

# EAA Chapter 974 Newsletter

EAA Chapter 974  
Hogan Field (KHAO)  
Hamilton, OH

February Chapter Meeting /  
2004 Christmas Party  
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February 2005  
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### The Prez Says

**Ron Forsythe,  
Chapter President**

It was disappointed I had to miss the February Meeting. I understand I missed a good welding demonstration by Tim Morris. Thanks Tim for the Demo and also the use of your facilities.

Sorry I wasn't able to fulfill my Prez duties at the first opportunity but I had a date with my friendly surgeon. Now that that's behind me and I'll have soon recovered I'm looking forward to the March 6<sup>th</sup> meeting in the 974 hanger. The March meeting will be in our hanger and we will have a presentation by Stan Faske, Principal Maintenance Inspector Cincinnati FSDO. It's a good opportunity to hear what the FAA expects of you before you can put your project in the air. Also, maybe Stan will give us some specifics on some of the accidents that have occurred in the area recently.

The new hanger policy is on the Website for your review – take a look when you can.

Like many of you I've got a bad case of "cabin fever" and am looking forward to some warm weather. Can't wait for the opportunity to challenge the spring crosswinds and poke some holes in the sky.

Looking forward to seeing you in March.

[Here](#) are pictures from our January Meeting, the Christmas Party. Thanks again to Bob Dombek for taking them, Ron Forsythe for setting up our presenter, John Warlick of the [Wright Flyer Museum](#). The presentation was very interesting, and if you missed it or want to know more, I highly recommend you visit the museum. Also remember that the "Leader in Flight" license plate sales support the museum (\$15 of the \$25), and they are currently running behind their 1,000 plate requirement to maintain the run, so if you're interested please learn more at the [Ohio BMV](#).

Here the old guard passes the gavel to the new, Ron, the new President is in the center, Tom the new Vice President on the right, and Tom Linfert, the lame duck on the left.



Who's afraid to party like it's 2005? Not Barry Fear...

Here a blown bulb is replaced. And these guys build airplanes you say? Anybody want a ride?



John Warlick from the Wright Flyer Museum presented a fascinating slideshow covering the roots of the museum and their replica of the Wright Flyer, and the many adventures they've been through together.

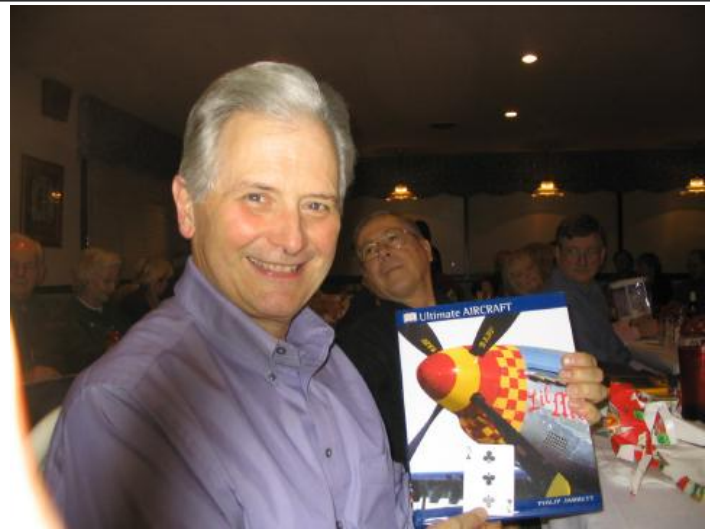
Here John's wired for sound, and taking questions while we fiddle with the slide projector. An actual slide-projector, mind you, not a computer-show-me-your-powerpoint job.....





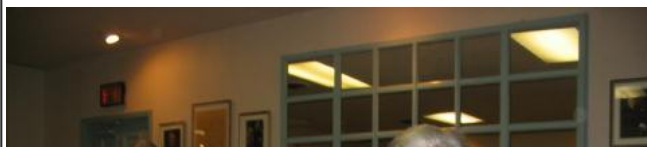
Here Ron presents our featured guest with a donation to the museum on behalf of the chapter, in consideration for speaking to us.

Barry Fear and guest nab the flying bear, one of the most coveted gifts of the 'Yankee' exchange gift process



Bob Dombek and a snazzy book of aircraft pictures

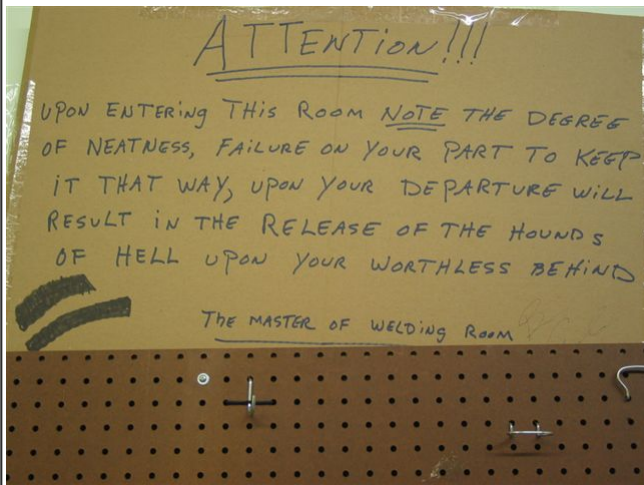
Bob & Nancy relax as the evening winds down at Pushch's Bistro





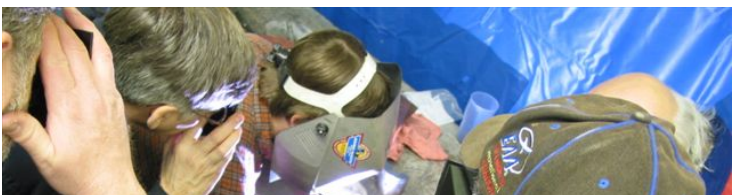
[Here](#) are pictures from our February Meeting, the welding demo at Moss-Vale. Thanks again to Bob Dombek for taking them.

Much like Dante's *Inferno*, this message serves as a warning for the timid...



Welding, old-school style

Donna likes the Bridgeport...





Spark it!

Is it supposed to puddle?



Tim Morris, our presenter, shows off his handiwork

Tim explains the art and science of Tig Welding





## February 2005 Board Meeting Minutes

**Brian Schermerhorn,  
Chapter Secretary**

Not Reported.

## February 2005 Meeting Minutes

**Brian  
Schermerhorn,  
Chapter  
Secretary**

## EAA Chapter 974 - February 2005

Chapter Vice-President Tom Graumlich called the meeting to order at 2:00pm. The February meeting was at Moss-Vale on February 6, 2005.

## **Minutes of the Meeting:**

### **New Members/Visitors:**

- John Labar – building a Bucker Jungmann replica
- Tim McNamee

**Announcements:** Tom Graumlich reported that Chapter President Ron Forsythe was recovering from back surgery and would be out for a few weeks.

**Secretary's Report (Rolf Hetico):** There were no minutes from the holiday party.

**Treasurer's Report (Mark Taylor):** Chapter account stands at \$3865.35. Dues were collected after the meeting for several members.

**Young Eagles Report (John Taylor):** John is working with a Boy Scout troop on a Young Eagles program—they are in the process of coordinating dates. Individual Young Eagles flights are encouraged—and John has the new 2005 Young Eagles flyers and permission slips. Pilots need to ensure that their proper Young Eagles ID number is included so that the chapter gets proper credit from headquarters.

### **Technical Advisor Report (Ray Parker):**

- Ray described examining a Cozy project. He reported that much sanding and filling was taking place.
- George Theobald recalled his first flight in his amphibian—two trips around the pattern at HAO.

### **Hangar Master Report (Barry Fear):**

- Work continues on revising the chapter hanger policy. Comments and feedback are needed by the end of the month (Feb.).

### **New Business:**

- Rolf Hetico volunteered to work on new chapter t-shirts.
- Paul Kurtz collected orders for personalized name-badges.
- Ray Parker announced a fly-out to Muncie that would take place on February 12.
- The meeting adjourned to the welding demonstration

## **There's a T-28 on your tail!**

{submitted by George Deeb}

**BY BETH ANN SCHNEIDER**

It was a beautiful spring day so I headed for Heber City Municipal-Russ McDonald Field in Heber, Utah, for a little pattern work in my Piper Clipper, N5773H. As a fairly new taildragger owner I have come to understand the true

meaning of "practice makes perfect."

I arrived at the hangar just in time to see a fellow pilot readying his T-28 for his weekly flight. It is always an honor to share the sky with such a powerful airplane. I smiled as I watched him depart the field and I started my preflight.

*Need to keep an eye out for him*, I thought to myself, recalling his typical flight routine — a five- or 10-minute valley tour followed by an overhead approach. An overhead maneuver is often flown by pilots of high-performance military aircraft, such as the T-28. Generally the pilot enters the upwind leg directly over the airport slightly higher than pattern altitude. At a specific point the pilot initiates a 360-degree descending turn, in a 30-to-45-degree bank, to short final. The goal is to keep the touchdown point in sight all the way to the runway.

About 15 minutes later I got a positive radio check and headed down the ramp for a runup. When I was ready to go I called my departure on Runway 21 and started my takeoff roll. Shortly after liftoff I heard a garbled message from another aircraft apparently inbound.

"Aircraft calling Heber, unreadable. Clipper Seven-Three-Hotel departing two-one, staying in the pattern, Heber," was my response, and I started looking for traffic. No joy.

"Heber traffic, Clipper Seven-Three-Hotel turning left downwind for two-one, Heber," I called. Just as I made the turn I heard another unrecognizable transmission from the inbound aircraft. A few seconds later I spotted the T-28 on the upwind leg just off the end of the runway — about to begin the overhead maneuver. I was approaching midfield on the downwind leg — my timing could not have been worse.

"Clipper Seven-Three-Hotel is *downwind* for two-one," I announced with emphasis on the downwind. I was sure he had me in sight and assumed that he would modify his approach and follow my landing, giving me plenty of room.

What happened next was a terrifying series of events lasting no more than five or six seconds. Just as I was passing midfield on the downwind leg the T-28 pilot made a hard left turn onto the crosswind leg — at midfield at what looked like my altitude I was at his 12 o'clock position, 200 feet away, and he was closing in fast.

It's hard to believe I had time to think at all, but a few thoughts ran through my mind. *He's going to buzz me...that SOB...no, he wouldn't do that.... Wait! He doesn't see me!* I instinctively pushed the nose over and dove. Another second passed and I cringed at the precise moment I supposed he would clip my tail, certain that he would. When he didn't I shallowed my dive and called, "Where are you?" His response was inaudible. "You scared me," I said in a dazed monotone. Two clicks from his mic signaled that he had heard my transmission. Just then I caught a glimpse of him at 2 o'clock. I was badly shaken and still not sure whether he had intentionally buzzed me, or if I was just in the right place at a very wrong time. Settling my nerves, I repaired what was left of my pattern and completed my touch and go. The T-28 landed behind me with plenty of room to spare.

I completed two more rounds in the pattern, made a 20-minute tour of the valley, and landed full stop. By the time I pulled up to the front of my hangar I had convinced myself that he had not intentionally buzzed me. *He is too good of a pilot for a stunt like that.* I secured the Clipper and headed for his hangar. I think he was expecting me.

"I called downwind three times," I blurted out as soon as I saw him.

"I never heard you," came a humble reply.

"You didn't see me, did you?"

"No. I never heard you and I never saw you."

We had a friendly conversation about pattern altitudes and procedures, radio calls, and radio quality, both admitting we had something to learn from the incident.

*Never again* can have a couple of meanings. On the one hand it can mean, wow, that was a really dumb thing. *I'll never do that again.* Or, as in the case of this story, it can mean, never again will I take certain simple things for granted. For instance, never again will I assume that my radio calls are being heard, and never again will I assume another aircraft in the pattern sees me and will do what I expect it to do.

I have heard of traffic pattern collisions before, but not until my up-close and personal encounter with the T-28 did I really understand how they could happen.

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*Beth Ann Schneider, AOPA 1007738, is a private pilot. She owns a Piper Clipper*

#### **OHIO BUDGET PLAN CALLS FOR REDUCED AIRCRAFT FEES** {from AOPA ePilot}

If the General Assembly approves, Ohio aircraft owners will get some relief from outsized registration fees. AOPA state legislative experts met with Ohio Department of Transportation officials and representatives from the governor's office last week to push for a change. Now Gov. Bob Taft has included a fee reduction in his budget bill (House Bill 66) from a flat \$100 per aircraft to \$15 per seat. (Before the switch to the flat fee, Ohio charged \$3 a seat to register aircraft, a fee that hadn't increased since 1941.) The law would also add airport improvements to the list of things the fees would fund. "We appreciate that both the Taft administration and the General Assembly listened to Ohio pilots and recognized that the 800-percent overnight increase was unwarranted," said Roger Cohen, AOPA vice president of regional affairs. "AOPA has made mitigating this fee a top priority, and we're dedicating resources to working with the state to achieve this goal."

### **Hangar Policy - EAA Chapter 974**

#### **Utilization of EAA Chapter 974 Facilities and Equipment**

The hangar, tools, equipment and other properties owned by EAA Chapter 974, are for the benefit of all Chapter members. The following policy is established to provide procedures and protocol for their utilization.

- Only members in good standing of Chapter 974 may utilize the hangar facilities and Chapter properties. All Chapter dues and fees must be paid in full to qualify.
- General aircraft storage and aircraft construction projects can be stored in areas "A" and "B" of the Chapter hangar (see Figure 1).
- Space will be leased according to waiting list for the all areas (see Figure 2).
- Waiting list will include the member's name and date of request.
- Only aircraft related activities are permitted; storage, construction or restoration. No commercial activity is permitted.
- Allocation of shop and hangar space will be at the discretion of the Chapter 974 Board of Directors.
- The Board of Directors will determine the spaces available for lease.
- When hangar or shop space is determined to be available, the Board of Directors will notify the member with the earliest date on the waiting list. The member will have thirty (30) days to initiate a lease for the space offered.
- If a member declines when hangar or shop space is available, their name will be transferred to the bottom of the appropriate waiting list or deleted if the member no longer requires the space.
- The Board of Directors is authorized to limit the size of aircraft or projects to assure compatibility with other tenants of the hangar or shop.
- Shop space is preferred for active projects. If a project is not being worked on regularly, the Board of Directors will have the authority to request its removal or relocation if other members are on the waiting list.
- All leases are on a monthly basis, payable on the first day of the month. Lessee may terminate their lease at any time by

removing their aircraft or project. Rent will be payable for the full month in which the removal is made.

- Only aircraft or projects owned by the lessee may occupy the rented space.
- The lessee may not sub-let the rented space to any other person.
- Temporary (up to 14 days) aircraft storage within the hangar will be permitted by prior approval of the Board of Directors.
- Storage of completed aircraft in the shop areas will be permitted by approval of the Board of Directors, but only under the condition that no aircraft construction project is deferred or hampered in any way.
- All tenants shall sign a Hangar Lease.
- The Board of Directors is responsible for establishing and maintaining a schedule of fees for the leasing of hangar space (see Figure 3).
- All Chapter members, in good standing, (all Chapter dues and fees must be paid in full to qualify), shall have free access to Chapter owned tools and equipment and may use the hangar space for minor personal projects (AIRCRAFT RELATED, NO AUTO REPAIR). These activities must not interfere in any way with projects using the shop or aircraft stored in the hangar on a leased basis and shall be of not more than 14 days duration.
- Storage of personal property of Chapter members in the facility, other than aircraft or construction projects, will be permitted only by prior approval of the Board of Directors based on an established fee.
- Use of the Chapter hangar by Chapter members for meetings and activities is encouraged. Usage should be coordinated with the Chapter president to avoid scheduling conflicts. The room must be clean and set-up after such usage and any major supplies utilized shall be replaced.
- Repair of damage to Chapter owned tools, equipment or the building is the responsibility of the users. Users of equipment that is damaged while they are using it shall notify the hangar master and make arrangements for the repair or replacement of the damaged equipment.

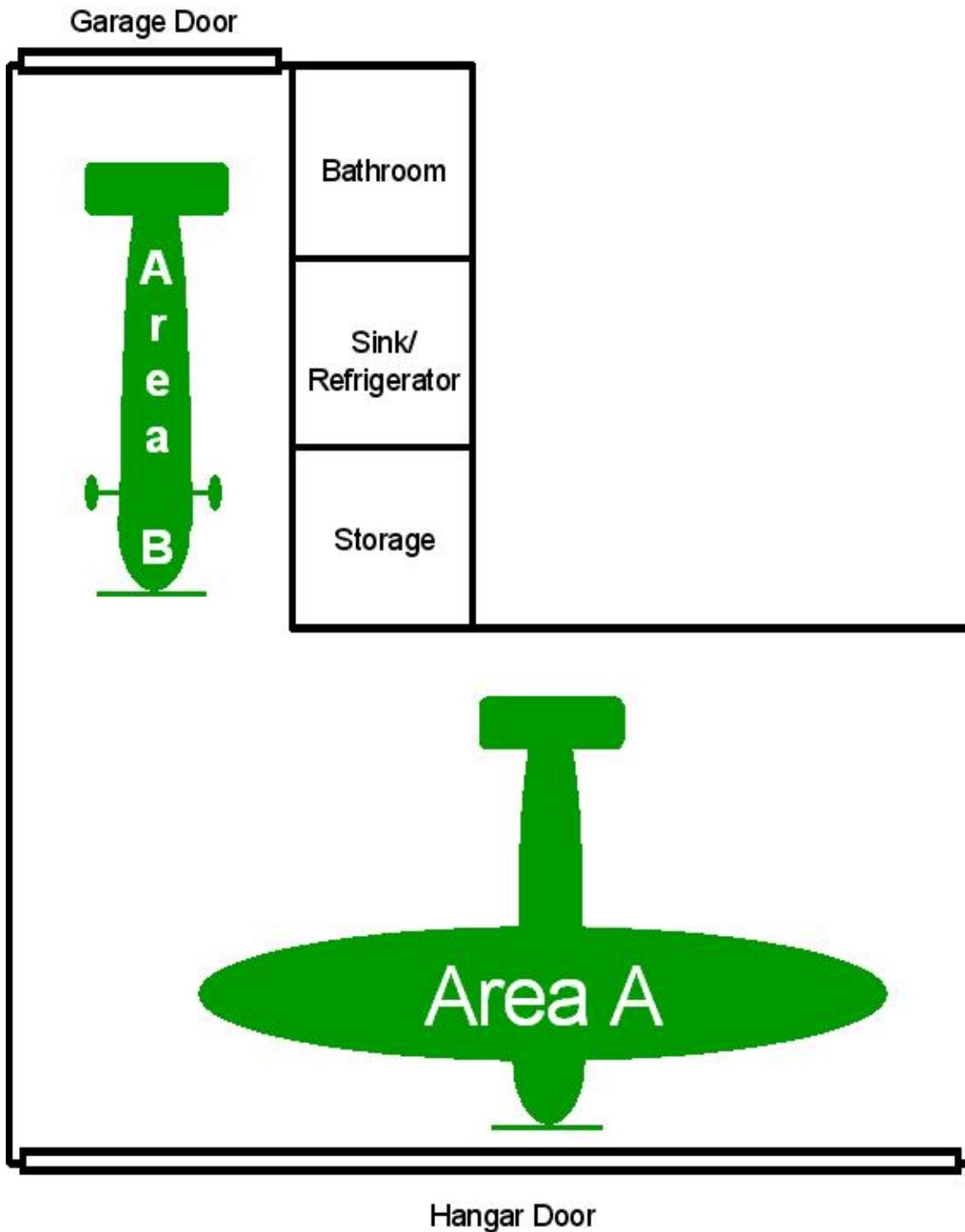


Figure 1: EAA 974 hangar main storage/work areas

**EAA 974 Chapter Hangar – Aircraft and Project Storage Area Waiting List**

Date of Request	Name	Telephone Number	Area needed or description of item to be stored
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Figure 2

**EAA 974 Chapter Hangar – Aircraft and Project Storage Area Lease Fees**

Items hung from ceiling: \$20/month

Items stored on floor (small footprint): \$25/month

Storage in Area “B” (generally fuselages, must be moveable): \$50/month

Storage in Area “A” (Unlicensed Aircraft/Aircraft Projects): \$70/month

Storage in Area “A” (Licensed Aircraft): \$100/month