

EAA CHAPTER 974 NEWSLETTER Mar. 2003

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THE PREZ SAYS: Greetings Chapter 974! Those of you that missed the February meeting at Moss Vale really missed an interesting program. Tim gave us a demonstration of tube bending and flaring. To be honest with you, I was prepared to be underwhelmed. "How exciting can tube bending be?", I asked myself. Oh well, some of our members asked for it, I felt the least I could do was to be polite and watch. I was really pleasantly surprised. I found myself fascinated by the process. I thought of all the times I've tried to make the simplest bends in a piece of tubing, and how many pieces I've trashed because I kinked or cracked them. And, I learned a thing or two. For example, did you know that it is easier to bend a thick walled tube than a thin wall? Coulda fooled me! Maybe I'm the last one to know that. Tim also gave us a demonstration of tube flaring. I have never used a flaring tool. I've looked at them and often wondered if I should buy one. When I think of all the goofy things I've done to get two pieces of tubing to fit together.....oh well, best not to think about that. Fortunately, it's never been for anything critical. Anyway, it was a good program and I just want to say thanks again to Tim for being our host and providing so many good insights into working with tubing.

Speaking of tubing, many of you know that Moss Vale was selected by Cirrus to be their supplier of the year. See the EAA website or current issues of Sport Aviation or Experimenter for details. Congratulations Tim!

Each time we learn something about our projects, it makes us safer pilots. We EAA'ers really have an advantage over the average Joe. As we build our planes we get to know them inside and out. I guess that's why the FAA grants us a repairman's

C-150's and 172's I was renting, I figured if a piece of hardware was present and apparently in one piece, then all was OK. Having built a couple of projects, I look at things with a much more critical eye. I am far, far from being an expert, but I'm learning something new all the time, such as last Sunday's program.

Chuck Yeager said in his autobiography that he was always learning something new. I would like to quote a paragraph that has always stuck with me.

"Everything about airplanes interested me: how they flew, why they flew, what each could or couldn't do, and why. As much as I flew, I was always learning something new, whether it was a switch on the instrument panel I hadn't noticed, or handling characteristics of the aircraft in weather conditions I hadn't experienced. Unlike many pilots I really learned the various systems of aircraft. A typical motorist is content to drive without knowing a sparkplug from a crankshaft; a typical pilot is much the same. The gauges in the cockpit tell him as much as he wants to know about the machine. You've got to love engines and valves and all the mechanical gadgets that make most people yawn have an eager curiosity about an airplane's systems. But it was a terrific advantage for me when something went wrong at 20,000 feet. Knowing machinery like I did, and having a knowledgeable feel for it, I knew how to cope with practically any problem. I knew what was serious or manageable. All pilots take chances from time to time, but knowing—not guessing—about what you can risk is often the difference between getting away with it or drilling a fifty foot hole in mother earth."

I like to think that being in the EAA, with all the opportunities we have for learning

certificate. When I was first learning to fly and during my early years of flying, I was blissfully ignorant of many aircraft systems. I really didn't know one piece of hardware from another.

As I went through the motions of a pre-flight inspections of the

new things can make the difference for us too. We may not make a fifty foot hole, but coming down hard can sure ruin your day!

Well, I've gotten a little philosophical this month. Thanks for bearing with me. I'm looking forward to seeing all of you next month.

Happy Landings!
Bob

AROUND THE PATCH: I'm sitting here tonight thinking about seven souls dressed in orange, all smiles and waves as they walk to the launch pad for their chance to ride the rocket into space.

Today I had a chance to study a briefing NASA put together showing the last seven or eight minutes of data that was being transmitted from the shuttle. It was a very well done presentation showing a planview of the shuttle with the various sensors located on the left wing. The presentation showed each sensor as it recorded a high temp or went off line and the time line associated with the discreet event. From the first indication of an anomaly there was six minutes and thirty-eight seconds until all data was lost, and seven of our brothers and sisters were lost. It was a very moving experience.

As I sat and thought about those last 6 and a half minutes those fliers had I remembered looking at similar data for the first Canadian F-18 that made a very deep hole North of Cold Lake Alberta. And I remembered looking at a yellow Porsche whose driver wouldn't be driving it home from Edwards AFB after the first B-1 augered in during an aft CG test point that went bad. I also remembered watching one my squadrons' Phantoms on fire, turn West and head off shore to avoid a populated

What is it about flying that drives the test pilots, astronauts, fighter jocks, and the weekend aviator?

Is the wonderment one senses as we climb above the horizon worth the risk we leave as we slam the car door in the parking lot?

I wonder if any of the thousands of orange clad fliers that didn't come home would have forsaken their passion to spare their loved ones the pain of standing at the grave side while their buddies flew the missing man formation overhead?

I know the answer of the guy who drove the yellow Porsche.

But, on a lighter note. Last night I checked my answering machine and got a call from one Dawna Baimer (spelling?) who expressed interest in joining our chapter. (I think I talked her out of it but I'm not sure.) She and her husband Tom will be ordering a Zenith kit for their first project and are interested in meeting some of the local EEA'ers. Keep an eye open for this couple and try not to be too boastful if you do meet them, at least until we get their dues.

MEETING MINUTES FEB. '03

The meeting was called to order at 2:10 P.M. at the Moss-Vale enterprises building. Our thanks go to Tim Morris for allowing us the use of the building for our meeting. Sitting in for Secretary Rolf Hetico was Mark Taylor. There were no minutes for the January meeting as there was no business meeting at the Christmas party. The treasurer was not present to give a report, although George gave President Dombeck the chapter's checking account balance via a telephone call prior to the

area. Two earlier orange suited fliers checked into the here after.

meeting. The President reported that there are many members who need to pay their annual chapter dues.

Young Eagles coordinator John Taylor reported that the Boy Scouts are beginning the first of a series of programs of ground schools to be given at troop meetings. The first class will be in mid February. John also reported that the Boy Scout organization will not allow Boy Scout sponsored events to fly in experimental aircraft, only certified aircraft. Of course, any boy can fly in experimental aircraft as long as it's not connected with a Boy Scout outing. George Deeb reported that the chapter website is evolving. It's found at www.geocities.com/aaa974. Tim Morris will post past chapter event pictures on the site. John Stat is now in charge of chapter meeting programs. Barry Fear, the hangar sergeant-at-arms, reported that the desks that have "showed up" in the chapter hangar need to be moved. The President asked that project reports become a regular part of each meeting. He also said that he will begin having the Chapter Officers hash out and brainstorm technicalities at the Officers' meetings instead of taking up time at the chapter meetings. He said he would rather see more 'airplane talk' and less business technicalities at the monthly chapter meetings. Members agreed and also agreed that detailed minutes of the Officers' meetings be kept and reported in the newsletter. Dick Simpkins suggested that a "suggestion box" be placed in the hangar. Under the heading of Old Business, members were reminded that the contact person for receiving newsletters is Steve Statkus. New Business included a big Thank You from the new chapter president to past president BJ for leaving things so nicely organized for the incoming president.

The wings weekend for the 2003 summer event is to be coordinated this year by John Stat. The first meeting for the event will be held at HAO Wednesday night. Tom Burdin and the Greater Cincinnati Radio Control Club will present their annual "Air Circus" event at HAO this summer. Chapter 974 will fit into this event in some as of yet undetermined manner. Congratulations were given to Tim Morris and Moss-Vale in recognition for the award they received from Cirrus Aircraft for exceptional efficiency and superb workmanship in the manufacture of components for the Cirrus production line. A moment of silence was held in memoriam of the seven astronauts who died in break up of the space shuttle Columbia. It was mentioned that the Columbia flies under the category of Experimental. The meeting was adjourned at 2:50. The program that followed was a demonstration by Tim Morris of the finer points of successfully bending and flaring tubing.

CLASSIFIEDS:

Acro Sport II Project I will let the Acro go for \$9100 Dollars (worth well over \$20,000)

Phil at AIRWOLFE52@AOL.com

Himax kit with Hummel 1/2 VW. Can be seen at the chapter hangar. Super workman ship. Contact John Taylor at 513-541-8649

1957 Kris Kraft, 27 feet. Twin inline 6's, good wood, partially restored and on a trailer. Make an offer. Steve

