

FUND RAISING STATUS

Many are already aware that we have a fund raising effort going on for the Clubhouse roof. We do solicit funds from those who attend the meetings, but most of our members cannot make all the meetings. I appeal to you, also, for support of this fund. Please consider writing a check and send it to Don Bush, (address is on the front page). Remember when writing checks, please make them out to **EAA 172** only. Other fancier titles only get us in trouble with the bank. I will be communicating our progress monthly as we move toward our goal. Again, thank you very much for your support! *AI*



If you did not receive a mailed newsletter but only the e-mailed *Pea Patch Post* and you also wanted the mailed version you need to contact club Secretary John Magnan at jcm2@earthlink.net and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for July is June 23 which is also the deadline for any articles for the July issue.



RC PILOT BLAMED FOR COLLISION WITH BIPLANE



Moments after the midair at Van Aire Airpark, Colorado - radio controlled AJ Slick airplane collision with biplane Aug. 14, 2010.

The NTSB blames the operator of a large RC model for its highly publicized collision with a full-size biplane at a fly-in in Colorado. In its final report, the board says the RC operator flew the model outside the area designated for RC operations at Brighton Van-Aire Estates Airport before it was struck by the SA 750 Acroduster homebuilt. The NTSB described the biplane's maneuver as a go-around but video shows it was done at high speed and low altitude with airshow smoke on. The biplane's lower wing was damaged but the pilot was able to land safely. The RC model was destroyed. The NTSB said the model was getting out of a vertical prop thrust hover when it strayed over the active runway and outside the RC box, but it suggested organizers of the show shared some responsibility for the incident. (Information adapted from *AVwebFLASH* May 23, 2011)

FULL STORY OF ACCIDENT includes video: <http://www.suasnews.com/2010/10/2434/full-size-aircraft-and-3d-model-mid-air-update/>
15 October 2010 sUAS News



SHORT FINAL

AVweb May 23, 2011

This was heard from the non-Fed tower at the Johnson County Executive Airport (KOJC) in Olathe, Kansas (a suburb of Kansas City):

Tower: "Cessna 1234, you are clear to land runway 18."

Cessna: "Clear to land 18 -- and thanks for the help today."

Tower: "You bet. We do good work when we're awake!"

NAME THAT PLANE

Helio Courier

Around 500 of these aircraft were manufactured in Pittsburg, Kansas from 1954 until 1974 by the Helio Aircraft Company. During the early 1980s, new owners (Helio Aircraft Ltd.) made an attempt to build new aircraft with direct-drive Lycoming engines, to replace troublesome and expensive geared engines. In a further effort to reduce weight, a new composite landing gear was featured. The new models also featured modest winglets. Two models were produced, the H-800 and H-700. A total of 18 aircraft were built and no Helios have been produced since.

It is thought that about 200 Helio Couriers are active today. Helios are very popular among bush pilots in Canada and Alaska and missionaries who fly into rough, relatively unprepared jungle airstrips because of its superior STOL abilities.

Specifications Helio Courier

(From Wikipedia)

General characteristics:

- * Crew: one, pilot
- * Capacity: 5 passengers
- * Length: 30 ft 8 in (9.35 m)
- * Wingspan: 39 ft 0 in (11.89 m)
- * Height: 8 ft 10 in (2.69 m)
- * Loaded weight: 3,600 lb (1,636 kg)
- * Useful load: 1,320 lb (600 kg)
- * Powerplant: 1× Lycoming GO-480-G1D6 geared 6-cylinder engine, 295 hp (220 kW)

Performance:

- * Maximum speed: 148 knots (170 mph, 288 km/h)
- * Range: 950 nm (1,380 miles, 1,760 km) with 120 gal. fuel
- * Service ceiling: 20,500 ft (6,250 m)
- * Rate of climb: 1,200 ft/min (6.1 m/s)

TAKEOFF DISTANCE

Sea Level, ISA

Ground run 335 feet

Distance over 50 ft 610 feet

According to Stephen Ruby in http://www.aviastar.org/air/usa/helio_courier.php "The H-395 has a published no-wind take-off distance of 217 FT. in no-wind situations at gross, keep it light and you are off in half that distance....."

http://www.hrcllc.com/history_project/stories/helio_courier.htm "The light aircraft had an outstanding capability for short take-off and landing (STOL), able to execute a take-off or landing within 100 yards—about the length of one football field."



Helios have a distinguished and storied history, and several were used in covert operations during the Viet Nam conflict. Exactly what role these planes were utilized in during the conflict is the subject that remains somewhat poorly told. Often stories of the Helio's role in the conflict smell remarkably of fiction, but their use in covert operations is undisputed. Air America operated Helios during the conflict. Helios have also be widely used by religious missionaries traveling in remote and exotic locations because of the Helio's superior STOL capabilities.