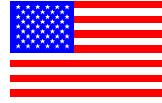




EAA CHAPTER 174

(Chartered since 1966)

JANUARY 2003



TALESPINNERS

President Tim Fry 513-793-2798
Secretary Lee Jewell 513-471-7188

V-President Tom Jenkins 513-244-2393
Treasurer Dave Robertson 513-231-4997

MONTHLY MEETING: 19 JAN / 2 PM

FLY-OUT LUNCH: 25 JAN / 10:30 AM

PROGRAM:

Engine Overhaul

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 Tom Volz

Annual Christmas Party December 15, 2002 held this year in the Hawk Building



FROM THE PRESIDENT

By Tim Fry

Welcome to another year of fun and aviation activities in EAA Chapter 174. We had a very nice Christmas party in December and I would like to personally thank all of the volunteers who spontaneously pitched in and got all the food setup and festively organized. It was lots of fun.

On January 6 we had our first meeting with the new Board and set out the Chapter's direction for this year. The agenda for the Board meetings and regular meetings will be posted on the web site to allow the members to stay informed with the business side of our Chapter. Over the past couple of years we have accomplished much to modify the legal structure of our Chapter. The rewriting of the bylaws and establishment of the 501(c3) non-profit status have required enormous work and have been the subject of many meetings, both Board and general. With those two changes behind us now, we will focus the general meetings on the building and flying activities that attracted us to EAA in the first place. It is my hope to reduce the actual business portion of the meeting down to 30 minutes to allow us more time to meet our new members and make sure all of our members have a place

to come to get their building and flying questions answered. We will continue to have a program each month and, in addition, I hope you'll see an emergence of semi-moderated technical discussions during the extended break portion of the meeting. If you can organize technical discussions, or know somebody who can, I'd love to hear from you.

It is clear that we do several things very well in Chapter 174, namely: flyouts, Young Eagles, social activities, web site and newsletter. We will continue to focus on those things and continue to do them well. The Board has great interest and sees much value in continuing to pursue each of these five activities. I believe we are successful in these key activities because each one is organized and lead by one or two highly enthusiastic people with a group of volunteers to help with the many tasks necessary to make the activity run smoothly. During the Board meeting I used the term "champion" to describe the person (or people) I felt was responsible for making our Chapter successful in their chosen activity. You will hear me talk about "champions" throughout the year and I'm always looking for people willing and able to serve in that capacity.

If we are going to grow as a Chapter, both in numbers and in accomplishments, we will need to strengthen our support of our champions and volunteer teams. Our current collection of champions is very heavily utilized and there is not much more they can do to in the way of developing additional activities without allowing our current strengths to dwindle. Naturally, we are going to need more people to take active roles in developing new facets of our

Chapter. With this in mind the Board identified two areas to focus on for the upcoming year. The first area is that of “membership coordinator”. Scott Hersha will lead this activity and it will be Scott’s job to focus on and meet the needs of new members. This is a big job and will require some help from other people too. For example, one suggestion is to assign a veteran member to act as host to a new member until the new person is fully acclimated and comfortable. When Scott asks for your assistance I count on you to pitch in and help to the fullest of your abilities. Scott’s role will be very important and will be key in assuring that our Chapter can attract and maintain a strong membership.

Our second area of new focus for the upcoming year is both ambitious and exciting. It goes to the heart of EAA and offers Chapter 174 a significant challenge. As you may have heard, we will be mentoring kids in the building of a ground-display aircraft. This project was proposed to us last year by Hal Shevers and Plane & Pilot Magazine. We have named this activity the Young Builders program and it will be championed by your Vice President, Tom Jenkins. Tom has a very big job to do and I expect you to support him enthusiastically when he requests your help. The aircraft building side of the Chapter is the main reason many of us joined EAA and I hope to see it grow in our Chapter. We have many members building projects in their own basements and hangers, but I’m particularly excited that the Young Builders program will allow more of our members to work on a common project in a common, more accessible location.

I wish each of you a Happy New Year and I look forward to working with and for you in the coming year.

Minutes From the Nov. Chapter Meeting

See the Board Meeting minutes, as we held our annual Christmas party in lieu of meeting for December.

Minutes From the Nov. Board Meeting

The first meeting of EAA Chapter 174's 2003 board of directors was called to order by President Tim Fry at 6:40 PM on January 6, 2003 on the second floor of Sporty's at Clermont County Airport. Attendees included Tim Fry, Tom Jenkins, Todd Winemiller, Art West, Phil Cady, Scott Hersha, George Elbel, Dave Robertson, Norm Beaudette, and Lee Jewell.

Tim discussed his plans and goals for the chapter in the upcoming year. He wants to get more people involved and make new members feel part of the group immediately by having members greet the new people personally and involving them right away. Scott will develop a greeting letter for new members.

Scott will compile the roster and forward it to Norm for inclusion on the website.

Tim wants to shorten the business meetings by limiting reports to 3 - 5 minutes. It

was agreed that Tim should control the time by limiting the length of discussions.

Tim cited the things that our chapter already does well and wants to continue those.

Tim announced his desire to have a "Champion", a person, to head up each project or activity whose duty it will be to solicit members to help in that activity.

Discussion was held on the plan to help mentor kids on the skills needed to work on airplanes through the cooperation of Hal Shevers, of Sporty's and Plane & Pilot Magazine. Tom Jenkins suggested that the effort be named "Young Builders", a name well received by all.

Norm reported that the preliminary calendar for 2003 activities has been posted on the website.

Norm reviewed the 2003 Chapter Status Report, which has been sent in to EAA Headquarters.

Fund raising was discussed with the idea of covering the costs of picnics, breakfasts and the Christmas party and any other activities that the membership somehow expects to be paid for by the treasury. It is hoped that the April fabric covering forum set up by Mike Griffith will provide a boost for our treasury.

With the plan to mentor "Young Builders", it was decided to table the subject of building our own hangar for the present.

Norm will handle any necessary tax reporting for our present 501 (c3) status with the appropriate input from Treasurer Dave Robertson.

The meeting concluded with an audit of our treasury for the years of 2001 and 2002.

Lee Jewell, Secretary

Are You Watching Your Alcohol Consumption?

By Lee Jewell

Attention all you intrepid aviators out there who are using auto gas to motivate your airplanes, courtesy of EAA's Auto Gas STC! Are you sure of the gas you're using? Are you checking it frequently, or at all, for the presence of alcohol? You do know, don't you, that the STC requires that the gas have no alcohol in it?

During a recent visit to an Ohio airport that sells auto gas, I became involved in a discussion with the gentleman who runs the FBO. I asked what brand of auto gas he sold and he told me. I said I had been using Shell gas and he told me that Shell now contains alcohol. I reported that every time I tested the gas it showed no signs of the dreaded stuff. I decided to do a little research.

When I arrived home I began making telephone calls. The FBO had said that Citgo and Marathon gas contain no alcohol so I called a service station operator that I have dealt with and asked if his Citgo gas contains alcohol. I was informed that his 7 year agreement to sell Citgo gas specifically states in the contract that their gas will contain NO ALCOHOL.

Next I called the Marathon plant on River Road in Cincinnati and asked the big question. The plant manager told me that if a gas station displays the Marathon sign the

gas will NOT contain alcohol. However, Marathon has several companies that operate under different names, such as Speedway and Super America. These two companies DO include alcohol in their gas, so DO NOT use their products in your airplane.

I then contacted Shell Oil Co. After being transferred around several times, one gentleman said he knew who could answer my question. The next man told me that, as formulated for sale in Ohio, Shell gas DOES NOT CONTAIN ALCOHOL. He then asked why I was concerned about alcohol content in gas. When I said I could legally use it in my airplane if there was no alcohol in it, his voice rose and he quickly stated that Shell gas is not formulated for use in airplanes. I replied that I knew this, but the only thing I needed answered was "Yes, there is alcohol", or "No, there is no alcohol". At this point he calmed down and reiterated that if a Shell station purchases its gas supply from an Ohio-based jobber, there would be NO alcohol in Shell's regular gas.

HOWEVER, he went on to say that right across the river in Kentucky, three counties have rules that gasolines MUST have alcohol in their composition. THEREFORE, if a Cincinnati gas station buys its gas from a jobber in Kentucky, it very well MAY have alcohol in it.

Let the buyer beware!!!!

The Shell Oil expert told me the simplest and best test for alcohol is to fill a measured beaker with nine (9) parts of gas and one (1) part water, then shake the contents. If there is alcohol present it will not mix with the gas, but will mix with the water. The water will show about a 50% increase in volume

and will be easily discernable. I replied that I knew that test but was told to use 10 parts of gas to 1 part water. The Shell man said the different numbers were not crucial and the results would still be the same.

The moral here is: Know your gas supplier. Find out where he purchases his gasoline. Test the gas you use frequently for alcohol.

Don't take chances: Your life, and those of your passengers are at stake!

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.

The cost for this two-day workshop is \$200.00 a person with part of the money being donated to the Buckeye Chapter of the SWPC and EAA Chapter 174.

I have received 5 reservations so far, 1 from SWPC Member and 4 from dual members of EAA 174 and SWPC. I expect we will fill the roster with the minimum of 16 people, but we can handle up to 30 people, so get your checks in and reserve your spot.

Details on location will be confirmed next month for either Hook Field in Middletown, OH or Waco Field in Troy, OH.

Applications are available on the EAA 174 web site and need to be sent to Mike Griffith with your check to reserve your spot. For additional information or forms, call Mike @231-3003.

More Photos from the Christmas Party



Full view of everyone at the annual Christmas Party
in the Hawk building at Clermont County



Bob Porter acting as MC with installation of Officers for 2003.
From right to left: Tom Jenkins, V.P., Lee Jewell, Secretary,
Dave Robertson, Treasurer and Tim Fry, President



Paul Gould and a table full of awards for his Aeronca Chief 11AC



Everyone heading for the food tables, which this year was a splendid spread with plenty of food

IN THE NEWS. Wall Street Journal, 19 Dec 02. Boeing is dropping work on its very fast Sonic Cruiser to concentrate on development of a 250 seat transport which will be 20% less costly to operate than similar size planes. Airlines have shown little interest in the Sonic Cruiser idea or an enlarged 747 so Boeing is concentrating on designs to replace the aging fleet of mid size planes. Development costs are estimated to be around \$10 billion.

AND on 20 Dec 02, an item that the Pentagon is delaying a plan to lease around 100 Boeing 767 aerial refueling tankers. Planes now on hand may be extensively upgraded.

AND in 30 Dec 02 issue of *Fortune Magazine*, an article on GE's jet engine business. Interesting from both a business and a technical view point. GE is on its way to cornering the market for big engines. The article shows a picture of a 747 taking off with a GE-90-115B engine substituted for the left inboard engine. After takeoff the three other engines are shut down and it climbs out on the one engine only. The GE-90-115B is rated at 115,000 pounds of thrust but has been tested at Peebles OH up to 123,000 pounds. Remember when early jets flew on 3000 pounds of thrust? The article tells much about how parts are made by a number of scattered, small specialized shops and how and where they are assembled. Quite interesting to Cincinnatians and former GE people.

ALSO in the same issue: an article on Boeing's and other recent stealth developments. Pictures and descriptive details of Boeing's "Bird of Prey" a single seat experiment like the experimental stealth UAVs (Unmanned Aerial Vehicles) which are really not pilotless as they are flown by remote pilots. The Bird of Prey looks bat like with drooping wing tips. By putting most of the maintenance access panels in the wheel wells many hours of labor needed to putty and tape the edges for radar invisibility are saved. I wrote the following before I wrote about taping the panel edges. Glad it was not part of tank changes.

NOT SO FOND MEMORIES. One day recently, while repairing the gas line on my 35 year old lawn tractor I was thinking about the work involved in replacing the self sealing fuel cells in B-24 wings. After taking a hit from a machine gun, and although the tank was not leaking, where I was, we replaced the damaged cell. These were heavy synthetic rubber bladders somewhat larger than a coffin and about the same shape. They were fitted between wing ribs and each wing had 6 or 7. Access was through a plate about 4 by 5 ft, or perhaps somewhat larger as part of the under side of the wing skin. The plates were held in place by a double row of countersunk screws about one inch apart around the edges. The screws were recessed cross head like Phillips except they were by Reed & Prince and took a different screw driver point which we were also issued. The head slots were filled with paint and many of the screws were corroded and the heads rounded out when we tried to unscrew them by hand. We had no power screwdrivers. Then they had to be drilled out using an "eggbeater" type hand drill. Eventually we learned to use a Reed & Prince screwdriver without a handle and place it in the slots and rap it sharply with a hammer. This set the point in the slots and the jar loosened the corrosion. Once the plate was removed the various fittings were disconnected and the cells removed. 3 or 4 of the cells could be collapsed and folded and removed through the opening but the outer ones could only be removed by first removing the inner ones to clear the way. Each cell was provided with manholes in the sides which could be unbolted and allow a man to crawl through and beyond the cell where he could push against the sides to collapse it. The tanks were heavy and stiff and it was mainly a muscle job using big wood paddles. Replacing was just as much work. We were fortunate in having a mechanic who somehow slipped through the enlistment as he was well below minimum size for service. The crawling through was his job as well as bucking rivets in tight places. Our planes did not get shot up much and as it took a good many hours to change tanks I wonder how often they changed tanks where there was much more anti-aircraft and fighter opposition.

MAY YOUR 2003 BE CAVU ALL THE WAY.