

# EAA CHAPTER 974

## NEWSLETTER NOVEMBER 2004

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### THE PREZ SEZ

Its time again for the chili to start cooking. Saturday the 23rd at 6 pm is the annual Chili Cook-off . Stop on by and try some of the best chili this area has ever had (no tums have been needed so far). A special committee was created at the last meeting due to the lack of nominations (for vice-pres. & secretary). The last I heard they found some great candidates to fill these spots. We need everyone to show your support for them by voting at the november meeting.

We have also been working on getting a hanger policy written up and gathering a committee to monitor it. Rolf should have a draft of it to check out and vote on at the next meeting. Hopefully this will make things encourage more people to get their projects out here and get them flying.

Young Eagles will need lots of help for the upcoming event. John and Ron will need volunteers for many different positions. Some on the ground and some in the air. Looking forward to more details of this at the meeting.

Hope to see you there,  
Tom Linfert

### AROUND THE PATCH

by Steve Statkus

Korean Air Flight KE001 (747-400) broke out of the overcast at about 500 feet just short of the threshold of Narita Airport runway 34R CAT 1, and floated down the strip like a Chief doing 70 mph but this bird was making 259 km/hr at touchdown. There was rain and a gusting crosswind from the right and the pilot was tap dancing on the rudders while he levered in reverse thrust to get us stopped, with a good 1000 feet to

I don't get it. I've tried to think it through, a lot. I've looked at maps and globes. I've cracked wise with friends across the date line. I've run experiments like when it's Saturday afternoon in Cinti, and the Reds have a game Sunday. I'll call my buddy in Japan and ask him who won the ball game thinking, "I'll do the Pete Rose thing and maybe make a little money on the side". Don't work. Either my buddy is a

spare. His log book for 10/9/04 would read 1.4 hrs. Inchon to Narita. It was Saturday around 9:50 am Japanese time, and the typhoon off the East coast had postponed the time trials for the Formula 1 race scheduled for Sunday, and it looked like a messy day for flying as well as racing.

Leg 2 of KE001 launched for LA at 11:50 local time and rotated into the soup. Sitting in row one, twenty feet in front of the nose wheel, I went IFR before the pilot. We rattled and rolled for thirty minutes as we climbed eastward over the Pacific, in the weather, compliments of the aforementioned typhoon. We eventually broke out at 31000 feet, between layers (The pilot got there before I did.). Having a window seat in the nose provided a panorama of the cloud formations that was truly awesome. What power Mother Nature conjures up (And they can forget the race unless those formula 1 cars have windshield wipers).

The GPS map showed us motoring Eastward at over 1000 km/hr (648 mph to be exact) and predicted a flight time of about 8+40 to arrive in LA at 8:50 am on Saturday 10/09/2004 (That's three hours before we took off!). The GPS was showing 106 km/hr tailwind! Man, I dream of tailwinds flying the Knocker but a three digit tail wind even if it's in kms give me the heebee geebees.

But, to get to the heart of the matter: I have a bit of a problem and I'm going to share with you fellow aviators as a secret that I've carried around since 1967 (That was the first time I crossed the International Date Line). If this gets back to my wife, I'll track down the snitch and write such a scathing Patch article about you, you'll be the laughing stock of Ohio for a year! So you've been warned. Keep your yap shut! With that bit of business out of the way here goes.

mole for the ghost of Bart Giomontie or he has something personal about betting, but he's not given me a tip yet. Even when I'm in Korea and call my wife, I subtract 11 hours and change the day, or not (I'm not sure). I can't figure out what the hell is going on!

Now I'm no neophyte traveler. When we go to Europe we follow my wife's plan for combating jet lag. It involves staying up two or three days straight visiting museums. I guess I dose off in the first one, and at some time later on wake up and feel like I've been run over by a Parisian driver in their Citroen. Seems to work for Caroline so I guess it works for me. Anyway going over the Atlantic is understandable, in a strange sort of way. But flying over the Pacific just screws me up.

So now I'm thinking about that guy sitting one story above me driving this time tube. I'm wondering if he has the same questions I do. I'm wondering what exactly that log book looks like. Maybe this flight works for him. He takes off about noon, flies 8-9 hours and lands the same day. No big deal unless he looks at his watch and sees he's landed before he took off, like in the morning! Well, I'll tell you I've had experiences kinda like that. You know, you wake up and wonder what it was you did last night, or you're driving and realize about 50 miles later you've missed your turn. So, on today's flight maybe I can deal with it. But what about the guy who takes off at say 9:00 pm with an 8+40 flight ahead. He's thinking about a 5:30 landing the next day right? Wrong! But when would it be? I'm drawing a blank here.

You know, I think Rod Serling might have made one too many trips across the date line. (For you guys under the age of 50 it was the Twilight Zone). Anyway, in terms of crossing the International Date Line I'm thinking of cutting back myself. Who knows what the long term effects could be.

In case one of you bright guys out there understands what's going on, and can explain it in a way that I can understand, please email me. Don't call and leave a

message. Remember what I said earlier. If Caroline finds out about this your toast! 33000 ft. and 693 mph!

## Chapter 974 Board Meeting Minutes - October, 2004

NOT REPORTED

### October 2004 Chapter Meeting Minutes

Chapter President Tom Linfert called the meeting to order at 2:10. The meeting was held at Hangar T5-I, Hamilton Airport on October 3, 2004.

#### **Minutes of the Meeting:**

**New Members/Visitors:** Dave Magee – new member, building RV8, recently completed the empennage and is picking up the fuselage and wings on October 8<sup>th</sup>.

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

- Reminder from EAA National that EAA members and pilots can help enhance security at airports. Report any suspicious activity to airport authorities, police or call 1-866-GA-SECURE.

**Treasurer's Report (Mark Taylor):** No report.

**Vice President's Report (Ron Forsythe):** No report.

**Young Eagles Report (John Taylor and Ron Gielegghem):** A Young Eagles event is scheduled for 11/13 with a rain date of 11/20. Chapter members are encouraged to participate, please see John and Ron to volunteer.

#### **New Business:**

- A motion was made and approved by the membership to form a Chapter Officer Nomination Committee with five members. Paul Kurtz, Bob Dombek and Rolf Hetico volunteered to serve on the committee. Any other EAA 974 member who would like to serve on the committee, please see Paul, Bob or Rolf.
- Chapter elections are scheduled for the November Chapter meeting. Elected positions open this November are the Vice President and Secretary. The floor was opened for nominations. Art West was nominated for Vice President, Ron Gielegghem was nominated for Secretary.
- Paul Kurtz thanked George Deeb, Ken Jones, Ray Parker, Tim Morris, Tom Linfert and Bill Duffy for helping close out the wing on his Lancair ES.
- A motion was made and approved by the membership to present Fred Hogan a plaque from the Chapter in appreciation of his service in Iraq.
- Nancy and Bob Dombek are having a Halloween Party on Saturday, 10/30 at 7:00 p.m. EAA Chapter 974 members are invited. Bring your favorite treat, chili and beverages will be provided. Costumes are not mandatory but are preferred. If you plan on attending,

**Secretary's Report (Rolf Hetico):** Minutes of the September Chapter 974 meeting were circulated.

**Hangar Master Report (Barry Fear):** No report.

**Web Master Report (George Deeb):** No report.

**Technical Advisor Report (Ray Parker, Steve Statkus and Mark Taylor):** Ray Parker reported Bob Sandor's RV-6A is almost ready to move out to the airport.

**Technical Programs (Dave Raney):** Dave reported the Chapter has a new Navcom (aircraft and hand held radio) tester.

please RSVP at 923-4910.

- Elizabeth Szokes reported the Waynesville EAA Chapter raised \$1200 at their Pancake Breakfast. Waynesville received donated pancake mix and had their event included in FAA fliers.
- Tom Linfert presented a basic Hangar use policy used by EAA Chapter 55. Rolf Hetico will prepare copies for review and comment at the November Chapter Meeting.

**Old Business:**

- No old business was brought to the floor.

The meeting adjourned at 3:00 p.m.

Respectfully submitted,  
Rolf Hetico  
EAA Chapter 974 Secretary

**FOOTNOTES**

**The passing of the HTML baton is drawing near. Brett Ferrell will be taking over as Webmaster and Newsletter Editor (Elizabeth volunteered him). Steve Statkus indicated he would be interested in helping out also. I will finish out the year, and turn over the keys to Brett to take over in 2005. It's been fun doing this. I'm proud of what I accomplished, and hopefully everyone found it useful in some way. Unfortunately I no longer have as much free time as I did, and didn't want the website and newsletter to suffer because of that. There are still some things I wanted to do but couldn't find the time for, like posting thumbnail pictures on our membership list. We have many new members and I haven't met them all yet. Thumbnails would put a face to the names. I also wanted to create a "Links and Things" page so we could easily find items of interest on the net. So many things to do - so little time.**

**Now for the Chili Cook-off. Since I'll be working Saturday night, someone is going to have to eat for me. If you would like to take on this job, you will have to eat two servings of everything - one for me and one for yourself. Let me know if you are interested.**

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

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**END**

