

EAA CHAPTER 974 NEWSLETTER June 2003

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THE PREZ SAYS: Greetings Chapter 974! (Hmmm..... That "greeting" reminds me of the beginning of another letter I received about 35 years ago..... Sound familiar to anyone?). Those of you that stayed for the program at the May meeting were treated to a rare inside look into the techniques involved in building a "plastic" airplane. I've not done much with fiberglass myself, and I've had only vague notions about composite construction, so I was really fascinated by Brett and Elizabeth's demonstration. I was especially taken by the "schmoey" (SP?)-I guess this was the micro-balloons/epoxy mix. My brain could not decide whether it was peanut butter or butterscotch pudding, but it looked good enough to eat. Some of the other mixes did not look quite so appetizing. Still, I never dreamed epoxy could be whipped into so many different recipes! I've been to the field twice during the week following the meeting and have not been able to resist testing the parts and peeling the "peel-ply". Amazing! We tend to think of building airplanes as a "guy thing", but seeing the way Elizabeth and Brett work together shows how "domesticated" a project can be. There are critical elements that lend themselves so naturally to the skills that you gals have. Mixing, blending, cutting, icing (schmoey spreading), sewing, and ironing are just a few that come to mind. We should let the gals do more than just hold a bucking bar. Thanks Brett and Elizabeth for showing us the way!

While I am thinking about recipes, I neglected to acknowledge our vice-president's culinary skills. We were treated to a delicious pineapple upside down cake and a great coffeecake. I noticed that none of it went home with you, Tom. Many thanks for the treats!

How many of you made it to Funday Sunday? We had a successful fly-out thanks to Ray Parker. I counted at least 7 planes from our chapter. I wish I had gotten a group picture. My goal was to take lots of pictures. (I know. I see the same airplanes over and over, but I can't resist the camera). I accomplished my goal, to a certain extent, but would have taken many more than the 84 I shot had it not been for running into old friends at almost every turn. In looking back, I think I spent more time socializing than looking at airplanes, but I guess that's the fun of a local fly-in. But, there is a dark side. Late morning, I swapped rides with fellow S-7 owner and Internet buddy Duane Melby, who flew in with his Dad from the Akron area. As we were returning from Duane's ride in my plane, I made a less than wonderful landing. My ungraceful return to terra firma was witnessed by enough people that knew my plane, that it was all I heard about for the rest of the day. By his own admission, Duane's earlier arrival landing was a little off too, but since he's not well known in this neck of the woods, he didn't hear another thing about it. Nothing like being on display! By the way, Duane's S-7 won champion custom-built kit at Funday Sunday last year. Way to go Duane and thanks again for the ride! The fly-in has been blessed by near-perfect weather the past 3 years, but I heard, from one of chapter 48's members who was assigned to counting new arrivals, that this year may have set a record. By 11:30 AM there were 159 aircraft on the field. Congratulations Moraine Chapter 48 for a terrific effort and a job well done. Thanks for having us and making us feel welcome!

(Click to Enlarge)



Elizabeth, Brett, and The Wests
Tim, Greg, and the White Tiger





Bill Conn heads out
Funday-Sunday from the levee

Let me throw out a few words about 974's future activities. First, there is our Young Eagles Rally and hangar work-day on May 17th. After that, the June 1 meeting will feature George Theobald presenting "The Ups and Downs of Landings", which will be good for Wings credit. Then, there is Wings Weekend June 26, 27, and 28, with setup on the 25th. Please try to set some time aside for this event. Finally, I attended another of the Greater Cincinnati Radio Control Club's Board meetings this past week. Part of the time was spent doing a walk-around, to see where the flight line, Young Eagles, vendors, displays, parking, and audience viewing area for the Flying Circus will be. Rather than take space now, I will lay this out for you in greater detail at the June meeting. For our part, we will be providing Young Eagle rides, selling food, manning static displays, and doing fly-by's. It promises to be a great event and lots of fun, but will take participation in "mass quantities". Please try to keep Aug 9 and 10 open and even some time on Friday the 8th for set-up. These are all opportunities to serve, to make a good chapter better, and have some fun! Hope to see all of you there!

Happy Landings!

Bob

AROUND THE PATCH: There's a sign you see around airports from time to time. It says: "Flying is the second greatest thrill one can experience - landing is the first," or something close to it. Well this saying was proven today out at I69. Wind was 30 gusting to 50 swinging the old sock from a dead crosswind to down the throat. Even the birds were walking. Not a day to pull the old AirKnocker out so I decided to

The 182 was struggling into the wind climbing out at a large angle while rocking from wing to wing. We both looked at each other. "What fool would be flying in this weather?" I asked. "Maybe he's out practicing cross wind landings" my buddy replied. The guy made one circuit and took the whole runway to gather the 182 back under control. My buddy said, "you always learn something from every flight." My

replace the Oscar Meyers with a new set that had been sitting on the hangar floor for about three weeks. One of my flying buddies rolled up on his new black and red 170 hp crotch rocket and asked "WAS UPPPPPPP?" I guess the jack under the axle, missing one wheel, two new tires and inner tubes wasn't a dead give away after all so I said, "changing tires." "Changing tires?" "Yep, gonna change these tires." "Gonna change them tires?" By this time I'm wondering if I've entered a new dimension or maybe just been abducted by aliens who look like my flying buddy.

Well I just chalked it up to too much speed (mph's) and the wind blast was still caging his gray matter so I said, "what do ya say wanna help?" "Wanna help?" I figured it was hopeless so I just offered him a Mountain Dew and turned to the task at hand. My buddy sucked the can dry and laid down on the hangar floor. After a few minutes I started hearing some pretty rude sounds. I checked to make sure the hangar door was up and locked. After quite a few loud reports I couldn't help but turn around and look at my pal. I really expected to see him levitating on his exhaust plume (AV-8B like) but instead all I got was the mother of all reports. It was capped off with a cat that ate the bird ear to ear grin. "It was those White Castles from last night." "Is this the way you treat all your friends?" I asked. "Guess so, since you're my only friend, except for that hot little blond at the diner. Besides, you need some baby powder." "I beg your pardon," I replied. "I think you need your diaper changed." I could see that I'd not hurt his feelings and I was starting to wonder if my deodorant was failing under the odorous assault when we heard the sound of aviation. Remember the winds?

buddy is real a philosopher at times. He can get you thinking if you can only get his mind off women and things that go way too fast. "You're gonna need a Schrader valve removal tool too," he said. He's also a darn good mechanic in spite of his rather strange behavior.

On the way to lunch I thought about that statement and concluded that it's not always true. I've had many a flight that I've not learned anything. Sometimes I'm just staring out the window taking in the view. Other times on longer flights, I take off the headphones and let those 65 ponies rattle my brain until I'm almost comatose. Occasionally (usually when I screw up) I learn something. Don't know if that's just me or if it's human nature; maybe a bit of both. Anyway, I tried to put myself in the 182 pilots seat and I asked myself what had I learned about this flight. The first thing that came to mind was "I have terrible judgment!" "Then I sure hope nobody saw that." Finally it dawned on me: "I'm sure glad I'm up here with only God and His natural fury to deal with than being in that hangar with a guy who spent some quality time in White Castle!"

Oh, the baby powder was for the inner tubes. And my buddy demonstrated in a very visible way what acceleration really looks like. The equation $F = MA$ has a totally real meaning now.

EAA Chapter 974 - May 2003 Chapter Meeting Minutes

Chapter President Bob Dombek called the meeting to order at 2:10 p.m. The meeting was held at Hangar T5-I, Butler County Regional Airport on May 4, 2003.

Membership/Hospitality Report (Tom Graumlich, Bill Conn, Jim Key and Ron Gielegem): The following guests were recognized:

- > Scott Noble
- > Tom Hufford

Treasurer's Report (George Theobald): The Chapter received \$210.00 in rent, a \$10.00 new member reimbursement from EAA, and \$200.00 in dues in the last month. Approximately \$400.00 hangar rent is due. Current account balance is \$2362.30.

Vice President's Report (Tom Linfert): No report.

Technical Counselor Report (Steve Statkus and Ray Parker): No new project work to report on.

Flight Advisor Report (Mark Taylor): Ron Forsythe completed the first flight of his Hornet on 4/21/03. Ron now has a couple of hours on the Hornet.

Young Eagles Report (John Taylor): Bob Dombek reported the Young Eagles flight has been moved to 5/17/03.

Newsletter Editor (Steve Statkus): No report.

Chapter Webmaster Report: George Deeb requested that we turn in material for the Chapter newsletter by mid-month to allow timely publishing. If anyone has pictures of their projects (digital or prints), George

Librarian (Andy Garon): Please contact Andy if you have any books or magazines you would like to donate to the chapter library.

Old Business:

Wings Weekend will be 6/26-6/28. We will start serving food at 11:00 on 6/26, all day on 6/27 and breakfast/lunch on 6/28. The chapter is targeting 5 people to work our food booth on all shifts (1 cook, 2 servers, 1 cashier and 1 runner). Guest speaker at the Wings Weekend will be Paul Poberezny.

Flying Circus: Flying Circus will be held on 8/9-8/10, 1-5 p.m. each day. Bob Dombek will report more specifics on the Flying Circus at next months Chapter meeting.

Chapter Social Gathering: Paul Kurtz reported the next Chapter Social will be held on Saturday, June 21st at the Chapter hangar. Bring your own food and beverages, the grill will be fired up at 6:30 with a movie shown at 8:00.

New Business:

Computers: Elizabeth Szoke may have some surplus computers available for the Chapter (drives are wiped). The computers will need new software. General feedback from the membership was the Chapter is interested if the computers become available.

Member Project Reports:

- > Fred Hogan reported that when the Chief will be ready to fly when the cowling is finished.
- > Ron Gielegem reported he is pulling electrical wires in his RV8.
- > Elizabeth Szoke reported the Velocity needs to be rolled upside down for sealing of the tanks, etc. Elizabeth and Brett are

would like to post them on the web site. Check the web site in a couple of weeks for additional upgrades.

Programs Chairman (Dave Raney): Dave Raney is the new Programs Chairman. Upcoming programs will include Fred Hogan's Aeronca Chief project and a program on electrical system and radio noise by Dave and Tom Graumlich.

Hangar Master Report (Barry Fear): Barry was not at the meeting. President Bob Dombek discussed the changes Barry has proposed to make the hangar more useful for working on projects, library space and storing aircraft. Proposed changes include moving the workbench to the south wall, adding a railing to stairs, shelves for the TV and PA system, and getting rid of unused furniture. After discussion among the membership about the project, Ron Gielegem proposed the following motion:

"The membership authorize Barry Fear to spend up to \$300.00 in Chapter 974 funds for purchases to support the hangar project. All expenditures are to be documented and made available for membership review."

The motion was voted on by the membership, tally of the vote was: 23 members for the motion, 1 member against the motion. The motion passed.

A work day is planned for May 17th at 12:00 to start the project (lunch will be served).

looking for ~5 people to help turn the fuselage over in mid-May. Elizabeth will send an email with directions to anyone who is interested – promises to be an exciting operation. They are also getting ready to upholster the seats.

The business meeting adjourned at 3:05 followed by the May technical program.

May Technical Program: Elizabeth Szoke and Brett Ferrell gave a technical program on composite construction.

Minutes recorded and respectfully submitted to the membership for approval.

Rolf Hetico
Secretary, EAA Chapter 974

Hello Chapter Members:

This is my first submission as a Contributing Editor of our online Newsletter. Some of you have heard me say this at the chapter meetings, but for those who haven't I would like to tell you about our website. The website was built in phases, until reaching the level it is now at. The first phase was to construct the look/physical layout. Phase 2 was the addition of existing materials, such as latest and old newsletters, group picture and

basic location information. Phase 3 was the addition of useful links such as the Chapter Calendar, Member list, Current Weather, etc., and a general polishing up. The last phase was the addition of pictures showing recent accomplishments of our members, and recent events.

Although the last phase is of interest to all of us, it is also important as a vehicle for showing visitors what the chapter is about. Anyone searching the Web, looking into the EAA or experimental aircraft, and wanting to know what is available locally, will hopefully see our website as a "Welcome" sign. It is your pictures and activities that best explain what Chapter 974 is about. So if you've just finished another section of your project, or had a flying/building experience you'd like to share, please send me the pictures and information and I will post them for everyone to enjoy. Click on the **SUBMISSIONS** link for information on where to send the materials.

The website is evolving. Things that don't work will be removed, and new items added. It can be anything the chapter members want it to be, so feel free to let me know your ideas.

See you at the next meeting
George Deeb

END

