

Greater Savannah Chapter 1514 EAA, Inc.

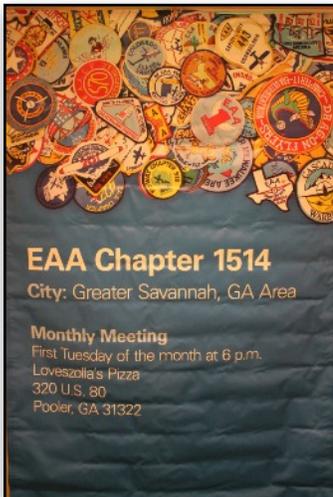


Volume 6, Issue 1

Newsletter

January 2016

"To promote, encourage, and facilitate in a harmonious and inclusive manner all recreational aviation activities with an emphasis on education, safety and fellowship".



Above: Chapter banner provided by EAA national headquarters.

Below: Gift table...before the fun began.



Above: This poster, mistakenly thought to be decoration, was part of the gift exchange.

2015 Holiday Party

Photos courtesy of Gary Arms

Right: Everyone, almost, was all smiles for the group photo.



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EAA Chapter 1514 meets the first Tuesday of every month at 6:30 PM at Lovezzola's Pizza, (328 US Highway 80, Pooler. 912-748-6414) or at an offsite location as dictated by that month's program.

The January 5, 2016 meeting will be at Lovezzola's. Plan to arrive at 6pm, so you have time to order and eat dinner before the meeting begins. January's speaker is Dr. Stephanie Plummer, a regular on the Airline Pilot Guy podcast.

See [Upcoming Programs](#) for details.

The deadline for the February 2, 2016 newsletter is: Close of Business, January 22, 2016.

Upcoming Programs and Events

Gary Arms, Program Chairman

January 5, 2016: Dr. Stephanie Plummer, a regular on the Airline Pilot Guy podcast (airlinepilotguy.com), will speak via Skype at our January 5th meeting. Her topics will include recent 3rd class medical developments, night flying, hypoxia, and visual illusions and other types of disorientation and the reasons for why they occur.

Fly-Ins

U.S. Sport Aviation Expo

January 20-23, 2016

Sebring, FL

Sun 'n Fun International Fly-In & Expo

April 5-10, 2016

Lakeland, FL

Hangar Space

The Metter Municipal Airport (KMHP) has hangar space available at \$110 and \$140 per month.

If interested, contact John Jones at [912-682-0634](tel:912-682-0634).

Design Group Minutes

December 8, 2015

In Attendance:

Doug McKissack
Joe Buttner
Swaid Rahn
Esteban Villa
Willard White

We didn't accomplish any of our stated objectives but we did have a very interesting evening. Swaid presented some detailed pictures of his Cassutt 3M Sport and we asked a hundred or so questions. Cassutts have been around for over 50 years and they're still popular on the racing circuit. Swaid wants to race his and he intends to lap Reno at over 200 mph in his rookie year.

At the least, Swaid will fabricate a new fuel tank, re-cover the fuselage, and repair the tail wheel before flying. Other high priorities are to modify (remove) the seat, rebuild and modify the engine, and design & build or purchase a racing prop. Other projects include adding wingtips to ameliorate the speed loss in the turns, reduced cooling drag, improved fairings for the landing gear, removing the canopy and turtle deck and replacing with a more streamlined version. Some of these projects will be more rewarding than others in terms of speed gained versus invested time and money. Most rewarding, in my opinion, will be work on the engine and propeller.

The performance of the stock airplane is very impressive, it's a new paradigm for most of us. The airplane is so small and slick that even a slightly modified O-200 with a well matched prop can drag it along at 220 smph. The F1 "race track" at Reno has 4,968' straightaways and 2,041' radius turns. The anticipated 3g turns will drag the speed down to 190 or so and the straightaway is covered in 16 seconds or so as the airplane accelerates to about 210 before the next turn. The RPM the engine and prop turn is breathtaking - from perhaps 3,650 to about 3,900 rpm and the (56") prop tip will be approaching M.92. These are parameters we've never seen before and it was great fun trying to get our heads around it.

Swaid also tufted up the top of his PA-24-250 and mounted a GoPro camera on the top of the tail fin. He showed us the movies of the yarn flailing around behind a row of antennas and the upper rotating beacon - very interesting!

December 22, 2015

In Attendance:

Esteban Villa
Willard White

Esteban brought a newly formatted weight and balance and some other documents. The good news is that the wing is about seven pounds lighter than our earlier estimates. The bad news is that the fuselage is rather porcine at 141 lbs. Additional bad news is that we still don't have all the fasteners, cables, wires etc. included. More bad news is the cg is perhaps two inches forward of where we would like. We worked on the wing section and we're fairly comfortable with the firewall forward numbers. This is a summary of a many page document.

X Weight & Balance Summary 12-23-15

Engine	171	55	9405
Prop	6	46	276
Spinner	1.5	43	64.5
Cowl	8.4	55	462
Wing	97.8	108.5	10611.3
Fuselage	141.1	111.3	15704.43
MLG24	93	2232	
NOSE wheel	12	58	696
H tail	15	212.8	3192
V tail	8	208.9	1671.2
Misc.	10	88	880
	494.8	91.3	45194.43

FWD CG Pilot	140	108	15120
Fuel	96	99	9504
bags			127 0
	730.8	95.5	69818.43

AFT CG Pilot	200	108	21600
Pax	200	108	21600
Fuel	11	99	1089
bags	20	127	2540
	925.8	99.4	92023.43

We moved the fuel pumps to ahead of the firewall.

In the future we will have to expand the W & B document to include the Buttline, Waterline, part number and drawing number of every component on the airplane. Esteban also brought the JASC code document so we can begin assigning part numbers and drawing numbers.

We'll meet next on 12 Jan. 2016. Objectives: Review the W & B document - particularly the fuselage section - with an eye towards reducing weight. Proceed with the horizontal stabilizer and vertical stabilizer. Make some progress on the Silver Chain.