

EAA CHAPTER 974 NEWSLETTER July 2003

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Don't forget Wings Weekend - June 26 thru 28

See Chapter Website main page for details

THE PREZ SAYS

Dear Chapter 974 members, I don't know about the rest of you, but after George Theobald's presentation "The Ups and Downs of Landings" I felt the finger of guilt pointing at me for my frequent bouts of sloppiness in my landing skills. It just so happened that at the conclusion of our meeting, the weather was cooperative for a change, and the sky beckoned. But, before I was seduced by just joy riding around looking at the scenery, I thought I would try my hand at a few take-offs and landings (I read somewhere that the number of each should be equal at the end of your days' flying!). On June 1st there just happened to be a nice northerly crosswind for 29, which meant it was coming from the right. Right hand crosswinds always give me fits, I think, because at HAO, during prime flying season, the wind is out of the southwest and that means correcting for wind from the left. My hands and feet seem to be programmed for correcting that way - not a good thing for a northerly blow from the right, especially in a taildragger. My intended 2 or 3 landings turned into 8, and each one was plagued with something nasty out of George's video - sloppy directional control, poor alignment on final, crummy airspeed control, multiple landings out of the same approach (a.k.a. bounces) -- you name it! I could see the little guy at the approach end of the runway holding up his score card with lots of 3's and 4's. YUK! In my weak defense, when I opened my logbook at day's end, I realized that my previous flight was on May 4th, the day many of us flew to Moraine for Funday Sunday. It was a testimony to my lack of practice and a month of pretty lousy flying weather. All excuses aside, I want to thank George Theobald for sharing his expertise in support of the AOPA video. Thanks George!



George's



Smile - the mark of a Good Teacher landings

Mark and John score

For those of you that have visited the chapter hangar in the last few weeks, I hope you noticed some changes that took place. A group of members, headed by Barry Fear, got together on a very sloppy May 17th, to organize, move (or throw away!) some of the stuff that has accumulated over the months. Please see the website for details. This is a work in progress toward the goal of making the hangar a useful place to work on projects. More to come, and more to be said on this later. Thanks to Barry and all of you that helped.

Before I run out of space, I want to pay a special tribute to the Tri-State Ultralight Pilots Association, also known as TUPA. I am proud to be a charter member of this club, which celebrates its 20th anniversary this year. The 20th birthday party was held in my hangar on Saturday June 7th, with 75 former and current members and many of their family members attending. The words "family members" are key here.



A few brave souls flew in
Family

The TUPA

TUPA has survived and flourished for a number of reasons, but I think a big underlying factor is that it is family oriented. Kids, wives (girlfriends!), and sometimes even parents, attend many of our meetings and flying events! (It doesn't hurt things that our meetings have traditionally been held at restaurants or in some way are associated with food!). Ultralight pilots are often unjustly viewed as the lunatic fringe of aviation. I firmly believe that the ultralight movement is what gave birth to the light sport aircraft many of us enjoy today. Several members have been trained and certified as ultralight instructors, which provides an entry point for new members and has eliminated the temptation for new pilots to teach themselves, often with disastrous results. In a branch of sport aviation where clubs often have a short life span, the TUPA is considered old, maybe ancient. But, this is good, and we could learn a lot from their example. Congratulations TUPA!

OK, lets look ahead a little. By the time this is published, Wings Weekend will be upon us. My thanks to all of you that signed up to help. I will be calling you during the week before Wings, to confirm your times. Just as a reminder, Paul Poberezny will be the keynote speaker at the banquet. I have sent him a letter of invitation to visit our chapter hangar while he is here. I will post his response on the website just as soon as I hear something back from him. Our next meeting will be on Sunday, July 13th, which will be a combined July-August session due to Oshkosh and the August Flying Circus. Dave Raney and Tom Gromlich will present a program about radio installation and reducing electrical noise and interference. I certainly think this is one program not to miss. The board will meet at 1:15 in my hangar, T5-H, so if you have any business to discuss, you are invited to meet with the board at that time. Let's keep the business meeting as short as possible so we can get right to the program. And, please keep August 8, 9, and 10 open for the Flying Circus. This will be a biggie!!

Happy Landings!

AROUND THE PATCH

Pete Bowers died recently and we EAA'ers have lost one of our founding fathers. For those of you who don't know his history, Pete was an aeronautical engineer for Boeing for about 40 years or so. He was active in the early days of homebuilding in the Pacific Northwest and developed a large collection of photos of airplanes of all types. He provided those photos to magazines and books over the years and acted as the expert advisor to numerous magazine and books dealing with aviation. But from an EAA perspective what Pete is most well known for is his single seat all wood folding wing design the Fly Baby. It won the first EAA design contest (back in the early 50's) and the plans were published in Mechanics Illustrated. I believe the Fly Baby was a knock off of a design called the GB (for George Bogardus) who made several flights to Washington DC back in the late 40's and early 50's. The goal of these flights was to help the government appreciate the authenticity of homebuilt airplanes and craft the language necessary to keep government over-regulation from impeding the natural progress of the movement.

The Fly Baby really is a second generation homebuilt, which incorporates the structure of the first generation Pietenpohl (wood and fabric) with a modern (?) power plant the opposed four cylinder engine we all know and love yet today. Pete designed an airplane that is simple, rugged and most important practical. Its mission is simple: fly well on a limited budget. The folding wing option is one that is still important today and being incorporated on several homebuilts, allowing one the flexibility of storing/moving the airplane if hangar space is an issue.

CALENDAR OF LOCAL FLY-IN EVENTS

Fellow fliers; I've picked out the fly-in events in the local area that are possibilities for attending based on Aeronca speeds. If you have some event that is of interest and may exceed the radii I've chosen please drop me an email and I'll post it.

[\(Click here for a printable version of this listing\)](#)

June 6-7 Blue Ash Air Show

June 21 Urbana OH EAA 955 Fly In Breakfast

June 26-27 Wings Weekend HAO

July 12 Urbana OH, Mad River Airpark (I54) Weekend fly-in with food camping and rides.

July 13 EAA 974 Chapter Meeting

July 17-20 Dayton Air & Trade Show: Blues, T-Birds, and Canadian Snow Birds.

July 25 Pietenpol Fly-in Broadhead WI

July 29-Aug 4 The Big O!

Aug 4 EAA 974 Chapter Meeting

Aug. 8 Aeronca Fly-in Alliance Airport Ohio

Aug 8-10 Muncie Hot Air Balloon Championships

Aug 9-10 Flying Circus HAO

Aug 16 Urbana OH EAA 955 Fly In

I was fortunate this past summer to see the original Fly Baby sitting at a grass strip in Rockford IL (home of the first EAA Conventions.) I stuck my head in the cockpit and looked through the windshield, smelled the wood, varnish fuel and oil. The seat was cracked red leather and you could tell this airplane had some years on her. The fabric needed attention and the some sanding and was in order. Hey, 50 years old and still flying? For a homebuilt? I'd say Pete hit all the nails on the head.

Next time you're out at the airport and Bill Conn is around; ask him to show you his Fly Baby. It's a classic time machine whose only purpose today is to paint smiles on the faces of pilots who Fly Babies, and challenge today's designers to try and do as well. Ain't happened so far. Way to go Pete!

Sonerai Update: Finding a few minutes here and there to spend on my little Sonerai project. Since the Great Thanksgiving Paint-In I've been able to look at the little bird without the gag reflex kicking in. I'm enjoying researching the paint scheme for the Gee Bee R1/R2 that Delmar Benjamin flew for the past few years and have decided to copy (?) it for my project with a few exceptions. Next task while I do the detail painting is to pull the landing gear, install the hydraulic brakes paint the gear legs and reinstall them. Then install the heel brake cylinders, instruments, canopy, re hang the engine, finish the baffling (for the fourth time) install the new cowling, make access panels paint then start on closing out the wings. Sometime in this process I need to get the paperwork going. Just a million small tasks that add up to a great way to spend time and money. Of course it helps to have an understanding and loving spouse. If you don't have one of these check Aircraft Spruce I think they have some you can order. On second thought, maybe a lease option would be a better way to go. Call Tom Lindfert, he may have some for rent, an

Breakfast

Aug 22-24 Richmond IN Fun in the Sun

Aug 22-24 Marion OH MERF

Aug 27 Antique Airplane Association fly-in Blakesburg IA

Aug 30 Fly-In Cruise In Marion IN

Aug 30-31 Waynesville Tail Dragger's fly-in.

Sept 7 EAA 974 Chapter meeting

Sept 13 Lunken Airshow

Sept 20 Urbana OH EAA 955 Fly In Breakfast

Sept 21 EAA 974 Picnic

Oct. 4 Madison IN Airshow

Oct 5 EAA 974 Chapter meeting

Oct 25 Chili Cookoff and Movie 5pm HAO

Nov 2 EAA Chapter meeting - elections

Dec 7 EAA 974 Chapter meeting -projects tour

Jan 4 EAA 974 X mas party

even better idea!

That's it for this month. Been lousy flying weather but things are looking up. . .

Steve

**Chapter 974 Board Meeting Minutes -
June, 2003**

NOT REPORTED

**Chapter 974 Chapter Meeting Minutes
- June 1, 2003**

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 June 1, 2003.

The President welcomed everyone to the meeting and thanked them for coming. The meeting format is being changed to make the program the centerpiece of the meeting and abbreviate the business section of the meeting. Chapter business will be conducted, primarily, at the Chapter Board meetings. All members are invited to attend the Board Meetings. Next Board meeting will be July 13th prior to the Chapter Meeting.

The meeting minutes from the May 4, 2003 were approved as published.

Membership/Hospitality Report (Tom Graumlich, Bill Conn, Jim Key and Ron Gielegem): No new members or guests attended the meeting.

Treasurer's Report (George Theobald): Current account balance is \$2362.30.

Vice President's Report (Tom Linfert): Thanks to members for hangar clean up work. Anyone with photos or information for the Chapter album, please contact Tom. Tom would like to use the patio blocks to pave an area outside the hangar

Flying Circus: Flying Circus will be held on 8/9-8/10, 1-5 p.m. each day. The Chapter will be serving food (hamburgers/hot dogs/brats), up to 5000 people are expected if the weather is good. Bob Dombek suggested we recruit spouses and older children to work the food booth. Besides serving food, there will also be a Young Eagles flight and our airplanes will be out on static display.

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 beverage; the grill will be fired up at 6:30 with a movie shown at 8:00.

New Business:

Blue Ash Airport Days are June 6-7. Volunteers are needed, if anyone is interested contact George Theobald for information.

The Tri-State Ultralight Association is celebrating their 20th anniversary. Stop by Bob Dombek's hangar on June 6th.

July and August Chapter Meetings will be combined due to Oshkosh Fly-In and Flying Circus dates. July meeting date is 7/13.

Young Eagles Report (John Taylor): Young Eagles had a very successful event on Saturday, 5/24. A total of 20 kids, 6 parents, 1 kid who just showed up and 2 nuns were given flights.

John reported that an Eagle Scout in Waynesville is trying to put on a program to fly 80-100 kids on 6/6. EAA Waynesville Chapter will be in contact with John. This will not be a Young Eagles event. Anyone interested in flying at Waynesville should talk to John.

Hangar Master Report (Barry Fear): Tim Morris is storing an aircraft in the hangar and John Taylor is storing aircraft wings. Rent for the storage is extra income for the Chapter. The chapter hangar changes will be a work in progress.

Old Business:

Wings Weekend will be 6/26-6/28. A sign up sheet was circulated among the membership. Set up will be 6/25 at 6:00 p.m. We will start serving food at 11:00 on 6/26, all day on 6/27 and breakfast/lunch on 6/28. Need 4-6 people per shift working in the booth. Guest speaker at the Wings Weekend will be Paul Poberezny. The Chapter will send a letter inviting Paul Poberezny to visit our hangar.

A motion was proposed by Mark Taylor and approved by the membership to allow the Flying Knights use the EAA Chapter Hangar for their meetings. An EAA Chapter member will be in attendance at the Flying Knights meeting and meeting size will be limited to 10 people.

The business meeting adjourned at 2:40 followed by the June technical program.

June Technical Program: Dave Raney and Tom Graumlisch gave a technical program on aircraft radio installation and eliminating interference.

Minutes recorded and respectfully submitted to the membership for approval.

Rolf Hetico

Secretary, EAA Chapter 974

STRIPPING OFF EXIF INFO

Many digital cameras create an EXIF-JPEG file, which is a standard JPEG image file with exposure information attached. When the image is looked at with appropriate software the exposure info is also displayed. When looked at with other software this info is just ignored. EXIF info can increase the file size greatly. Although it is probably useful in many ways, for most of my applications EXIF is just added weight.

The software that came with my camera will not remove the EXIF (or maybe I just haven't figured out how to yet). I get rid of it by opening the files in another imaging software package that doesn't deal with EXIF, and just re-saving the files. Viola! - the file is now half the size it was, or considerably smaller. This not only saves space on my harddrive, but also saves uploading time when sending the files over the Internet. AND let's not forget saving space on the recipients computer as well.

So save yourself a lot of disk space and upload time (not to mention saving me download and processing time on submitted files). If your camera creates EXIF-JPEG files, strip it off.

See you at the next meeting
George Deeb
Contributing Editor

END

