

EAA Chapter 974 Newsletter

EAA Chapter 974

October 2007

Hogan Field (KHAO)
Hamilton, OH 45015

Issued - 10/x/2007

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The Prez Says

Elizabeth Szoke, Chapter President

I want to give my sincere gratitude to those who have served (and continue to serve) the Chapter. The officer and appointed positions are the heart and soul of the club. I must also point out that there are a core group of members that do not hold positions but are always there to lend a helping hand, always show up to events, and are always ready to serve but maybe too shy to take a position. These are our backbone. I see so much work (sometimes behind the scenes) that I sometimes take it for granted because it is so seamless.

I would like to point out some of these here. Please be aware that these are only our current appointees; I would like to express my appreciation to those who have served in the past as well.

Our Board Members, Ron-Director and Tom-trustee (past president), have been particularly valuable to me. I must say there isn't a month that goes by that I do not need their advice. (They may have had to temper a few of my wild ideas as well J)

One of the more behind the scenes jobs is Hanger Master. Few clubs have the facilities we do and its maintenance and improvements are due to this position's leadership. Thank you Barry and now Bill. Bill is also our recruiter and greets and welcomes our new members and guests.

I have to admit I have a soft spot for the Newsletter Editor and Webmaster. Brett puts in many hours every month serving these functions. The new website alone has cost him hundreds of hours. Thank you sweetie!

Our Historian, a relatively new position, is Bob. We had to give him an appointment as he was already doing the job and we were afraid he would quit! (Ha, Ha – just try to take that camera!) He does make our annual party hundreds of times more exciting. One problem is that Nancy says she isn't sure he is in the club, as he isn't in the pictures! So thank you Bob and don't forget to hand the camera off occasionally! And those of you with other pictures please do not forget to email them to Brett or Bob so they may be captured for posterity.

Our Technical Counselors have a tough job. Not only do they have to meet the qualifications set by National and keep extensive documentation, they travel to all of our projects. The FAA would be hard pressed to certify one of our craft without their documentation. And lets not forget the possibly life-saving recommendations they give us. Thank you Ray and Mark. Ray is also the Fly-out coordinator – thank you again Ray and where is the hundred-dollar hamburger?

I cannot forget all of the officers, many of whom have served several terms. These are demanding positions.

Our Librarian Andy has really outdone himself this year. Our library has never been so pretty and user-friendly.

Many of us go to our Technical Advisor, Tim, for help and to bounce ideas. He also volunteers his facilities to show us how to weld, a seriously valuable skill that absolutely has to be precise. Thank you Tim. (and thank you Steve for the instruction as well!)

The Young Eagles events are scheduled regularly and are quite demanding. Ron and Bob have been indispensable. Between the insurance, informing National, and complying with the Boy Scouts' rules, it is a huge responsibility. The effort involved is tremendous. These events are one of the core values of EAA – to educate and perpetuate our passion. Thank you guys!

Those who are volunteering their valuable time for next year's service probably feel as I do – that I am only trying to give back what I have received in droves and may never be able to repay. So, in closing, I would like to ask you all to take a moment and shake the hand of anyone who has contributed to your EAA experience.

Sincerely,
Elizabeth

The following new positions need volunteers...

Public Relations' Manager Functions

Form/manage a committee to:

- Create/manage an email/phone contact list of interested parties for events and publicity to include:
 - Local Chapters (EAA, Warbirds, 99s, WIA, etc)
 - Local pilots (maybe try for a list of hanger owners?)
 - Pilots who have expressed an interest in flying Young Eagles (Free EAA membership if they aren't)
- Request links to us from other interested internet sites (we will reciprocate)
- Publicize events (flyers, newspapers, etc)
- Coordinate with the Telephone Tree Manager
- Solicit other ideas and emails from membership
- Other functions as conceived

Program/Events' Coordinator Functions

Form/manage a committee to:

- Propose new events
- Work with the Fly-Out Coordinator for weekly events
- Plan the monthly programs
- Plan the events
- Research events held by other clubs
- Plan an event with the Ford Tri-Motor, Aluminum Overcast, or other
- Solicit other ideas and emails from membership
- Other functions as conceived

Board Meeting Minutes

Kent Forsythe
Chapter Secretary

No report

Meeting Minutes

Kent Forsythe
Chapter Secretary

Meeting was called to order on October 7, 2007. Location of the meeting was the EAA974 hanger at HAO. President Elizabeth Szoke presided over the meeting.

Attendance

- 30 Club members (attendees found on last page)
- 3 Guest
 - o Rob Hanson (Omaha Chapter 80)
 - o Mark Wyss
 - o Mike Wood

Reports

- Secretary's Report
 - o None
- Treasurer's Report
 - o Name badges being ordered next week. They are \$7.00 Contact Ken Jones if you would like a badge.
 - o Treasurer's Report accepted
 - o We renewed our Incorporation at the state level
- Tech Counselors' Reports
 - o Ray Parker
 - § Helped Greg get certified for LSA.
- Young Eagles Report
 - o 2 days planned
 - § Next weekend (Saturday the 13th) – Student teachers
 - helping them to teach aviation and science.
 - Sign up for pilots was sent around
 - § Boy Scouts (Oct 27th)
 - Must be certified airplanes
 - o 8 scouts
 - o 9 non-scouts
- Hanger Master's Report
 - o No report
- Web Masters Report
 - o Newsletter issued and posted
 - o New website is available through link on the old page
- Librarian's Report
 - o None
- Chapter Historian's Report
 - o None
- Presidents Report
 - o We have a EIN number now. This is need to for the non-profit paperwork.
 - o We should have our non-profit status by the end of the month.
 - o Next months meeting is nominations for officer positions
- Project Reports
 - o

Announcements

- P-51 gathering in Columbus was great

Old Business

- None

New Business

- A new club photograph was taken with member airplanes and members.
- Might want to buy a "borescope" for the chapter for use by anyone.
 - o Ray's feeling is that it doesn't add a lot of value.
- Need nominations for board positions
 - o Vice President
 - § Ed Schwinn
 - o Treasurer
 - § John Wilemski
 - o Board member
 - § Ray Parker
 - o Publicity Director (new position)
 - § Need names
 - o Event Coordinator (new position)
 - § Come up with new events
 - § Coordinate activities

Program

The Hogans will be demonstrating tube and fabric construction.

- | | | |
|---------------------|--------------------|----------------------|
| 1) Ankst, Charles | 11) Forsythe, Ron | 21) Less, Charles |
| 2) Ankerstar, Brad | 12) Forsythe, Kent | 22) Parker, Ray |
| 3) Brainard, Jerry | 13) Gassert, Kevin | 23) Plevyak, Howard |
| 4) Brainard, Linda | 14) Gielegem, Ron | 24) Raney, Dave |
| 5) Broge, Chuck | 15) Graumlich, Tom | 25) Reagan, Dan |
| 6) Broughton, Chris | 16) Hetico, Rolf | 26) Scharmhorst, Don |
| 7) Burkhardt, Bob | 17) Hogan, Daccus | 27) Simpkin, Dick |
| 8) Charlton, Brian | 18) Hogan, Fred | 28) Wayne, John |
| 9) Dombek, Bob | 19) Jones, Ken | 29) Wilemski, John |
| 10) Ferrell, Brett | 20) Koedel, Greg | 30) Wilson, Charles |
| 31) | 33) | |
| 32) | | |

October Meeting - Tube & Rag

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The October meeting topic was on Tube and Rag construction, and was put on by the Hogans. Fred did a really nice job of explaining how fabric and dope systems are selected, cut, stitched, and stretched onto the various portions of aircraft. Their cabin Waco project provided the perfect demonstration space, as the wings have just been covered and will begin the doping process soon, and the "sock" for the fuselage was on hand for inspection.

Click on a picture to get a larger view.



The Chapter and Our Projects



Now Just the Planes!



Tom Hogan Explains Waco Covering Systems



Then we got to feel the different fabric weights



Iron temperature is CRITICAL shrinking fabric



Whoop! There it goes! Whoop!



Another good turnout and pretty day



Nominations were taken-Election next month!



This time it's not the Flying Circus!



This guy's doing a touch and go!



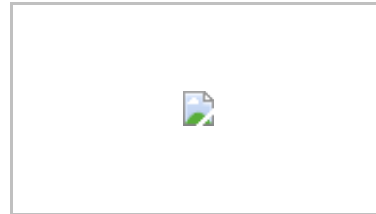
a little lower, boys



I think they forgot Ray....



And off they go



[Cessna to Buy Columbia?](#)

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IS CESSNA GOING LOW-WING? COMPANY MAKES PITCH FOR COLUMBIA

[Cessna Aircraft](#) wants to expand its reach in the small airplane segment of the general aviation industry by acquiring [Columbia Aircraft](#). Although such a move had been rumored for days, it wasn't confirmed until Cessna and Columbia both sent out brief news releases on Sept. 24, revealing that Columbia has filed for Chapter 11 bankruptcy. Cessna, meanwhile, has signed a letter of intent with Columbia to "acquire selected assets and certain liabilities." For Cessna, the acquisition would fill a gap in its product line, which lacks single-engine airplanes in the 200-knot range. But the composite Columbia models represent a vast departure for Cessna, having built its reputation on high-wing metal airplanes. Read more on [AOPA Online](#).

[CAP Call off Search](#)

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CAP CALLS OFF SEARCH FOR STEVE FOSSETT



The Civil Air Patrol ended its nearly month-long search for record-setting aviator Steve Fossett, EAA 562868, on October 2 after covering some 20,000-square-miles of rugged, high-desert terrain in Nevada and California. One of the largest, most intensive searches ever for a missing aircraft involved CAP wings from Nevada, California, Utah, Idaho, Oregon, Colorado, New Mexico and Texas.

"The Civil Air Patrol joins the rest of the aviation world and admirers worldwide in its disappointment in not locating Steve Fossett," said CAP's acting national commander, Brig. Gen. Amy S. Courter. "This remarkable man showed us what grit and determination are all about. In his life, he chased and shattered world records, floating and flying farther and faster than anyone before. His adventures are many and his accomplishments profound. We regret that those adventures may have come to an end." [Read more](#) (Hear [Fossett's presentation](#) on the *Perlan Glider*, recorded at EAA AirVenture Oshkosh 2007.)

Chapter Badges

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For those of you that don't have a chapter badge (the stylish 'State of Ohio' shaped blue jobs with your name, the chapter's home notched into the lower left-hand corner), Ken Jones has volunteered to order some more if we get enough folks that want them. I know I want a couple, but we need a few more folks to justify and order, so let me or Ken know if you're interested.

FAA Safety Program

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"Mid Air Collision Avoidance"

Topic: Special use airspace, Military flying in the region

On Saturday, October 20, 2007 at 2:00 PM

Location:

Springfield Municipal Airport/ 178th Fighter Wing
1251 W. Blee Rd
Springfield, OH 45502

Select Number:

GL0516493

Applicable Credits:

1.00 WINGS - Pilot Proficiency Program credit(s) for

Description:

This event will provide civilian aviators with knowledge of local military aviation. Discussion will include airspace review, high traffic areas, arrival and departure procedures. Event will be from 1400 to 1700 hours.

To view further details and to register for this event, [click here](#).

"Operation Rain Check"

Topic: The Fundamentals of Air Traffic Control

On Saturday, October 20, 2007 at 12:00 PM

Location:

Boone County Library, Scheben Branch
8899 Hwy 42
Union, KY 41091

Select Number:

GL0516356

Applicable Credits:

1.00 WINGS - Pilot Proficiency Program credit(s) for

Description:

We will discuss ATC communications and the services available to the VFR pilot at different ATC facilities and ATC separation requirements.

To view further details and to register for this event, [click here](#).

121.5 Beacon Deactivation Coming

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Termination of 121.5 MHz Beacons for Satellite Alerting is Coming Soon

Notice Number: NOTC0981

On **1 February 2009**, the International Cospas-Sarsat [IU](#) Organization (U.S. included) **will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs)**. This means that pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Why is this happening?

Although lives have been saved by 121.5 MHz ELTs, the downside has been their propensity to generate false alerts (approximately 98 percent of all 121.5 MHz alerts are false), and their failure to provide rescue forces with timely and accurate crash location data. Both of which actually delay rescue efforts and have a direct effect on an individual's chance for survival. Rescue forces have to respond to all 121.5 MHz alerts to determine if they are real distress alerts or if they are being generated by an interferer, an inadvertent activation (by the owner) or equipment failure.

Is there an alternative?

Yes, the Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit

www.sarsat.noaa.gov

Address SARSAT inquiries to:

NOAA SARSAT
NSOF. E/SP3
4231 SuitlandRoad

Suitland, MD 20746
Phone: 301.817.4515
Toll free: 888.212.7283
Fax: 301.817.4565

[KR Fly-in Mt. Vernon, IL](#)

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Several of our members flew to the KR Gathering in Mt. Vernon, IL. We had 2 KR's, a Hummel Bird, and 8 members at the KR gathering in Mt Vernon, IL on September 22nd. Picture courtesy of Brad Ankerstar.



EAA Chapter 974 members at KR Gathering

Tom Koch, Paul Payne, Brad Payne, Josh Combs, Herb Jones, Bill Duffy, Brad Ankerstar, Tim Koch

[EAA Speakers Bureau](#)

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EAA is assembling a new chapter resource, the EAA Speakers Bureau, to assist chapters in scheduling high quality programs and find guest speakers to put on a presentation or program for their meetings. Speakers who register with EAA headquarters will be included in this online resource with relevant contact and presentation information. Chapter leaders will be able to search for potential guest speakers and invite them to meetings. Chapters may offer to reimburse the speakers for travel expenses, however, this is a volunteer effort so speakers are asked not to charge for their presentations.

EAA is currently in the speaker registration phase with the live website becoming available to Chapters in mid-September. The registered speakers encompass a variety of industry professionals, manufacturers, Technical Counselors, Flight advisors, educators, member volunteers and more. Members willing to share their knowledge with the Chapter family are encouraged to register.

For more information send an e-mail to speakersbureau@eaa.org. To register as a speaker visit <http://speakers.eaa.org/speakersbureau-bin/public/register>.

[Cessna to Buy Columbia?](#)

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3 PILOTS DIE AT NATIONAL CHAMPIONSHIP AIR RACES

Flying from 150 to 500 mph while abruptly maneuvering around pylons has its dangers. That's part of the thrill of the National Championship Air Races in Reno. Unfortunately, three racers died during the forty-fourth annual event, Sept. 12 to 16. See AOPA Online to read about the fallen pilots and get the results for the [top racers](#).

[COLD WEATHER INFLIGHT HAZARDS AND TIPS](#)

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COLD WEATHER INFLIGHT HAZARDS AND TIPS

By: Technical Counselor Dave VanDenburg (email: WA8DOF@yahoo.com)

EAA Chapter 439 (Michigan)

www.eaa.439.org

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also

promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at www.lycoming.textron.com. Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.

[EAAer looking for WWI Engine](#)

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I am helping a fellow (Jerry Yagen) <http://www.fighterfactory.com/> locate World-War-One era engines/airframes or replicas. Hispano-Suiza, Mercedes, Hall-Scott, Liberty, OX-5, Siemens-Halske, Oberursel, Clerget, LeRhone, Gnome, other rotaries, etc. If you know of anything for sale or trade I'd appreciate any information.

I also do aircraft construction/restoration (tube-and-fabric, wood, aluminum etc.) if I can be of service to anyone.

A mention of the engines in your newsletter or website would be much appreciated.

Sincerely,
Russ Lassetter
EAA# 0448996
Cleveland, Georgia
rblasset@alltel.net
706-348-7514

[Upcoming Flying Destinations](#)

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UPCOMING FLYING DESTINATIONS:

Tucson, AZ. A Vintage Mooney Group Fly-In takes place October 13 and 14 at Tucson International (TUS). Contact Phil Corman, 805/227-0480, or visit the [Web site](#).

Corona, CA. A Corona Airshow takes place October 13 at Corona Municipal (AJO). Contact Margaret Nunally, 951/277-2913.

Tallulah, LA./Vicksburg, MS. The Southern Heritage Air Foundation Air Show 2007 takes place Oct. 27 at Vicksburg Tallulah Regional (TVR). Contact Vicksburg Convention and Visitors Bureau 800/221-3536, or visit the [Web site](#).

Fort Worth, TX. A fourth annual Cowtown Warbird Roundup and FACtoberfest take place Oct. 26 and 27 at Fort Worth Meacham International (FTW). Contact John Zapp, 817/501-3641, or visit the [Web site](#).



★ UPCOMING FLYING DESTINATIONS IN THE EASTERN REGION:

Batavia, OH. A Sporty's Hot Dog Fly-In takes place every Saturday at Clermont County (I69). Free hot dogs every Saturday from noon until 2 p.m. Contact Jason Pruitt, 513/735-9500.

Towanda, PA. A Fly-In Breakfast takes place October 14 at Bradford County (N27). Contact Heather Blokzyl, 570/265-4900.

Fremont, OH. An EAA Chapter 1272 Fall Chili Fly-In takes place Oct. 28 at Sandusky County

Regional (S24). Contact Mark Reineck, 419/332-5597.

Lancaster, PA. A Fly Here, Stay Here, Play Here Promotion takes place Oct. 28 through Nov. 11 at Lancaster (LNS). Contact Joyce Opp, 717/569-1221.



★ UPCOMING FLYING DESTINATIONS IN THE GREAT LAKES REGION:

Batavia, OH. A Sporty's Hot Dog Fly-In takes place every Saturday at Clermont County (I69). Free hot dogs every Saturday from noon until 2 p.m. Contact Jason Pruitt, 513/735-9500.

Indianapolis, IN. A Greenwood Airport Open House takes place October 13 at Greenwood Municipal (HFY). Contact Rusty Nichols or Kerry Geesaman, 317/881-0887.

Stevens Point, WI. A Free Safety Seminar, to discuss Class D Airspace, takes place October 13 at Stevens Point Municipal (STE). Registration required. Contact Wanda Zuege, 715/252-3326, or visit the [Web site](#).

Manteno, IL. A Fall Festival and Fly-In takes place October 14 at Spangler Field (58IL). Contact Joel Taylor, 708/341-3255.

To [submit an event](#) to the calendar or to [search all events](#) visit AOPA Online. For airport details, including FBO fuel prices, see [AOPA's Airport Directory Online](#).