTER MEETING 9 MARCH 2013 AT NAS HALLER!
0900 PANCAKE BREAKFAST, MEETING AT 1000 FOLLOWED BY A PANTHER PRESENTATION AT DAN WESEMANS HANGAR !

REPORTS:

- Secretary Report – Mike List January minutes reviewed
- Treasurer Report – Bob Weseman
- Vice President Report - Alan McLeod
- President Report – Pat Lee

OLD BUSINESS:

- **Mike List** – Reading of the minutes and request for member input on updating contact data and website information.
- **Bob Weseman** – Chapter coffers have $1392.24 in checking and $280.14 in savings. New rubber stamp saves much anguish when endorsing checks! Reminder that $25 dues for 2013 are still welcome, a true aviation bargain.

NEW BUSINESS:

- **Dizzy Gillespie** – Welcomes all and introduces himself as the new Chapter President with a little personal aviation history. Highly recommends F-4 Phantom rear seat initiation flight for motivating a flying career. As one of his first official presidential acts, Dizzy issues a decree for a chapter "hook" to be applied by most junior member for dispatch of longwinded or otherwise undesirable speakers.

- **Dizzy Gillespie and Bob Woolley** - A warm and well deserved tribute to long-time chapter stalwart and former Haller Airpark resident Harry Hayman and his wonderful wife Ann was made on behalf of the entire chapter. For a lifetime of achievements in the service of his country and a variety of flying, building, and restoration activities, Harry was decreed an official Naval aviator and presented with the requisite wings and certificate of appreciation.

  Harry's certificate is featured elsewhere in the newsletter, and the fitting tribute as graciously delivered by Bob Woolley reads:

NEXT CHAPTER MEETING 9 MARCH 2013 AT NAS HALLER!
0900 PANCAKE BREAKFAST, MEETING AT 1000 FOLLOWED BY A PANTHER PRESENTATION AT DAN WESEMANS HANGAR !

"Tribute to Harry Hayman by Bob Woolley
February 9, 2013

Harry grew up on the outer banks of North Carolina, wandering the dunes and sailing the waters off Wanchese, NC, a stone's throw from Kill Devil Hill and Cape Hatteras. He learned the sea from his Dad while fishing off the North Carolina outer banks. As a young teen he yearned to fly for the Navy and soon learned to fly at a small local airport near his home. An eye injury during high school stopped his chances of becoming a Naval Aviator, but he never lost his love of flight.

As WWII arrived he joined the Navy and served as a Seabee in the Pacific. Being discharged from the Navy after the war he returned to North Carolina. The Korean war saw Harry enlist in the Coast Guard for several years. Taking his leave from the Coast Guard in the 1960's he donned the Merchant Marine mantel and began a long and successful career in that service. He began at the bottom of his craft as an engine room oilier and worked his way to the rank of Chief Engineer sailing on super tankers. His service brought him to Viet Nam to delivery fuel for that war effort and after his retirement in the late 80's was called back to service to assist in getting the reserve fleet up and running for our Desert Storm campaign in the early 1990s.

Harry's aviation career has seem him own numerous airplanes from Cubs, Cardinals, to Piper 235's. Two of his most prized aircraft were a straight wing WACO that he restored twice and a Fairchild 24 with an inverted Ranger engine. His last aircraft still flys at Haller, a Chilean Namcu that he dubbed the AM Special after his wonderful and beautiful wife Ann Maria. All this time he was able to obtain his A&P certificate and still find time to fly tropical fish from South American in round engine C-47 type aircraft.

Harry Hayman, long time EAA member, superb craftsman, pilot and gentleman. And a wonderful friend. "

NEXT CHAPTER MEETING 9 MARCH 2013 AT NAS HALLER!
0900 PANCAKE BREAKFAST, MEETING AT 1000 FOLLOWED BY A PANTHER PRESENTATION AT DAN WESEMANS HANGAR !

- **Dave Dollarhide** – Dave reported on January's Palatka open house which was a great success. With numerous aircraft arrivals and formation fly-bys by a variety of groups, this years event was reported to have served over 1200 meals! Everyone is encouraged to participate in next years event and volunteers are most welcome!

- **Jimmie Seeley** – Reminder of the next Young Eagles event planned for 11 May 2013. Weather day 12 May.

- **Alan McLeod and Bob Woolley** – This intrepid pair reported on the trials and tribulations that Alan has overcome in getting his Glasair project flying safely. A candid presentation taking us through the heartbreak of tail incidence issues, prop governor problems, and engine rebuilds, their honest talk serves as a good reminder on the value of the flight advisor program utilizing experienced pilots for first flights and potential pitfalls for pilots unaccustomed to the demands of their aircraft. Demonstrating commendable dedication to the project, Bob, Alan, and others worked together to overcome these challenges and reported that Alan has now safely soloed his Glasair and the aircraft has accumulated over 25 hours.

- **Pat Lee** – Joke of the day and a potential candidate for "The Hook".

NEXT CHAPTER MEETING 9 MARCH 2013 AT NAS HALLER!
0900 PANCAKE BREAKFAST, MEETING AT 1000 FOLLOWED BY A PANTHER PRESENTATION AT DAN WESEMANS HANGAR !

Safety Officer's Corner

First, a disclaimer – this is the first time I have ever tried to write anything for 'public' use, so please bear with me. This first time, I'm writing about what is on my mind at the moment. If, as time goes on, any of you come across something you would like to see shared with the chapter, PLEASE let me know about it!

Last month , Dizzy asked if anyone had ever experienced an engine failure. I suspect that a statement made about those who fly retractable gear aircraft (i.e. 'There are only two types of pilots who fly retractable gear – those who have landed gear-up, and those who will.') also applies to engine failures. There are those of us who have, and those of who will. Fortunately, I am in the second part of both phrases. There is NO guarantee, however that I, or any of us who haven't, will never experience an engine failure. Our engines are what the industry calls 'mature technology'. The dependability rate is, when you think about it, astounding. That is both good and bad. Good, in that failures are rare. Bad, also, in that failures are rare. This can allow us (i.e. me!) to become unconsciously convinced that it will never happen, and thus, it doesn't need to be worried about or planned for. This is not a good plan for aerial longevity. While it doesn't need to be obsessed over, the possibility needs to be considered – every time we fly.

Think back to your primary flight training – if you learned like I did, you were expecting some kind of engine-out drill almost every flight, and planned accordingly. The problem with that was that it only covered one of the three engine failure scenarios. Those are (in my fallible estimation) are: 1) takeoff, 2) cruise, and 3) landing. While none of them are pleasant to consider, the last two are much less dangerous than the first. While a failure in cruise or landing means you have some planning to do, you either have some time to plan or are already in the landing phase and are in the airport environment.

An engine failure at takeoff requires some very quick thinking and some very quick action. Consider – the aircraft is at a fairly high AOA, relatively low speed, and max power. These are maximizing almost all of the negatives we see in flying. When everything goes quiet, we have to move extremely quickly. First, move! When we experience an emergent situation, if we have not practiced the corrective action for it, our first reaction is shock, and the freeze that comes with it. That's why the military (for instance) drills almost incessantly. If you have practiced emergency recovery situations enough, corrective action becomes automatic. That is not to say that we, as pilots, have to practice engine-out procedures all of the time, but, at least to have thought seriously about it to have some kind of idea what we as PIC are going to do.

Remember the three rules – 1) Avigate, 2) Navigate, & 3) Communicate! Above all else, fly the airplane – even to the exclusion of the other two. They can be dealt with after. A failure at takeoff first requires a significant AOA change – something on the order of 40 degrees – from ~20 nose-up to ~20 nose-down. If this is not done in seconds (literally!), you will be in the first stages of a stall-spin situation. The goal is to get to best angle of glide speed as quickly as possible. Then, you can start to think about where to put it. Troubleshooting, at this point, is most likely relatively useless (depending on your altitude). The goal here is to get on the ground safely. Now, we have to discuss the 'impossible turn'. Whether or not this will be successful depends on a myriad of details. Most significant of those is the altitude at which the failure occurs. If you are at, or close to, pattern altitude, it

NEXT CHAPTER MEETING 9 MARCH 2013 AT NAS HALLER!
0900 PANCAKE BREAKFAST, MEETING AT 1000 FOLLOWED BY A PANTHER PRESENTATION AT DAN WESEMANS HANGAR !

may work. The only way you will know how your airplane will respond, is to practice at a safe altitude. If you are below 300'-500' AGL, my personal opinion is that trying it is an effective way to create an undesirable result. This situation is also affected by the airport you operate from. At Craig, an engine failure on takeoff from 5 or 14 might allow a 90 degree turn to the other runway. From 23 or 32, you are going into the airport surroundings. Last year, a banner tower went into a parking lot at Atlantic Blvd and St. Johns Bluff when his engine failed immediately after picking up a tow, near the departure end of 23. Not a desirable situation. Runway length is also a factor. With a 5000' runway, I can almost climb to pattern altitude and land back on the same runway. At Haller – no way.

Bottom line – these are my personal opinions, and we all know how valuable they are. What comes to mind is a friend of mine once said – "If the prop stops turning, title to this aircraft has just passed to my insurance company. My job is to arrange the delivery." Alive, of course, preferably uninjured.

That's all for this month. See ya'll at the meeting!

FAA and Sequestration

No doubt you've been over inundated lately with talk of the federal government "sequester" and its potential impacts to our daily lives. There are possible safety and regulatory issues coming for those of us who fly and build, from tower closures to FSDO slowdowns, so it behooves us to stay informed during the next few months while the various agencies implement their mandated cuts. As an example, Lakeland Linder Airport (KLAL), site of Sun-n-Fun with the event beginning on April 9th this year, is on the list for possible tower closings as early as April 7th. Not a situation any of us would want to come to pass. So cinch the straps a little tighter and stay informed as the situation evolves.

Members Projects

Bob Woolley's Panther

Bob is well known for his Flight Advisor service to our chapter and ever present position in RV formation flights. Perhaps a flying career was inevitable for him having grown up adjacent to the Sarasota airport at a time when P-51 Mustangs were milling about after having Cavalier conversions performed there. The sights, sounds, and smells of those historic aircraft have stayed with him ever since and still illicit a boyish grin at the memory. Having retired from a flying Air Force career and completing several high-performance amateur-built aircraft projects, Bob is uniquely qualified to function as one of several "Beta builders" to help proof a new kit aircraft known as the Panther. Conceived, designed, and being developed by Haller residents Dan and Rachel Weseman, the Panther http://flypanther.wordpress.com/ is a single-seat aluminum sheet and welded steel tube kit

NEXT CHAPTER MEETING 9 MARCH 2013 AT NAS HALLER!
0900 PANCAKE BREAKFAST, MEETING AT 1000 FOLLOWED BY A PANTHER PRESENTATION AT DAN WESEMANS HANGAR !

of economical construction that appears to nicely fill a niche between the Sonex two-seater and RV-3 single-seater. With folding wings, the option to store the aircraft at home or share hangar space is certainly attractive these days. Intended to be available in three versions, two of which are LSA compliant, a variety of engine choices are possible including the Corvair and Lycoming 0-320. To date Bob has pretty much completed the wings and much of the tail feathers, and has proven to be such a speedy builder that parts supply can't always keep up! Bob is very much looking forward to putting his 0-320 powered Panther through its paces in the near future.

NEXT CHAPTER MEETING 9 MARCH 2013 AT NAS HALLER!
0900 PANCAKE BREAKFAST, MEETING AT 1000 FOLLOWED BY A PANTHER PRESENTATION AT DAN WESEMANS HANGAR !

Events

- **EAA Webinar: "Ford Tri-Motor 101" March 13 9:00 pm** http://www.eaa.org/webinars/ to sign up.
- **EAA Chapter 193 Meeting: March 16 9:00 am at Craig Airport (KCRG) EAA Hangar (next to Sky Harbor FBO).** Featured program: Brown Aviation Supply
- **5th Annual EAA Chapter 977 Shamrock Fly-In: March 16 11:00 am at Cannon Creek Airpark (15FL) see flyer at the end of the newsletter**
- **RAF Weekend: March 23-24 at Blackwater Airfield (8FD3)**
- **EAA 193 Eagles Flights: April 6 at Craig Airport (KCRG) sign-ups begin at 0900 at Skyharbor FBO**
- **SUN 'n FUN International Fly-In & Expo: April 9 - 14, 2013 at KLAL** Not too soon to begin planning your visit to Florida's spring time aviation kick-off event and fill the traditional yellow bag.

Wants and Disposals

From chapter website moderator Chris Smith:

"Tom Benton . . . is ready to sell his 2003 RV-3 now, the one in the January "Brothers" story in Sport Aviation, and go on to light sport (he's 89). I don't think it's been advertised anywhere yet. He sez $45,000 firm. He can be reached through his wife's email at Claudet Benton claudet1564@hotmail.com "

Chris Smith has done an outstanding job updating and modernizing the chapter website. We've got quite a collection of members aircraft and projects, but we'd like to get everyone represented. Please take a moment and contact Chris ccsmith51@yahoo.com regarding your photo and detail submittals.

NEXT CHAPTER MEETING 9 MARCH 2013 AT NAS HALLER!
0900 PANCAKE BREAKFAST, MEETING AT 1000 FOLLOWED BY A PANTHER PRESENTATION AT DAN WESEMANS HANGAR !

The Dreamland Squadron

Takes Great Pleasure in Awarding the Title of Honorary Dreamland Naval Aviator to

Airman Harry Hayman

For Achievements as Follows:

FOR INTREPID AND CONSPICUOUS ACTION AS PILOT IN COMMAND OF NUMEROUS EXPERIMENTAL AND CERTIFIED AIRCRAFT DURING THE YEARS OF 1953 THROUGH 2013. AIRMAN HAYMAN WAS INSTRUMENTAL IN THE DESIGN, FABRICATION, FLIGHT TESTING AND FOLLOW-UP PRODUCTION OF A SERIES OF FLYING MACHINES, THUS ENCOURAGING COUNTLESS AVIATORS WORLDWIDE TO ACCELERATE THE GROWTH AND SOPHISTICATION OF AIRCARAFT SERVING AROUND THE GLOBE IN BOTH CIVILIAN AND MILITARY ACTION ALIKE. HIS DEDICATION TO DUTY, AND HIS CONSTANT DRIVE FOR INNOVATIVE AIRCRAFT DESIGN WERE INSPIRATIONAL TO ALL PILOTS WHO ENCOUNTERED HIM AND ENABLED A NEW BREED OF AVIATORS TO FOLLOW IN HIS FOOTSTEPS IN THE QUEST FOR HIGHER AND FASTER FLIGHT, AS WELL AS PERSUIT OF THE "FIFTEY DOLLAR HAMBURGER."

IN THE END, AIRMAN HAYMAN MEASURED HIS FELLOW MAN WITH A YARDSTICK OF FRIENDSHIP, COMPASSION AND PROFESSIONALISM THAT SET HIM APART IN THE "READY ROOM OF LIFE." HE IS BELOVED BY ALL. IT IS AN HONOR TO WALK IN THE FOOTSTEPS OF A MAN WHO STOOD TALLER THAN THE REST, IN A ROOM OF GIANTS. GOD BLESS YOU...AND ALL WHO HAVE GONE BEFORE YOU.

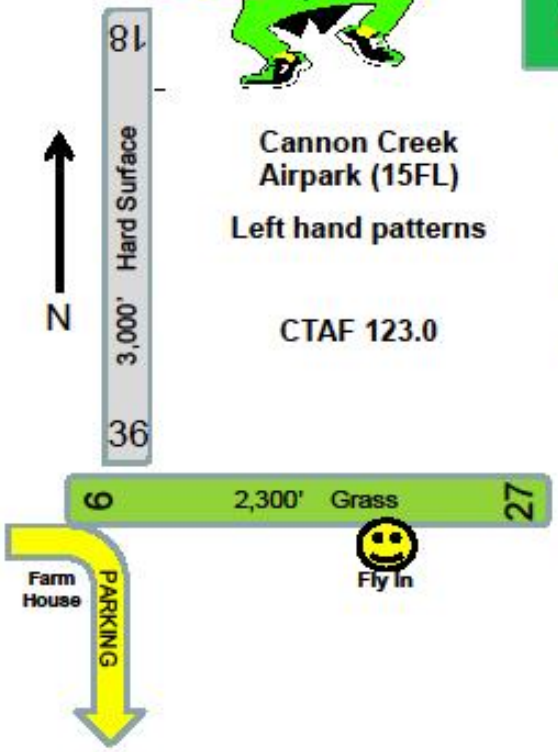
For the Squadron: Date: 2/9/13

Dennis Gillespie
Captain, U S Navy (ret)

NEXT CHAPTER MEETING 9 MARCH 2013 AT NAS HALLER!
0900 PANCAKE BREAKFAST, MEETING AT 1000 FOLLOWED BY A PANTHER PRESENTATION AT DAN WESEMANS HANGAR !

EAA Chapter 977
5th Annual
Shamrock Fly-In

Saturday March 16th, 2013



Cannon Creek Airpark (15FL)

Left hand patterns

CTAF 123.0

Come join the fun at our 5th annual EAA 977 Fly-In!

11AM – 2PM **(rain or shine)**

Only $7 for the best pulled pork you ever had, with sides, drinks, and dessert

New this year! $5 hot dog kids meal

EAA977.org
Lake City, FL
Info: 386-466-1871

NEXT CHAPTER MEETING 9 MARCH 2013 AT NAS HALLER!
0900 PANCAKE BREAKFAST, MEETING AT 1000 FOLLOWED BY A PANTHER PRESENTATION AT DAN WESEMANS HANGAR !