

EAA CHAPTER 974 NEWSLETTER OCTOBER 2003

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

THE PREZ SAYS

Greetings Chapter 974! I started writing this on the eve of 9/11. It ranks right up there with the day JFK was shot and the two space shuttle disasters. Come to think of it, maybe I've got it backwards. In many ways those events pale in comparison. I guess I should not be trying to rank them. They were all terrible. Besides the feeling of horror, we tend to remember what we were doing when we first heard the news of those events. On that beautiful September 11 morning two years ago, I was at the hangar early, pumping fuel into Buttercup's tanks in anticipation of a great morning's flying. As I stepped down from my ladder, I noticed Ron Davis tooling along to the center runway turn-off in Pro-Aero's golf cart with a load of orange cones, and he proceeded to place them at the entrance to the taxiway. That was puzzling enough, but then he proceeded to give chase to a Cessna 150 that was already on the taxiway. It was almost comical to see Ron in a golf cart chasing a 150, but before I had much opportunity to process what I was seeing, or even to laugh, Bill Conn appeared at my hangar door. From Bill I learned that an airliner had crashed into one of the World Trade Center Towers and that our field was closed. Little did I know the fuel that I had pumped into my plane would be well on its way to becoming stale before I had a chance to burn it. Of course, my minor inconvenience was nothing compared to the impact on the lives of thousands of others. I am planning to go to the hangar in the morning to have a quiet moment of reflection and prayer about that horrible day.

September has a brighter side. At this month's meeting 4 new members joined the chapter. I would like to extend a Chapter 974 welcome to Robert Hobbs, John Wilemski, Jeremy Hicks and Howard Plevyak. I hope I've gotten the spelling right on everyone's names. It turns out that Howard is my new "across the street" neighbor in hangar T4-B and is building a Glastar. Welcome to you all!

For those of you who were at our September meeting, you were treated to Fred Hogan's excellent story of the restoration of his family's Aeronca Chief. I was very impressed with the way he tackled the challenge of repairing and restoring the cowl. It had been patched and re-patched many times over the years, and much of the nose bowl had to be rebuilt from scratch. In typical EAA fashion, Fred patiently learned the techniques of metal forming required to do the job. I was particularly fascinated with the English wheel. I had always wondered how those things worked. Fred's attention to detail was very evident in the finished product and something for which to be very proud. I love that rich orange color. You have a better than new Chief, Fred. Thanks for sharing your story with us! Great Job!



While I am thinking about tackling problems and fixing things, I'd like to share a story from "It's the little things that'll getcha" dept. Some of you know that over the past year or so, I've encountered some starting and stopping problems with my Rotax 912S engine. First was the hot start puzzle. I almost ran my battery down a few times trying to get the thing started again after shutting down and trying to restart. It made me very wary of flying somewhere for fear of not getting home. No sooner than this was solved then I started having problems shutting down. It wanted to just keep running and not very smoothly at that. I can't tell you the number of blind alleys I went down trying to unravel these two mysteries. It was plenty discouraging at times! The eventual solutions turned out to be things so simple as to be almost laughable. The hot start problem was fixed by closing the spark plug gap just a few thousandths of an inch and the shut down problem turned out to be a faulty ignition ground wire connector. Being able to start and shut down easily has sure put my mind at ease. My point is that I've learned a little something more about faith and persistence --- and asking for lots of help! I guess I shouldn't be so surprised. We've all been there! Look for the simple stuff first, get help, and don't give up!

Before I forget, I would like to offer special and heartfelt thanks to all of you that helped with the Flying Circus. I wish I had done a better job of keeping track of all of you that pitched in. I would like to thank you all by name, but for fear of leaving someone out, please accept this thanks and the thanks of the chapter. We did well and cleared about \$620 and flew about 70 Young Eagles. The money and Young Eagles were great, but most of all, I was grateful for the opportunity to work with so many of you and to see everyone working so well together. You are a great bunch and I am proud to be associated with you!



Well, I guess I've rambled long enough. Don't forget next month's meeting on October 5, when Tim Morris will present a program on his Subaru engine installation and will describe some of the techniques of converting an auto engine to aircraft use. As you know, October is also nomination month followed by elections in November. Members of the nominating committee will contact you by phone and e-mail for nominations for treasurer and vice-president. We will also accept nominations from the floor at the October meeting. Please consider carefully these opportunities to serve the chapter. Also please remember the chapter picnic on Sunday, September 21, at 2 PM.

September and October usually prove to be great flying months, or just good months for hanging around the chapter hangar. I hope to see many of you around the field!

Happy Landings!

Bob

AROUND THE PATCH

Well, another year of flying has flown past. Didn't make as many fly-ins as I wanted to but not for a lack of trying. Looks like Lee-Bottom will be the last of the year for me and this occurred this past Saturday.

Friday night and early Saturday morning came with thundershowers. For awhile it looked like Lee Bottom was a wash out, but by 08:30 hours the Knocker was rolling down 22 and heading for HAO. One cloud stood between HAO and myself and this was at the base leg at HAO. I steered towards the cloud with the intentions of doing some quick IFR flight but elected to roll around the cloud at the last minute and dropped into a high left base for 29. A big slip killed the excess altitude and I rolled on the runway and taxied up to the EAA hangar.

The intention of the flight to Lee Bottom was to assemble as many airplanes as possible so I could shoot some air to air photos with the intention of building a Chapter 974 Calendar for 2004. I had an opportunity to attempt to shoot four of the chapter's aircraft. "The key words being opportunity and attempt." First off was some aerals of Tom's Cub while we flew to Blue Ash and a sequence of the C-150 coming back. We conducted a thorough pre take off brief that covered the formation flight necessary for clear photos. We launched the Knocker first. The Cub with the two Tom's aboard, took off second, performed a short field takeoff, followed by a "blind canyon chandelle maneuver." This move plus continued use of emergency war power by the pilot of the Cub resulted in a tail chase to Blue Ash. The Knocker finally overtook the Cub just as we passed I75 leaving about 30 seconds to shoot the shots. "What the hell is going on?"; thank I.

We landed at Blue Ash and picked up the C-150 thinking that this ought to make some nice photos and launched the Knocker, Cub and 150 back to HAO. After leveling at 2000 MSL we awaited the arrival of the 150 off our left wing. Shortly thereafter the 150 came steaming by making straight for HAO. I might have got one shot off.

Subsequently I learned that the pilot of the Cub and 150 was none other than our own Tom "Speed" Nelson. We conducted a thorough debrief, made founded and some unfounded accusations, described each others lineage in descriptive terms, pointed out all manner of personal short comings, kissed and launched for Lee Bottom. This time "Speed" was aboard the Knocker. After takeoff, he reclined his seat back, rolled his head off to one side and proceeded to catch some big time Zzzz's.

It was a great flight down across Indiana with Bill's Fly Baby and John's Ercoupe keeping us company. John took the opportunity while "S" turning to perform at least one beam attack on the Knocker and he showed us his belly once and his canopy once also. John makes formation flying fun! You really don't need to make those "minute adjustments" you read about when flying formation. Stick banging is much more fun.

Lee Bottom was a great as it always is. The chili needs some help though. And the Knocker took a nip at my butt while rolling out after a 10 point squeaker at HAO. Seems I was basking in the glory, not paying attention as she drifted up wind, then abruptly turned toward the grass, lifter her up wind wing, ignored that down wind heavy braking and was one second away from performing her second full blown ground loop when I cranked in full left aileron and full right brake and rudder. Having given her lesson, the old girl returned to the gentle bird she is (most of the time) and deposited us safely at the EAA hangar. Whew!

Upcoming events:

Oct. 4 Madison IN Airshow

Oct 5 EAA 974 Chapter meeting

Batavia, Ohio. A Sporty's Hot Dog Fly-in takes place October 11 at Clermont County (I69). Sporty's serves free hot dogs from noon to 2 p.m. Contact Doug Ranly, 513/735-9100 ext. 291.

Celina, Ohio. A Chili Fly-in takes place October 11 at Lakefield (CQA). Airplane rides, food, and skydiving. Proceeds go to the American Cancer Society. Contact Gene Klosterman, 419/268-2190.

Millersburg, Ohio. A Fall Foliage Fly-in/Drive-in takes place October 11 at Holmes County (10G). Serving chili and hot dogs from 11 a.m. to 4 p.m. Contact Ned Miller, 330/276-8862

Shelby, Ohio. A Fly-in Pancake Breakfast takes place October 11 and 12 at Shelby Community (12G). Featuring food, Young Eagles flights, motorcycles, and antique cars. Contact Pam Ihrig, 419/522-7203.

McArthur, Ohio. Leaf Peep Day takes place October 12 at Vinton County (22I). Join us for the fall colors! Lunch will be served from 11 a.m. to 3 p.m., and a candy drop for the kids will take place at 3:30 p.m. Contact Nick Rupert, 740/384-2649.

[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

NOT REPORTED

Chapter 974 Chapter Meeting Minutes - September 2003

The meeting was called to order at 2:07 p.m. by Chapter President Bob Dombek. The meeting was held at Hangar T5-J, Hamilton Airport on September 7, 2003.

Minutes of the Meeting:

New Members/Visitors: The following new members and visitors were recognized:

- Jeremy Hicks, visitor, aviation buff and member of EAA Chapter 174
- Robert Hobbs, visitor, interested in building a Cozy
- John Wilemsky, visitor, interested in the Mark IV

Announcements:

President Bob Dombek made the following announcements to the membership.

- Fred Hogan will be today's technical program presenter. Fred will lecture on sheet metal forming and restoration of his Aeronca Chief.
- The EAA Chapter 974 food booth at Greater Cincinnati Radio Control Club (GCRCC) Flying Circus raised approximately \$620 for the Chapter.
- Nominations for Chapter 974 officer elections will be accepted from the floor during the October Chapter meeting. Paul Kurtz will lead a small Nominations Committee. Chapter officer positions open this year are Treasurer and Vice President
- The Chapter Picnic will be held on Sunday, September 21st at 2:00 with food being served at 4:00.
- The Chapter Chili Cook Off will be held on Saturday, October 25th at 5:00. Dinner will be followed by a movie.
- Bob and Nancy Dombek will be hosting a Halloween Party on Saturday, November 1st at their home, all EAA Chapter 974 members are invited to attend.

Treasurer's Report (George Theobald):

George reported that the Chapter food booth at the Flying Circus earned \$619. for the Chapter (approximately the same amount as Wings Weekend food booth). Currently the Chapter has \$3376. in the bank and owes ~\$1000. in hangar rent.

Vice President's Report (Tom Linfert): All items were covered in the announcements.

Young Eagles Report (John Taylor): The next Young Eagles Flight is tentatively scheduled for Sunday October 12th or Sunday October 19th. Final details will be announced at the October Chapter meeting. John reported that most the Young Eagles in this flight are from a Boy Scout troop but anyone can attend - please see John for Young Eagles brochures and release forms, also the forms are available on the EAA web site. Pilots need 200 hours of time and \$1M liability insurance on their aircraft.

Secretary's Report (Rolf Hetic): Copies of the July meeting minutes were circulated and accepted as written by the membership. There was no August meeting due to the Flying Circus.

New Business:

Bob Dombek asked that members bring any new business to the Chapter Board meeting held immediately prior to the regular monthly meeting in Hangar T5-H (1:15 p.m. at Bob Dombek's hangar). All members are welcome to attend the Board Meeting.

- Elizabeth Szoke commented that she had a great time at Oshkosh this year, it was good to see the Chapter members in attendance. Everyone should try to make it to Oshkosh.
- Mark Taylor requested help hanging his fuselage from the Chapter hangar ceiling.
- Roger Burdorf reported that the Chapter hangar and bathroom floors get wet during rain storms and need to be "squeezed" out.

The meeting adjourned at 2:35 p.m. and was followed by the September technical program: Sheet metal forming and Aeronca Chief restoration presented by Fred Hogan.

Rolf Hetic

CHILI AND AIRPLANES -- LEE BOTTOM FLY-IN

IT WAS A GORGEOUS DAY! After worrying about the weather all week, it was made to order. The fly-in was fun. The Chili was good. Lots of classic planes to look at. Lots of experimentals. There was even a Zodiac 601HDS, which is a similar predecessor to the XL that I'm building. The airport is a beautiful little grass strip right on the Ohio river, on the Indiana-Kentucky border, just upriver of the nuclear power plant. The other side of the airstrip is a tree covered hill. I don't know if you've ever been there, but it's worth the trip just for the airport itself. I stole this picture from their website at <http://www.leebottom.com/> because I didn't take one myself, and mainly because this is almost exactly what it looked like on the day of the fly-in -- the difference being that all of the apron areas were covered with planes.

LEE BOTTOM AIRPORT HANOVER, INDIANA



Thanks to John Taylor for letting me fly right seat in his Ercoupe. John let me fly the left seat on the leg home. As we were taxiing for takeoff, a twin ahead of us had a problem, and was being moved back by several people. It was blocking the rest of the taxiway, so we decided to takeoff from where we were. In this picture, we were just short of where the left side of the runway meets the road. As the Ercoupe rolled forward, I watched the airspeed indicator come up on 60 MPH, and knew we had it made since there was a good ten to fifteen feet of runway left when I rotated. And it didn't hurt any that the corn field on the end of the runway had been cut down and harvested.

This was the first Ercoupe time I've ever put in my logbook. It was strange flying a plane without rudder pedals. I kept feeling for them all the way home, having to remind myself this plane didn't have any. Made a decent landing though, and again I found myself looking for the pedals. It was a strange feeling having to "drive" the airplane down the runway. The Ercoupe is a neat little plane. My one word description of it would be "Fun". And it's not a slouch either. It's a practical traveling machine for trips up to five hundred miles.

See you at the next meeting

George Deeb

Contributing Editor

CLASSIFIEDS

" For Sale: Murphy Rebel firewall back kit, many upgrades, all pre-punched skins so no jigging required. 4' x 16' worktable included (\$350 value) clecos and extras included, kit #333. Must sell: personal reasons. Tail group: elevators and stabs complete just need to close up, ailerons done, approx. 250 hrs invested. All this for below factory price. Asking \$15,000 U.S. or \$ 19,250 Cdn. Email: murphyrebel@aol.com or phone: 905-432-2481 " (This ad dated 9/12/03)

Anyone with half a brain would snap up the Lyc 0-290's for sale at Claremont. \$2500 gets you two complete engines, one from a Pacer the other a GPU. Either would make a great 112-135 hp powerplant for a homebuilt. Call Steve Statkus 231-9080

1997 Chevy S10 Pickup with camper shell. 4 cylinder 5 speed 113K miles. One owner. New timing belt and top overhaul. \$3000 firm. Great truck for an airport bum or a pilot heading for divorce court (which when I think about it probably is the same thing.) Call Steve Statkus

1956 Chris Craft 27 foot cabin cruiser. Twin 105 hp inboards. Needs work. Would be a good bachelor pad for the guy who buys the S10. Call Steve.

1965 Airstream 19 feet. This is not for sale. Steve

END

