



North San Diego County Vernon Payne Chapter 286

President: Bob Wilson Vice President :Mike Talmadge Secretary: Dave Leedom Treasure: George Pruitte

Minutes from the January 3, 2008 Meeting

The meeting was called to order at 19:02 hours by President Bob Wilson.

President Wilson raised the question as to whether all members were receiving the newsletter. Glenn Snavely and some other members indicated that they would prefer to receive the newsletter in printed form rather than e-mail. Provision was made to deliver the newsletter by U.S. mail to those who requested it.

Treasury: George Pruitte reported that the chapter financial account remains stable at about \$ 1,100. Small charges for insurance and room rent are anticipated in the near future.

Glenn Snavely recounted the gift of a box of chocolates to Obee and Joe as a token of appreciation for their activities in facilitating the EAA presence at Palomar Airport. The chocolates were accompanied by a card signed on behalf of the membership and were warmly received.

Certifications: Alan Purdy reported three likely and four possible certifications this month of ultralights to light sport category. Two of them are Challenger-2s, two passenger trainers, one is a Grands, and the other is a customized product. An esoteric discussion then followed regarding mechanics' certifications required for passing on modifications to light sport aircraft.

President Bob Wilson then announced that the Aircraft Owners and Pilots Association (AOPA) had invited the EAA members to attend an aircraft safety seminar entitled "178 Seconds to Live." The seminar was scheduled for the same meeting room on the following Thursday at 7:00 p.m. The speaker: Bill Wilkerson, a former Airbus pilot and pioneer in the field of spatial disorientation.

Members who attended that meeting were treated to vital information on the skill of recovering from deadly spatial disorientation following loss of sight of the horizon. Members who missed the presentation would be well advised to download the article: 178 Seconds to Live, FAA Aviation News, Jan-Feb 1993.

Greg Buttler suggested it was about time for a tour of member projects, possibly in March. George Pruitte brought up the possibility of a flight to Chiraco Summit and a visit fo the Patton Museum. These ideas will be developed.

The speaker was our new member comander Steven Carro, a Navy air retiree with 24 years of service. The journey began with training leading to a solo flight in a T-34 Bravo. This was followed by advancement to jets and then to mastery of precision aerobatic flight and qualification for a commercial instrument rating.

Steve went on to discuss the performance of the various craft he flew in the course of his remarkable career.

Of particular interest was the subject of airframe degradation under combat. Steve related a secret mission in which he flew A4 Skyhawks to Israel at the time of the 73 war between Israel and the combined forces of Egypt and Syria. The Israeli pilots pushed their Skyhawks to the very limits of airframe endurance, resulting in tail assembly fracturing. The delivered U.S. jets were to provide a source of tail assemblies.

Steve emphasized the importance of detailed examination of airframes for cracks, particularly those developing around stressed bolt holes. Procedures to minimize crack propagation from these holes were described.

Steve also participated in the development of anti-aircraft missile systems. He was involved in programs to develop realistic targets with which to test the performance of missiles in combat. He also worked on the design of missile system flight simulators.

Steve concluded his nostalgic foray into the past with an account of a recent flight in an ultralight and a chance meeting with an ardent proponent of ultralight helicopters. Steve has helicopter certification and it is obvious in which direction his quest for adventure will lead.

The meeting was adjourned at 20:58 hours.