

CAN A DUCT TAPED AIRPLANE FLY?

Have you ever fastened something with duct tape to your airplane before flying it? Some recall a club member several years ago fastening the top rudder beacon with duct tape as well as making sure the inspection cover on the nose was duct taped on his Cessna 172. All have heard the saying that you can repair anything with WD-40 and duct tape. Would you fly a completely duct taped airplane?



The writers for the Discovery Channel's popular Mythbusters television program had read about an Alaska pilot in 2009 who fixed significant bear damage to the fuselage and tail of his Super Cub with the fabled repair-all and reportedly flew it away, presumably toward a more permanent solution. They covered an entire Belite airframe with the gray matter. Photos of the finished creation appear to show an airworthy device. See [Duct Taped Plane](#)

But Mythbusters didn't just cover the tail and fuselage with duct tape; they covered an entire Belite airframe - completely replacing the \$13,000 aerodynamic fabric covering - with duct tape. The damaged plane had lost its rudder, so it had no directional control, but had structural integrity although its skin was gone. After covering the aircraft vertically and horizontally with duct tape, it looked like an airworthy aircraft. And their test showed that an airplane covered in duct tape could actually fly. Once back on the ground, they thoroughly checked the plane and found nothing had come loose, and the entire surface looked the same as when it took off. The October 19 Mythbusters program showed the aircraft in flight. [VIDEO](#)

EAA e-HOTLINE NOSE TO NOSE POLL: In finest EAA tradition, 93 percent of pilot who replied said they'd "tape it up and fly it out" when they were asked about using duct tape for a field repair in the October 21st poll.

(Information adapted from multiple sources October 16, 2011 – October 28, 2011)

SHORT FINAL

AVweb September 26, 2011

Inbound to Kennedy in the early '60s. Canarsie approach. Aircraft lined up on the inbound radial to keep 210 knots.

Controller: "American 123, what's your speed?"

American 123: "210."

Controller: "Scandinavian 456, what's your speed?"

Scandinavian 456: "210."

Controller: "Air France 789, what's your speed?"

Air France 789: "210."

[Silence for a while. Then . . .]

Controller: "One of you is a #*#@! liar!"



EAA 172 Christmas Party

December 3, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

EAA 172 Meeting

January 14, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

EAA 172 Meeting

February 11, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

Birthdays

Thomas	EDWARDS	12-02	Micky	POOLE	12-04
Lee	KEEFER	12-05	Lilly	ROBBINS	12-15
Johnnie	POOLE	12-08	Cathryn	KNIGHT	12-21
Eddie	BOOTH	12-09	Pearl P.	MILES	12-21
Gene	MOHR	12-11	Tina	EDWARDS	12-24
Robert	RHODES	12-14	Mary Louise	SMITH	12-25
Dennis	ALLEN	12-16			
John	LACHER	12-23			
Richard	FENDER	12-24			

Anniversaries

Pierre & Jenny	SMITH	12-03
Gary & Shirley	HARDEN	12-17
Richard & Paula	JONES	12-18
Charles & Susanne	LEWIS	12-19
Dan & Kathy	SCUKANEC	12-24

EAA 172 Night Out

Thursday, December 22: EAA 172 monthly "get-together" -- Social Meeting -- This is a monthly non-business social gathering held on the fourth Thursday. Because of all the holiday happenings there will be no EAA 172 social "get together" this month. The next one will be January 26, 2012.

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *Although many pilots do it anyway, is it legal to drop objects, such as turkeys or pumpkins, from airplanes?*

According to the FAA, it is legal if you are careful

Sec. 91.15 — Dropping objects.

No pilot in command of a civil aircraft may allow any object to be dropped from that aircraft in flight that creates a hazard to persons or property. However, this section does not prohibit the dropping of any object if reasonable precautions are taken to avoid injury or damage to persons or property.

[Ed Note: is the turkey live or dead? Also, though it's technically legal, the local FSDO and/or FAA administrative law judge might still think differently. See the write-up in the current newsletter]

This Month's Question: Does a flight instructor have to be present for a person using a flight training device to log instrument time in satisfying recent instrument experience requirements?