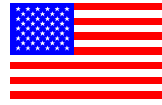




EAA CHAPTER 174

(Chartered since 1966)

OCTOBER 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: 20 OCT / 2 PM

FLY-OUT LUNCH : 26 OCT / 8:30 AM

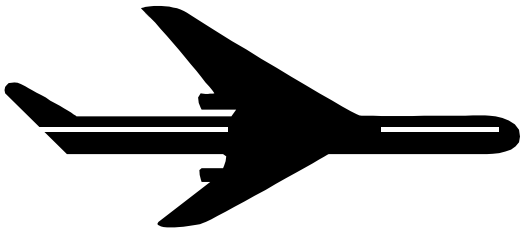
PROGRAM: ANNUAL CHAPTER AUCTION !

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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Todd Winemiller sitting on his T-6 at the MERFI Fly-in.



FROM THE PRESIDENT

By the time most of us receive this our second Young Eagles rally will be history. From this vantage point on October second, it looks like we could set a record, weather permitting. The advanced forecast is calling for scattered thunderstorms on Saturday. They are usually in the afternoon so it may not affect our rally. We'll see how accurate the forecast is. Please remember the meeting this month on the 20th. We will be nominating officers for next year and also having an auction. Things you want to donate to the chapter will be auctioned to the highest bidder with proceeds going to the chapter. This will be our only fund raising effort this year. We don't make money on our breakfasts. Consider volunteering for an office or committee for next year, especially if you haven't been involved in the past. It's a good way to get involved and learn more about the workings of your chapter. Just ask somebody to nominate you at the next meeting. Under President Tim Fry's leadership it will be a very productive year. We will vote on nominees in November. Also remember to return your questionnaire that was mailed to you last month. It will help us to update our records and find out who needs to have a copy of the newsletter mailed to them. If you haven't paid your dues for next year (\$16.00) you are late...shame on you!! See Dave at the meeting to make amends. I just flew (rode in a Beech 1900) into what is probably one

of the most difficult airports in the U.S., Telluride, Colorado. It sits on top of a mesa at more than 9,000 feet above sea level. The mesa sits high above a valley, but is surrounded by higher mountains. It is a day VFR airport with strange winds starting about 10:00 am every day. We held going in for winds, then missed the visual approach because of wind-shear and moderate turbulence and then held some more before landing in the other direction with a tail wind. I still have my wife's fingernail marks in my right arm. We survived, but I'm thinking twice about flying my RV-6 in there next year. I hope to have pictures of the airport by the next meeting to show. It's scary to look at. See you at the next meeting. With some of the best flying weather of the year coming up, we will hopefully enjoy some of it together. Stay tuned.

Scott Hersha

Minutes From the September Chapter Meeting

The meeting was called to order at 1:47pm, Sunday, September 15th by president Scott Hersha, who welcomed members and their guests to the annual picnic. Young Eagles Coordinator Phil Cady mentioned that he was anticipating as many as 100 youngsters at our October 5th rally, and encouraged members to sign up and participate. Todd Winemiller mentioned that the Cincinnati Warbirds will assist us with 2 airplanes and pilots, as well as 15 additional volunteers. Treasurer Dave Robertson then gave the treasurer's report (\$269 checking, \$1398 savings, \$6431 CD, total \$8098), after

which Gary Collins reminded the members of the upcoming auction and nominations, for the October meeting. Bob Porter reminded the members of the upcoming Rhinebeck fly-out, the weekend of October 12-13. Meeting adjourned at 2:08 pm.

Norm Beaudette
Chapter Secretary

Chapter Dues **"Not Too Late" Notice!**

Forget to pay your annual dues?
It's not too late! Please mail (\$16) to
treasurer Dave Robertson,
2850 Lengel Rd,
Cincinnati, OH 45244.
Or bring your dues to the
October meeting.

Auction in October

At the October meeting, we'll hold an auction of member-donated excess materials, tools and other items. All proceeds go to help the Chapter (except items designated 50:50, for which 50% will go to the Chapter). This year we'll have short forms designating a minimum selling price for each item. So be sure to bring all your old "stuff" to the meeting!

More Reminders

Thought I'd just run down some important chapter event reminders for all chapter members. But first, the picnic at Todd's airstrip was a real success despite the uncooperative weather. With about 50

attending, it was a great get-together, with fantastic main dishes and deserts. Thanks to all those who participated and contributed to the picnic organization and/or food. And special thanks go to Todd for putting so much effort into making the hangar and grounds a pleasant place for our get-together!

And now for the reminders...

First, please note (again) that September was CHAPTER MEMBERSHIP RENEWAL MONTH, but it's not too late to pay your dues for next year. So if you haven't already done so, please send your dues (only \$16.00) to Dave Robertson, or bring a check to the October meeting.

Next, the October fly-out is currently slated for Middlesboro, KY to witness the first flight of the totally reconstructed "Glacier Girl" P-38. We'll need to leave real early for this one, since a very large crowd is expected. Check the web site Fly-Outs page for more.

Finally, October and November are nominations and elections months, respectively. We need your active participation in both events if our chapter is to continue to provide solid leadership. Please give some serious thought to running for a chapter office or leadership position. Personal involvement and new ideas are the lifeblood of any organization, and ours is no exception!

Fall's a great time for flying, so keep those props a'spinnin' !!!

Norm Beaudette
Chapter 174 Secretary



Diana Griffith with her Piper Pacer at the MERFI fly-in.



B-17 at the MERFI fly-in

HANGAR FLYING

With Stu Faber

BIG CHANGE. In the 1940s a number of companies were working to develop versions of Frank Whittle's original jet engine design. The design was more like a typical turbo-charger with a single centrifugal compressor wheel and a single turbine wheel on a single shaft. This made a "fat" engine because the compressed air had to be picked up off the outer part of the compressor case. Engines of that era were used in early fighters like the F9F and F-80 and produced from 3000 to 6000 pounds of thrust. General Electric's new GE90-115B engine made its first test flight on Sept. 18, 02 as the inboard engine on a test B747. Earlier, when tested at the Peebles, OH test facility it developed 115,000 pounds of thrust. Big power change. Early jet designs soon changed from the centrifugal compressor to the axial flow type where the air is compressed as it passes through a series of fan like blades on multiple disks and exhausts through a similar series of fans on a shared shaft. An additional large fan in front is also used to add additional thrust from air bypassed around the engine. The early engines had over all diameters of around 4 feet while many of the larger new engines have bypass fans around a dozen feet across.

FUTURE AD ? *Wall St. Journal, 26 Sep. 02.* NTSB is investigating why Lycoming has not alerted the public to the problems with breaking prop gear attach bolts on some 6 cyl engines. About thousand are affected, chiefly those mfg. between mid 1996 and late 1998. About 2000 others have had crankshaft defects. Several fatal accidents have been blamed on the bolts. Some bolts have been shipped as parts for rebuilt engines. They are zinc plated instead of cadmium and break easier. Some Pipers, Cessnas, and Robinson R44 helicopters, were affected.

UNUSUAL. The second week of Sept. while driving through the S.E. part of rural Wisconsin I spotted what appeared to be a Boeing Stratocruiser or KC-97 parked in a field across the street from the "House On the Rock Motel" at the edge of Dodgeville, WI. As it was raining fairly hard at the time I didn't investigate further. It appeared to have been there for some time. Although it was turned so that the engines were not in plain view they looked like radials. A few KC-97s were converted to turboprops. It seems like someone would like to restore such a plane. I saw no evidence of an airport nearby nor does a directory show an airport in the vicinity. It would probably have been partially dismantled to move it there.

SHADES OF OLD TIMES. Volkswagen will offer a "W" type 8 cylinder engine with four banks of two cylinders each in the Passat model. Also a W12 and a W10 turbodiesel. Allison offered a W type in the 1940s and several came even as early as the 1920's. The W8 probably allows more room for a transverse mounting with front wheel drive. *Popular Mechanics, Oct 02.*

ANOTHER RE-CREATION. If you remember the names Clyde Pangborn and Hugh Herndon you might remember that in 1931, after they had been held for a while as spies, they flew a Bellanca from a beach in Japan in the first non stop crossing of the Pacific Ocean. After dropping their landing gear, once well airborne, to reduce drag they eventually crash landed at Wenatchee, Washington. Some Wenatchee pilots have decided to repeat the flight and are building a replica of the original plane. After the Bellanca family turned down a request for a set of plans, a wreck was found in a swamp in Alaska to use as a pattern. Jigs were built and two fuselages built. Although Wenatchee is a relatively small city people in Wenatchee have raised much of the funds needed. The original plane was named *Miss Veedol* for a popular brand of engine oil. Long gone, Veedol is no longer available as a sponsor. Spirit of Wenatchee.com

RECORD TRY. A team lead by Maynard Hill, who also holds records for altitude (27,000 ft) and duration (39 hours) for model airplanes, will try again for the transatlantic record for models. An eleven pound plane with a 6.5 ft span, carrying 5.5 gal of fuel, and powered by a 10 cc model engine will try again. The fuel burn is 2 oz per hour for 36 hours duration. The first two planes disappeared over the Atlantic on earlier tries.