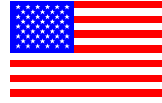




EAA CHAPTER 174

(Chartered since 1966)

SEPTEMBER 2002



TALESPINNERS

President	Scott Hersha	513-771-3838
Secretary	Norm Beaudette	513-247-0347

V-President	Tim Fry	513-793-2798
Treasurer	Dave Robertson	513-231-4997

MONTHLY MEETING: 15 SEP / NOON

FLY-OUT LUNCH : 21 SEP / 9:30 AM

PROGRAM: ANNUAL CHAPTER FLY-IN PICNIC !

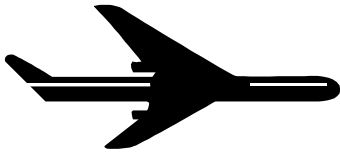
CLERMONT COUNTY AIRPORT (I69) : At the light 3 miles east of I-275 on St. Rte. 32, turn south St. Rte. 74 (old 74) and go about 1.2 miles. Turn right onto Armstrong Blvd and go about ½ mile until it tees into Taylor Rd. Turn left on Taylor Rd. to the Airport. The old terminal Building is the red brick 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**

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Photo by Tom Volz

This was last month's destination, Troy, Ohio, for the Waco fly-in.



FROM THE PRESIDENT

It's fall (according to the calendar not the thermometer) and as the year begins to wind down, we have some very important chapter functions taking place over the next few months. The chapter picnic on the 15th, our Young Eagles rally on October 5th, the chapter auction at the regular chapter meeting on October 20th as well as nominations for new officers for 2003, elections in November, and the Christmas party in December. There...think you can remember all that? I know I will and there will be several reminders as time goes by. I hope everyone got the mailing that Norm sent to all chapter members. It not only reminds everyone about what I just wrote it also has a couple other important details. Number one is the response card we need to have you mail back. It has to do with the way we handle your preference for newsletter delivery and personal information to keep our roster up to date and accurate. There's also a map and details about the picnic next weekend. If you didn't get one in the mail, please let Norm or I know right away. As far as fly-out planning don't forget we are going to try to go to Old Rhinebeck (?) Airport in New York in October. We can hangar fly it first at the picnic. Bring your charts if you have any. Those of us that went on the last fly-out to Columbus, Indiana last month got a good lesson in how to safely handle marginal VFR weather. Without a good GPS the word 'safely' may not have been in that statement. Navigating under low ceilings and restricted visibility to a

destination we were unfamiliar with would probably been attempted by most of us if we couldn't pinpoint our exact location as well as alternate airports thanks to our GPS. How did we ever get by without it? We just didn't fly quite as much I think. I'm not advocating pushing the weather, but last fly-out was an excellent example of how we can fly safely, stay legal, and feel comfortable doing it. Well, that's all I have for now....don't forget to start setting things aside that you'll never use again to sell at our auction next month. And bring a check or some cash with you to the October meeting. There should be some real bargains.

Scott Hersha

Minutes From the August Chapter Meeting

The meeting was called to order at 10:05 am, Saturday, August 17th by the president. The treasurer's report was given (\$442 checking, \$1393 savings, \$6383 CD, total \$8217), and new members were introduced.

The secretary noted that the insurance forms had been filed and approved for the September picnic and October Young Eagles rally. Technical advisor Howard Wells mentioned that Sporty's may offer to purchase and donate an unfinished project for training Boy Scouts in aircraft fabrication if the chapter agrees to provide the guidance and know-how. This would be a great opportunity for members to get some experience as well. Hal Shevers will be invited to discuss the offer at the October meeting. Scott mentioned that a hangar was

for sale at Butler Co airport, 110x70 heated, might hold up to 6 planes, asking 180K. Scott will invite the Tri-state Ultralight Pilots Association (TUPA) to the picnic to entertain and demonstrate their aircraft. The Rhinebeck fly-out was discussed and a decision was made to try for the weekend of October 12-13.

It was agreed that we should send out a mailing informing members of upcoming events and asking each individual member to accept the newsletter by email/website, in order to reduce expenses. Meeting adjourned at 10:50 am.

Norm Beaudette,
Chapter Secretary

Chapter Dues Notice!

Please don't forget to pay your annual dues by Sept. 30th.

Mail to treasurer Dave Robertson.

(Please do not bring your dues to the picnic.)



More of the Waco fly-in.



All photos by Tom Volz

Chapter 174 members rallying for breakfast in Columbus, IN,
before the Waco fly-in.

HANGAR FLYING

By Stu Faber

WARNING. Going flying ? First, you better know where the President is. A "no fly" circle travels with him where ever he goes. A number of people have been arrested and questioned after being escorted to a landing by jet fighters or helicopters. Licenses have been suspended for as much as 60 days and fines up to \$3,300 imposed. Some areas are permanent and are on charts but others change from time to time. The Texas ranch has a permanent 6 mile circle but when the President is there it may expand to what ever the Secret Service thinks is best, usually 20 miles. A canopy of fighters is over the area at all times. Check notams?, briefings, AOPA or FAA web sites for the latest.

BOOK REVIEW. DARK SKIES-DEEP WATER by Norman Franks (Hamilton County Library) is a detailed account of the WW II battle between the U-boats and the air patrols sent out to stop them in the North Atlantic. Early on, the planes, mostly, Wellingtons, and Halifaxes, did not have the range to cover the mid Atlantic gap and the U-boats were sinking thousands of tons of shipping causing a real problem getting supplies to the embattled British. As the B-24s (or were they LB-30s too?) and PBYS became available the gap was closed and life got much more difficult for the U-boats most of which were based in occupied France. With its two bomb bays the B-24 could put two extra gas tanks in the front bay and have room for bombs or depth charges in the other bay plus under the wings. The extra tanks added several hours and much distance to B-24 patrols. With extra fuel and low power settings B-24s had a range of around 3300 miles. Subs weren't easy to spot on the tossing ocean so that when better radar became available in 1942 the planes got much more effective. The subs were ordered not to just submerge but to stay on the surface and use a battery of guns to fight off the planes. Air attacks were usually a dive to 1 or 2 hundred feet above the surface then a level high speed pass with the depth charges dropped by the pilot on the pass. The subs were equipped with 50 cal machine guns, 40 mm quad cannons, and even 88 mm anti-aircraft cannon and often hunted in packs of three. A number of planes were shot down and the book carries a number of first person stories by survivors, if any, from both sides. As leaving and returning to France brought the subs close to England they were easier targets. Germany built a number of submarines which were used only as supply ships to service other combat subs with fuel and supplies so that they could stay at sea. Most of those were eventually sunk. Germany lost well more than 2/3 of its submarines. Without the air patrols England might not have made it.

ANOTHER BOOK. THE FIGHTING GRASSHOPPERS, US Liaison Aircraft Operations in Europe 1942 - 1945, by Ken Wakefield, (Ham. Co. Library) tells how they got started, how they were used, and what it was like to fly them. In the late 1930s T-Crafts, Cubs, and Aeroncas, were tried during some army maneuvers. Some thought they were very useful others could see no use although they were used for reconnaissance, artillery spotting and liaison work. When it was decided to procure some, the Ground Forces thought it should be totally under their control but the Air Force objected. So Ground controlled operations and AF controlled training and licensing. Some were ordered for trials from most light plane companies. The 65 HP (L-3C-65) 500# payload, L-4 Cubs, first called O-49, were most maneuverable at low speed and were about 2/3 of those used overall. Most of the other 1/3 were L-5s derived from Stinson Voyagers (first O-62) with O-435 185 HP engines and a payload of 750#. A number were equipped as ambulances. The Aeroncas and T-crafts phased out early and few saw theater action. Pilots were taught all kinds of off field operations like hedge hopping, one wheel landings on curved roads, and even some field maintenance. After landing in an open field an irritated bull bulldozed an L-4 and pilot into a creek after ripping up the fabric with his horns. Usually a battalion was assigned two planes, two or three pilots, a mechanic and helper, and a shop truck. Higher Hq.s got several for taxi and courier work. Mobile heavier maintenance units handled every thing from routine service to complete rebuilds. Well over 10,000 L types were used over all. When I joined 174 in 1980 there was a member who had been a liaison pilot in Europe. I don't remember his name. He flew L-5s during the bulge.