

EAA CHAPTER 974 NEWSLETTER Apr. 2003

Editor: Steve Statkus 513-231-9080 E-mail: stevestatkus@earthlink.net

THE PREZ SAYS: The March meeting was a little nippy (when was early March not nippy!). In spite of the chilly day, we had a good turn-out. It was good to see all of you there. My thanks to all of you that braved the cold. I apologize for the lack of a program, but with the cold, it was probably just as well. As it turned out, we had time to hear reports from many of you that have projects in the works, and I hope to continue this at future meetings as time allows. It is really gratifying to be associated with such an active group. Keep up your good work!

I'd like to recognize those of you that made things happen on Sunday. My thanks go first to the board members who met with me in the vending area at the terminal before the regular meeting. We finished the business of hammering out the calendar for the year. Thanks to Ron, Jim, Tom, and Barry for getting the hangar ready and thanks to Tom Linfert for the goodies.

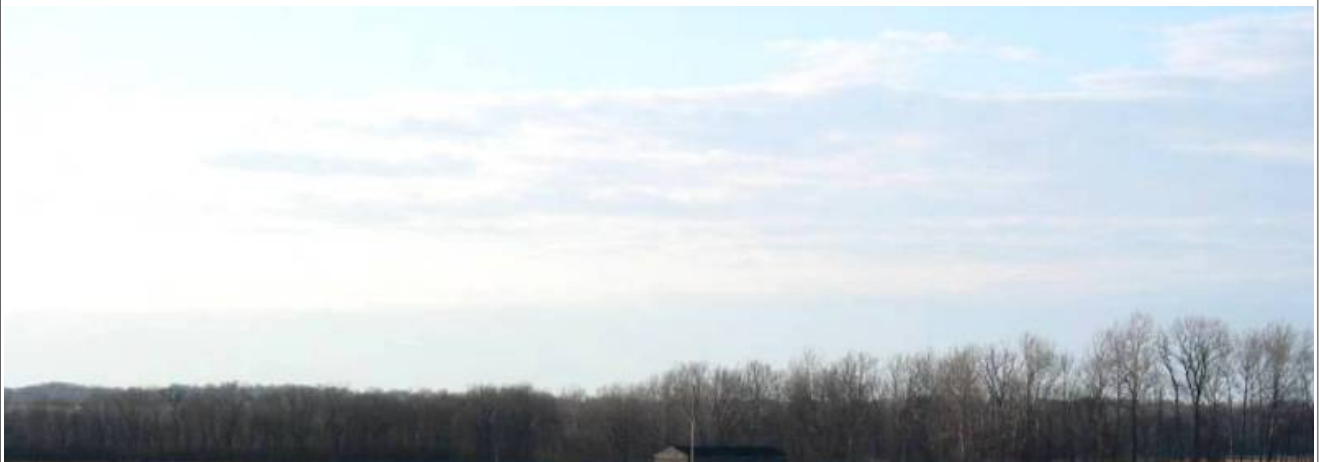
When I left the field, the temperature was dropping due to an approaching cold front and the snow was whipping around. It made the next day with its bright sunshine (although cold) seem very improbable. I expected a full day of work, and could only dream about flying. Then, two of my appointments canceled. I found myself heading for home a couple of hours early. As I made the turn down Hanley Road for the final approach to my driveway, I saw a Cessna swooping low over the neighborhood. I was suddenly seized with "flying lust". I opened the garage, noticed my wife had not come home yet, and then backed right out again to head for the airport. My car thermometer registered only about 32 degrees. I figured I would never get the Rotax started; it's never started in anything lower than the high 30's, but I figured, what the heck. It wouldn't hurt to try. I pre-flighted in the hangar, rolled Buttercup outside and climbed in. The Rotax manual calls for a maximum of 10 seconds of cranking time then a 2 minute wait for the starter to cool. I pulled the choke and started cranking, counting slowly to 10. At 10 and a half, she gave a little burp. I held the key over for a couple of extra blade passes and low and behold, she caught! I gave her lots of extra warm up time to get the oil and cylinder head gauges unstuck, and started to roll. Wow! Did that ever feel good. I was going flying! The air was a little bumpy but it was bright and clear. The cabin heater managed to keep the cabin temps in the 50's according to my trusty Radio Shack thermometer. After returning to the field, I shot a few landings in a light quartering tailwind, not the easiest thing in a taildragger when you're a little rusty after winter hibernation. Still, it was deeply satisfying just to get up for a while. On days like that when flying comes on the spur of the moment when you don't expect to go, it always feels like someone slapped a 100 dollar bill in my hand and told me to spend it any way I wanted. (That actually happened to me once, but that's another story). It's what I call the 100 dollar flying day! Life is good!

That spur of the moment flying session was like a surprise gift. Flying itself is a gift! We hold a precious gift every time we take to the skies. I guess we could say it's a gift with no strings attached, but I think it's good for us to give something back every now and then. This year we will have several opportunities to return the gift and share it with others. We will do this every time we fly a Young Eagle. We will return the gift by serving food to participants in the Wings Weekend program. The Flying Circus will be another great opportunity to return the gift. Let's look for other opportunities to share the gift of flight with others.

I'm looking forward to our next meeting on April 6. Hopefully the spring breezes will blow through the hangar, and we can put away those kerosene heaters for the year. Hope to see you all there!

Nancy and I visited the Airforce Museum last Saturday. We found Huffman Prairie before we left town. It is actually inside the boundary of Wright Pat AFB. You have to go past the check point at Gate 12A off Route 444. As far as I'm concerned, it's hallowed ground, because it is where all the testing for their 1904 and 1905 flyers took place. There is a replica of the Wright's "Hangar " in the middle of the field. I am attaching a shot taken from outside the fence. It is the spot were it ALMOST all started.

Happy Landings!
Bob





AROUND THE PATCH: There's no time like spring, and no better place to experience it than the good old mid west. And Cincinnati is as good a place as any. I think those were my thoughts last Sunday as I unleashed those 65 fire breathing horses under the cowl of my trusty 46 Chief and sashayed back and forth across the centerline on runway 4 at I69. Maybe I was just a little rusty, or it could have been that tail wind. Maybe I just wasn't paying attention. But like so many times in the past that old girl knew she had to do her thing if she didn't want to wind up on her top in the grass with her panties showing. And I guess she did because we were off the ground just past the numbers and climbing like a banshee; well maybe not a banshee but we were climbing like an Aeronca surrounded by Spamcans. (EAT YOUR HEARTS OUT YOU WHEEL BARROW DRIVERS!).

Since I was on a short leash time wise (what else is new?) I had only a few minutes to spare so I kept the power lever (that's throttle in military aircraft lingo) at the stop and performed my max power departure straight up (ahead really) and climbed to FL 1.6 (1600 feet AGL) and executed the standard Navy entry into downwind by pulling out of a half

loop and rolling upright. (It sorta felt like it, but probably was just a needlessly steep turn.) Since I was a couple of hundred feet high I kept the throttle buried and let the airspeed wind up into the yellow arc at which time I noticed I was overtaking some Canadian Geese transiting our airspace at my altitude so I throttled back and took up a position on the right wing of the last goose in the formation and flew a tight winggoose position as we proceeded downwind. I noticed some nervousness in the formation which I attributed to my being there without proper clearance or authorization and it caused them some worry, so at the I.P. I pulled power and carb heat rolled into my 180 just off the end of 4, called the ball, one soul, 7 gallons, weapons cold, full stop. I was about 300 feet high and since there were three spamcanners of students sitting at the end of the runway wasting gas I cranked the old girl up on her wing and buried the pedal producing an adams apple floating sink rate. I needed 1800 rpm just to keep from stuffing the Chief short of the runway but I held the slip to about five feet, squared her up and kissed the number four at the cross hairs with my left main and rolled down the strip centerline on my left wheel until the airspeed dropped off scale and the tail touched down. (MAN IT DON'T GET NO PRETTIER THAN THAT. A TWO WIRE FOR SURE!) "10echo is clear of the active."

I always pat the girl on the spinner as I walk by after locking the hangar door. This time I actually kissed her on the nose. As I closed the person door I thought I heard her say to the Sonerai "you should have seen what that fool did today!" It didn't bother me for two reasons, one being I'm not sure I heard what I thought I heard and two I was just climbing into my Toyota 4X4 and cranked up those 190 snarling Japanese water buffalos. I was feeling kinda like AJ Foyte at Indy as I dropped it into 1st and revved the engine just to hear the rumble from the 4 inch custom exhaust system. I was thinking about lighting em up just as Hal drove by and gave me a cold stare. I couldn't tell if it was an invitation to race, rumble out behind the hangar, or just have a good old fashion stand up straight in the street at high noon and shoot it out. Since he continue to drive past hangar row 300 I assumed he knew of my reputation as a hot stick, street fighting, gun slinging, gear jammingmaybe I'm just wearing my Speedo's too tight. It's really amazing what even ten minuets in an Airknocker can do for the spirit.

Speaking of the spirit; the last time I flew to HAO I arrived with something less then the optimum amount of air pressure in the left main of the Chief. Being Sunday and beautiful weather, of course nobody was around to provide a source of air. Hey, not to worry, I'm a dues paying member of EAA 974 and they have a hangar that is intended to be a place where airplane people can go and get some help, or do some work on things like airplanes. And I know they have an air compressor. Well wouldn't you know it, the tool crib was locked tighter than Mother Superiors' purse and the key was nowhere to be found. SO WHAT GOOD IS HAVING A MAINTENANCE HANGAR IF YOU CAN'T PERFORM MAINTENANCE? I MEAN, I CAN GET A BRAT AT THE HANGAR, GET A COKE AT THE HANGAR, WATCH A MOVIE AT THE HANGAR, READ A BOOK WHILE I USE THE REST ROOM AT THE HANGAR, BUT I CAN'T PUT AIR IN MY AIRPLANE TIRE AT THE HANGAR! IS SOMETHING WRONG WITH THIS PICTURE? Have a nice day and enjoy the springtime here in the Midwest.

EAA Chapter 974 Board Meeting Minutes, March 2, 2003

Attendees:

Young Eagles Report (John Taylor): John and George Theobald attended a Boy Scout meeting and made a Young Eagles presentation. Plan is return to the troop and sign up Scouts for Young Eagles flights once the weather improves. John will be setting up flights and looking for pilots and hangar tours, a reminder that the Boy Scouts only allow

Bill Conn
John Statt
Ray Parker
Tom Linfert
Bob Dombek
Barry Fear
George Theobald
George Deeb
Rolf Hetic

The board meeting was held at the Pro Aero Terminal Building, Fairfield, OH on March 2, 2003. Chapter President Bob Dombek called the meeting to order at 1:20 p.m.

Minutes of the Meeting:

Bob Dombek requested that the agenda for today's Chapter Board meeting be to layout the calendar of events for the year. The following proposed calendar was developed in a working session.

<u>Date</u>	<u>Event</u>
3/2	March Chapter Meeting
3/22	Chili Cookoff and Movie
4/6	April Chapter Meeting - AOPA Security tape - Discuss Wings Weekend
5/4	May Chapter Meeting - Sun n' Fun Review - George's Bahamas Flight
6/1	June Chapter Meeting
6/26-6/28	Wings Weekend
7/13	July Chapter Meeting - Young Eagles event?
8/9-8/10	Flying Circus
8/10	Abbreviated Chapter Meeting - work Flying Circus food booth
9/7	September Chapter Meeting
9/21	Chapter Picnic (1:00 p.m.)
10/5	October Chapter Meeting - Chapter Officer Nominations
10/25	Chili Cook off and Movie (5:00 p.m.)
11/2	November Chapter Meeting - Chapter Officer Elections
12/7	December Chapter Meeting - Project Tours

The meeting was adjourned at 1:55 p.m. Minutes recorded and respectfully submitted to the membership for approval.

Rolf Hetic
Secretary, EAA Chapter 974

EAA Chapter 974 - March 2003 Chapter Meeting Minutes

Chapter President Bob Dombek called the meeting to order at 2:05 p.m. The meeting was held at Hangar T5-I, Butler County Regional Airport on March 2, 2003.

Minutes of the February Meeting: A motion to accept the minutes of the February meeting as published in the newsletter with no changes or amendments was voted on by the membership and passed.

Membership/Hospitality Report (Tom Graulich, Bill Conn, Jim Key and Ron Gielegem): The following new members and visitors were recognized:

- Gene Seiter
- Rob Jacobs and his 3 daughters.

Treasurer's Report (George Theobald): George reported that the

certified aircraft for this activity. Ron Gielegem reported that he is targeting 4/12 for a Young Eagles event for his students (~17 people total).

Newsletter Editor (Steve Statkus): The February newsletter has been sent out via email distribution.

The membership recognized the new Chapter Web Master, George Deeb. George continues to upgrade the website with bio's, photos. Elizabeth Szoke offered two computers to the Chapter that her business is retiring. Tim Morris requested that the "Buddy System" on the web site be used only for member EAA topics, no junk mail, etc.

Programs Chairman (John Statt) John announced the following program schedule:

- 3/22 Chili Cook Off and Movie (5:00)
- 4/6 AOPA Security Video
- 5/4 Sun n' Fun
- 6/1 Organize for Wings Weekend
- 6/26-6/28 Wings Weekend

John is open to any suggestions for programs. Plan is to publish the program schedule on the website.

Fly out Chair Report (Ray Parker): Tentative fly out plans:

- Due to uncertainty of weather, April Fly Out will be called at the last minute.
- 5/4 Fun Day Sunday Fly out

Hangar Master Report (Barry Fear): A reminder from Barry that all equipment, tools, furniture, etc. that a member wants to move into the Chapter hangar needs to be cleared through Barry prior to drop off. Several foam coolers, located in the loft above the bathroom, are surplus to the Chapter's needs; members are welcome to take them. Dick Simpkin offered an auto jack and ramps to the Chapter.

Old Business:

Wings Weekend will be 6/26-6/28. The Chapter has been approached to provide food and beverage service for the event. George Theobald reported that this event is a key fundraiser for the Chapter and should be supported. The HAO Wings Weekend is the biggest in the country.

Flying Circus: Bob Dombek reported the Flying Circus will be held in conjunction with the Greater Cincinnati Radio Control Club (GCRCC) on 8/9-8/10, 1-5 p.m. each day, with an estimated attendance of 10,000. HAO will be closed during the RC flying displays. GCRCC would like Chapter 974 to have fly bys and static displays and a food booth (beverages supplied by GCRCC), and possibly a Young Eagles event.

New Business:

Barry Fear requested that the small, red bike be returned to the Chapter hangar.

Member Project Reports:

- George Deeb reported he is expecting delivery of his XL in March.
- Ron Gielegem expects the engine for his RV8 to arrive this month. Ron is starting to work on firewall penetrations and the RV will have an inverted flight oil system.
- Fred Hogan reported the blue Chief is now red-orange

Chapter currently has approximately \$1900 in the bank and hangar rent is due.

Vice President's Report (Tom Linfert): Tom Linfert will be hanging a Suggestion Box near the Chapter Bulletin Board. Tom will begin assembling an archive and photo album of the Chapter. Anyone with old photos, chapter information, etc. please pass on to Tom or Barry Fear.

Technical Counselor Report (Steve Statkus): No report.

Flight Advisor Report (Mark Taylor): Mark reported on the last Airport User's Group Meeting, which was combined with an FAA Safety Meeting. Mark reminded everyone that HAO is and uncontrolled airport and as such non-radio equipped aircraft do operate here - radios do improve safety but we all need to be on the look out while in the pattern.

· Fred Hogan reported the blue Chief is now teal-orange and has wings.

· Jack Taylor has a 90% completed Kit Fox Light and is in need of a storage location (he is moving). If anyone has space available, please contact Jack.

Meeting was adjourned.

Minutes recorded and respectfully submitted to the membership for approval.

Rolf Hetico
Secretary, EAA Chapter 974

END

