

# EAA CHAPTER 974 NEWSLETTER AUGUST 2003

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## THE PREZ SAYS

Greetings Chapter 974! As many of you know by now, we had a very successful food sales effort at Wings Weekend, clearing \$722. This will really help to improve the financial health of the chapter. More important, we supported a very worthwhile aviation safety program. The icing on the cake was that we were honored by a visit from Paul Poberezny. He toured our chapter hangar and took the time to view many of our projects. That was probably a once in a lifetime experience for most of us and something we will remember for a long time to come. What a gracious gentleman he is! If that were not enough, many of us got to meet and have our picture taken with Neil Armstrong at the Wings Banquet. My head is still spinning from that day! I would like to offer my heartfelt thanks to all of you that participated in operating the food booth and helped to make the entire weekend a big success.





Paul Poberezny and the volunteers

Next, I would like to say a big thanks to Dave Raney and Tom Graulich for a terrific program at the July chapter meeting. Dave is an invaluable resource when it comes to trouble shooting avionics problems in our planes. Many of us are button pushers, and we do just fine as long as all the bells and whistles are working. Our radios, intercoms, ignition systems and other devices like transponders and strobes have to get along in close company, and, as miraculous as today's avionics are, they can reek havoc with each other. Tom Graulich's electronic ignition system hiccuped every time he keyed his mike. Of course the engine hiccuped with the ignition system — very unnerving to say the least! Tom shared his trouble-shooting journey with us, and together, he and Dave explained the intricate details of solving the mystery. We also learned a lot about proper grounding, shielding and antenna installation and tuning. Great job guys! Thanks again!



Dave and Tom Elucidate

I can't help waxing a little philosophical when I reflect on Paul Poberezny's talk at the Wings banquet. I love the way he thinks of us as being part of a big family — his family. We are very fortunate to be part of such a great organization. Our love for things that fly brings us together. Out of that comes a terrific bond that is hard to match. Friendships form that can last a lifetime. We help and support each other in ways that are obvious and some not so obvious. Here's a neat story to illustrate my point. Nancy and I were treated to dinner at Mark and Maryann Webb's home last night. Mark is the hangar master-at-arms for chapter 174, and has built a beautiful Subaru-powered Kitfox. One of Mark's fellow Kitfox builders, Mike Logan from Virginia, stopped off for a couple of days at the Webb's. He was on his way to a family reunion, with his wife, Susan and their 11 month old baby. Susan was finishing a Pulsar before they met, and when Susan needed a paint booth (that Mike just happened to have handy), a romance started. I knew that Mark and Mike had maintained a lasting long distance friendship. When I heard the story of how Mike and Susan met, I could not help thinking of Paul Poberezny's frequent references to all of us being part of a big family. Thanks, Paul, for starting such a great organization and for bringing so many of us together!

Well family, we are about to join another family, the model airplane family, in a combined effort to share our love of flight. The Flying Circus Celebration 2003 is almost upon us. It will take as many of us as possible to pull this off. Please look at your schedules, and try to carve out a piece of time during the weekend of August 9 and 10. We need help in the food booth, or flying Young Eagles, or, if you are so inclined, participating in the fly-by of home built airplanes. Please check the website. I will also post extra sign up sheets in the chapter hangar somewhere in the vicinity of the bulletin board. Because of the close timing of Oshkosh and the Flying Circus, there will be no chapter meeting in August. This is a good time to remind you that our next meeting will be Sunday, September 7. We will be treated to Fred Hogan and some metal working as part of his beautiful restoration of his family's Aeronca Chief. This is one program you won't want to miss. Of course before all of this is the grand daddy of all programs, Airventure 2003. Sure hope to see many of you there!

Happy Landings!

Bob

### AROUND THE PATCH

Five minutes after a loose formation take off at Hook Field, Art and I were still inside the boundaries of the airport. This seemed a little strange to me so I fired up the Pilot III and read a ground speed of 37 mph. Hmmmmmm, maybe I'm still climbing. Push the nose over into a moderate dive and the ground speed read 45 mph. Having previously established the limit of my patience to be no less than 50 mph over the ground, and having the whole trip ahead of us, I opined that I was not sitting in that airplane for two days to go about 360 air miles. So, we drove to the Big O.

What an event. All the airplanes one can stand and good fellowship shared with the 974 and 174 crowd. That really is the way to enjoy Oshkosh. Flying in is a lot of fun but the stress of worrying about the safety of a light plane in that weather can be a bit of a drag. And watching Tom and Barry cook is worth the trip.

Just in case there are any single women reading this, Barry makes a very considerate Chile, [heat to your own taste.]. He doesn't drink to excess, nor does he smoke and generally does not curse; this last gentlemanly characteristic I attribute to his hanging around with Tom Graumlich for about five years. He does snore however, as reported to us by numerous campers who thought that someone had parked their RV in the TENT ONLY CAMPING area, complete with unmuffled (run after dark only) 3000 KVA generator operating with a max load rpm cutout engaged. Several other campers reported that one of the war birds might have taxied up to the camping area at night and were troubleshooting a faulty magneto or cycling the prop for extended periods. So if those characteristics interest any of the (less than 70 ) unattached (or not) females out there look up Barry.

Well, that's about it for this month. I apologize for the brevity but I've spent more time in cattle cars this summer than the cockpit of 10E.. Things are looking like they may slow down a little and hopefully I'll get back to work on the Gee Vee soon. If you haven't been over to Clermont in a while, it's 25 air miles - come on down.

Steve

### CALENDER OF 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.

Aug 7 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 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

Steve

### Chapter 974 Board Meeting Mimites - July 13, 2003

The board meeting was held at Hangar T5-H, Hogan Field - Butler County Regional Airport on July 13, 2003.

Minutes of the Meeting:

The Greater Cincinnati Radio Control Club (GCRCC) Flying Circus will be held 8/9/03-8/10-03. EAA Chapter 974 will sell brats, metts and hot dogs at the Circus. The following items were discussed in preparation for the Flying Circus food booth:

- 1) Meat and bread will be ordered by the GCRCC.
- 2) Meat will be on consignment from Hoffman's Meats. The meat will be delivered in a refrigerated trailer (110 lbs of Metts and Brats, 75 lbs of Hot Dogs). In total there will be ~2000 pieces of meat.

- 3) Buns will be delivered by Butternut. The buns will not be on consignment, Chapter 974 will be required to pay for the entire shipment.
- 4) Food booth staffing: 2 cooks, 2 prep people and 2 cashiers are needed to man the booth. Also 2 grills will be needed (minimum).
- 5) The Chapter will need volunteers to monitor the EAA aircraft on static display for the show.
- 6) Young Eagle's Flights are scheduled for Saturday (8/9) and Sunday (8/10) from 9:00 to 12:00. We will need pilots and ground crew.
- 7) Bob Dombek will send "Event Notification" to EAA this week to have insurance in effect for the Flying Circus.
- 8) Bob Dombek will arrange for a temporary food service permit from Butler County Health Board.
- 9) Food booth will need to be manned from 10:00 a.m. to 6:00 p.m.
- 10) Barry Fear will inventory condiments prior to the show.

Minutes recorded and respectfully submitted to the membership for approval.

Rolf Hetico  
Secretary, EAA Chapter 974

### **Chapter 974 Chapter Meeting Minutes - July 13, 2003**

Chapter President Bob Dombek called the meeting to order at 2:05 p.m. The meeting was held at Hangar T5-J, Hogan Field - Butler County Regional Airport on July 13, 2003. The President welcomed everyone to the meeting and thanked them for coming.

The meeting minutes from the June 1, 2003 Chapter 974 meeting were approved as published.

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

Treasurer's Report (George Theobald): Wings Weekend food booth income was \$722, our best results ever for a Wings Weekend. The hangar rent is paid for the first half of the year. Current account balance is \$2207.

Vice President's Report (Tom Linfert): Thanks to members for their help on the Wings Weekend food booth. A lot of people helped out and the funds raised help keep our dues down.

Everyone enjoyed the Wing Weekend. Paul Poberezny visited with the Chapter members from 10:30 until 2:00 – thanks to John Statt for finding a golf cart for the tour. Neil Armstrong and Paul Poberezny were the speakers at the Wings Weekend dinner on Saturday night.

#### **Old Business:**

Flying Circus: Flying Circus will be held on 8/9-8/10, 1-5 p.m. each day. This will primarily be a model airplane show combined with some full scale aircraft. Young Eagles flights are set for 9:00-12:00 on Saturday and Sunday. A pool of kids with waivers are being prepared, we will need ground crews and pilots (contact John Taylor). The Chapter will have a food booth selling reduced menu (brats/metts/hot dogs). Volunteer sign up sheets were circulated for Young Eagles pilots, Young Eagles ground crew, Fly By pilots, aircraft static display monitors and food booth workers. Schedule for the Flying Circus includes Wright B Flyer (1:00-1:30), radio control model flying (1:30-4:30) and EAA aircraft fly by (4:30).

#### **New Business:**

George Deeb received an award (Chapter 974 T-shirt) from Chapter 974 for his efforts in starting up and keeping the Chapter web site running. Thank you, George.

A sign up sheet for EAA name tags was circulated to the membership.

Oshkosh travel plans: The Chapter will have a group camp site near the corner of Doolittle and Locust in Camp Schoeller. Look for the Chapter 974 banner and the orange windsock. Chapter 174 will also be in attendance.

The business meeting adjourned at 2:30 followed by the July technical program.

July Technical Program: Dave Raney and Tom Graulich 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

### **COMPATIBILITY**

WAYYYYYYYYY back when, before the dawn of the \$600 computer system, Bill Gates was trying to sell DOS (Disk Operating System) to IBM, who had commissioned the small Microsoft company to write it for their soon to be released Personal Computer. IBM declined, because they knew that the PC was just a passing fad, and people would soon be throwing them out and going back to their mainframe connected terminals (BIG mistake). Bill was sad. He had to generate some income to make the payroll.

Well now that we do have the 386 computer system running windows, it helps to understand that windows was developed on the backbone of DOS. In order to keep old software working as Windows progressed, Microsoft wrote in backward compatibility. One of the advantages of this is that the old DOS commands still work within the applications, and there are two very useful ones I want to share with you.

CTRL-C If you are in a document and you select a section of that document, shown by the fact that it's highlighted, and you hold down the Control key while hitting the letter C key you have just copied the selected area. This works for text or pictures, since Windows is a graphical system.

CTRL-V Now that you've copied something, how do you use it? Move your cursor to another location in the document, or even to another application, and hold down the Control key while hitting the letter V. You have now pasted a copy of the selection in the new location.

You may be wondering why you should do it this way, when you can go to the Edit menu and select Copy and Paste. Several reasons. Some programs don't have those choices in the Edit menu. Also, once you get used to it, it's quicker. It's easy to remember that CTRL-C(copy) means copy, but where did the CTRL-V(???) for pasting come from? Don't ask.

**See you at the next meeting**

**George Deeb**

**Contributing Editor**

### CLASSIFIEDS

For Sale: Two Lyc O-290s. One for parts (GPU) and one to rebuild (from a Pacer.) These are 125 hp, no logs, cleaned up and looking ready for the bench. Owner Mike Fransoza (EAA 174) is asking \$2500 for the lot and this is a good deal for someone building a Zenith for example. Call Steve Statkus or anyone in 174 for Mike's number.

# END

