

# EAA CHAPTER 974 NEWSLETTER NOVEMBER 2003

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## THE PREZ SAYS

Greetings Chapter 974! The fall weather has had a few ups and downs but mostly up. A scheduled fly out to Lee Bottom was successful for Bill Conn, Steve Statkus and John Taylor with passengers George Deeb and Tom Nelson. I was fully intending to go, but the good weather was also an opportunity to seal my driveway. That absolutely had to be done before the leaves started falling---and I have lots of those to fall. It killed me to be looking up at the sky while I filled cracks and spread black muck on the drive. Oh well, maybe next year. I made up for it this week with another crop circle hunt near Bainbridge (See pics on the website main page) and a trip to Delaware, to see the old hometown.

More about that in a minute. Barry Fear and Ray Parker got in some serious cross-country flying with a trip to the Dragon Fly Fly-in near St. Louis. Way to go guys! Barry has been really burning up the skies (or maybe some runways!) this summer, so much so that he's had to change his tires.

We were blessed with great weather for our October meeting as well. We were treated to a Subaru Engine Forum presented by Tim Morris. Tim's White Tiger is a familiar sight around the field. He shared with us some of the trials and tribulations of converting an automobile engine to aircraft service. There is a lot of interest in this, and it's good to have someone around that's "been there-done that". Thanks, Tim, for sharing your experience with us.

( Click on pictures to enlarge )





Soul of the White Tiger

The Heart and

We also welcomed new members John Wilemski, Brian Charleton, and Al Blake. Brian and Al are fellow members of The Tri-State Ultralight Pilots Association. Mike Crum renewed his membership after a few months' absence. Welcome to Chapter 974. It's good to have all of you with us!

Those of you at the October meeting now know something of the future of the chapter. Nominations for treasurer and vice president were opened. The nominees for treasurer are Mark Taylor, and our current treasurer, George Theobald. For vice prez, the nominees are Ron Forsythe and Ron Gielegthem. I'm sure you have the thanks of the chapter for accepting the nominations. You have given all of us some good and tough choices. All are excellent candidates and I urge everyone to turn out for the vote at the November Meeting (Nominations are still open).

We had a successful Young Eagles Rally on October 12. The weather that morning did not look so promising, but the cold front that could have put a damper on everything passed through quickly. We were able to fly quite a few scouts along with a few "civilians" Thanks to John Taylor for organizing a great rally, and thanks to those of you that turned out to fly or to help with ground functions. I think it was great for us to be able to make a small but important contribution in helping the EAA fly 1 million kids by December 17.

Before I close, I want to tell you about the neat cross-country flying experience I mentioned earlier. I flew to Delaware, Ohio (DLZ), about 98 statute miles northeast of HAO. I spent part of my childhood there and graduated from high school. It's not my actual hometown but I always think of it that way. It was a moving experience to circle the town and look down on my school, my grandmother's house, and a few places where I got into a little mischief during my teen years. It was a place where I had some of my earliest dreams of doing exactly what I was doing---flying! I took my second airplane ride there at the age of 13. My parents are buried there, and wanting to visit their grave site, I landed, secured the plane, called a cab and made the trip to the cemetery. The driver wasn't busy right at that time, so he waited for me, then took me on a grand tour. What a great day it was! Delaware is a pretty little college town, the home of Ohio Wesleyan University. It was deeply satisfying to use my plane to visit a place to which I have a strong emotional attachment.

In November, Dave Raney will present another engine forum, this time from a certified aircraft engine perspective. Dave will have on hand some of the guts from a continental aircraft engine and will take us through the operation and maintenance of that powerplant. It promises to be an interesting and informative program. Thanks in advance, Dave. And don't forget the elections. This is an important event, and I hope to see all of you there.

Happy Landings!  
Bob

**ROUGH RIVER 2003**  
**(<http://www.roughriver.org>)**  
by Brett Ferrell



For all of you canard fans out there, you missed a good edition of the Central States Association (<http://www.canard.com/~csa/>) "Rough River Canard Fly-In" last weekend (September 25-28), at Falls of Rough, Ky. The park, Rough River Dam State Resort Park (2I3), is set up nicely for aviators with a 3200' long, 75' wide, paved and lighted runway (2/20) and fuel sales, though there's no runoff area or taxiway. The website is <http://www.kystateparks.com/roughrv2.htm>. Camping with your aircraft is free, though the lodge has rooms available and is an easy walk from the airport, and cottages are also available. Restrooms with a shower are available at the ramp, as well as a small pilot's lounge with a phone. There is a small gift shop as well as a restaurant at the lodge, with the food quality and pricing being pretty reasonable for a state park. There are a variety of activities available including golf, miniature golf, a swimming beach, and boat rental. Just be aware that this is a very popular destination, so reservations can be hard to come by (but there seem to be pretty good odds of catching a last minute cancellation if your plans allow for it). The trip from HOA to 2I3 is about 140 nm almost directly southwest.

There were 69 aircraft at this year's event, spanning a wide variety of canard aircraft including VariEZs, LongEzs, Cozys, Velocitys, Defiants, and a Berkut. Those numbers surpass what you can usually expect from Osh Kosh or Sun-n-Fun, so if you're a fan of this type of aircraft, this is the place to be. It also makes this a great place to get ideas or a joy ride if you're building a canard; and you'll see everything from 'Show Quality' to 'Surprisingly capable of flight' equipment. Since this fly-in is always scheduled for the early fall, the weather is pretty reliably fair and compatible with camping, which we did (just be

prepared for howling coyotes in the area). Charles Bracken's souped up, 300+HP Berkut performed its obligatory and crowd pleasing high speed pass, and there were various formation flights during the day.

If you plan to go next year (10/1-10/3), make sure you attend the cottage party before dinner. This is where any awards and door prizes are handed out, and any CSA business is dispensed with. It's also the best time to mingle with folks, as everyone's there and isn't too distracted with eating yet. Then folks migrate over to the lodge for dinner in small groups. We had a high school reunion in the lodge at the same time, so there was about a 20 minute wait for a table, but that's on par with a lot of restaurants on a Saturday night. Sunday morning folks start heading out around 9 or so, and you can get some great pictures of departing flights, with the park pretty much clear of aircraft by noon. As they say, a good time was had by all. Hope to see some of you there next year.

### **Friends and Acquaintances**

When I heard about Roger Olsen's passing, I rummaged through my brain trying to remember if I had met him. I've been a member of 974 for a couple of years now, but only active in the last year. Roger was nowhere in my memory.

I thought about how we sometimes go to the chapter meetings or events, and sometimes we don't see someone for weeks but know they will show up eventually. It's expected. It's normal. It's the way things are. If they're not here this week, they will show up the next. We all have many things that make demands on our time, and have priority over things we'd rather be doing. So the next event is good enough. We never doubt that we will be there. We never doubt that other members will be there. If not this time, then the next. That's just the way it is.

As one of the first members of 974, from way back when, Roger's passing demanded something more than just my acknowledging that I never met him. He had helped bring together something that was now part of my life, even if I didn't know him. So I put together the memorium page that is now the doorway to the website. I hope everyone reads Steve Statkus' homage to Roger. A picture of Roger is the missing item. We should know what he looked like when we read about him. I wasn't able to get his picture, so I used one that seemed appropriate for an experimental aircraft builder.

Roger's final flight was in July of this year. Fly in peace, Roger.

**See you at the next meeting**  
**George Deeb**  
**Contributing Editor**

# **END**



