

Experimental Aircraft Association



Chapter 23



Salt Lake City, Utah

MARCH 2010 NEWSLETTER

Minutes of Last Meeting

Friday, 12th February – the monthly Chapter Meeting included a wonderful demonstration on forming metal by hand by Danny Sorensen.

Next Meetings

Friday, 12th March – 7:00 pm is the monthly Chapter Meeting at the CAP Building, 640 N. 2360 W., Salt Lake City. See details of the Cosman's project that will be presented.

Saturday, 10th April – 9:00 am is a Breakfast and 10:00 am is the Chapter Meeting, at Bill & Dana Letcher's hangar at Bountiful Skypark, 1983 Thunderbird Dr. #B.

Upcoming Events

Young Eagles

We are scheduled to host a young eagle activity for a cub pack on *Sat, 20th March, 10:00am*.

- A. Numbers: 20 -30 expected: not too extensive
- B. Aircraft familiarization at 9:00am, Doug Benson & Mike Guarino's hangar, then we'll bring the group over to the FBO.

Pass the word around so that we have a fair number of planes: I need more email addresses of our active YE pilots.

Also: *Sat, 10th July* - we are hosting the Ulster, Ireland teens. Skypark.

More potential dates forthcoming as arrangements are made and requests come in.

Thanks: Mike Guarino Let me know if you can make it.
ps: Mitch Brown has accepted the position of Ass't Young Eagle Coordinator.

Articles

Highlights of LSA Project Presentation at March Meeting

By Michael Cosman

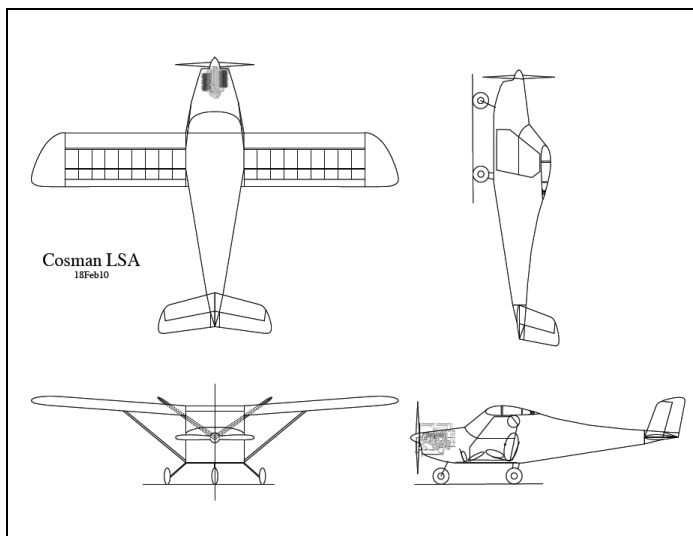
We are well along in the construction of our own version of what we think a "light sport aircraft" should be. We

are designing to the class requirements, which basically are 1320 pounds gross weight, 51 MPH maximum stall, 138 MPH maximum level flight speed using maximum continuous power, one or two seats, and fixed gear and prop. In addition, we want to cater to those of us best described as "plus-sized", and who for reasons of age or disability need an aircraft that is as easy to get into as a car. The wings and tail are built, and we are working on the fuselage. We will try to answer, in laymen's terms, questions like:

- Why the basic configuration, areas and moments?
- How does the airframe get its strength in various areas? How is it braced?
- Why did you choose the airfoil you did?
- Why the overthick ailerons?
- Why a "V" tail? Why the choice of airfoil for the tail?
- How did you make all those "molded" parts? (and the molds!)
- What do the finished parts weigh? What will be the empty weight?
- What powerplant choices have you considered?

And any other questions that come up during the presentation. Here's a 3-view and some photos of where we are:





Internet Forum Group for Chapter 23

Mike Glasgow has formed an internet forum (Google Group) for Chapter 23 members, check it out at:

<http://groups.google.com/group/ea-chapter-23>

Response to Question on Military Aircraft Designations

By David Egelston

There's probably more than you wanted to know here.

From: <http://aerofiles.com/codes.html>

Army & Air Force Designations

- A = Ambulance 1919-24
- A = Attack 1924-48
- A = Motorized target 1940-41
- A = Amphibian 1948-55
- AC = Fixed-wing Cargo (Army)
- AG = Assault Glider 1944
- AO = Artillery Observation 1919-24
- AO = Fixed-wing Observation (Army)
- AT = Advanced Trainer 1924-48
- B = Bomber
- B = Unmanned missile
- BC = Basic Combat trainer
- BG = Bomb Glider
- BLR = Bomber, Long-Range
- BQ = Ground-launched controllable bomb
- BT = Basic Trainer
- C = Cargo and transport
- CG = Cargo Glider
- CO = Corps Observation
- CO = Controlled target
- COA = Corps Observation Amphibian
- DB = Day Bombardment
- F = Photo-reconnaissance c.1944-48
- F = Fighter 1948-->
- FG = Fuel Glider
- FM = Fighter Multi-place
- G = Autogyro 1930-48
- G = Glider 1948-55
- GA = Ground Attack
- H = Helicopter 1962-->
- HB = Heavy Bombardment
- HC = Helicopter, Cargo (Army)
- HO = Helicopter, Observation (Army)
- HU = Helicopter, Utility (Army)
- IL = Infantry Liaison 1922
- L = Liaison
- M = Messenger
- NBL = Night Bombardment, Long-distance
- NBS = Night Bombardment, Short-distance
- NO = Night Observation
- O = Observation
- OA = Observation Amphibian
- P = Pursuit
- PA = Pursuit, Air-cooled
- PB = Pursuit, Bi-place

PG = Pursuit, Ground attack
 PG = Powered Glider
 PN = Pursuit, Night
 PQ = Target vehicle
 PS = Pursuit, Special
 PT = Primary Trainer
 PW = Pursuit, Water-cooled
 R = Racer 1921-22
 R = Rotary-wing
 R = Reconnaissance 1948
 RB = Photo-reconnaissance Bomber 1948
 RF = Photo-reconnaissance
 S = Sonic testing
 T = Transport
 T = Trainer
 TA = Trainer, Air-cooled
 TG = Training Glider
 TP = Two-place Pursuit
 TW = Trainer, Water-cooled
 U = Utility
 UC = Utility and Cargo
 V = Convertiplane 1952-62
 V = VTOL/STOL, 1962-->
 VZ = Vertical lift (Army) 1958-62
 Y, Y1 = Provisional field testing
 X = Experimental 19??-1948
 X = Special research 1948-->

USN, USCG, USMC Designations

First letter(s) defines the primary role:
 B = Bomber 1931-->
 BF = Bomber-Fighter 1934-37
 G = Transport, single-engine 1939-19??
 GS = Gnome Scout (one-time use by Curtiss Co) 1918
 H = Hospital ambulance 1929-31
 J = Transport 1923-31
 J = Utility 1931-??
 JR = Utility-Transport 1937-??
 M = USMC Expeditionary 1922-25
 N = Trainer 1923-19?
 O = Observation 1922(?)
 OS = Observation-Scout 1934-?
 P = Patrol, 1922-->
 PB = Patrol-Bomber 1934-??
 PT = Patrol-Torpedo 1922 only
 PTB = Patrol-Torpedo-Bomber 1937-38
 R = Racer 1923-28
 R = Transport 1931-??
 S = Scout 1922-??
 SB = Scout-Bomber 1934-??
 SN = Scout-Trainer 1939-??
 SO = Scout-Observation 1936-??
 T = Transport 1927-30
 T = Torpedo 1922-->
 TB = Torpedo-Bomber 1934-??

Cheers, David

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