

EAA Chapter 974 Newsletter

EAA Chapter 974

April 2006

Hogan Field (KHAO)
Hamilton, OH

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Tom Graumlich, Chapter President

Thanks to all who attended our April Meeting. We had an excellent turnout and Ray Parker's maintenance program was certainly a great reminder/tutorial and those items we need to be mindful of when we remove the cowling from our birds. (In case anyone was wondering, Bill Conn reports he has replaced the questionable carb heat scat tubing on his Fly Baby as Ray advised during the program.)

I thought the request by the local Chapter of the Tuskegee Airmen presented at the April meeting to partner in providing additional Young Eagles programs represents a significant opportunity for our Chapter. This is a great chance to share our joy of aviation. We would be remiss if we didn't take advantage of it.

This April has certainly had it's ups and downs both weather-wise and personally. While I would be happy not to see any more hail, I am more than happy to see the return of warm weather, sunny skies and enjoyable flying weather.

On a personal note, my sincere thanks to all who have provided their thoughts and condolences regarding our family's loss of my Dad. Although he never obtained his flying license (failure to pass the 1950's medical standards), his obvious joy over the time he spent with friends at the local airport left a lasting impression with me. It is obvious now that my continuing obsession with aviation is tied to those stories of flying with friends and helping them maintain the Cubs, Taylorcraft and Airknockers that were the mainstays of local flying at the time.

We have a Chili Cookoff Scheduled for 5pm on Saturday, April 15th., at the Chapter Hangar, Bring your favorite recipe and your favorite flying stories.

The first of several Young Eagles flying programs is scheduled for April 29th.

Our May meeting (Sunday May 7th, 2 pm) will feature a program by Dave Raney on Radio antenna installations.

See ya then, bring a friend.

Tom Graumlich

Board Meeting Minutes

Kent Forsythe
Chapter Secretary

No report.

Meeting Minutes

Kent Forsythe
Chapter Secretary

Meeting was called to order on April 2, 2006. Location of the meeting was the EAA974 hanger at HAO.

Attendance

- 28 club members (attendees found on last page)
- 2 visitors
 - o Lorenzo Baldwin
 - o David McFeeders
- 2 new applicants for membership
 - o Fred Herzner
 - o Terry McClary

Announcements

- None

Reports

- Treasurers Report
 - o Treasurer's reported accepted by the members
- Tech Counselors Reports
 - o No official activity to report
- Web Masters Report
 - o Domain was renewed for another year
- Young Eagles Report
 - o April 29th date for scouts group.
- Presidents Report of Programs This Year
 - o Chili cookoff will be on April 15th.
 - o May 7th meeting will feature Radio Antenna Installation
 - o Also May 7th Funday Sunday at Moraine Airpark
- Hanger Master's Report
 - o Nothing to report

Old Business

- Club T-Shirts
 - o Rolf brought the new club t-shirts and collected payments for shirts ordered by members.
 - o Initially, it looks as though approximately 7 shirts will be purchased by the club for new members and other potential use.

New Business

- The Middletown EAA chapter has invited our members to attend their meeting to share information and

projects. At some point, they would like to see the projects we are working on.

David McFeeders and Lorenzo Baldwin from the Tuskegee Airman spoke with the chapter regarding the potential for some joint efforts to help kids get involved in aviation as an effort to build self esteem and keep them on the right path. Tom Graumlich exchanged contact information with them for future use.

Program

Ray Parker presented "Engine Maintenance". The demonstration and talk covered areas including safe practices and troubleshooting techniques.

Member Attendees

1) Adams, Randy	11) Forsythe, Ron	21) Raney, Dave
2) Ankerstar, Brad	12) Gassert, Kevin	22) Rodebush, Rex
3) Brainard, Jerry	13) Graumlich, Tom	23) Shaw, Robin
4) Brainard, Linda	14) Hetico, Rolf	24) Statt, John
5) Charlton, Brian	15) Hogan, Tom	25) Szoke, Carolyn
6) Conn, William	16) Jones, Ken	26) Szoke, Elizabeth
7) Corder, Charlie	17) Kurtz, Paul	27) Wise, John
8) Dornette, Mark	18) Linfert, Tom	28) Wise, Tom
9) Ferrell, Brett	19) Linnemann, Steve	29)
10) Forsythe, Kent	20) Parker, Ray	30)

Engine Maintenance Demo

Ray Parker gave a good demo to the chapter on engine inspection and minor maintenance. He covered how to inspect and set the gap on your spark plugs, check for the source of fluid leaks, checking for cracks in your engine mount, and exhaust system inspection. Next month Dave Raney will be presenting Radio Antenna installation.

Building the Mustang II

I would like to publicly thank Mark Dornette for his wonderful contribution to this month's newsletter. It is a charming piece to which many of us can relate. I would like to encourage the rest of our membership to share your experiences, building trials, tribulations, thoughts of building, reasoning behind your choice of craft (started or not), or just your musings. Perhaps there are thoughts on your website or builders journal that have not been published to a wider audience. Or maybe you are not a builder but love the club and our wonderful friendship. These are also sources of an article that would enrich all of our lives and the value of our membership. In closing, thanks again Mark and please let this be an example of how the rest of us may have a gem of a tale hiding in our pens. Sincerely, Elizabeth (VP)

Part I: Decision to Build

I knew I wanted to be a pilot from an early age. At sixteen, I scraped enough money together to begin flying lessons and earned a private pilot license just before graduation from high school in 1970.

In earning a private pilot license, I proved to myself I had the aptitude and desire to make flying a career. The next question was how to go about it.

As a farm boy with little financial support, Air Force pilot training seemed the best option. To become an Air Force pilot I had to have a four-year college degree and a commission as an Air Force officer. To meet these requirements, I earned a degree in Geography, from the University of Cincinnati, and completed a four-year Air

Force Reserve Officer Training Corps (AFROTC) program while living at home and working on the side.

My Air Force career began in late 1974 with an intensive year of pilot training. It lasted twenty years and I flew a variety of aircraft, from supersonic trainers to frontline fighters, throughout the United States and Europe.

Though I flew on a daily basis, something was missing - - owning an aircraft. I came close to buying a used C-172, during the early 1980's, but had a hard time working out the financing and decided to wait. As it turned out, I spent eight of the next twelve years in Europe and wouldn't have gotten much use of an aircraft anyway.

The possibility of homebuilding an aircraft got my attention in the mid-1980s when I read an article on the Quickie 200, a two-seat composite aircraft. What appealed to me was overall cost, ease of construction, advertised hours to complete and aircraft performance. I could visualize building and flying a Quickie but an Air Force career made it impractical at the time.

I retired from the Air Force in 1994. With retirement came a return to Cincinnati from Germany, change of career and complete change of lifestyle. My last four years of active duty were in a non-flying headquarters job in Germany. All my flight currencies had lapsed. Retirement pay was much lower than active duty pay so I had to do something quick to supplement income. The only other work I knew was digging dirt. I had worked my way through college working for a small excavation company. They were still in business and said they would help me get started. I bought a dump truck, trailer and bobcat skid-steer loader and went to work. My priorities were to get the business going; build a "retirement" house to get the family settled, and then; when time and money allowed, return to pleasure flying.

Part II: Return to Flying

By 1998, the house was built, business was good and I was able to think about flying again. What I didn't realize was what effect climbing back into an airplane would have on me and what major and rapid changes were to come.

The original intent was to get recurrent to be able to do occasional flying and eventually build an airplane. However, at about the same time, an Air Force friend was hired at Continental Airlines. He mentioned airlines were hiring and timing was good if I wanted to get back into aviation. That got me thinking as I sat hot, and dirty, on a bobcat watching airplanes arriving at the Greater Cincinnati Airport.

First, I got back in the books to refresh my memory. Next, I went to the Cincinnati West (Harrison, Ohio) Airport, where I'd initially learned to fly, and completed a biannual flight review. Then I began to explore how to get an airline job.

Based on my Continental Airline friend's recommendation, I joined Airline Information Resources, Inc. (AIR, Inc.), and attended one of their "how to get hired" seminars. I also telephoned a Comair pilot, who had been a flight instructor at Cincinnati West, and asked if I would be wasting my time, applying at Comair, with so little recent experience. After a long pause, he said no; go for it. I applied, got hired and started career number three as an EMB-120 (Brasilia) First Officer.

Financially, it set me back several years even though I continued bobcat excavation on the side. Within three years, though, I transitioned to the Canadair Regional Jet, upgraded to captain, went through a three-month airline strike and was back on sound financial footing. Now it was time to get serious about building that airplane.

Part III: What, Where, How?

When you think about building an airplane several questions come to mind. What type aircraft should I build? Where am I going to build it and how am I going to pay for it? To answer some of these questions I joined EAA, started a subscription to Sport Aviation and ordered a number of reference books on homebuilt aircraft.

Through research I discovered the three primary homebuilt aircraft types were metal, composite, and wood/fabric. Each had their pros and cons. I wanted an aircraft with two or more seats, fast, durable, suitable for cross-country flights, affordable and as easy as possible to build; especially, as a first time builder. Although I explored numerous possibilities, I kept coming back to Van's RV series of aircraft. They were all metal, well advertised and well represented in various aviation publications. I figured if there were as many flying as the advertisements claimed, the aircraft and company support must be good.

The answer as to where to build was the easiest. I knew if I had to travel to work on my project it would never get completed. For years I had planned to build a garage suitable for aircraft construction so I simply decided to go ahead and do it. Refinancing the house at a lower interest rate provided the money. My cousin's construction company built the shell and over the course of the next several years, I completed the interior.

Once the new garage was completed enough to start an aircraft project it was time to purchase a kit and get

started. The Van's RV-10 was a nice four-seat aircraft, just coming out, but well above my budget. This narrowed my search down to one of Van's two-seat models. Then one day I ran into Tom Linfert, an EAA Chapter 974 member.

I'd first met Tom, eight or nine years earlier, through renting equipment from his tool rental company. Through conversation I knew he was building an aircraft and told him I was planning to build someday also. One day when my garage was nearing completion, I told him I was getting ready to start and had narrowed my selection down to one of Van's two-seat models. He asked if I had considered a Mustang II and said he had a Mustang II kit in his garage. He also said I could come take a look and he'd sell at a very reasonable price if I was interested.

I was vaguely familiar with the Mustang II and knew it was similar in looks and performance to the RV-6. I didn't know much beyond that. After visiting Mustang Aero's web site, I was convinced the Mustang II was a proven design, would meet my needs and the company would provide good technical support.

Tom's Mustang II kit had belonged to his father who was deceased. Though ten years old, it was in good shape and included a folding-wing kit. The folding wing kit would allow me to complete aircraft construction at home, move it intact through an eight-foot garage door and facilitate hauling it to the airport. It would also minimize storage space when not in use. The price was right, the folding wing kit a bonus and I bought it.



Example of completed Mustang II

Part IV: Now What?

Now I had the Mustang II kit, where should I start? I had two big crates of sheet Aluminum, several plastic tubs of parts, a big roll of blueprints and a big instruction binder. Everything was numbered in a system I didn't understand and none of the instructions said, "start here." I began to wonder if the project I had dreamed about and worked toward for over twenty years was going to become "a project too far."

Fortunately, years of training kicked in and I decided the best way to tackle this complex task was to break it into manageable sub-tasks. To start, I inventoried the kit to see if anything was missing and to become familiar with the parts and numbering system. I then read through the instruction manual to get a general idea of how to start and what tools would be needed. I also coordinated a visit at the Mustang Aero facility. I wanted to see their facilities; see a completed aircraft; talk to the owner; and see what type of support they had to offer builders. By the time I returned from the factory, I was re-motivated, had a better feel for what technical support I could expect and had a game plan.

Part V: Finally Building!

From the factory visit, I learned the Mustang II is built around the center section of the wing. Once the center section is near completion, you attach fuselage stringers to build the fuselage. Then you add on the empennage, outer wing sections, engine, etc.

The instruction manual provided a list of recommended tools and accessories for the project. Even though my garage was equipped with an air compressor and quite a few general-purpose tools, this was only a portion

of what was needed to build a metal airplane. According to the Mustang II tool list, I would need specialized items such as construction jigs, sheet-metal working tools, clecos, rivet gun, rivet sets, rivet squeezer, bucking bars, fluting pliers, hole saws, lots of drill bits and much more. In addition, an on-line Mustang builder's group recommended digital level, band saw, metal brake, and other "nice to have" odds and ends. Some items were available through local sources. Most had to be ordered through aviation suppliers such as Aircraft Spruce, Avery Tools, U.S. Industrial Tools and Wick's Aircraft Supply. Most were expensive.

Once the kit inventory was complete, parts and plans were sorted and organized and specialized tools were on order, I set up a construction jig and began work.

After two years of construction, the wing center section is about 85 % complete. Lower fuselage stringers are attached and the outer wing main spars are built. The flap (only one flap on the Mustang II) is complete and has been fitted to the wing center section. Several other small sub assemblies are started or complete. A majority of construction still lies ahead but I consider the hardest part to be over. Deciding which kit to buy, setting up shop, gathering tools and drilling the first hole are the hard parts. Now it's a matter of doing more of the same until the project is complete.

Building an aircraft isn't an isolated hobby. I get advice and technical support through local EAA members and occasional calls to the factory. My father-in-law, who lives near by, helps buck rivets, move bulky items, listen to ideas and decipher confusing plans. My wife looks in on a regular basis to see how things are going and to make sure I'm not just hiding and goofing off. Friends stop by to see how the aircraft is progressing and co-workers ask for regular updates. Its construction is an object of conversation and focus of attention. Its completion will be the culmination of a long-time dream and provides a goal, something to strive for. Some day I'll be saying "clear prop" and all the work and expense will be forgotten.



Wife Nancy with granddaughter



Father-in-law Joe Kenning "the Buckmeister"



Mark reflecting on his work

Ride to Oshkosh?

Need a Ride to Oshkosh? Check out EAA's RideShare[NL]In early 2005, EAA launched RideShare, a new service that sought to pair those wanting to attend the annual EAA AirVenture Oshkosh fly in with those who had a spare seat available, airborne or ground-bound. Hundreds of people took advantage of listing their names and contact information, no doubt allowing scores to attend who otherwise would have stayed at home. The 2006 version of EAA's AirVenture's RideShare is now available on the EAA AirVenture 2006 website, <http://www.airventure.org> ([read more](#))

FAA Medical Proposal

Among the most important ongoing issues facing the pilot community has been FAA's backlog in special issuance medical certifications, as well as the cost and difficulty associated with obtaining and renewing a special issuance medical. This issue will become pronounced in the future as the current pilot population ages, because of the added cost and complexity to maintain flying privileges. Eventually, nearly every pilot may face a choice between giving up flying or requesting a special

issuance medical certification.

That's why EAA has committed to finding a solution to the long, costly and sometimes exasperating process to an issue that affects or will affect many of its members. The issue came to a head at EAA AirVenture Oshkosh 2005, when the majority of questions fielded by FAA Administrator Marion Blakey at her annual Meet the Administrator session were from pilots concerned or upset about delayed special issuance certificate applications.

Following EAA AirVenture 2005, EAA's Aeromedical Advisory Council, a group of volunteer flight surgeons who serve as a reservoir of aeromedical expertise to EAA and its members, developed a plan to attack the problem. Based on [this proposal](#) submitted to FAA last December, EAA officials received an invitation from FAA Associate Administrator **Nick Sabatini** and new FAA Flight Surgeon **Dr. Fred Tilton** to visit FAA headquarters in Washington, D.C., for the purpose of discussing the recommendations. A review of new agency actions in response to EAA's proposal to improve special issuance processing was also part of the session. The meeting to review EAA's proposal and new agency actions was held Thursday, March 30, with Mr. Sabatini, Dr. Tilton, and **Peggy Gilligan**, FAA Deputy Associate Administrator for Aviation Safety.

EAA President Tom Poberezny and EAA Aeromedical Advisory Council Chairman Dr. Jack Hastings led the EAA delegation that also included Dr. Richard Jennings, EAA Aeromedical advocate and incoming President of the Aerospace Medicine Association (ASMA); Earl Lawrence, EAA Vice President of Government and Regulatory Affairs; and Doug Macnair, EAA Vice President of Government Relations.

EAA's recommendations to FAA for improving medical certification processing were summarized in four points:

1. Review of interval between examinations (e.g. one year instead of six months for first class examinations, and five years for third-class medical certificates).
2. Review of special issuance medical conditions with the potential for complete elimination of some and/or reduced reporting requirements for others.
3. A "Super AME" concept, including the delegation of additional review and approval authority to Aviation Medical Examiners (AMEs) who are willing to assume the responsibility and have demonstrated competency in aeromedical disposition.
4. Review of the third-class airman medical certification system with considerations ranging from elimination of the certificate to more relaxed medical requirements.

Sabatini commented that EAA's recommendations were "right on target." FAA responded with a set of actions intended to address the special issuance medical certification backlog. The actions FAA has proposed, or are continuing to work on behind the scenes, address all of EAA's recommendations.

FAA is taking the following immediate steps to ease the special issuance backlog, while EAA and FAA continue to work on more sweeping, long-term improvements:

Farming out special issuance cases electronically from the Civil Aeromedical Branch in Oklahoma City to the FAA regional flight surgeons, effectively increasing the number of doctors available to review and approve special issuance applications.

Expanding the list of approved conditions for which medical examiners may renew special issuance certificates under the Aviation Medical Examiner Assisted Special Issuance (AASI) process. This process allows medical examiners to renew special issuances directly instead of sending them to FAA for review.

Undertake an extensive communications effort to educate medical examiners and encourage them to participate more fully in the AASI process. This can dramatically ease the renewal of special issuances. FAA is enlisting EAA, the EAA Aeromedical Advocates, the Civil Aviation Medical Association, and other associations to assist in distributing information about the new AASI program and to help encourage both doctors and medical certificate applicants to take advantage of the program instead of deferring the renewal of special issuances to FAA.

FAA has pledged to address EAA's longer-term recommendations for increased certificate duration and explore opportunities for greater delegation of authority from the FAA to the Aviation Medical Examiner (EAA's "Super AME" proposal). These proposals are long-term efforts because they require additional rulemaking, but the agency is willing to undertake significant changes in these areas. EAA is pleased that FAA addressed the concerns expressed by EAA members and the pilot community during AirVenture 2005. In addition, FAA officials responded to the practical recommendations of the EAA and EAA Aeromedical Council. The agency is making a significant effort by implementing actions to address the problem.

FAA's proposed actions are a first step in addressing pilots' concerns. EAA and the EAA Aeromedical Council will continue to work with the FAA to ensure that these efforts are implemented, and will quantitatively and qualitatively measure the effect they have on pilots who are obtaining special issuance medicals.

"The EAA Aeromedical Advisory Council has done outstanding work in outlining the current situation and providing solutions," Poberezny added. "Enacting the Council's recommendations will streamline the processing of medical applications without compromising air safety."

Upcoming Fly-ins

UPCOMING FLYING DESTINATIONS THIS WEEKEND:



★ UPCOMING FLYING DESTINATIONS IN THE EASTERN REGION:

Batavia, Ohio. Sporty's holds a Hot Dog Fly-in every Saturday at Clermont County (I69). Free hot dogs from noon to 2 p.m. Contact Mike Lack, 513/735-9100 ext. 303.

Dayton, Ohio. A Doolittle Raiders Reunion takes place April 17 through 21 at the National Museum of the U.S. Air Force. Public events include a lecture and dinner, ceremonies, and autograph sessions. Contact Sarah Greiner, 937/255-3286, or visit the [Web site](#).

Wildwood, New Jersey. An EAA Flymart takes place April 22 at Cape May County (WWD) from 8 a.m. until 5 p.m. Buy or sell anything to do with aviation, from ultralights to spare parts for a DC3. Clean out your hanger, attic, or garage. Contact Jim Romano, 609/861-0189, or visit the [Web site](#).

Lancaster, Pennsylvania. The Cirrus Design Mobile Showroom will be at Lancaster (LNS) on April 22. Representatives from Cirrus will be on hand at Airways to present the new SR22-G2. Demonstration flights are available. Contact Regis de Ramel, 571/214-1022.

Morgantown, West Virginia. An Aviation and Technology Fair Fly-in takes place April 22 and 23 at Morgantown Municipal-Walter L. Bill Hart Field (MGW). This is a hands-on aviation event where youth and educators can get answers to all their questions about aviation and aviation careers. Contact Rick Heis, 304/864-6356, or visit the [Web site](#).