

EAA Chapter 974 Newsletter

EAA Chapter 974
Hogan Field (KHAO)
Hamilton, OH

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The Prez Says

**Ron Forsythe, Chapter
President**

It's 73 days until Oshkosh! As always we look forward to displays, air shows, fly markets and camping. It's always great that so many from the chapter are able to make it. If your not one of those who typically make the annual pilgrimage why not consider it? Great fun and great company. At a chapter meeting prior to Oshkosh we will try to have captured many of your travel intentions so you can coordinate to whatever extent you wish.

For those of you who attended the May meeting, thanks for risking your domestic tranquility by venturing to the airport on Mother's Day. Please feel free to blame the poor scheduling decision on me. We tried to do good by moving the meeting from the Moraine FunDay but obviously we weren't aware that we were moving to Mother's Day. If it caused you problems, I apologize.

Just a few chapter reminders:

- Saturday AM the 14th is Young Eagles.
- Saturday PM at 5:00p.m. The Chili Cook-off.
- June 5 at 2:00 p.m. Regular meeting at the GCRCC field.

Thanks to Elizabeth and Brett for the comprehensive presentation on the new website. I'm sure all of look forward to more effective utilization of the site.

Website Demonstration

Elizabeth Szoke

There is now a tutorial available on the opening page of the website (www.eaa974.com) on the

lower right-hand side of the main frame. This is an PowerPoint presentation, all you do is click and run it, and it will show you step-by-step the various areas of the website, including how to set up a user account for the members-only section of the website, and the many database-driven features, like setting up Young Eagles dates. You can access it [here](http://www.eaa974.com/files/Presentation.pps) (or <http://www.eaa974.com/files/Presentation.pps>). For those of you that couldn't make it this month's meeting, please take a few minutes to step through the slides to see what's available, and email if you have questions (by clicking on "Email Webmaster" at the website, www.eaa974.com).

Kit Trip or A Journey Thru Misery (Part 1 of 2)

John Statt

there is a new project sitting in the EAA hanger that has generated more than just a few new definitions of "aircraft" Thanks to Ray and a couple of others the "pollywog", "bass lure", "yellow fish", "bathtub" has finally come to nest safe and secure. That wasn't exactly the case just a mere 24 hours earlier. What had started as a simple trip to retrieve a new unfinished project out in Colorado turned into a trip through hell.

I've had a long time dream to fly an autogyro since finishing a Benson back in the late 70's. With the help of an individual called "Helicopter Ed" up in Middletown, I did manage to buy a semi completed aircraft, finish and taxi it around Hook Field, Middletown when I got laid off. The dream was put on hold and the craft sold to pay bills. Jump forward to 1998 and Sun-N-Fun looking for parts and pieces to assist Charley Corder with his C-140A restoration. While there I met an individual that had these neat gyros that were a lot like the autogyros of the 1920's. I was in love, no money, but intrigued with the design. The flame although dim, was still there. I had already decided to build a wood plane and had started to put parts together so I pretty much forgot about the autogyro. After selling my project I came upon a chance to purchase an incomplete kit of the very type I had seen at Sun-N-Fun years before. A North American Rotorwerks Pittbull. A bargain was struck with the owner, and plans made to retrieve it from it's home in eastern Colorado.

The seller had a trailer he had bought for it ,but I decided that \$2,000 for a simple trailer was too much so I purchased a 4X8 trailer from Tractor Supply up in Hamilton and decided to convert it to transport the gyro. At a mere \$275 plus a discount because the license plate bracket was broke, it was a bargain at \$225. 2X6's from the stash at the hanger and from the house and some hardware from Home Depot and shezam! we're ready to go motoring out to Colorado.

On Wednesday the 12th at 00:30 hours my son Nick and myself left from where I work in Batavia and trucked out of town. Let's see....checklist...Gas...ok (Wholly H##**! it jumped up to \$2.35 overnight!), ...trailer lights...ok..., tiedowns...new ok..., tools...Craftsman set, cordless drill and charger, saw, hardware...ok, cell phone with car charger....ok. All set and good to go.

Through Indiana and Illinois only stops for caffeine, and all is well in the world. Nick got some shut eye and by daybreak was ready to take over the wheel. We were on a mission and rest stops are for wimps! At the gas stop we checked the lights on the trailer, wheels, oil, and took off. Man! is this going smooth! Our time is ahead of schedule and traffic is light.

I decided to get some needed eye rest and settled down in the passenger seat reclined like a king. Nick has little driving experience and none pulling a trailer so I was a bit restless only dozing off. I noticed that we were slowing down and through a half opened eye saw flares in the road. There had been construction on several stretches and I thought that this was nothing to worry about. We stopped rolling and I looked up to see a Missouri State Trooper waving traffic through. Then it happened! BUMP! Nothing drastic just enough of a tap to shake the truck a little. "He hit us!" Nick stated. I looked back and all I could see was HUGE grill work at out back bumper. "The trailer!" I yelled. "That SOB hit the trailer!" At that time we passed the reason for the slow down and it was horrible!. Evidently a semi had plowed into the back of another with such force as to dislodge the front trailer's bogey wheels and send them flying about 100'. The rear truck was buried up to the sleeper in the front trucks trailer. I don't think the driver survived. Only the tow trucks and troopers were there so I guess the fire and life squad had left.

We took the first opportunity to get off the road and look at the trailer and flag down the truck driver. No luck, he went on so we took a close look at the trailer noticed that the only damage was to a tiedown ring we had installed at the rear of the trailer. No sweat! All is still good, we'll just buy a new eye hook at a Walmart enroute and replace it when we get to the plane. I was pumped with adrenalin from our near miss with Mr. Peterbuilt so I took up the driving chore. Into Kansas we went. Ahead of schedule and making time.

It's now lunch time and we felt a nice lunch at a family smorgasbord would be a welcome break. Lo and behold a Walmart too! Food, replacement hardware, snacks all is good! Trailer....good to go but the fender on the left looks loose. Aw heck it's welded on! No sweat lets go. (Mistake#1. Assuming all is well.)

As we progressed through that interminable state of Kansas where "flat" is an understatement, the hum of the road was broken by Nick's sudden scream...DAD!!! Oh SH*#! STOP!!! SOMETHING HAPPENED! I looked in the mirror and there it was just skimming down the highway like a run away sled.....the fender! There was an off ramp right ahead so we exited and went back the other way. Lets see was it at mile marker 138...no...139.....no... aw hell! There it was in the middle of the road! Intact but with tons of angry trucks bearing down. In horror we watched the truckers nearly miss it and Nick managed to dash out and retrieve it before anyone hit it and caused an accident. The weld had broken! Well no problem, with a couple of angle brackets and screws we'll be back in business. Maybe the seller has a welder and I'll just weld it back on. A quick check of the other fender showed no problems. Back on the road. (Mistake #2. Assuming what happened to one side won't happen to the other.) Still on time but the omens were mounting.

With Nick back at the wheel I was able to recline back and take a short nap. For some reason I happened to look up and glanced at the gas gauge. EMPTY! not just regular empty, but bouncing needle empty!

We here in the midwest have flat areas. Out there it's an art form. For as far as I could see....nothing! Absolute nothing. No houses, no barns, no side roads, grain silos...nothing and no gas! The exit up ahead had a gas available marker but we could see nothing except far off in the distance a grain silo and ramshackle shacks, and a...hill? (Those feed lots produce a lot of byproducts and offer the only topography changes for miles.) Well the sign stated gas this way but the town of Park Kansas looked far off. Better to run out of gas around civilization was the reasoning so we headed for what looked for all the world to be a ghost town. The road ended at a set of railroad tracks and ran parallel with the tracks to a couple of buildings atop of which was affixed a dinosaur and a gas sign. (Befitting the occupants) Well it's worth a try I thought. Well the gas was available at the cheap price of merely \$2.90 per gallon (The most expensive of the trip of course) and was attended by two ancient gentlemen. Vernon, who had owned the appliance repair and auto service next door, but retired at 85 because business was too slow. (Go figure.) He must have been the service person for all three people living in Park Kansas, and Bill, who owned the gas/bait/candy store/farm implement repair which makes up whole town of Park. The gas pumps were the ancient type with roller numbers and were not equipped for prices over \$1.00 per gallon so Bill just used a magic marker to write it in. (I didn't ask where the fishing lake was that the bait was needed for.) We became the main topic of conversation being from Ohio and towing a flat bed trailer the size of a mower. (and the only other individuals stirring) What you gonna do with that tiny trailer? asked Bill. I replied, "Pick up a kit plane". "A kit what? On that? No plane could fit on that! Take it where?" Why ain't there a fender on the one side?" Vernon was the inquisitive talkative one. "A gyro crapter...I mean copter" I stated, catching a full whiff of the nearby feed lot. "and the fender broke off" I said. We made their week. Probably the only sale in months by the look of the dusty merchandise. Gassed up, having provided amusement for the locals (probably will be for some time) and back on track. On to Colorado. There are few things to say about Yuma Colorado. None of them flattering. What passes as roads out there reminded me of Cincinnati streets only flat and a lot longer. I thought my vision was blurring from fatigue but it was the roads. Add to the fact that I now had a severe aching tooth and this trip was beginning to get tiresome. Boy was I about to get a new perspective of tiresome!

We met with the seller Joe Drennan and his wife Pam in Yuma and decided to inspect the Pitbull in Otis just down the road (Well they call them roads). The inspection of the Pittbull went well and the owner treated us to a fine steak dinner at the only restaurant that didn't look as if vermin had taken up residence. It was quite nice actually, but I've been a member of the EEA, (Experimental Eaters Association at Pearl's) for some time so restaurant quality is tainted. There are two motels there. Only one is livable unless you're a migrant worker and the other had golf clubs everywhere. I saw no golf courses around, and it's so flat you can see a loooooong way. As a matter of fact, cattle feed lots surround the place for miles. (Nick and I wondered if the cow tipping thing myth was true. Can you push a cow over at night when it sleeps on its hooves and topple it over? If you did it in a feed lot will it cause a chain reaction like dominos?) Thank God we were up wind! Yuma evidently, is the home town of some professional golfer the name of whom escapes me. I don't play golf so these things mean nothing. Must be a tough course and the reason that guy won tournaments. I'm glad someone made it out of there alive because it definitely looked dead. The big news item on the classic rock station was the new school bus that just arrived and there was going to be a radio tour and interview with the driver on the morning drive time radio show! A whole three hour show! Radio has a different format out there. Farm futures and cattle prices interrupt Dooby Brothers songs mid play. I had visions of some farmer hearing

the price changes and high tailing it back to the ranch in his monster stereo and air-conditioned John Deer to the sounds of Long Train Running. Thursday morning bright and early we got to the local feed and tractor store and bought the angles and hardware to reattach the fender then off to the Pitbull. A quick inventory of parts, securing the plane after loading it up, fixing the fender we were on the road by 12:30 noon. Again ahead of schedule and feeling good. Missouri seemed a long way off. (If we only knew!)

I was relieved to get back onto I-70 and east bound where it was smooth, flat, but windy. Winnebago alert type windy. I was crabbing into the cross wind like the Cub at HAO! The trailer with the gyro just tracking great, no bouncing and smooth. We got a lot of funny looks by people as we went down the road.

Just outside of Hayes Kansas there is a Russell Stovers outlet store and we planned to make it there to purchase bribery chocolates for the wife. BANG! CRASH! Sparks flying all over the place....what the hell happened now!? Aw crap! The other fender came off just like the first one. After retrieving it we noticed it was bent pretty bad and it took out the tail light on that side. The tire looked ok and we decided to try to make it to the next town that has a Walmart. The sun was going down and we needed a tail light, hardware and gas. As luck would have it this exit had a Walmart.....the same Walmart we stopped at on our way out. (Never ignore omens) A new tail light (\$6.00 on sale), angle brackets, hardware, and wire splices were purchased. Thank God we had recharged the cordless drill and there was plenty of light. We also noticed that the exhaust bracket on the gyro had broken and was dangling loose. Another trip into the store to get hose clamps and monster wire ties to secure the head and any other loose items. Since the mast is 8' high and the trailer an additional 12", we decided to use one of the cart corrals as a platform to reach the rotor head and secure it better. While teetering on the corral railing an individual dressed in an army uniform approached me and asked what it was. Generally I'm very cordial with people but tiresome is the operative word here and I blurted out in a rather snide manner it's a Fixed Auto Rotation Trainer. The guy laughed and turned to his family and stated, "Better leave him alone". Fender fixed, (Well sort of) lights working, back on the road. Not too far off schedule but hoping we get to the other Russell Stover outlet store in Missouri for that chocolate bribe for the wife.

Next installment

Why Missouri should be pronounced misery or, Why are you trailering that bass lure?

May 2005 Board Meeting Minutes

**Brian Schermerhorn,
Chapter Secretary**

Not reported

May 2005 Meeting Minutes

**Rolf Hetico for
Brian Schermerhorn,
Chapter Secretary**

Chapter President Ron Forsythe called the meeting to order at 2:07pm. The May meeting was held at the chapter hanger on May 8, 2005.

Minutes of the Meeting:

New Members/Visitors: No visitors or new members were at the meeting.

Secretary's Report: No report.

Treasurer's Report (Mark Taylor): No report

Technical Advisor Reports: Ray Parker reported that Tom Graumlich has purchased a new set of aircraft scales.

Young Eagles Report (John Taylor): Young Eagles event has been rescheduled for Saturday, May 14th at HAO from 9:00 to 12:00. Ron Gielegem needs help in the following areas: (1) flight simulator; (2) pilots and aircraft to fly Young Eagles flights; (3) builders willing to open their hangars and show their projects at HAO; (4) people to check Young Eagle forms and fill out flight certificates; and (5) ground crew to escort Young Eagles to aircraft. Please contact Ron to volunteer.

Hangar Master Report (Barry Fear): No report.

Old Business:

The June Chapter meeting will be at the Greater Cincinnati Radio Control Club flying field in Trenton, OH. A map to the GCRCC field will be posted on the chapter web site. GCRCC will display and fly model aircraft for our Chapter.

EAA Sport Pilot video copies are available from Ron Forsythe. The video is over one hour long and includes topics such as getting repairman's certificate.

EAA Chapter 974 Chili cook-off is set for May 15th at 5:00 in the Chapter Hangar.

New Business:

The following motion was brought to the membership, discussed and voted on at the May, 2005 Chapter meeting. Ray Parker proposed:

“The Chapter buy the aircraft scales recently purchased by Tom Graumlich. There are four scales and the total purchase price is \$299 plus shipping. The scales will be available for use by EAA 974 members.”

The motion was voted on and approved by the membership.

The Chapter won the attendance trophy at the Moraine Fly-In (Funday Sunday). EAA 974 beat EAA 174 by one person in attendance.

Discussion on changes to the Chapter by-laws was tabled until next meeting.

The meeting adjourned at 2:30 for a presentation by Elizabeth Szoke and Brett Ferrell on upgrades, features and new applications available to members on the Chapter 974 web site.

Young Eagles - May 14th

The Chapter will have a Young Eagles fly day on May 14.

There will be approximately 30 Young Eagles; 12 of them Boy Scouts. We can use all types of airplanes and just keep the Scouts in the production types.

We need pilots and ground people. We would like to have the computers running, to conduct tours of projects and the FBO, and to just keep the flow going.

Please let John Taylor or me know what you would be available for. The general consensus at the last meeting was to do it in one day if we can. If we do not have enough volunteers, we will split the flying

into two days and two backups.

Thanks, Ron Gielegem

Chili Cook-off May 14th

We're planning our next chapter chili cook-off for the evening of May 14th, so get your secret recipe out. No word yet on whether we'll have a movie or not.

Chapter Meeting at Greater Cincinnati Radio Control Club - June 5th

Our June meeting will be held at the GCRCC's flying field in Trenton, off of Woodsdale Drive. There is a link to a map to get to the field on the front page of the Chapter website, or you can go directly to it [here](#) (or http://www.gcrcc.net/nav_Site/site_map.shtml).

The GCRCC field is located on the southern edge of the Cinergy Woodsdale Power Plant in Trenton.

From the north, take I-75 south to Ohio Rte. 63 and go west toward Trenton. Turn left onto Rte 4. About 4 miles turn right onto Liberty-Fairfield Road. Across the river, this road is renamed Wayne-Madison Road. Just across the river, as the road takes a right curve, you will see Woodsdale road to the right. At Woodsdale Road, turn right and go about 1 mile. The GCRCC entrance is marked by a large metal sign and a gravel road to the left up a short hill. You can see the Cinergy plant stacks to your left. If you come to the Cinergy Woodsdale Power plant entrance, you have gone too far.

From the south, take I-75 to the Rte 129 exit west (only west, 129 does not go east) Exit at Rte 4 Bypass, and turn right (North) on route 4 bypass. Turn right onto route 4. The next major intersection with a traffic light is Liberty-Fairfield Road. Alternately, you can exit 129 onto route 747 North. Turn left onto route 4 and then right (North) onto Liberty-Fairfield Rd. Turn left onto Liberty-Fairfield road to cross the river. Just across the river, as the road takes a right curve, you will see Woodsdale road to the right. At Woodsdale Road, turn right and go about 1 mile. The GCRCC entrance is marked by a large metal sign and a gravel road to the left up a short hill. You can see the Cinergy plant stacks to your left. If you come to the Cinergy Woodsdale Power plant entrance, you have gone too far.



Wings Weekend - June 23-25th

For planning purposes, please try to help out with the food booth if you can. The Flying Circus will be back this year, but there will be no car show.

Chapter Picnic and Auction - July 10th

We are planning for the July meeting to be the Chapter Picnic, and will include our annual auction, so clean up your hangars and workshops and bring those items to buy/sell/trade. Also remember that there is now a classified section on the website where you can list or look for items year round.

EAA Airventure Cup Race - July 23-24th

The [2005 Airventure Cup](#) starts from Dayton Wright-Brothers (MGY) again this year, so those of you that want to participate or check out the airplanes take note. I plan to get up there for the race start this year myself as [Rich Guerra](#) will flying the race in his Velocity again. If you want to race, you must send in the \$200 fee with application by June 1st.

Upcoming Fly-ins

May 21, Saturday - Pancake Fly-in at Middletown Hook Field (MWO)

7:00-11:00 am - All you can eat pancakes, sausage, coffee, and juice by Chris Cakes Flippers

Also, on display will be the Utah State University 1905 Wright Flyer

\$5 Adults, \$4 children 12 and under

May 21, Saturday - Air Rally and Eat-Off at Lunken Field (LUK)

11:00 am - 20th Annual Flying Knights Air Rally. This is a rally of about 100 miles with the start and finish at Lunken Airport. Your declared time over the route will be measured against your actual time (route announced day of the race). Trophies will be awarded for the first 3 places.

Registration at 11, mandatory pilot briefing at noon, rally starts at 1. Entry is \$10 per plane, pilot, and co-pilot. Additional crew \$10 each. Food, door prizes, trophies included. (513) 702-3542

Rain Date is Sunday May 22

May 20-22, '[Hot Glass](#)' Fly-in, Las Cruces New Mexico (KLRU)

Composite specific showcase featuring manufacturers Lancair, Glasair, Tango, White Lightning, and Nemesis NXT. There will be speakers and demonstration flights. There will also be a pancake breakfast and enchilada dinner on Saturday. Check out the [Flyer](#) or the [website](#).