



# EAA CHAPTER 174

(Chartered since 1966)

August 2002



# TALESPINNERS

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Treasurer Dave Robertson 513-231-4997

MONTHLY MEETING: 17 AUG / 2 PM

FLY-OUT LUNCH: 24 AUG / 9:30 AM

PROGRAM: **Program for August will be a Breakfast meeting on the 17th.**

CLERMONT COUNTY AIRPORT (I69) : At the light 3 miles east of I-275 on St. Rte. 32, turn south St. Rte. 74 (old 74) and go about 1.2 miles. Turn right onto Armstrong Blvd and go about ½ mile until it tees into Taylor Rd. Turn left on Taylor Rd. to the Airport. The old terminal Building is the red brick building close to the road just before the runway. Rwy 4-22. Lat 39.04.42 Long 84.12.38 **Web Site [www.eaa174.org](http://www.eaa174.org)**

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*photo by Dave Fehring*

**Scott Hersha Introduces Some Attentive Young Eagles to the World of Airplanes**



## **FROM THE PRESIDENT**

If you went to Oshkosh, it's nothing but a memory now and I hope it was a good one for you. For me there are a couple things that make this AirVenture very memorable. First, I got to fly up in Don's RV-6. Don is a very generous man and the opportunity to fly his airplane to the world's biggest fly-in was completely unexpected and greatly appreciated. Everything went without a hitch...good weather, the plane ran great, and I didn't embarrass myself in front of thousands of spectators. The airshow was like it usually is, too much to see and not enough time, and this time the temperature couldn't have been more comfortable.

Then I got to do something else that I probably will never get to do again. I accepted the award for Norm Beaudette for first place for our website. It was like being on the Ed Sullivan show with less people. Bright lights, stage, flash bulbs going off. Good thing I didn't have to sing a song. I can't tell you how proud I was of Norm and our chapter and being able to be there as your president was an honor. Bob Mackey, head of chapter relations presented the awards and he realizes the importance of this particular award. Chapter websites are a

relatively new thing and EAA national understands the positive impact a good website can have in terms of keeping members informed and up to date on what's going on in aviation. When you see Norm, please give him a handshake and take a look at his trophy.

There is another chapter member that won an award (again) and you'll probably read about it elsewhere in this newsletter, but briefly, Paul Gould won the Gold Lindy as Grand Champion - Classic again with his Aeronca Chief. I guess it must be the best one in the whole world.

We have a lot of activities coming up and really don't have any 'regular' meetings until October. August 17th is our breakfast/meeting; our annual picnic is September 15th at Todd Winemiller's farm; our next Young Eagles rally is October 5th; and at the October 20th meeting we will be having an auction, so if you have things collecting dust that could be put to better use by someone else, set it aside for the auction.

Many of you probably heard about the passing of Lou Liming in June. Please remember Lou's family in your thoughts and prayers.

**Scott Hersha**

## **MINUTES FROM THE JULY BOARD MEETING**

The meeting was called to order by Scott Hersha at approx. 12:10 pm, Sunday, July 21<sup>st</sup>. The secretary informed the board of the good news that our application for 501(c)(3) recognition has been approved by the IRS.

In addition, state applications for corporate reinstatement, change in statutory agent, and notice of amendment of Articles of Incorporation have all been filed and approved by the state of Ohio. Norm also mentioned that all Chapter records have been moved from the library to his home, and that he hopes to reorganize the files as well as make backup safety copies of critical records.

The remainder of the meeting was spent reviewing the schedule of upcoming events, including the picnic, second Young Eagles rally and elections. Meeting adjourned at approx. 12:40 pm.

**Norm Beaudette, Chapter Secretary**

## **MINUTES FROM THE JULY CHAPTER MEETING**

The meeting was called to order at 2:00 pm, Sunday, July 21<sup>st</sup> by the president. The treasurer's report was given (\$447 checking, \$1143 savings, \$6383 CD, total \$7973), and new members were introduced. The secretary announced our success at receiving 501(c)(3) tax-exempt recognition from the IRS. All appropriate supporting applications have also been filed and approved by the state of Ohio (see Board minutes). The Chapter is now officially recognized under section 509(a)(2), which is the designation we were hoping for (i.e., we are NOT a private foundation). This designation also significantly reduces our tax filing requirements. The secretary also announced that he hopes to assemble a permanent committee for routinely reviewing our 501(c)(3) status and all related financial matters. (The committee will be assembled

later in the year, after the busy summer/fall schedule.)

The focus of the meeting turned to the busy events schedule ahead of us. The next meeting will be a pancake breakfast, on Saturday, August 17<sup>th</sup>. We need help with this event (!!!), so anyone able to help out should contact Howard Wells. The chapter picnic will take place at Winemiller Farm airstrip in September. Art West has volunteered once again to chair the picnic committee. Please see the web site for suggestions on how you can help out again this year. Bill Thomas, Tom Jenkins, Scott and Dave Robertson have already volunteered – we need your help too!

The next Young Eagles rally will be held on Saturday, October 5<sup>th</sup>. The website sign-up will be posted soon. Please contact Phil Cady or visit the website if you can help out!

Gary Collins volunteered again this year to chair the nominating committee for our November elections. Gary will be assisted by Bob Salzbach and Mark Webb. Nominations will be firmed up at the October Chapter meeting.

It was agreed that, as the labor and costs of publication of our newsletter have become significant, we should encourage members to opt for receiving their copy through the Internet only. The secretary expressed his opinion that the newsletter is the voice of the Chapter and is essential for communicating events (most notably elections), and that, as such, a method of “guaranteeing” that every member will receive a copy, in some form, is needed. A member also commented that forwarding a copy of the newsletter is currently our method of meeting the requirement to inform National of our

meeting minutes. Norm will look into setting up an email system, both for informing members of the newsletter publication, and for delivering it as well. A system whereby members can print hard copies for themselves as well as for other members (who may not have Internet or printing access) will also be investigated. It was agreed that we should take advantage of the next mailing (newsletter, election, or membership renewal notice) to ask for individual member acceptance of the email or website version only. Further discussion is needed on the newsletter issue.

Mark Webb mentioned that Cal Bugbee has completed final assembly of his Titan Tornado, and that the hangar is now available for occupation.

Meeting adjourned at 2:55 pm, after which Gary Collins hosted an informative round-table discussion of aircraft building experiences, involving Chapter members.

**Norm Beaudette, Chapter Secretary**

## **Technical Counselor Report**

**G. Collins and H. Wells**

Peter Freeman, RANS-S12XL. Inspection on July 23, 2002. (See report of April 24, 2002) Peter was able to move the fuselage to one side of his one-car garage and build the wings (one at a time) in the remaining space. This was a precover inspection. The cover is dacron sail cloth and is provided to match the painted parts—in this case black and yellow. There only two fixed ribs on each wing, a tip rib and a butt rib. After the cover is pulled over the structure, preformed top and bottom "ribs" are inserted into channels sewed into the cover. The ribs have special

plastic ends that rest on the leading and trailing edge spars, which are 6061 aluminum tubes. Once all the ribs are in place, the whole "sock" is pulled tight by a mechanism in the butt rib. A very simple, light weight, rugged wing is the result. Peter was debugging his electrical system and was nearly ready to start test running the Rotax 912 engine. The plane will be moved to Lebanon-Warren County airport soon and will be based there. Peter is doing excellent work.

Kevin Kinney, Zenith Zodiac XL. Inspection on July 25, 2002. Kevin has completed the empennage, flaps, ailerons and is well along on the wings of his airplane. The Zodiac is made of 6061 alloy which is not alclad. We had quite a discussion related to corrosion protection and the upshot is that 6061 is less prone to corrosion than 2024. Most 2024 is alclad which is an attempt to prevent corrosion by adding a layer of pure aluminum to the surface of the alloyed base metal. The Zodiac kit seems very complete. To get started correctly, Kevin and his wife went to the factory in Mexico, MO to get some basic sheet metal training and over a long weekend, they built the all-moving vertical tail. That is probably a very good way to get a project underway. Kevin had a tool any metal project builder would appreciate—a pneumatic cleco tool. It makes installing and removing the dozens of clecos very fast and easy. While it is some time away yet, Kevin is leaning toward the Jabiru 3200 or a Rotax 912 to power his plane.

**Note: October meeting will be an auction of member-donated excess materials, tools and other items. Start setting stuff aside now so you can find it in October.**

## **Ferrell Velocity XL/FG**

**Brett Ferrell and Elizabeth Szoke**

I have discovered the secret to building composite airplanes, and it only took me 2 weeks. It merely requires the ability to stand on your head, maintain complete fine motor movement in both arms, and to target your sweat drops. We don't want to make a mess on our nice prepared lay-ups. But I'm getting ahead of myself, that's not where the story starts.

Flash back about 12 years. I say about, because I don't remember exactly when it happened, this faithful conversation, but it happened "in college" as do so many important life events. "Brett, check this out, it's the coolest thing, you can build your own airplane!" my friend John told me. "You're out of your mind", I replied

"No, really, see there's this whole magazine about it, it's awesome."



"No, you're a nut case", I assured him as he handed me a shiny but already well-worn and fingerprinted copy of *Kitplanes*. "And just because there's a magazine doesn't make it rational", I threw in as my zinger, my sure-fire call to reality. Yet he remained

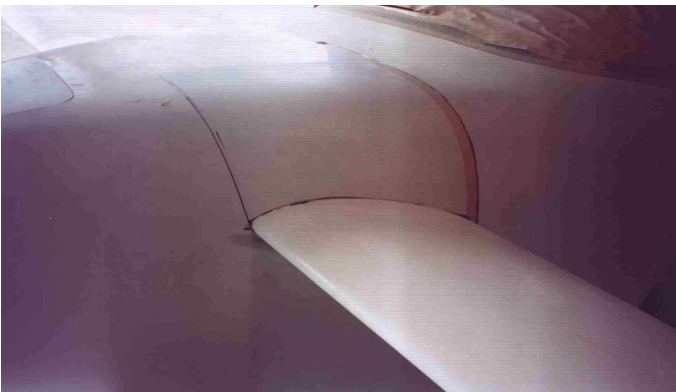
unmoved. So I browse the magazine, and tried to shepherd my wayward friend back to the real world of engineering where you build expensive things with other people's money and go home in a minivan to a house painted in four shades of white.

And a funny thing happened, rather than convince him that this wasn't possible, I began to suffer delusions of grandeur, that I might be able to pull off such a trick myself... given a huge amount of time and vast financial resources. Oh my friend was ever the dreamer, telling me about how he was going to scavenge spare parts from work and with a few key pieces from Radio Shack, he was sure he could build a function 'Heads-Up Display Unit'. (*my friend suffers from both over-enthusiasm and Electrical Engineer's disease*) I knew that I would never build a HUD, but I thought that I might, just *might* mind you, build an airplane some day.

In time I subscribed to *Kitplanes* myself and carefully analyzed the performance of the various planes, also looking forward to the big year-end extravaganza that summarized the variety of aircraft available in the market that year. I always wanted a composite bird, that much I knew, that we were fast and sleek and modern looking. And they seemed simpler for a non-mechanic to build. Where my friend leaned toward the *Lancair*, *Glassair*, and *Seawind* (he had a pronounced fling with the *Seawind*, being a scuba diver), I kept coming back to the spaceship like pusher design of Rutan. At the time I was in ROTC, and looked forward to flying other pointed-nosed aircraft, and the non-propped portrait of these planes just felt like home. And there were the imminently sensible improvements from not having prop-wash on

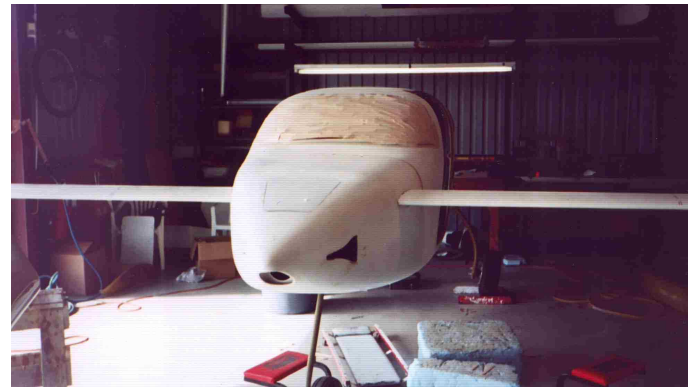
the rudders, visibility, and stable stalling characteristics.

I came to love these ducks, these canards, very much. I longed for a Long awhile, but knew it wouldn't last. No, if I, me myself, were going to own an airplane, I was going to be able to carry 4 people on trips. My idea of flying is being able to go far off places, fast, and with a payload. I had an affair with the *Cozy*, so much so that I very nearly bought the plans. Then she came into my life, the *Velocity*. It was love at first site! Beautiful clean lines, a pusher canard with 4 places and no need to "graze" on the ramp. Now this was a plane a guy could really fall for, and I did, hard. If I ever built a plane, this would be it. Then in about '97 came the "Elite" gull-wing doors, and I thought it couldn't get any better. Until about '99 when the XL came out, to my total and unabashed admiration! It had more of all of the good things in life, power, fuel, legroom, and even came with slightly better stability. This was the plane for me.



But as happens, life proceeds, and the timing was never right. I was just out of college starting a job, moving, moving jobs, needed the money for something else, but it just didn't happen for many years. Then I met a soul mate whose soul also longed for flight, with similar means, and reasons to move about this great land. Hints turn into chats,

chats into discussions, discussions to research (why *this* plane over that), and finally she was hooked to. So, last year we went to Oshkosh together and met the Swings. For those who haven't had the pleasure, they are extraordinary good people with whom we got along very well. We took the demo flight, talked to builders, and enjoyed the show, stopping to take pictures of the canards in attendance. Then it happened, on one of our seemingly dozens of visits to the Velocity booth, Beth blurted it out, "alright, we'll take one – can we put the deposit on Discover?" I was stunned. We both pretty well trained by our professions to be slow moving, conservative, but over all *rational* people. We hadn't discussed doing this today, was she out of her mind?!



In the end it was very well reasoned, there was a price increase coming, and we knew we wanted the plane. They'd mentioned that production was a bit backed up, especially if you wanted fast-build wings (we'd already decided not to tackle the primary flight structures ourselves). We had months to get the necessary preparations made, and we'd really already made our decision, she just felt it was time to let Velocity in on the secret.

Flash-forward to present day, where we've settled into a new house purchased largely on the size and shape of the garage,

purchased hundreds of pounds of tools, and made endless preparations (gray epoxy/terrazzo for the shop floor, 2 perfectly leveled industrial strength work-benches, paint and light the shop-including the Velocity logo) for delivery day. We went to Sebastian for 10 days of Head Start training on building technique where we actually accomplished a lot of work on our plane (set the Center Spar, installed the elevators onto the canard and bedded the canard to the fuselage, installed the engine cooling NACA ducts, the keel, the landing light, battery tray, and the oil cooler scoop).

The funny thing about life is mostly I find that no matter how well I plan, I nearly always find I'm under prepared. As we unloaded the truck (that my beloved was kind enough to drive the plane back in – whole other story, ask sometime) I began to wonder, “well I'll be d@amned, where I'm going to put *this*?” My oversized garage was beginning to resemble a seriously under-sized workshop. Who knew the wings were that big? I don't think I got the memo.



But we got our baby tucked in for the night, and began disaster recovery the next day. We rearranged the shop, and then rearranged our rearrangements. Come by sometime, I

think you'll find we did an acceptable job. We tried all kinds of things, many of which we were sternly reassured by this or that hardware guy could support a couple hundred pounds of wing (they can't), and resorted to a basic but time tested “stack on floor” concept. Which just goes to show why they don't call it “Plane Depot” I suppose. Then we took inventory, and brought our documentation of construction already completed on our website (by the time you read this [www.velocityxl.com](http://www.velocityxl.com) will be up and running), tested the epoxy pump, and set off on our great adventure.

Since then we've spent about 2 weeks happily glassing, drilling, bolting, sweating, and learning contortionist tricks of every description. In retrospect the Head Start trip was invaluable, as I would have been terrified of the project (and the money spent getting it into my garage) if I hadn't done it. Also, my fears about calling the factory were completely unfounded; they are more than willing to hold my hand and tell me which piece goes where, and with an encouraging and sympathetic demeanor (coming from a computer support background I can really appreciate this too, because I know that there are stupid questions, and though they need to be answered, sounding cheerful while doing so can be difficult).

Major milestones since taking delivery are bonding and glassing the center section spar in, completing the speed and actuator installation, installing the brake master cylinders, and bonding in the gear leg bushings. There is much to do yet, but we're setting off to tackle it optimistically.

**RECENT NEWS** from *General Aviation News* magazine. (GAN)

- BRS Company has received an STC for whole plane parachutes for C-172.
- EMBRY-RIDDLE, which started at Lunken Airport, is compiling a history of its 75 years. Can you help?
- GAN Washington correspondent, Charles Spence, points out that the security rules will continue to grow including general Aviation and smaller airports. Be warned.
- KIT. In case you missed it at Sun-n-Fun, Maverick is moving forward to deliver their twin jet kits. It is an under 12,000 pound, 5 seats in a mid wing and T tail design. Powered by re-configured GE T58 helicopter engines @ 750 pounds thrust it is pressurized and sports a cruise of 300+ knots and 1600 mile range. It is classed Experimental and sells for \$750,000 well equipped with a \$45,000 non-refundable down payment. The prototype is flying. ---- Eclipse claims it will be offering a somewhat similar plane complete and certified for \$850,000.
- INSURANCE costs are rising all over and aviation is no exception. Companies have been losing money and must make up for it. They are also getting more particular. Be prepared.
- NEW TECHNOLOGY: Microvision is offering a system to put critical flight data continuously in the pilots vision with an iPAQ Pocket PC and a heads-up viewer attached to a head band. \$12,000. 425-415-6847 or [MVIS.com](http://MVIS.com).

**A PIONEER DIES.** July 4th also marked the death of Four Star General, Benjamin O. Davis Jr. the son of long serving General Benjamin O. Davis Sr. Gen. Davis Jr. graduated from West Point as only the fourth black officer to graduate there. In WW II he commanded the famous 332 Fighter Group and later the 477 Bomber Group which were made up of the African American Tuskegee Airmen. Later he held a number of important commands in the Air Force.

**FABRIC FINISH.** A short article in 7 June 02 *General Aviation News* reports good success with *Aircraft Finishing Systems'* nontoxic material for all types of surfaces. Users report it is easy to use and of competitive costs. See at Oshkosh.

**PRIVATIZATION.** Reason Foundation's Privatization newsletter for July reports that what is probably the most successful outsourcing program of the Federal Government is the use of 217 airport towers operated by private contractors. They cost about two thirds less to run. It is planned to expand the program and allow Airport Improvement Program funds to be used to build towers to be run under contract.

Australia and China have both auctioned off 99 year leases to private operators to operate a number of major airports. Several of the new operators already own or operate other major airports. Most in the US are owned and operated by public agencies.

Reason Foundation is pressing hard for government privatization for any services that can more economically done by private enterprises. **INCLUDING AIR TRAFFIC CONTROL BY CHARGING FEES.** Reports indicate that many of the foreign systems which privatized are not working out well. Pilots are not happy.

**OIL ANALYSIS.** *Flying Magazine's Back Seat* column by J. Mac McCellan discusses the use of oil analysis to judge engine condition. He points out that most labs analyze oil from a number of sources such as heavy construction, railroad, truck, and probably jet, engines. The point is that they do so few small aircraft engines that they don't have a good data bank on that particular use. Therefore the opinions on condition may not be real relevant to your particular engine. To correct this Exxon-Mobil's Exxgard program is using a data bank from oil certification and other tests to relate directly to smaller aircraft engines. The comments may be more significant.

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**CALENDAR OF EVENTS**

- 17 August ----- Chapter 174 Breakfast Meeting
- 21 August ----- Fly-Out TBA
- 6-8 Sept ----- EAA Mid-eastern Fly-In, Marion, OH
- 15 Sept ----- Chapter 174 Picnic
- 5 Oct ----- Young Eagles Rally, I69