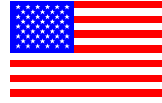




# EAA CHAPTER 174

(Chartered since 1966)

## NOVEMBER 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: 17 NOV / 2 PM

FLY-OUT LUNCH : 30 NOV / 10:30 AM

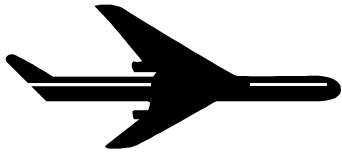
**PROGRAM: ANNUAL CHAPTER ELECTIONS AND CHAPTER AUCTION!**

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](http://www.eaa174.org)

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**Peter Freeman with his Rans 12XL after Howard and Gary inspected and weighed it.**



## **FROM THE PRESIDENT**

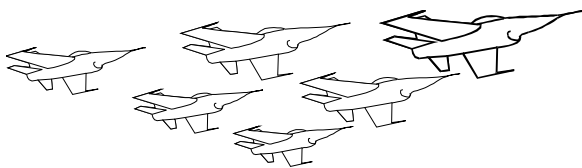
If you were at the last meeting, you heard from Hal Shevers about an opportunity for our chapter to get involved in a new project that will be beneficial for area youth, aviation in general, and for us. This project will be a joint effort by Hal (Sporty's), Plane and Pilot magazine, and chapter 174 members that will serve as mentors in teaching young people how to build an airplane. This airplane will be a real airplane with all the major moving parts, but with one definite distinction. It will never fly. You see, the purpose of the program is to teach young people specific useful skills that they would most likely be unable to obtain elsewhere at their age and without cost to them. This project (I don't think there is a name for it yet) can help these kids to understand the wide ranging potential of an aviation education. It will also help them to gain confidence in themselves in being able to achieve a goal and accomplish all sorts of things by working with their hands. The benefit for the future of aviation is obvious. The benefit for our chapter is also pretty obvious. We will be able to get actively involved in something that is our passion and helps to ensure it's continuance. Our chapter members at the meeting were enthusiastically receptive to the idea. About half(19) members informally signed up to be mentors. I talked with Lynne Freeman from Plane and Pilot magazine this week and he is very excited about this program. He sees it as an extension to the Young Eagles program and would eventually like to see chapters around the country set up similar programs.

Chapter 174 will be the poster chapter in this effort. Plane and Pilot magazine will provide organization and exposure as well as help us to get things going. Sporty's will provide logistics, such as a place to build this project and hopefully help us set up a tool collection we'll need to get started. As far as what's next and what is the time frame...I don't know. We are not on a deadline. We'll need a kit or at least the beginning of one and Lynne said he could help us there. If anyone has any ideas about someone wanting to donate their neglected project to our chapter please let me know. We are now a 501C.3 nonprofit corporation and the donor should be able to get a tax break on the appreciated value of his donation. That goes for tools too (see your tax advisor, I'm not a tax attorney). We probably need to discuss this a little more at one of the meetings and maybe get a small group together to figure out the best way to put this together. Please give this some thought before the next meeting and be prepared to discuss the issue, pro and con.

Chapter elections take place at the meeting on November 17th at 2:00pm. The slate of officers are: President, Tim Fry; Vice President, Tom Jenkins; Secretary, Lee Jewel; Treasurer, Dave Robertson. Since they are all running unopposed, I don't expect any heavy-duty negative campaigning like we've had to endure in the mass media lately. Also, since we didn't have a good turnout for the second half of the meeting last month, the auction was postponed to November. You procrastinators have been given a reprieve. If you have anything to sell, bring it. And bring your checkbook or ask your wife for some cash.....we don't take credit cards. As I said last month, this is a fund raiser for our chapter so let's support it.

As I approach the end of my 'term,' I am trying to remember what I wrote in the newsletter at the beginning. I remember one thing I said was that I'd fly my airplane sometime in 2002. I think every time I've ever made an ultimatum like that, I've been wrong. I'll endeavor to not do it again. I guess I should feel lucky that I'm still plugging along. Tomorrow with some luck and a little help from my friends, I'll hang my engine on my RV-6. I think there is a little light at the end of the tunnel, but I'm not sure. It could be a flashback of the stars I see every time I bang my head trying to get out from underneath my instrument panel.

SCOTT HERSHA



### **The Fly-out Squadron Rides Again!**

Since the 174 Fly-out Squadron was shot down in its attempt to travel to Middlesboro for Glacier Girl's first flight, we decided to try again on Saturday, November 2 with a lunch trip to Bluffton, Ohio Airport, 5G7. The airport is the home of Grob Motor Gliders but we were unable to schedule a tour there on such short notice. Perhaps that will be reason enough for a future trip back.. A total of seven airplanes made the trip with Mark Webb flying his Kitfox, Tom Jenkin in his Colt, Eric Rood in a 182, Norm Beaudette in a 152, Gary Collins and Howard Wells in Gary's 170, Don Reasoner

and Bob Porter in Don's RV-6 and me in my Citabria.

We slower guys, Tom, Norm, Mark and I, tried to get an earlier start so we wouldn't be the last to arrive for a change, but it was to no avail. Don and Bob shot past us around Springfield and Gary went by not long after as we all battled a strong headwind. Norm was Tail-end Charlie in arriving at Bluffton this time, a spot usually reserved for me. The only reason I beat Norm there was that I got away from Clermont much earlier than he did.

Bluffton is a very nice facility with a very modern and attractive terminal building. It has one landing strip, with runways 5-23. Grob has a large complex of about three buildings. The restaurant is Eagles' Nest and has a multi-page menu with many choices and reasonable prices. Some had breakfast, while others enjoyed lunch. There were many comments about the wide selection, with guys having trouble deciding what to eat. This probably means we'll have to go back sometime, especially if we can arrange a tour of Grob.

With the eating out of the way, some of the group headed for home. Norm wanted to stop at Phillipsburg to check out a 1967 172 that Gene Miller has for sale, so he and I went in that direction. Gary and Howard also showed up there after a quick jaunt over toward Ft. Wayne. Howard and Gary went over the plane with their educated eyes while Norm and I gave it the non-mechanic once-over (or three or four or five). As Norm pondered his decision, Gary and Howard left. Norm and I arrived back at Blue Ash about 5:25 as we watched a beautiful sunset, thus ending another adventure of the 174 Fly-out Squadron.

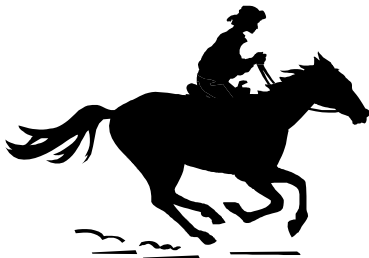
Lee Jewell

## Attention Tube and Rag Builders!

Now's a chance to learn the Stits process without a trip to Oshkosh. In connection with the Buckeye Chapter of the Short Wing Piper Club, we have the opportunity to learn first hand the covering system developed by Stits from the Ohio dealer. They are interested in working with the SWPC and EAA for a forum early next spring at Claremont County Airport.

If your interested please let me know, as the number is limited and we will also be inviting other EAA groups to attend the workshop. I'm not sure of the cost, but I'm sure we can be very competitive with any workshops of this type. I'll be able to confirm this as soon as we have an idea of how many will be interested.

Mike Griffith



## Back in the Saddle ... Again!

Sixteen years ago I passed my Instrument Flight Test check-ride. I flew two trips IFR in the following year. Back then, you had to have 250 hours total time before you could think about getting your ticket. The rules were change in the late 80's/early 90's, so that one can now get their Instrument Rating with 125 hours of total time. When I got my

rating, I didn't really have a need for it, it was just the next step in the on the rung after Private Pilot. The last two years, I have actually logged more high performance time than Champ time! I have gone from individual, personal, pleasure flying to family trips. After our trip to Florida last year, I decided it was time to get current. As anyone who has had children know, they move at their own speed. We had spent the night in Savannah, Georgia and I knew when I go up, that unless we got to the airport within the next half-hour, we would be fogged in. Of course we didn't make it, and the fog didn't lift sufficiently for a VFR departure until noon. I was motivated. It still took a little over a year to really get it done, though.

During October, I began my trek to get instrument current after a 16 year "layoff". When I first decided to initiate my plan, I thought I'd spend a few hours in the simulator, then another couple of flights in an airplane. Ten to fifteen hours ought to about do it. Fortunately, living on Columbus' northwest side places me only three miles from The Ohio State University, Don Scott Field and the University's flight-school. Chuck Ventula has been running their simulators for the past twenty years, so he knows how to test a student's abilities and where to focus attention. I did my initial training with Chuck in 1985, and the simulators have gotten better.

I spent four, one-hour sessions with Chuck. The first session was a basic pattern to help me get familiar with the feel of the simulator. This same pattern would be used in subsequent sessions. The second session dealt with VOR holds, procedure turns and approaches. The third session was NDB approaches. The fourth session was ILS approaches. The nice thing about OSU's simulators is that they are attached to

plotters, so you can see how you actually tracked the procedure. It's a real confidence builder when you see the plot matches the approach procedure. At the end of the fourth session, I asked Chuck what should do next. His reply was simply, "Go fly."

Next, I scheduled a flight with an experienced instructor, Richard Truske. Wednesday morning was perfect IFR training weather... 400 to 800 scattered/broken with 1,000 to 1,600 overcast, and tops to 6,400 to 7,800 feet and forecast icing conditions.

On Tuesday, we had discussed doing the following:

- Appleton VOR holds and approach to Knox County/Mount Vernon (4I3)
- Simplified Directional Approach (SDF) to Newark/Heath (KVHT)
- Localizer Approach (LDA) to Fairfield County/Lancaster (KLHQ)
- Full ILS procedure to Bolton Field (KTZR)
- NDB approach to Don Scott (KOSU)

On Wednesday, the SDF at Newark was out of order, so we changed our plan to the following:

- Full ILS procedure to Bolton
- Yellowbud VOR holds and VOR approach to Pickaway County/Circleville (KCYO)
- LDA to Fairfield County
- NDB to Don Scott

Takeoff from OSU (900 MSL) at 1115 ET, in the clag at 1,600 MSL, climb and maintain 3,000.

The ILS at Bolton went well. Three times around the Yellowbud holding pattern, procedure turn and fly the VOR approach to Circleville. I over-compensated for the northeast wind and went a little left of course but was over the northeast airport boundary at the missed approach time. I initiated the missed approach procedure,

climbed back up to 3,000, for vectors to Fairfield County. I looked out at the left wing and noticed some light, mixed ice on the struts and fuel vent with the same thing on the other side. I looked at Dick and asked, "What do you want to do?" He said, "Tell'em we want to go back to OSU. So that's what we did.

Rickenbacker had tankers in the pattern, so we got vectored around them; east, then north, then west, then north to the OSU 9R ILS. Again, the ILS went well and the ice was melted by the time we landed. We debriefed and discussed the different procedures and approaches. I asked when he was available to fly next and was told to go out and fly some more approaches with a safety pilot. I asked about getting back with him for a signoff for IFR proficiency and he said he could do that now. **WOW!!!**

We flew 2.1 hours of Hobbs with 1.8 hours actual. Add that to the simulator time and I had my six hours, six approaches in four weeks. I am now IFR 'legal' again! I feel confident that I can do what needs to be done, but I still feel I need to fly more approaches to get the procedures down so that everything becomes automatic and smooth. I still need to do lots of partial panel flying and approaches. One of the women I went to Oshkosh with is partially through her instrument rating and we have discussed flying safety pilot for each other.

I will probably file IFR whenever I fly, just for the practice. It is easy enough to do.

When it comes to flying, there is nowhere that I HAVE to be. I do not fly 'hard IFR'. I do have high personal minimums... like 1,000 AGL and two nautical miles visibility. All I want to do is be able to get out when there is get in or out when there is a low, thin cloud layer. Getting my instrument rating taught me what types of weather I DON'T want to fly in.

# Got the Shimmies?

I had been having a severe shimmy problem with the Scott 3200 tailwheel on my Citabria for several months and finally decided something had to be done about it. Some years ago, when we were having the same problem with the Precision Flying Club Cessna 170A, Howard Wells told me what he had learned about tailwheel shimmy while watching, of all things, grocery carts do the same thing. The vertical pivot axis around which the tailwheel swivels MUST be exactly vertical, or even slant forward from top to bottom or the wheel will tend to shimmy. If that angle slopes back from top to bottom you are in for a rough ride. With that in mind I planned to install a wedge-shaped shim between the tailwheel mechanism and the leaf spring to correct that angle. But, I quickly discovered the bolt was not long enough to have the required number of threads past the nut. While I was looking at this, Dave Ballard, an A&P who parks next to me at Blue Ash, said, "Let's take the tailwheel apart". Several parts were worn and I replaced them, but that didn't cure the shimmy. My friend, Kathie Doyle, said the tailwheel was not aligned with the fuselage, something that I couldn't, or didn't want, to see. When I visited with Forest Barber, in Alliance, a week later, the tailwheel shimmied all the way down the runway. Forest thought the leaf spring was twisted and asked if the plane had been ground-looped. It had, though certainly not by me. Forest suggested having the leaf spring re-bent but I decided to just get a new spring from Aircraft Spruce. I knew some Citabrias had a 1 3/4 inch spring while mine had a 1 1/2 inch. The girl at Spruce didn't know the width, so I figured if their catalog said 'Citabria spring' it would be the right

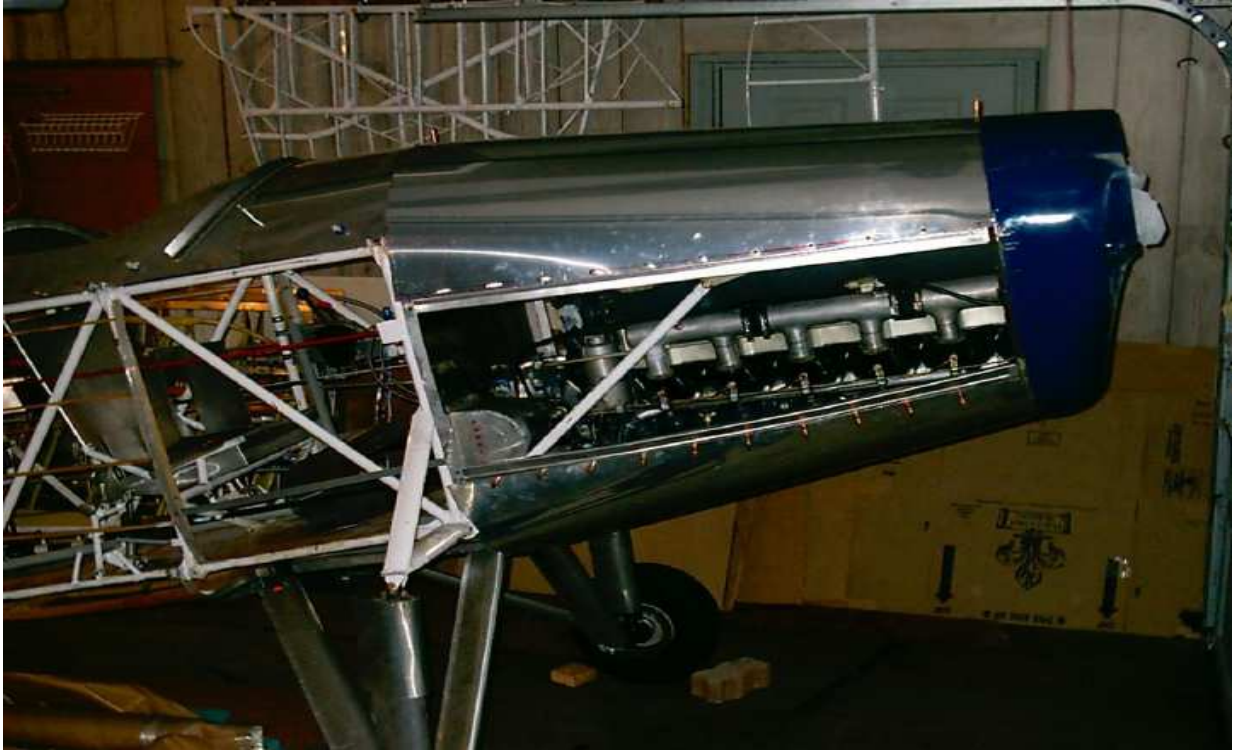
one. WRONG!! Too wide for my plane. Return that spring to Aircraft Spruce and call Univair. The first thing the Univair guy asked was, "Is it a one and one half inch or one and three quarter inch spring. " Bingo!!! I knew I was in the right place. That new spring cured my shimmy problem!!!

With my newly gained education and experience I began to check all the Scott tailwheels I could find. Gary's 170B, our club 170A, Larry Wolfe's 170B and others all showed signs of the tailwheel tilting one way or the other, a sign of a twisted spring, or the spring relaxing its shape allowing the swivel angle to go to a trailing position. All were experiencing tailwheel shimmy. I relayed this info to Jeff Schaber who is the maintenance officer in our 170 flying club. Jeff went on the web and asked for ideas with many responses saying the same things I had learned from Howard. Confirmation enough! Jeff and I added two shims to the 170A to correct the swivel angle and, lo and behold, the shimmy was gone! This is a temporary fix for the club plane though, as the membership voted at the next meeting to order a new leaf spring for our 51 year old Cessna.

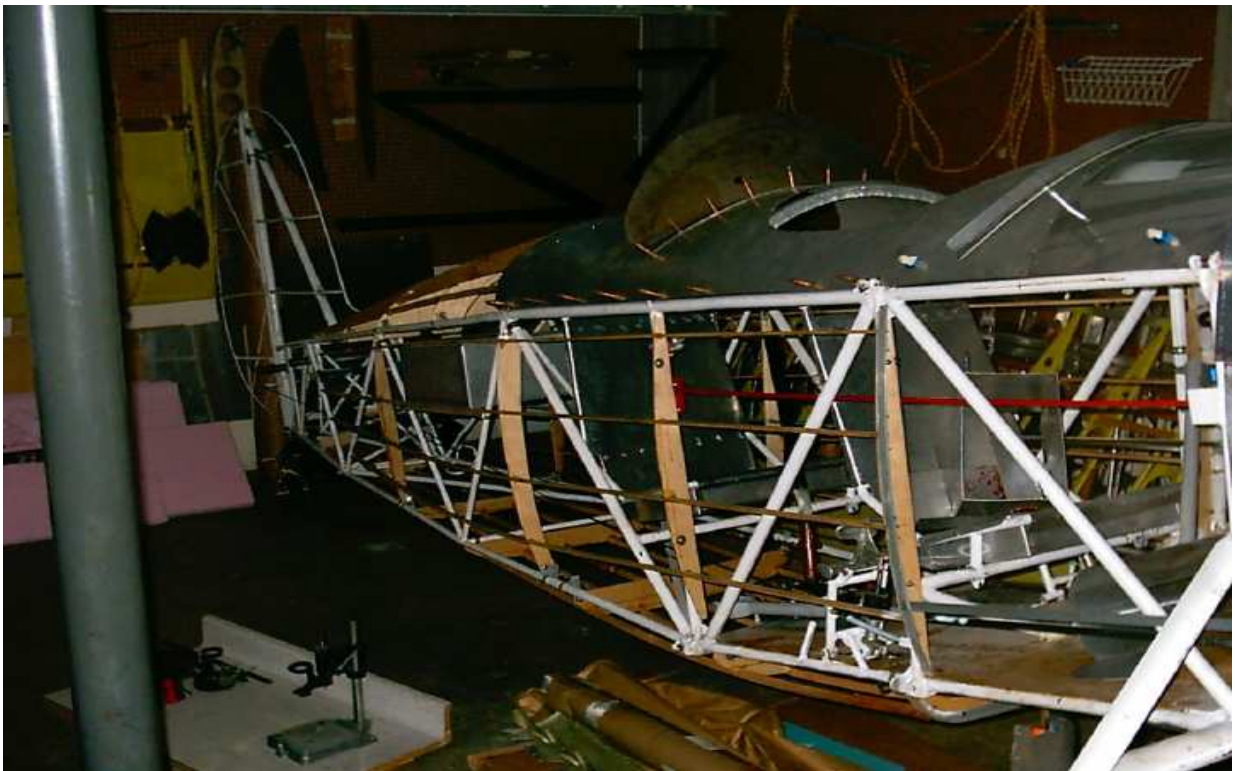
So, if you taildragger types out there are experiencing that dreaded tailwheel tango, take a good look at your leaf spring, correct that swivel angle, and get some relief that isn't spelled R-O-L-A-I-D-S.

Lee Jewell





Art West's Great Lakes project (Front end).



The of Art's Great Lakes project.

## Hangar Flying.....with Stu Faber

**R-2800.** In WW II the R-2800 powered many of the best planes the allies had. Now an R-2800 is back in production by Rotec in Australia only it is 2800 cc (170 cubic inches), 110 hp @ 3500 rpm with 3:2 prop gearing, 7 cyl, 4 stroke, radial at 220 #. It looks great in various replica aircraft. *Custom Planes, Dec. 2002.*

**INSURANCE.** Do you know what insurance coverage the FBO carries and what you and the FBO are responsible for as to parking, and tie down or hanging ? Do you have a written lease agreement and have you reviewed it lately? Insurance rates are up much this year and coverage may have changed. See article in *Custom Planes Magazine* for Dec 2002.

**ELECTROGRAVITICS.** Electro-what? Dave Robertson loaned me a small book which is a collection of articles going back some 50 years on using a force similar to gravity to propel an aircraft at high altitudes and speeds in the mach 3 range. Most of the articles are far above my head but here is what I gathered. Using only a small part of the power of the engines to generate electricity a curtain of positive ions is projected ahead of the plane while the exhaust is negatively charged and the two opposite charges repel the plane forward. There seem to be strong indications that the B-2 has been equipped with a leading edge antenna to project the charge and a spike in the exhaust to release the opposite charge. It has been denied and may be one of the "black" secrets. The installed equipment is passed off as only anti-radar. An earlier experiment with 18 in. disks (like UFOs?) indicated it would work. Are the aliens using it ?

**ANYONE FOR MACH 8 ?** If the above is not fast enough Pratt & Whitney is working on a 200 pound scramjet engine. Using JP-7, like the SR-17, it would not need to carry liquid oxygen as an oxidizer for the fuel like rockets must. By slowing the air going through the burners to below Mach 1, to keep them lit, ramjets can reach as high as Mach 5. Scram-jets would use supersonic air as is. How do you get a 5000 mph wind tunnel ? You don't. To run tests P & W has a special test chamber. At the inlet end are a series of large tanks with air at 2400 PSI and at the exhaust end a 48 ft diameter sphere which is pumped to maximum vacuum. When fired this gives a 30 to 60 second burn if it stays lit. To do better tests NASA is building several variations of the 16' long X43A which will be followed by larger versions later. They are basically lifting bodies with minimal wing surfaces. One problem is that at these speeds drag goes up very fast too and surfaces reach 2000 to 3000 degrees. Don't book your ride yet. From *Popular Science, November 02.*

**GOOD READING.** A friend sent me a copy of about a 20 page article from the November *Atlantic Monthly* magazine. It is a very interesting account of the operations of the 391 Fighter Sqn. over Afghanistan. A lot of detail of what life was like and how they operated. They flew F-15 Strike Eagles with a crew of two. Life was a combination of military luxury at base and long stressful sorties. It gave many very interesting details of how it all worked. It is worth looking up or a visit to the Public Library.

**LITTLE KNOWN** were the ECMs of WW II. Not declassified until late 1970s The 36 Bomb Sqn of the 8th AF was equipped with radar jamming equipment in B-24s to foil fighter and gun aiming devices. They would fly ahead of bombing formations to give them a cleared bomb run. They also transmitted fake radio traffic to add confusion. In one year they flew 1200 effective sorties. From book review - *Squadron of Deception.*

Chapter member, Don Fairbanks, was a crew member on a crew which flew B-24s carrying supplies at night to various resistance and underground fighters in occupied Europe. Another little known mission.