

EAA Chapter 122 Meeting Minutes
March 18, 2014
Hoss's Restaurant

The monthly chapter meeting was held at Hoss's Restaurant at 743 Wertzville Road in Enola, Pennsylvania on Tuesday, March 18th, 2014.

The November meeting of EAA Chapter 122 was called to order by Vice President Jim Trygg at Hoss's Restaurant at 1901 hours with the following members present: Laurence and Beth Benander, Dan Cassidy, Ed Crouse, Paul Furst, Judy King, Bob Maternowski, Larry Moore, Mike Parks, Jerry Rosie, Bill Schlak, Mike Spangler, Sandy Stilp, Charles Thiemann, Jill Thiemann, and Jim Trygg.

From the Boardroom:

Jim Trygg began the meeting by stating that Paul Furst has accepted the position of Technical Counselor. Paul has already scanned through the EAA Builders site on the Web and he meets most of the necessary requirements dictated by EAA Headquarters. Mike Parks replaces Tom Harry on the chapter board of directors.

Jerry Rosie proposed a correction to the February minutes concerning Bill Schlak taking over the board position while Jerry is in recuperation. Jerry will maintain his board position while Bill Schlak will become the chairman of the program and location committee.

Bill Schlak accepted the responsibility of being the custodian of the chapter projector and movie screen.

Since Ed Jensen was still busy calculating tax refunds for people, Jim Trygg presented the treasurer's report which showed a final balance of \$11,147.02. The treasurer's report was approved without comment.

Mike Spangler announced that Lee Geisler will be replaced as the chairman of the membership committee. The chapter needs a volunteer to take over as chairman.

Mike Parks announced that the EAA Ford Trimotor is completely booked until AirVenture in July. Due to the popularity of the Trimotor, EAA headquarters is looking into buying a second Trimotor.



The Boeing B-17 is also booked until AirVenture 2014. However, the aircraft may be available to this chapter in October. The aircraft will be in Frederick Maryland during that time and may visit Harrisburg for a day or two. EAA has made the decision not to book the B-17 for mid-week flights.



Mike Wilson has moved permanently to Fort Myers, Florida.

Jim Trygg met with the web site task force (Mike Marra, Charlie Thiemann, and Jon Still) and announced that there has been progress on the chapter web site. The site will not have a chat room since the web host cannot handle that function but it does offer forum capabilities. Charlie downloaded and set up the Forum app on our web site as a trial. Please give it a try and let us know your experiences with it.

Jon Still created a chronological list of coming events on the chapter web site. This list has a link to the event description page and the calendar.

Jon Still is also looking into adding an E-mail notification procedure when events get added, deleted, or changed.

Committee Reports:

Jon Still, Young Eagles Chair,

While Jon was not present at this meeting, Jim Trygg announced that Jon has scheduled a Young Eagles event for Saturday May 24th. He needs ground handlers and pilots for the event which will run from 8:00AM to 1:00PM.

Charlie Thiemann, Activities Chair,

Charlie has a bus reserved for Saturday April 26th for a tour of Lakehurst, New Jersey that Jon Still has organized. The bus company requires at least 50 seats be filled in order for them to make a profit. This chapter is also talking to Gettysburg Chapter 1041 and Slatington Chapter 855 to see if they may be interested.

Charlie will need \$55.00 per interested party by April 3rd. He will hold the checks until the departure time to ensure that there was enough interest to pull off the



tour.

Hindenburg Gondola Crash Site

Charlie Thiemann's address is:

Charles Thiemann
5307 Spring Road
Shermans Dale, Pennsylvania 17090

Now that the weather is more cooperative, fly-outs will resume and will be announced as to date and destination.

Chapter 122 is contemplating sponsoring chapter functions such as an ice cream social fly-in.

Membership Committee

Mike Spangler announced that Lee Geisler will be replaced as the chairman of the membership committee. The chapter needs a volunteer to take over as chairman.

Fundraising Committee

No report

Old Business:

Jim Trygg announced that the chapter still needs a Flight Advisor. EAA headquarters requires that each chapter have one. Anyone interested in this position should contact any Chapter 122 officer.

New Business:

Sandy Stilp announced that Mike Spangler's company provided the wooden frames for the nine flags that hang on the newly-commissioned United States Navy ship, the U.S.S. Somerset. The ship was named in honor of the location where Flight 93 crashed during 9/11.



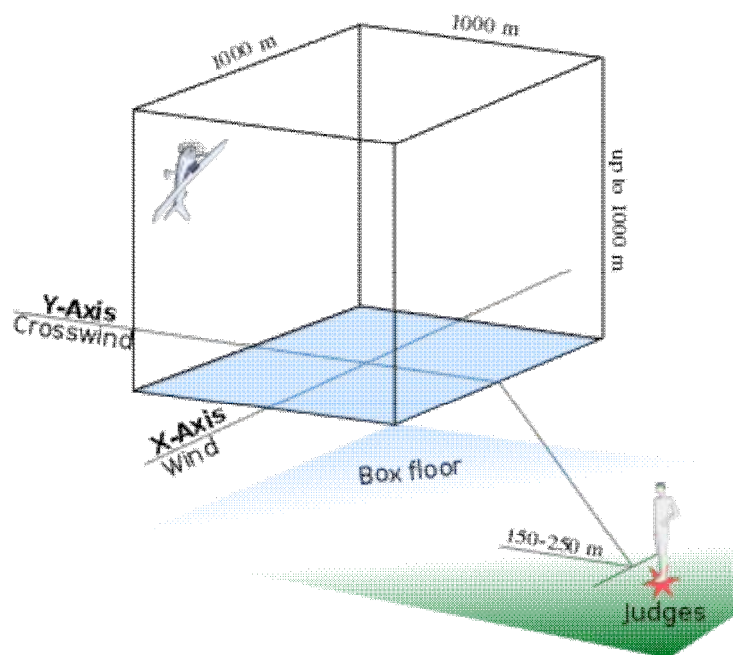
Larry Moore and Ed Crouse had books and pamphlets that chapter members can choose to pick out. Any items left over will be available for the Young Eagles on May 24th.

Jeff Probasco suggested that the chapter have a question and answer period during our monthly meetings.

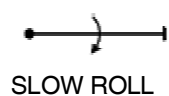
There being no further business to bring to the membership, the official meeting was adjourned at 1941.

Post-meeting presentation

Larry Bashore gave an excellent presentation on competition aerobatics. Since few chapter members have ever flown aerobatics, all this information was new to us. Not only did Larry give a great talk, he also provided schematics of the maneuvers and what the judges are looking for during competition.



The paragraphs that follow describe some of the aerobatic figures that appear in aerobatic sequences. They show the Aresti symbol, give the name of the figure, and provide a short description of some of the things the judges look for in the figure.

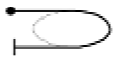


The Slow Roll requires that the aircraft roll without changing its flight path. Judges will deduct points if the aircraft changes direction in the roll, pitches up, or down, or changes rate of roll during the maneuver.



LOOP

A loop requires the competitor to fly a perfect circle in the sky regardless of wind conditions. Judges will deduct for variations in the radius of the loop and for changes in roll or in heading.



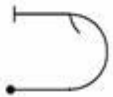
TURN

The competition turn requires the pilot to roll on heading to a bank of at least sixty degrees, immediately begin a constant rate change of heading without climbing or descending, stop after 90, 180, 270, or 360 degrees of turn, then roll on heading to level flight. Judges deduct for inadequate bank, changes in rate of turn, climbing or descending, and finishing off-heading.



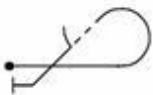
SPIN

The spin is a controlled maneuver in which the airplane essentially falls downward while rolling and yawing at the same time. Judges look for the nose and a wing to drop together, at the same time, in the entry to the spin. They look for a clean vertical down line after an exact number of quarter-rotations.



IMMELMAN

The Immelman is a half-loop up followed immediately by a roll to upright. The half loop up must have constant radius. The roll must occur on a level line without delay after the half loop up.



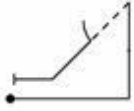
HALF-CUBAN

The Half-Cuban requires a five-eighths loop of constant radius. The pilot must draw a forty-five degree line and center a roll to upright on that line. Judges deduct for changes in radius, steep or shallow lines, and rolls not centered on the line.



GOLDFISH

For a goldfish the competitor flies two forty-five degree lines connected by a three-quarter loop. Any rolls must be centered on the lines. The loop must have a constant radius.



WEDGE

The wedge has a vertical line and a forty-five degree line. Judges deduct if the airplane is not vertical. If the airplane is slightly on its belly they call it “positive.” If it is slightly on its back they call it “negative.”



HAMMERHEAD

In the United States we call this a “hammerhead.” Elsewhere it’s described as a “stall turn.” The competitor flies straight up until the plane slows nearly to a stop, then turns the plane on the yaw-axis, with the rudder, and flies straight down. Judges deduct points if the plane rolls or pitches during the turn.



SNAP ROLL

A snap roll is a very fast roll caused by rapid change in pitch and yaw, not by the ailerons as in a slow roll. Watch to see the nose move up abruptly just before the rotation begins.



INVERTED LINE

Inverted flight: The Aresti symbol will show a dotted line whenever pilots must push the nose away from them to maintain the flight path. A "push" forces the pilot out of the seat and into the restraining straps.



ROLLING TURN

A Rolling Turn will have one or more rolls integrated with the turn. The rolls may be inside, in the same direction of the turn; outside, in the opposite direction of the turn; or alternating inside and outside. The rate of turn and the rate of roll must be constant. Both the turn and the rolls must end at the same time after 90, 180, 270, or 360 degrees of heading change.



FOUR POINT ROLL

Point roll: Rolls may contain hesitations, or “points.” A two indicates hesitations every half roll. A four every quarter roll, and an eight every eighth roll. The pilot must pause the same amount of time at each point and move between points with a constant roll rate. The points should look like the ticking of a clock.



TAIL SLIDE

In a Tail Slide the airplane will briefly fly backward. The competitor flies a vertical line up until gravity begins to pull the airplane back down tail-first. The pilot must cause the plane to flip nose to tail wheels-down (positive) or wheels-up (negative) after sliding at least one-half the length of the fuselage. The pilot must fly a vertical line down before resuming level flight.



NEGATIVE SNAP