

EAA CHAPTER 974 NEWSLETTER

MAY 2004

Editor: George Deeb

E-mail: 974submissions@airportapproachpics.net

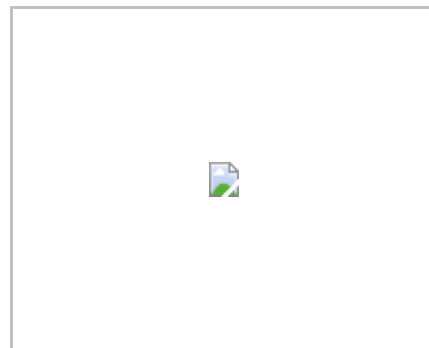
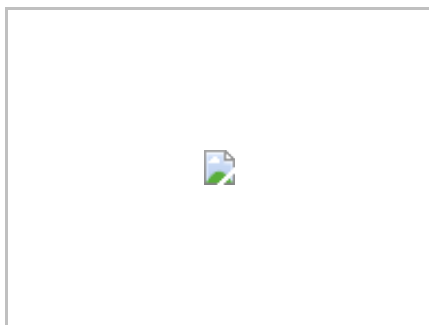
THE PREZ SEZ

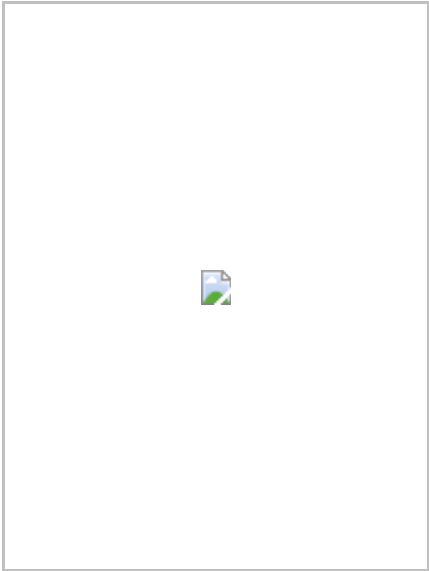
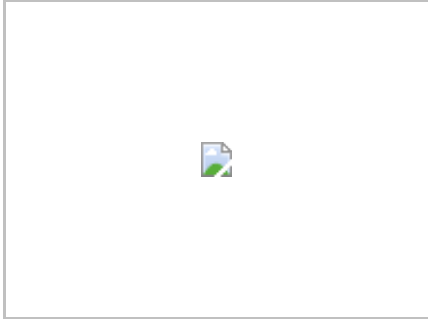
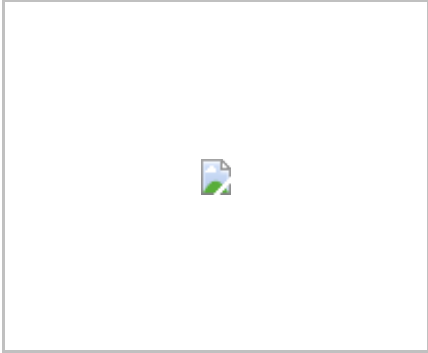
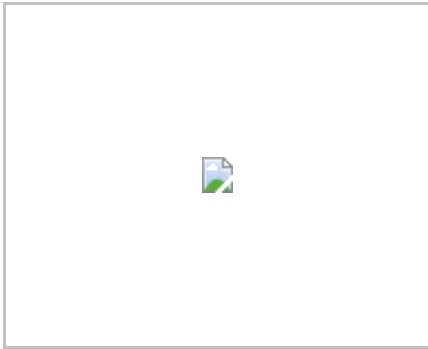
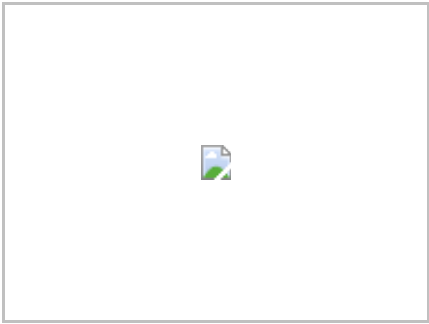
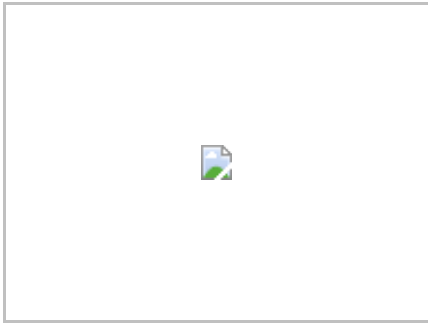
Hi everyone. If you are reading this welcome to our new web address. Thanks George - we are fortunate to have a computer literate person to help us find our way through this tangled "WEB" that has been woven. The hanger clean up day [May 15, 9:00 am] is coming up fast. We have kept things in pretty good order over the years, but there is still plenty to be done. We have the bronze plaque of the Wright flyer (donated for chapter use by Mark Taylor) to hang under the EAA logo. This will need braces engineered to hold it, any suggestions welcome. The tv needs a platform, the plumbing needs repairs, and the library needs some computer tables built. If you have any suggestions or additions let us know. Now I have a part 2 to my paperwork story. Don't let this happen to you. The Ohio Department of Taxation has sent me a letter with forms wanting to collect "use tax" on my airplane. My kit was bought in Ohio and I paid sales tax on it so I thought all was good, BUT I needed to report it to them. I hope to get this straightened out and it doesn't cost me too much before I finish repairing my plane and actually get to "use" it (more details at the meeting).

A big thanks to Gary Collins and the Corvaire engine demonstration. If I had seen this before finding a Continental I might have saved the engine someone gave me years ago, and put it in the horizon.

Gary Collins shows us the guts of the Corvaire

(Click to enlarge)





Bob Dombeck will be put on the spot at the next meeting. We will also be looking forward to reviews from the people that made it to SUN&FUN this year.

Hope to see you there,
Tom Linfert

AROUND THE PATCH

Well howdy buckaroos. Been some

fly the F-16 with P&W engines. Singapore

time since I last chatted with you guys via the newsletter. I apologize for my lack of attention to the important things we should be doing on a regular basis. Staying tight and in touch with our flying buddies is one of those important things. I'll try to do a better job in the future.

What has been going on anyway? Starting backwards (my normal approach to problem solving); I'm writing this email from Changwon City in South Korea. It's 4/15, (I sure hope you guys met your fiscal obligations to that wonderful example of governmental efficiency, you know who I'm talking about!) Well I sure hope my wife did so also. Today is election day here in South Korea and sure enough they have their problems also: the pres is being impeached and another party boss had to quit for making an improper statement about the need for old folks to vote. I can't imagine what these folks think about what goes on in the good old US of A!

So what am I doing here? Well I'm helping Samsung Industries assemble the first GE designed F110-129A engine that the Korean Air Force will be putting in their new F-15E Strike Eagles. Pretty big deal since the F-15 has only been powered by P&W engines it's entire life. South Korea will be buying 40 airplanes initially with (I think) a 70 airplane follow on buy if things go good on this program. They also

is on line to by the F-15 with the -129A also. It's pretty cool. These guys really know their stuff and it's a pleasure to be working with them. I have 6 more weeks to go then home on June 3rd in time for the Aeronca bash and the Big O.

Back home I've been working on the Sonerai engine installation and just about have that wrapped up except for instrumentation, exhaust pipes and fairings and probably a million other things therein. I'd like to show it at the July show and tell.

Went and looked at a 1946 Stinson 108 with the intention of doing a trade plus some cash. It was a sweet flying bird but pretty rough on the outside. Didn't need another year or two project on a primary flying airplane, so took a pass. That 108 is sure a sweet flying bird though.

Well that's it from here. Miss seeing you guys and the fun around the flying patch. Looking forward to summer and some good time with 974.

Steve Statkus

Chapter 974 Board Meeting Minutes - April, 2004

The board meeting was held at Hangar T5-J, Hogan Field on April 4, 2004. The meeting was called to order at 1:15 p.m. by Chapter President Tom Linfert.

Minutes of the Meeting:

The Board discussed the technical presentation and activity schedule for the rest of 2004. Planned activities will include:

- April 4 – Corvaair auto conversions for home built aircraft (Gary Collins)

- May 2 – Oshkosh 2003 (Bob Dombek) and Funday Sunday at Moraine Airpark
- June 6 – Kitfox (Mark Webb)
- July 11 – Chapter Open House with project tours, food will be served, plan on inviting family and friends.
- August 14 – Flying Circus
- September 12 – RV6 with glass panel cockpit (Scott Hersha)
- October 3 – open
- November 11 – Elections and AOPA/EAA video
- December 12 – Project tours

The board meeting adjourned at 1:50 p.m. and was followed by the April Chapter Meeting.

Respectfully submitted,

Rolf Hetico

EAA Chapter 974 Secretary

Chapter 974 Chapter Meeting Minutes **- April 2004**

Chapter President Tom Linfert called the meeting to order at 2:05 p.m. The meeting was held at Hangar T5-J, Hamilton Airport on April 4, 2004.

Minutes of the Meeting:

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

- Mitch Serber, new member.
- Dennis Teague, guest, member of Cincinnati EAA Chapter 174 and the Flying Neutrons.

Announcements: President Tom Linfert made the following announcements to the membership.

Tom Linfert has details on Chapter members attending Sun n' Fun this year. See Tom if you are going to Sun n' Fun and would like to travel or get together with other Chapter members.

A Fly Out to the Moraine Airpark

Hangar Master Report (Barry Fear): A hangar clean up part is planned for Saturday, 5/15 starting a 9:00, finish by 12:00 with cook-out planned after the clean up.

Petty cash from the refrigerator paid for the new scale and cleaning supplies. Please make sure you pay for any items.

Ray Parker donated a pair of safety wire pliers to the Chapter tool room. Please make sure you return any borrowed tools to the tool room.

Web Master Report (George Deeb): We have out grown our GeoCities website. An upgraded web hosting service will cost \$65 per year.

Flight Advisor Report (Mark Taylor): EAA out built Cessna last year. Homebuilt accident rates were also down 25% and fatalities were down 36%.

New Business:

Mark Taylor will coordinate with the Greater Cincinnati Radio Control Club (GCRCC) on the Flying Circus.

for "Funday Sunday" is planned, prior to the May 2nd Chapter Meeting. Depart from HAO at 8:00 and return to HAO for the May Chapter meeting.

The Mid-East Regional Fly in is looking for a new location. EAA Warbird Chapter 18 is contacting MERFI. Ron Forsythe will coordinate with other local EAA Chapters and report back on status.

Treasurer's Report (Mark Taylor): Mark reported the Chapter currently has \$3824.36 in the bank account and owes hangar rent (~\$150 per month). \$175. was paid for the grand prize from the January Meeting.

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

Young Eagles Report (John Taylor): Chapter members flew 57 Young Eagles on March 13th at Gene Snider Airport in Falmouth, KY. The event was part of a Junior ROTC program at Pendleton County High School. This was the largest event the Chapter has ever been part of. Upcoming events include: Ron Gielegem's students – event in late May; Big Brothers/Big Sisters are trying to line up an event in late spring.

Secretary's Report (Rolf Hetico): Copies of the March meeting minutes were circulated and accepted as written by the membership.

Wings Weekend is set for 6/24, 6/25 and 6/26. The Chapter will set up a food booth (as usual). Insurance and event notification need to be sent to EAA 30 day's prior. The Chapter will offer a "low carb" menu at the food booth this year. Board of Health certificate will need to be applied for 2 weeks prior to the event.

Art West has #4 weight fiberglass available to members at cost (53 cents/yard).

John Taylor reported that he can obtain 8-10 pieces of 3'x8'x.75" particle board for free. Need to pick up prior to the hangar clean up.

Paul Kurtz reported that there was no further activity on insulation for the Chapter hangar.

The meeting adjourned at 3:00 p.m. and was followed by the April technical program: Corvair Engine Conversion for Experimental Aircraft presented by Gary Collins.

Respectfully submitted,

Rolf Hetico

EAA Chapter 974 Secretary

FOOTNOTES

This from the EAA:

Dear Fellow EAA Member,

Over the past two decades, thousands of young people have participated in the aviation experience of a lifetime at EAA's summer aviation camps. For many of them, it became an important steppingstone in both their personal development and appreciation for aviation.

The EAA Air Academy programs are supervised and administered by top-notch aviation instructors and enthusiasts who offer more than 200 years of combined teaching experience. From the moment a participant arrives, the sky is the limit as a dynamic aviation experience unfolds and close friendships with fellow aviation enthusiasts begin.

All camps are conducted at the EAA Museum and Leadership Center complex in Oshkosh, Wisconsin, with the residence portion of the program at the impressive Air Academy Lodge.

This year, by popular demand, we have expanded the age range of the Air Academy to include youth camps for 10 and 11 year olds. This means we now accommodate 10 to 18 year olds through a range of different camp experiences. You can enroll or learn more about each camp at our website <http://www.airacademy.org> or by calling us at **888-EAA-EAA9** (888-322-3229).

Yours sincerely,

Chuck Larsen, EAA 31303
Director - Museum & Resident Education
Experimental Aircraft Association, Inc.

P.S. Remember that the EAA Air Academy is not just for kids! Adults can register for 3 different heritage camps featuring the B-17, Spirit of St. Louis, and Ford Tri Motor. [Visit our website](#) for more details.

P.P.S Not interested in these education programs yourself? You can help the mission of EAA by forwarding this message to someone who might be interested in these once in a lifetime aviation opportunities.

See you at the next meeting
George Deeb
Editor

END

