

The FlightLine

Next Meeting September 20th! Gotta Be There Or Else!

September, 2008

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 9:30 AM 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



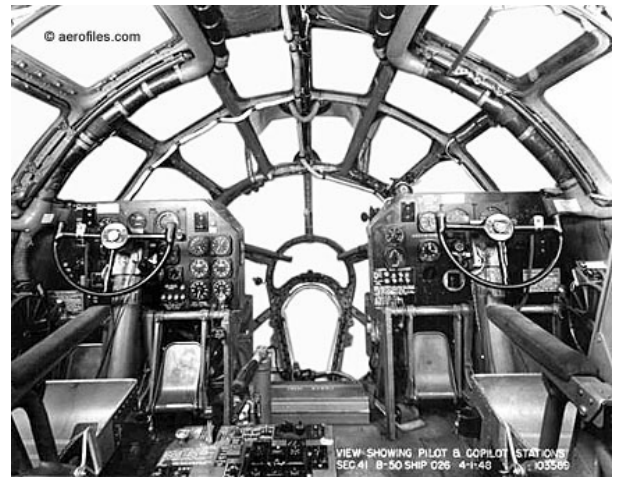
IN MEMORIAM: GEORGE CHARNEY

Chapter 40 has lost another fine member, an active participant at our meetings, and a part of aviation history. **George Charney** has passed away, and with him a great example of the spirit that made EAA what it is.

George was born in Hinsdale, Illinois in 1928, eventually serving as an Air Force Strategic Air Command bomber pilot during the Korean War years. George flew the B-50, the last piston engined nuclear bomber, which was also the final variant of the Boeing B-29. Stationed in England during the dangerous days of the Cold War, George's bombing missions in time of war would surely have taken him into the hottest of hot spots, Eastern Europe and Russia. Thankfully for EAA Chapter 40 and all of humanity, George never had to use the B-50's nuclear weapons.

Moving to the Los Angeles area in 1960, he became involved in the real estate industry, owning and managing rental properties. In 1963 he married his wife Ann, and they lived together in the beautiful West Hills section of the Valley. Never losing his love of aviation, George was an enthusiastic member of EAA Chapter 40. He will be remembered as the tall distinguished man with a big smile, walking around in a comfortable pair of shorts no matter what time of year it was. George went several times to Airventure Oshkosh, and like so many others had plans to build and fly a homebuilt motorglider in his retirement years.

Chapter 40 will miss George Charney, his enthusiasm, and his goodwill toward aviation. But we also know he's happily working on that motorglider project in the EAA chapter in heaven, in a pair of comfortable shorts, with a great big smile. Godspeed George, we're richer for having known you.



Boeing B-50 Cockpit, Pilot and Co-Pilot Positions

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

Next Young Eagles Event September 27th

Please take a moment to schedule a little time on September 27th to participate in **Young Eagles**. We'll be a little short handed because several regular YE participants will be attending the Cruisin' For a Cure show that day.

In August, we flew approximately 30 kids in warm but clear weather. The event was a success, but we need more publicity and more community involvement!

Please join all of Chapter 40 in thanking the pilots and ground volunteers who participated in the August event.

Next Chapter Meeting Sept 20

This month's meeting will be September 20th, at 9:30AM at Rocky's Restaurant at Whiteman Airport. We'll be discussing recent aviation events, air safety, members' projects, and much more. Be sure to attend!

Reno Air Races

The 45th Reno Air Races finished on September 14th. Unlimited Gold was won by **Tiger Destefani** in Strega at 483 MPH, Formula One Gold was won by **Steve Senegal** in the Arnold AR-6 at 246 MPH, Biplane Gold was won by **Tom Aberle** in the Mong Sport at 251 MPH, Jet Class Gold was won by **Curt Brown** in his L-29 at 507 MPH, the T-6 Gold was won by **Ken Dwelle** at 244 MPH, and the Sport Class "Super Gold" (whatever that means) was won by **Jon Sharp** in the Nemesis NXT at 392 MPH.

"**The Bearcat Blew Up...**" is a fairly common phrase spoken *oh so many times* over the years for air race fans. In one of the most disturbing "traditions" in the history of Reno, the #77 Rare Bear "blew up" again, and was not a contender in the Unlimited Gold. Maybe a little purple colored paint would help ...

"**What a Drag!...**" Of interest to clever homebuilders and those wishing to go fast on a budget, the Formula One race winner achieved over 1/2 the race speed of the Unlimited race winner, on just about 1/25 of the power (120 HP for an over-spiced O-200 in an F-1 and 3000 HP for an over-boosted Merlin).

The Biplane winner had a faster race speed than the F-1 winner, a very rare if not first-ever feat...



but the Biplanes have 60+ more horsepower than the midgets. The T-6 has a 600HP R-1340 radial (routinely tweaked for more) and winning speed was 2 MPH slower than the F-1's. If you believe the reports about the Nemesis NXT Lycoming 540 derivative putting out 600HP, then the same amount of power pulling a T-6 through the air at 244 MPH pulled Jon's wicked little Sport Class racer about 150 MPH faster. But considering the difference in size, weight and an enormous drag difference, this author estimates that it would take somewhat less than 600 HP to pull the Nemesis NXT along at 392 MPH. The NXT with retractable gear and the same wing area as the original Nemesis 1 F-1 racer, probably has similar total drag as the single place fixed gear racer.

Nemesis 1 was entirely capable of 300 MPH in level flight on about 120-125 horsepower, so the author's SWAG guess is that only a mildly massaged race-tune on the standard 350 HP Lycoming 540 (say 400) would be capable of dragging the NXT along at nearly 400 MPH.

So what's the big lesson Reno teaches us? Let's open up the fortune cookie and find out... "Horsepower necessary to get race plane in air, but drag far more important factor in actual race speed" Oh, hang on a minute here, there's another fortune cookie on the table... wonder what it tells us... "Lot of horsepower cost lot of money and little reliability... little drag cost little money and lot of sandpaper"

Cruisin' For a Cure 2008 (Reprinted from Aug. 2007 FlightLine)

September 27th is the date for 2008's Cruising for a Cure event. We urge all male Chapter 40 members to attend this event, where you 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. Here is some more information from www.Cruisinforacure.com :



Cruisin' For A Cure is the world's largest one day charity custom/classic auto show with over 3400 vehicles on display, over 200 vendors and exhibitors, and a mile and 1/2 cruise route. Cruisin' For A Cure is a registered non-profit California organization. All of the individuals that organize the show, handle show day logistics, and generally help make this event a success, are doing this voluntarily in addition to their "day jobs". Unlike many other automotive fundraising events, *none of the money goes to a car club, promoter, or "administrative overhead".... There are none!*

Thus, you can be assured that your donation goes directly to prostate cancer research. (snip) Prostate Cancer will strike over 189,000 men this year alone. Of these men, over 31,000 will die. That's one man every 12½ minutes! Husbands, fathers, sons, and brothers.....in many cases it could have been prevented with regular precautionary checkups. We men tend to figure, "it won't happen to me" or, " well, I'm busy now, but I'll check into it later." Later could be too late. After all, don't we regularly do tune ups and other precautionary work on our cars in the hope of preventing major repairs later? Your body deserves no less. And the truth is, the testing is painless, not embarrassing, and could save your life. Just ask any of the guys you will see at the show wearing the blue "Survivors" shirts. They will tell it to you straight.

While you are at the Cruise, please visit the large medical motor coach and take advantage of this free (PSA) test. It is a simple, painless blood test.

Sincerely, Ross Kroenert
V.P., Cruisin' For A Cure



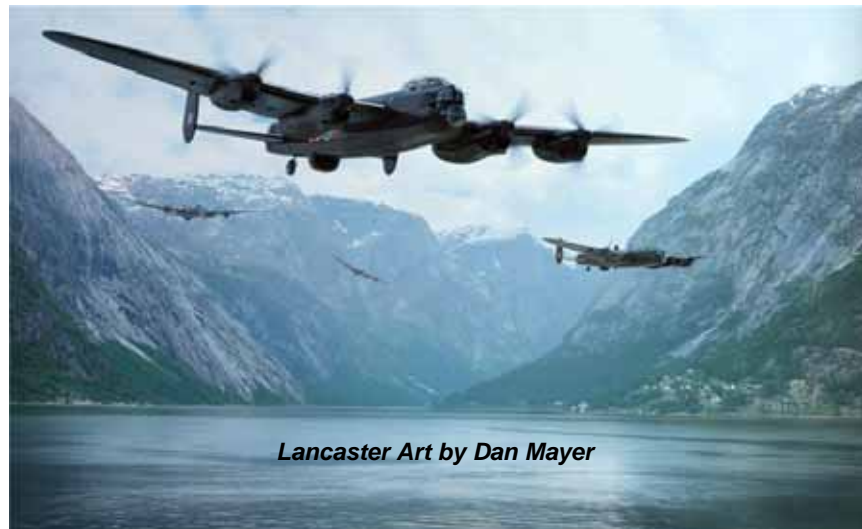
REPUBLIC P-47 THUNDERBOLT

P-47 Art by Mike Kloppenburg

Third Important Fact About September 27th !

Please join the entire Chapter 40 family in wishing our own El Presidente **Charlie Ducat** a happy birthday on Sept 27, 2008 ! Charlie is an *exceptionally* active and successful president for Chapter 40, with several important projects progressing under his leadership. His is of course an un-paid position, with many demands on his time, little thanks, and he manages to remain enthusiastic for the benefit of our group.

Charlie has always maintained a strong focus on air safety, for our chapter members and aviation in general. Please take a moment and think of how much less active, less successful, and less enjoyable our chapter would be without Charlie's enthusiasm and efforts. Our chapter is very fortunate to have him... somebody please find a pair of leg shackles so we can chain him in that position permanently!



Lancaster Art by Dan Mayer

Speaking of Gold !

Please join all proud Whiteman Airport denizens in congratulating Whiteman's own **Craig Schultze**, whose Lancair 320 won the Gold Lindy Grand Champion kit built at Oshkosh 2008! Craig had won the Bronze last year. He flew home with no idea that his aircraft had won any award... so he had to look on the internet to find out that he had won the big one. Craig is one of the "fast cats" at Whiteman, a group of Lancair/Glasair/EZE speed freaks on the North end of the airport who go very fast and fly very close formations. Charlie has spoken to Craig and asked him to speak at one of our meetings. If he is not able to come this month he will come next month to speak.



Safety, Sanity, Stewardship... and the Lack thereof

This is serious, and represents an even more serious threat to our ability to build and fly experimental aircraft. Recently, there was a multiple fatality experimental aircraft crash near North Las Vegas. A Velocity was being test flown within the first few flight hours of its maiden flight. Unfortunately, make that **unforgivably**, the aircraft was flying over the greater Las Vegas metropolitan area during these critical first few hours. Something (as yet to be determined) went wrong, the airplane departed controlled flight, and crashed into a house killing two occupants inside.

In addition to the tragic loss of innocent (meaning non-aviation) lives, the fallout from this incident is causing an enormous amount of trouble. One apparently pompous and self-important airport manager has found his ticket to fame through this tragedy, and has called for a total ban on experimental aircraft at “his” airport. Others will certainly try to use this event to further their political careers and get some camera time out of this as well.

At the bottom of all this posturing and mugging for publicity stands (what is likely) a **clear violation** of both common sense and the FAA’s quite justifiable restrictions on the flight testing of homebuilt airplanes. Apparently at least one person and perhaps others agreed to conduct this flight over a populated area, putting not only themselves at risk but putting all of us at risk too.

As EAA members and homebuilders, we have a greater responsibility than ever before to be **good stewards** of the freedoms we have. We are able to do things in America that others cannot... but one stupid and careless decision like this, by any one of us, can ruin it for everyone. The FAA’s rules for “flying off the time” for 40 hours on an experimental aircraft are **safe, sane**, and *deserve* our compliance on a mechanical level every bit as much as on a regulatory level. It’s on our watch folks... do not ever allow anyone to bend these particular rules or to “fudge” on the 40 hour the test program. Even if the aircraft has 100 hours on it, if you see a questionable experimental aircraft being operated over a populated area or in an unsafe manner, you’d better do something about it. If someone puts a new rocket engine on a homebuilt with hundreds of hours of safe flight time on it, it’s a brand new experimental all over again; you and I both have the responsibility to see that it is not in a position to come down in someone’s house.

Once upon a time you could test fly an experimental out of Camarillo, Fox Field, Rosamond... and it was considered to be in a pretty much fail-safe remote area. Those days are gone and those airports are all partly surrounded by housing or shopping centers now. A Chapter 40 member landed on a house in “remote” Rosamond, the city of Lancaster has gotten a *lot* closer to Fox Field, and the largest “outlet” shopping mall around now borders Camarillo airport. Those of you building aircraft, please choose a more remote location like California City, Mojave, or El Mirage. If you absolutely must fly out of Fox Field, Rosamond or Camarillo, conduct all of your flying **including the traffic pattern** over the un-populated quadrants... and far enough away from houses that they can’t hear the impact. I won’t endanger your ability to fly a homebuilt airplane, don’t endanger mine!



*The plane crash on the left in a farm field is tragic because several years of one man's efforts were destroyed. The plane crash on the right is tragic because it could destroy **everyone's** ability to build and fly an experimental aircraft.*

Aerodynamics Quiz

By Doug Abney

T or F: Parasite drag is caused by the production of lift.

T or F: The design maneuvering speed (V_a) of an aircraft is the maximum airspeed at which and aircraft may be safely stalled.

T or F: The aspect ratio is the ratio of the span of the wing to its camber.

T or F: Flaps modify the airfoil shape by increasing the chord of the wing.

Answers on back cover

Rock and Roll ... Aviation style!

For any Chapter 40 members who are interested in a trip back 20 years, back to those good old days of hard rock music, good looking long-haired lead singers you either wanted to be or to be with, loud drums on top of screaming guitars... but maybe with an aviation connection this time around... boy do I have good news for you!

Chapter 40 is fortunate enough to have in our ranks one of those jealousy-inspiring rock singers from those not-so-innocent days called the 80's. Our own Super-Quickie builder **Ron Weiss** happens to be the alter-ego of **Ron James**, the lead vocalist of **Vendetta**, one of those archetypical hard rock bands that defined youthful night life in the 80's. Vendetta sold thousands of records, making the girls scream and the boys jealous in hundreds of clubs, concerts and shows. Now with the maturity and clarity of 20 years' time, Vendetta has reunited to do a small number of shows for their loyal original fans, and new fans who never got a glimpse of what the legendary rock scene was like back then.

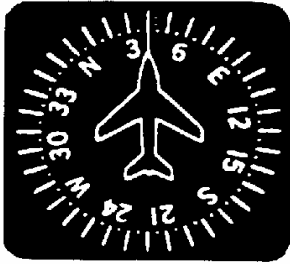
This ain't gonna be no quiet, sedate, 'elevator rock' kind of deal, kiddies!

The local show in Los Angeles is on October 10th at The Mint (on Pico Blvd. at Crescent Heights near West Hollywood) at 10PM. Get your leather pants and sky-high hairdo equipment out of the closet and enjoy some good old fashioned Rock 'n' Roll. For more information, e-mail Ron at ronweiss4@gmail.com.



Crimson Komet art by Gareth Hector

EAA Chapter 40
c/o Dave Kolstad
8860 Shoshone Ave
Northridge, CA 91325



The FlightLine

Newsletter Editor

Bill Berle victorbravo@sbcglobal.net 818-701-6801

Odds and Ends and Ads and Fads

ANSWERS to Aerodynamics Quiz :

- 1) False—Parasite drag is caused by the friction of the air flowing over the aircraft and is not related to the production of lift. Parasite drag increases proportional to the square of the airspeed.
- 2) True—This airspeed is not marked on the airspeed indicator but can be found in the aircraft POH. For aircraft without a POH it is generally about 1.7 times the normal stall speed. When flying into turbulence it is recommended to slow to V_a .
- 3) False—The aspect ratio is the ratio of the span of the wing to the CHORD. Generally, the higher the aspect ratio the more efficient the wing (ex. U-2). Structural considerations usually limit the aspect ratio. Sailplanes typically have the highest aspect ratios.
- 4) False—Flaps increase the CAMBER of the wing which increases both lift and drag. When an airplane POH recommends using a certain flap setting for takeoff, it is because the flaps at that setting produce more lift than drag so a shorter takeoff can be achieved.

