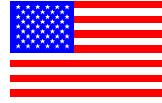




# EAA CHAPTER 174

(Chartered since 1966)

## DECEMBER 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 DEC / 1 PM

FLY-OUT LUNCH : 21 DEC / 10:30 AM

**PROGRAM: ANNUAL CHRISTMAS PARTY DECEMBER 15, 2002 AT THE HAWK BUILDING JUST NORTH OF THE OLD TERMINAL 1:00PM**

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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**Terry Taylor and Mike Franzago departing MountainAir County Club, NC**



## **FROM THE PRESIDENT**

Well, I guess this is my last article as President of chapter 174 (stop cheering). I feel like I need to be philosophical so I'll try not to be too boring. If you haven't been president of a chapter before or some other officer, let me give you a perspective you may not have realized. At times, fulfilling the requirements of this office has been very busy, especially when you have a lot of other stuff going on in your life. But that is the only negative thing I can think of. You may not think this is that important, but after being here for a year, I believe it is. A week has not gone by yet without somebody contacting me about chapter business and about half of those is from someone outside of our chapter, like EAA National or someone from another chapter. I have a great deal of pride in this chapter. So much has been accomplished in the last year, not by me, but it's a direct reflection on me. The hard work and dedication of Norm Beaudette has given us 501C.3 and the best website in the world. Unjust as it may seem, I have received some of the accolades and admiration for these accomplishments because I'm the President. Same with our Young Eagles events. Because of our accomplishments, EAA National recognizes our chapter and Phil Cady through me. We

are admired and respected by EAA National. I think it was this attention that has gotten us noticed by Plane and Pilot magazine and they chose us to head up the new Explorers venture. As the first full year of post 9-11 aviation comes to a close, I'd say we did our part in ensuring the viability and future of general aviation in America. If you haven't been directly involved in the operation of this chapter in the past I'm asking you to get involved. If you've been involved in the past, I encourage you to continue and thank you for making this chapter one of the good ones. At the Christmas party on Dec. 15th, new officers will be installed. They will be appointing a new board of directors and committee people soon after taking office. Please let them know of your desire to be a part. Being a member of a committee is a good way of testing the waters before committing to becoming an officer. Like I said, I think it's important and I hope you do too. Thanks for the great year!

**SCOTT HERSHA**

## **Minutes From the Nov. Chapter Meeting**

The meeting was called to order at 2:12 pm, Sunday, November 17th by the president. Member Hal Shevers addressed the membership with news that new runway lights were being installed at I69. The treasurer's report was given (\$393 checking, \$1350 savings, \$6430 CD, total \$8174), and the treasurer mentioned that 37 current members had not yet paid their dues for next year.

A motion was made by Mike Franzago, and seconded by Terry Taylor, to approve a \$500 food expense limit for the Christmas party. A show of hands indicated that most members were in favor of a full buffet for the Christmas party (approx 20 for, 3 against). After a review of this year's budget by treasurer Dave Robertson, and after some discussion, a motion was made and seconded (Phil Cady, Tom Jenkins) to ask for a voluntary donation at the party to help cover the extra costs of a full buffet (no minimum). **[Note: The Christmas party will be held at the Hawk building this year, opposite the terminal building parking lot. Dec 15, 1:00pm.]**

Chapter elections were then held, with a total of 44 votes cast for each of the candidates. Officers for 2003 will be Tim Fry, president; Tom Jenkins, vice president; Lee Jewell, secretary; and Dave Robertson, treasurer. Meeting adjourned at 2:51 pm, after which Howard Wells performed admirably as auctioneer extraordinaire, raising \$190 for the chapter!

**Norm Beaudette, Chapter Secretary**

## **Minutes From the Nov. Board Meeting**

The meeting, held at Norm Beaudette's home, was called to order by President Scott Hersha at 8:30 pm, Thursday, November 14th. Discussion centered around the upcoming elections and Christmas party. It was resolved that approval for a food spending limit of \$500 would be requested from the membership, in order to provide a

full meal at the Christmas party, and that the party should be advanced to 1:00 pm. A motion was made and approved for the spending of up to \$75 for flowers for the party.

It was also resolved that a single large "Appreciation Award" plaque would be purchased this year, and that all recognized members would have the opportunity to purchase a personal copy at their own expense. Meeting adjourned at 9:53 pm. Attending: SH, TF, NB, MF, TJ, G.Collins, S.Faber, H.Wells, and K.Werremeyer.

**Norm Beaudette, Chapter Secretary**

## **Adventure to MountainAir**

By Terry J. Taylor

On a gorgeous, perfectly clear Fall day, Mike Franzago and I flew the Cardinal down to the MountainAir Country Club located on a mountain top right next to Mount Mitchell – the highest point in the Eastern U.S. It was on a whim that the two of us loaded up for the two-hour flight for lunch. GPS direct takes us over Hazard, KY, and over Tri-Cities, TN, to the lat/long of 2NC0. Flight following along the way from approach control and the Center increased the safety factor as we flew along.

From over Tri-Cities, Mike and I had one of the clearest views of the Great Smoky Mountains that I had ever seen. He and I were trying to decide which of the peaks that we saw off in the distance was Mt. Mitchell. It wasn't very long that we had left the relatively flat Tennessee Valley floor and

flown into the mountains at our cruising altitude of 9,500 feet. The letdown to the field elevation of the airport at 4500 feet won't take all that long. Plus, there is only 2800 feet of runway stretched across the mountain top. Don't land short into the side of the mountain, and don't land long and roll off the end down the other side of the mountain. Plus, consider the aircraft performance at 4500 feet MSL, and even more so with a higher density altitude in warmer weather.

The GPS lead us right to the airport, but before landing, we decided to cruise around the area. Located at the base of the mountain is the sleepy town of Burnsville, with the larger metropolitan area of Asheville just 25 miles to the south. I have flown Jet Route 48 (J-48) many times enroute to Atlanta at FL390. I have looked and looked for MountainAir, and I've not been able to find it, even from that high up. You'd think it would be easy to spot, including the Spruce Pine airport about 15 miles to the east, but I've not been successful yet.

We are able to land at MountainAir because my parents have a condo there. They also own a Bonanza A36, which only my stepmother flies. My Dad was a Navy test pilot and flew many of the airplanes back in those days, with most of his time in an SNJ. The airport is private with PPR (prior permission required) and VFR only. Before anyone can fly there, a videotape is sent to the pilot to review the complexities of approach and landing. The runway is situated as 32-14. Mostly, you land on 32 with right hand traffic because halfway down the runway there is a noticeable rise or inclination. This very much helps in slowing and stopping the airplane. Higher terrain is on the other side of the runway,

thus the right hand traffic. Takeoffs are the opposite direction, which is mainly downhill. There are no overruns, just drop-offs on each end of the runway. Takeoff on 14 puts you headed right for Mount Mitchell which most of us can't out climb, so an immediate turn to the east after takeoff is required.

As the runway bisects the 18 hole golf course, soon to be 27 holes, stretched across and around the mountain top, each takeoff and landing is an event which stops every golfer to watch. Red flashing lights off the north end of the runway along the main road stops traffic in case a landing airplane on 32 doesn't get it stopped in time and rolls off the end and down on the roadway. It hasn't happened, yet. I noticed this last visit some very long and dark dual skid marks near the end of the runway. Yikes!

Even without asking the super nice employees there, Mike and I had the use of a gas operated golf cart to putz around in. Electric carts are impractical because of the very steep terrain. The golf course is gorgeous and well manicured. If you are one of those golfers who hits an errant ball and it ruins your whole day, this course isn't for you. And, don't get mad and throw your club, unless you are a skilled mountain climber. We enjoyed our very tasty hamburgers with a magnificent view out the windows of the surrounding mountains. I showed Mike the small flight planning room and computer and then we went back out to the airplane to plan our departure.

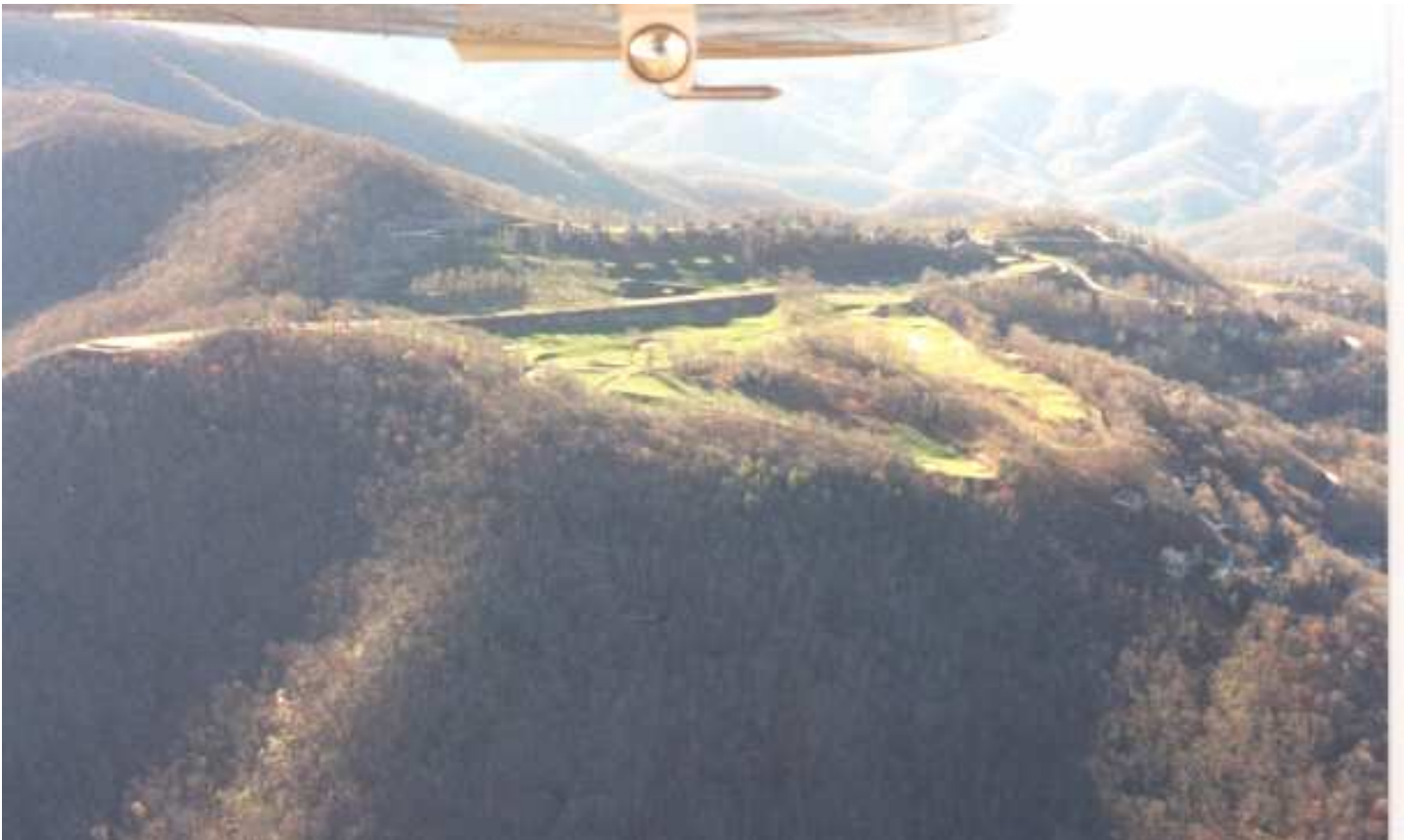
At high altitude for takeoff, the engine is run up to make adjustments on the fuel mixture to get maximum RPM. Again, most everyone stops what they are doing wherever they are, and watch. Rolling now,

we are departing on 14 with Mount Mitchell right off the end. We start down the mid-runway decline with the end of the runway getting closer and its associated drop-off into the valley below. The decision window to abort isn't all that wide. We lift off with a 1000 feet remaining and up comes the gear right away. Whew! Immediately, I start a left turn to the east, flaps up, and set climbing power - GPS direct to I69.

That was the fourth time that I've landed there, and each time is a real thrill. It helps to have good weather, as there are no instrument approaches. On an earlier visit, I noticed a Lancair there with a gentleman starting to do some work. After walking over and offering a hand, I found out that he was a retired American Airlines pilot. He had landed his Lancair and blew a tire trying to stop. So, he was now trying to change that tire. There is no maintenance nor fuel at

the airport.

There is an inherent tendency to want to carry extra airspeed on final approach. Maybe this is good in case there is an unexpected downdraft right near the end of the approach runway, but it is also bad because one's true airspeed is higher than indicated, maybe as much as 15 or 20 Kts at that altitude. Add extra indicated airspeed, and you are looking at a much longer landing roll that could exceed the available runway. So, it is better to be on airspeed and ready to go around if things don't look too good. The video tape suggests a low altitude fly-by for the first time pilot. Sounds like good advice to me. You'll see MountainAir advertised in many of the flying magazines. Expensive? I'm sure it is, but I do know that the higher up the mountain your house or condo is located, the higher the price.





**Run-Up before departing Runway 14**



**Beautiful view of MountainAir Country**



**How about a Carrier Landing**

## **Attention Tube and Rag Builders!**

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. If you are 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 yet, but have received request from 7 people so far, but I'm sure we can be very competitive with any workshops of this type. We have contacted the Hogans at

Middletown to see if space is available in a heated area for earlier session or later we can use a hanger in late April. Plans will continue for this two day workshop and I'll let everyone know the dates and cost as soon as possible.

If you are building, recovering or just interested in the Stits process, please let me know as soon as possible.

Mike Griffith

**WILLOW RUN.** A former B-24 pilot in the WW II 8th Air Force over Europe loaned me a book by that title. The author, Warren B. Kidder, was a lad on the family farm which was taken for the Willow Run B-24 plant which Henry Ford agreed to build and operate. England's situation led Pres. Roosevelt to call for 50,000 planes per year and in Jan. of 1941 Ford's Chas. Sorenson and others went to Consolidated in San Diego to see B-24s being built. Sorenson realized their old methods could never build fast enough and overnight sketched a plan for a one plane per hour factory. In 7 months, using 4 Sq. miles of very wet land near Detroit, a large airfield was built and over 1,000,000 sq. ft of buildings erected with a mile long assembly line. 15,000 machine tools were designed, redesigned, and built, and 40,000 unskilled workers hired and trained. In 1944 a B-24 rolled out the door every 59 minutes!

**EARLY AIRPLANE ?** On Nov. 20 the Wall St. Journal carried a story bylined Pittsburgh, TX about a local claim that a preacher named Burrell Cannon flew a plane of his own design in late 1902. He claimed his inspiration came from the first and tenth verses of Ezekiel in the Bible. Few hard facts are available but there is a photo and a newspaper story. The photo is quite small but it appears to be a series of tent like structures with some large wheels equipped with paddles underneath.

An 80 HP engine spun the wheels forcing air up into the structure and then deflecting it down somewhat like a hovercraft. Five witnesses, all dead, claimed it was flown to a height of 12 ft and hovered for a short distance over the field. The pilot, who was not the inventor, said he shut it down due to the vibration of a drive chain. A number of people invested in the project. Shortly after, when on its way to St. Louis to claim a prize at the Worlds Fair, it blew off the train and was left to rot at that spot. The inventor said that God evidently didn't want it to fly and left it at that. There is a book on the story compiled by the Pittsburgh/Camp County Museum.

**NAPIER LION ENGINE.** First built in 1917 it was a prominent engine in the 1920s. A "W" configuration with 3 banks of 4 cylinders, six overhead cams, 4 valves per cylinder, and a roller bearing crank. One bank was upright and two others at 45° on either side. It was water cooled and an over square 1461 c.i. and 490 HP. In 1927 a supercharged version at 1400 HP won the Schneider Cup in a Supermarine racer. It also powered Sir John Cobb's car to a land speed record. It had a wide frontal area.

In 1931 a Rolls V-12 "R" engine of 2230 c.i. and over 2000 HP powered the Schneider winner. To cool all that power the plane was built with a double skin fuselage with water circulating between the skins.

**PV-1.** As you probably know the WW II PV-1 medium bomber was a souped up version of the Lockheed 18 transport and/or Lockheed Hudson A-29. Flight Journal Magazine for Feb 2003 carries an interesting article by a WWII crew member about his experiences in the South Pacific. He thought they were great airplanes - fast and quick. There were some in the Aleutian Islands and my memory of them was that the large engines in a light airplane caused a number to run off the runways due to take off torque. That sometimes caused the onboard bombs to explode spectacularly. A crewchief received a medal for taxiing his B-17 away from a crashed PV-1 while it was burning.

**OH WELL !** During wars each side wants to get samples of the other side's equipment to better combat it. This was true during WW II as well and to some extent both sides succeeded. Some was captured, some stolen, and some delivered. According to an article in Flight Journal, Feb 03; on June 23, 1942 an FW-190A-3, after a dogfight over England, headed for home on the French coast. After crossing a narrow stretch of water it landed in the Wales area of England, 180 degrees off course. The pilot was taken prisoner. The water crossed was the Bristol Channel not the English Channel. The German pilot's name was .....Oberleutnant Armin FABER.