

EAA CHAPTER 974 NEWSLETTER May 2003

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THE PREZ SAYS: Well, I said last month that I hoped the spring breezes would blow through hangar T5-J and we could put away the heaters for another year. It was not to be. Still, we enjoyed the warmth of our friendship and basked in our love of flight. My thanks to all of you that braved the chilly day. A special thanks goes to Barry Fear for his excellent and informative demonstration of some of the metal working techniques that go into the construction of the RV-9 that he and Tom Gromlich are building. Their attention to detail is certainly evident in the excellent workmanship. You guys will someday have a very capable and fun cross country flying machine.

I would like to take this opportunity to welcome new members who joined at the meeting.. First there was Tom and Dawna Boehmer. They are building a Zenith Zodiac. Then there was Jerry and Linda Brainard who are building a Velocity. We are blessed with a number of flying-building families. Brett and Elizabeth, Tom and B.J. also come to mind. Who have I left out? Pretty neat I'd say! Al Marmora was with us and renewed his membership. A visiting guest was Mark Hinkle. A big 974 welcome to you all!

The day before the meeting, Saturday, I was hoping to combine two hobbies in one shot. I spent the preceeding Friday afternoon topping off and prepping Buttercup for a trip to Metcalf Field (TDZ) just outside Toledo. The purpose of the trip was to attend the Toledo Radio Control Expo which is put on by the Weak Signals R/C Club. They apparently have several planes fly in every year and have cabs waiting for the trip into town. The weather was pretty ugly on Saturday, but I was not to be denied. I made the trip via 4-wheeler. I could feel the cross wind all the way up I-75; I hate to think what flying would have been like....phew! The R/C Expo is the premier show for the country. I had not been there since '95. It has continued to grow. It was awesome and well worth the 3 hour drive! Can you imagine 42% scale Extra's and CAP 232's? I can't wait for our combined Flying Circus with the Greater Cincinnati R/C Club.

(Click to Enlarge)



The following Saturday, Nancy and I drove to Middletown for a show at the Sorg's Opera House. Wouldn't you know the weather was gorgeous! As we drove along By-pass 4, I could not help glancing over at runway 29. I was struck by the arrow-straight runway that seemed to be a portal to another dimension. If we steer a magic pair of wings toward that portal, and achieve just the right speed, we are transported to another world, a world of 3 dimensions, free of man-made obstacles. We can travel in that dimension to other portals. By lining ourselves up with those portals we can descend and visit other lands. That other land may only be 15 miles away, but, oh, what a way to get there! Just to be transported to that 3 dimensional world is a wonder in itself, even if we are not going anywhere in particular. Flying is truly magic!

Finally, here's something from the "Things Are Not Always What They Seem Department". While watching the show in Middletown, I noticed the sound and light man sitting behind his control board. He had a computer screen on each side of his control console, and he seemed to be working with these computers intently. I was fascinated by his concentration and all the gadgetry. Out of curiosity, I turned my binoculars to see what he was doing. Would you believe, he was playing solitaire! It reminded me of another time years ago, while sitting in a waiting area

at University Hospital. I was curious about 5 or 6 doctors gathered in a tight knot around a computer screen. I figured they were discussing a case. They looked very intent and serious as they pointed at the screen and seemed to be working on a complex medical problem. As I was leaving, I ventured a glance over their shoulders. HA! Guess what! They were playing solitaire! Well, I don't know what this has to do with flying but just had to share it with you.

I hope to see you all next month at the May meeting, when Brett and Elizabeth Szoke will present a program on composite construction. And, don't forget the fly-out to Funday Sunday, May 4, at Moraine. Hopefully we will have some spare seats, but drive up or fly up if you can. Let's give Chapter 174 a run for their money for the attendance award! Also, we have the Young Eagles event coming up on May 17.

Happy Landings!
Bob

AROUND THE PATCH: Saturdays at I69. Nice day, clear skies as noon approached but pretty windy although for the most part the wind was down the runway but pretty gusty. As the "free hotdog" smell reached my hangar I was ready for a break. The Sonerai had received some TLC, the first time since the Great Thanksgiving Paint In" so I was feeling pretty good about that as I drove over to Sporty's to have a couple of tube steaks on Hal. Even though the wind was down the runway the students were still trying to bust up Hal's span cans so we all had some real entertainment as the dogs cooked on the grill. Periodically a transient would evacuate the runway and taxi up to the ramp to feed on Hal's generosity and before long we had quite a number of planes sitting about. A good time for a stroll to examine the hardware.

The first bird that caught my attention was a long winged powered sailplane equipped with winglets. (I'll stop and look at anything with winglets.) This was a new version of the trainer that came out a few years ago with the Rotax but with about 45 feet of wing, a variable pitch prop and gap seals on the wings.. Cute bird with a nice interior and a large placard saying aerobatics and spins NOT ALLOWED. Hmmmm? Maybe that explains the twin ventral fins like

the back to a narrow chord at the tip, which has pronounced washin. WAKE UP WICHITA!

I'd had about as much fun as I needed and was thinking about getting back to work when a new Columbia 300 landed, and took the whole runway to get stopped, (and I'd say he had about 15 mph of headwind helping him.) this guy rolled up right in front of the hot dogs so I had a good vantage point. It turned out to be the factory demo airplane. The pilot left both doors open so we could slobber all over his extremely smooth wing as we lusted after the leather and all those gauges and radios. I stood at the wing tip and looked through that plastic piece of art and found myself looking at a Grumman Tiger sitting next to the Columbia and a 172 sitting next to the Tiger. It struck me that I was looking at three four-place airplanes all still in production. One was a 50 + year old design, one 35 years old and one just several years old. It was one of those photo moments you can't pass up. I grabbed my trusty Nikon and was shooting through the Columbia's open doors at the Grumman and 172 in the background. The demo pilot came up to me and offered to take my picture sitting in his airplane. I thought for a few seconds about how my Chief would feel if she new I was sitting in a plastic 300 mph screamer sniffing real leather staring at a panel that I had no clue

the Longhorn Lear. Why would you build a trainer that you can't spin? Well I guess that's progress.

Next on the look list was a new Lancair 360 that taxied up. Wow, what a bird! Not even a bug on the leading edge. I guess that laminar flow stuff really works. Sculpted would be a word to describe this airplane. You can see how the designers mind worked as you look at a bird like this one. Small frontal area behind the prop must have made the propulsion installation engineers' job a nightmare. Then open up the frontal area for the passengers and back down narrow to the tail. The wing leading edge is seems to sweep forward to half span

what 75% of the stuff on it was for and thanked him for the kind offer but declined. I drove back to my hangar and got back to work on the Sonerai. Before I left I waxed the Chief's aileron just so she'd get some TLC also and sat in her cockpit, on the vinyl covered seat and looked at the few gauges on her instrument panel. I gave the compass a knuckle rap for good measure, and before I closed the pilot's door I checked the instrument panel real close for one of those placards that said AEROATICS AND SPINS NOT ALLOWED; it wasn't anywhere to be found! I guess that's progress. I patted her spinner on the way out.

EAA Chapter 974 Board Meeting Minutes, April 20, 2003

Attendees:

Bill Conn	Ray Parker
Tom Linfert	
Bob Dombek	Barry Fear
George Theobald	
Rolf Hetico	Andy Garon
Steve Statkus	

Chapter President Bob Dombek called the meeting to order at 6:00 p.m. The meeting was held at Hangar T5-I, Butler County Regional Airport on April 20, 2003.

Minutes of the Meeting:

Chapter Membership: The Board will be sending out 2003 dues notices to all members with outstanding dues. We will be collecting 2003 dues through May 15th and then updating the membership rooster. Funds were approved for preparing and mailing notices. Rolf Hetico will send out the dues mailing, Barry Fear will do any follow up phone calls needed.

Chapter Programs: Bob Dombek is

Events: Bob Dombek has faxed a notice on our Young Eagles event to the EAA Risk Management Office. Bob noted that we need to notify EAA 30 days in advance of these events for insurance coverage.

Hangar Update: Barry Fear presented a plan for making the hangar south wall useful to members working on projects. Changes will include: moving the work bench to the south wall; removal of unused furniture; adding a combination lock to the tool room (members will have combination); adding a small tool box; relocate compressor to the south wall and bolt to the floor; and modify the coffee area. Goal is to provide work space and additional space around the aircraft stored in the hangar. A Chapter Work Day is tentatively scheduled for May 15th from 10:00 to 4:00 with lunch. Barry will present the plan at the May Chapter Meeting.

Minutes recorded and respectfully submitted to the membership for approval.

Rolf Hetico
Secretary, EAA Chapter 974

working on a replacement for the Programs Chairman position vacated by John Statt. The Chapter Board discussed potential topics for meeting programs and developed the following list of potential topics:

- May Meeting - "Composite Construction" (Elizabeth Szoke and Brett Ferrell)
- June Meeting - "Ups and Downs of Landings," AOPA Wings Safety Seminar (George Theobald)
- Plane, project and member photo in front of the Chapter Hangar
- July/August Meeting – Basic Engine Class
- September Meeting – Radios, antennas and electronics
- October Meeting – TBD
- November Meeting – Chapter elections
- December Meeting – Member Project

Tours

Other potential topics might include a detailed project review (e.g. White Lightning), AOPA "What the Owner Can Do – Maintenance"

EAA Chapter 974 - April 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 April 6, 2003.

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

Membership/Hospitality Report (Tom Graumlich, Bill Conn, Jim Key and Ron Gielegem)

The following new members and guests were recognized:

- Mark Hinkle
- Linda and Jerry Brainard

Programs Chairman (John Statt): John will not be able to continue as the Programs Chairman. Bob Dombek thanked John for all the work he did and will be meeting with the Chapter Board to discuss filling the Programs Chairman position.

Fly out Chair Report (Ray Parker): First fly out of the year will be on 5/4 to "Fun Day Sunday" at the Moraine Airpark. More information will be available in the next newsletter. If you have any extra seats or need a seat for the trip, let Bob Dombek or Ray know Fly out.

Hangar Master Report (Barry Fear): Barry is looking for the Chapter broom and bicycle, please return to the Hangar. Bob Dombek has someone's desk in his hangar – if it is yours, please see Bob to pick up.

- Al Marmora
- Dawna and Tom Boehmer

Treasurer's Report (George Theobald):

George reported that the Chapter had received \$230 in dues and has a \$1895.81 in the bank. Hangar rent of approximately \$300 is due.

Vice President's Report (Tom Linfert):

Tom Linfert has purchased a photo album to start a Chapter 974 photo archive. Please contact Tom if you have any photos of Chapter activities, especially early photos. Tom will make copies of any photos you would like to keep.

Technical Counselor Report (Steve Statkus and Ray Parker):

Ray Parker reviewed Ken Jones' White Lightning project. The White Lightning is a composite, 4 place, low wing airplane with retractable gear.

Flight Advisor Report (Mark Taylor):

Mark reported that Ron Forsythe is prepping for the first flight of his Hornet. There was general discussion on who should be in attendance at a first flight – general consensus was necessary crew and ground support only, it's not a party.

Young Eagles Report (John Taylor):

John Taylor reported that the date has been set for the Young Eagles flight – Saturday, 4/26 with a rain out date of Saturday, 5/3. The Boy Scouts and Ron Gielegem's students will be attending the flights. John will be setting up flights and looking for pilots and hangar tours, a reminder that the Boy Scouts only allow certified aircraft for this activity.

Newsletter Editor (Steve Statkus): The March newsletter has been sent out via email and U.S. Mail (22 copies).

George Deeb, Chapter Web Master, reported that we can make the Chapter web site into anything we want – add projects, aircraft photos, etc. Please contact George

Librarian (Andy Garon): No report.

Old Business:

Wings Weekend will be 6/26-6/28. We will start serving food at 11:00 on 6/26. We will need to set up the food booth on 6/25 evening due to the early start serving food on 6/26.

Flying Circus: Flying Circus will be held on 8/9-8/10, 1-5 p.m. each day, with an estimated attendance of 10,000. We will set up the food booth. General discussion about the Chapter's food booth sales at the Hamilton Airport Air Show raised ~\$700 for the Chapter in 1995 (estimated 7000 people in attendance).

New Business:

Chapter Hangar Status: Steve Statkus would like to see the hangar used for more project work (have work tables, tools, etc.). Bob Dombek proposed that this activity be worked in a smaller group with proposals brought before the membership for evaluation and vote.

Chapter Tool Room Key: Members should see Bob Dombek if they need the key to the tool room.

Cook Out: Paul Kurtz proposed a social gathering at the Chapter hangar on Saturday, June 21st at 7:00. Paul will have the grill fired up, everyone bring their own food and drinks.

Member Project Reports: No report.

April Program: Barry Fear gave a technical program on sheet metal preparation and alignment of an RV9 wing rib and spar.

The meeting was adjourned at 3:10.

Minutes recorded and respectfully submitted to the membership for approval.

Rolf Hetic

with any ideas.

The chapter project photo, taken in front of the hangar a couple of years ago, getting kind of old. We will be taking a new photo after the May or June Chapter meeting. Look for more information in the newsletter.

The EAA national web site does not have a pointer to our web site. Rolf Hetico will send an updated link to the national web site.

Secretary, EAA Chapter 974

George Deeb would like to remind everyone that a picture is worth a thousand words. So take your camera with you next time you go flying, and bring back some pictures for his website at www.airportapproachpics.net . Check it out to get an idea of what he is looking for.

END

