

**Experimental Aircraft Association
Chapter 701 – Mansfield, Massachusetts**



**April 2007
Newsletter**

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From the Newsletter Editor's Coffee Table *by Kevin Buonagurio*

Yes that's correct. I'm writing this segment from the comfort of my couch, with my laptop firmly seated on my coffee table. It's a gross Sunday morning (April 15th). It is supposed to be Spring, but I'm not entirely sure that it is. Temps have been in the 40's, it's been dark and gray, there's been a bone-chilling wind. What the heck?!

Okay so there really is a point to this article. I'm trying to coagulate my thoughts of how this Spring's lousy weather and disappointment has translated in our existence of 701. Our chapter's spring has been much like the weather...lousy. We cancelled the March meeting due to inclement weather, which, from what I understand has only occurred a couple of times in the history of the chapter. We've been having a tough time trying to get ourselves going in the process of planning out the year. Attendance at meetings has been ho-hum. There is debate over whether to change the format of the holiday party (or have one altogether). Needless to say, we have some things to work on.

So, it's now time to tie this back to the weather. I've just about given up on the spring. I've got tomato plants that I'm starting in my basement, and I'm just assuming they'll never go outside. I built a shed that has been 80% done for 4 weeks, but there hasn't been a nice enough day to finish the stupid thing. I'm feeling a bit beaten down. The same is somewhat true for 701. We've been (in my opinion), limping along the last couple of meetings. It seems that maybe we're all beaten down by the weather or other things going on in our lives. It's tough to feel committed to this lately.

Silver lining? YUP, there IS a silver lining. This weather is going to break. We will all get another shot at reviving ourselves from the winter/spring blah's. We will be able to work in the yard, or go for a walk, or not have to dress in 17 layers to prepare for whatever temperature we might face, or maybe even get a flight hour or two in! I believe the same is true for our chapter. We have an opportunity to re-energize and focus ourselves on some of the key things that define us during the year, such as the fly-in and young eagles. It's also a chance to come forward with new ideas of activities we can do as a chapter...or maybe to sit down and write a column for the newsletter (HINT HINT!).

I'm going to keep an open mind about the weather, AND the chapter. Both have to be heading in the right direction soon.

Visit us on the web at www.eaa701.org

Don't forget! - Young Eagles in May

There will be a Young Eagles event to be held on Saturday, May 19th with a rain date of Sunday May 20th. More information will be provided at the next meeting and details will be finalized as we get closer to the date. We will need pilots and ground volunteers for this event. If you have questions about the event or would like to participate, please contact Paul LaFratta (508-695-0120) as soon as possible. If you plan to participate as a pilot, please review the requirements, complete and sign the form below and return this to Paul or one of the officers at the next meeting.

EAA 701 - Young Eagles Event - Requirements Acknowledgement Sheet

The Young Eagle Pilot requirements are basic, but must be followed:

- All participating pilots must hold an Appropriate Airmen's Certificate (Sport Pilot or greater)
- Pilots must possess a current Medical Certificate (if applicable)
- Pilots must be current EAA National Members
- Pilots must be current to carry passengers in the aircraft the plan to use.
- Pilots must have a current Flight Review
- Aircraft Passenger Liability Insurance is required for the aircraft used (owned, rental or borrowed)
- The Young Eagles registration form must be completed before the flight complete with parent or guardian signature.
- The aircraft used for the flight must be in airworthy condition.

As an EAA member, pilots participating in the Young Eagles program are eligible for an additional \$1 million of passenger liability insurance coverage, if they carry a minimum of \$100,000 per seat liability insurance.

I, _____ (First, Last, printed name) _____ having read the requirements above, attest that I meet these requirements and am therefore a valid volunteer participant for the Young Eagles program.

Signed: _____ Date: _____

Deep Thoughts - vol 1 *submitted by Jim Bennett*

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.

An old pilot is one who can remember when flying was dangerous and sex was safe.

Both optimists and pessimists contribute to the society. The optimist invents the airplane, the pessimist the parachute.

Airlines have really changed, now a flight attendant can get a pilot pregnant.

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins.

Death is just nature's way of telling you to watch your airspeed or rotor RPM.

As a pilot, only two bad things can happen to you and one of them will.

- a. One day you will walk out to the aircraft knowing that it is your last flight.
- b. One day you will walk out to the aircraft not knowing that it is your last flight.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.

Are You Blind? by Len Kauffman of Chapter 105 – Portland OR



Last month we talked about a mid-air nightmare emphasizing the importance of keeping heads-down time to a minimum. This month we'll consider a related topic -- the blind spot in our eyes. Under certain conditions this phenomenon could prevent a pilot from seeing an airplane even if he/she is looking outside. The blind spot is nothing new to most, if not all, pilots but is worth revisiting from time to time. Let's take a look at it again using the two small aircraft pictured above. Hold this page at arms length in front of your eyes. Close your left eye and stare at the center of the Cessna while moving the page slowly toward you. The RV disappears. Now close your right eye, look at the center of the RV and bring the page closer. The Cessna disappears. The brain cleverly fills in the blank spot to match the surrounding area.

The blind spot is about $\frac{3}{4}$ inch in diameter at one foot from the eye. At a distance of 800 feet, however, it's about 50 feet across and could easily hide an airplane. Move out to one mile and the blind spot is over 300 feet. That's enough to hide a 747 or our entire HomeWing Squadron leading the Blackjacks in a huge diamond formation. Something you really don't want to miss! Remember last month we said two aircraft (at RV speed) heading toward one another will close one mile in less than 10 seconds.

So what's up with this blind spot? Light entering the eye is focused on the retina at back of the eye where millions of rods and cones sense incoming rays. They send their signals to an area called the optic disc, where they connect to the optic nerve. This circular area, the optic disc, has no rods or cones and is unable to sense light -- resulting in the "blind spot."

Normally the blind spot in one eye is covered by vision in the other eye so objects are not missed. A person with only one functional eye can overcome the blind spot by constantly moving the eye so an object will not remain in that spot. Those of us with two good eyes could still "lose" an object (perhaps a plane) by staring in one direction while something (side or center windscreen trim, roll bar, pedestal mounted mag compass, large nose, etc.) blocks vision in one eye.

Let's look at a couple examples. First, stare at a prominent object (doorknob, light switch, etc.) ten or more feet away. Now, hold up your hand at arm's length to block vision of that object with your left eye. You'll see it only in your right eye. Keep your hand in place and slowly move your eyes to the left (maintaining the same elevation). The object disappears. If you're outside, try it with a car at around 300 feet away or an airplane at 800 plus feet.

What about that "large nose" -- you thought I was joking, right? For those of us blessed with a particularly prominent proboscis, try this. Look at the object again, but this time turn your head so left-eye vision is blocked by your nose (those with a small nose can experience it by placing a finger on your nose to make it larger.) Now, slowly move your eyes (don't turn your head) to the left. It's gone again.

The nose deal is not likely to be a problem since it requires a somewhat contorted position -- but the other examples using cockpit obstructions are quite real. The normal blind spot is about 15 degrees outboard of center-vision for each eye. Anything in your airplane that blocks vision in that position can create a blind spot (obviously, if the obstruction is wide enough it will block both eyes). The solution, of course, is to ALWAYS keep head and eyes moving. We normally do, but at times could we be tired and maybe a bit bored on a long cross-country flight over uninspiring terrain? Maybe daydreaming a bit? Could we stare long enough for that unseen plane one mile away to come within 200 feet where its wingtips begin to appear? Remember that the "collision" airplane will have no relative motion in the windscreen and could remain in a blind spot if we let it.

All this might be just an interesting academic exercise. It's PROBABLY not a real threat. Right?

EAA Chapter 701

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Mailing
Address
Goes
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Don't Forget the April Meeting!

The next regular Chapter meeting will be Friday, April 20th, at 7:30PM at the SRE Building at Mansfield Airport (1B9).

Topics of discussion will include the May Young Eagles event, etc.

NOTE: An electronic version of this newsletter is available in PDF form in lieu of the hardcopy mailed version. You will be able to view the pictures in color. You will need the Adobe Reader to open the file. The Adobe Reader is available on the Net free at Adobe.com. Send your email address to: **newsletter@eaa701.org** to be included on the list to receive the PDF version. The issue will also be posted to the web site.

Newsletter Additions? Suggestions?

Your content and comments are always welcome and will assist in improving the ch 701 newsletter.

Send your news to the editor via e-mail to **newsletter@eaa701.org** or via postal mail to Kevin Buonagurio, 27 Cynthia Ln, Attleboro MA 02703. The deadline for the next issue is 10 days before the next meeting. Items received after will be included in the next issue.