

# Experimental Aircraft Association



## TALESPINNERS

## Chapter 174

Cincinnati, OH  
Chartered since 1966  
[www.eaa174.org](http://www.eaa174.org)

Vol. 38, No. 3

<< Next Meeting: Sun, Apr 25, 2:00 PM >>

April, 2004

President: Tom Jenkins (513-244-2393)  
V. President: Todd Winemiller (513-625-1530)  
Secretary: Lee Jewell (513-471-7188)  
Treasurer: Phil Cady (513-528-2282)

Tech Counselors: Gary Collins (513-231-3025)  
Howard Wells (513-683-1657)  
Flight Advisor: Don Fairbanks (513-732-5852)  
News & Web Editor: Norm Beaudette (513-247-0347)

### Members' Logbook

#### A MountainAir Thanksgiving

by Terry Taylor

*As the winter season gradually gives way to warmer weather, Terry takes one last look at winter flying, recounting his trip to MountainAir Field, in Burnsville, NC.*

Weather is a wonderful thing – depending on what one wants to do. When it comes to flying small airplanes, we like clear blue skies and little to no wind. In the big airplanes, people ask what the weather is like where we are going, and I just deadpan saying, “It doesn’t matter, we are going anyway.” That gives a slight chuckle followed by a reassurance from me that we’ll give the latest weather over the PA once airborne. That type of retort doesn’t work in the GA community. Weather is a big factor whenever, and wherever we intend to go.

Thanksgiving a year ago I drove the car down I75 through Lexington and Knoxville over to Burnsville, NC, which is the location of MountainAir. It is a country club community located on the top of a mountain with a 36 hole golf course, soon to be expanded to 48 – all across the top and on the sides of a mountain. Luckily, there is a runway (2NC0) across the top of the mountain about 2800 feet long at 4500 feet field elevation. From I69, the flight in the Cardinal is right at two hours almost to the minute. Driving is six and a quarter hours with little to no traffic. Throw in the holiday driving, and it becomes eight or more hours, especially around Knoxville.

So, I watched the weather right up to the day before Thanksgiving, wanting to fly rather than brave the heavy traffic on I75 and I40. After reviewing the weather here, as well as Tri-Cities, TN, and Asheville, NC, it looked quite doable getting there. Getting back is another story, but the long range forecast looked OK getting back as well. A front would pass through, but with several days to wait that shouldn’t be a problem. So, off I went somewhat smirking at the moving parking lot on I75.



**The Cardinal de-icing team hard at work!**

As this was my eighth or ninth time to fly there, landing was no problem. Fly up the valley at pattern altitude of 5500 feet, miss Mt. Mitchell, and then land on the runway with a several hundred feet dropoff right on the very end and maneuver between all the trees and golf course on both sides of the runway. Each landing and takeoff is an “event”, so everyone out and about stop, and watch. By the way, there is another dropoff on the other end of the runway, so be sure and don’t land long and get it slowed down and stopped. You wonder about some of those skid marks.

The day after Thanksgiving brought rain to the mountain, then snow, and then sleet. It got really cold. We tried to play golf, or at least my weak attempt to do so. No doubt I would go through three dozen balls just to play 18, because: One – I'm no good, and Two – you can't chase a ball that disappears off the side of the mountain. The weather kept us from playing and I remained a few dollars richer from not having to buy all those golf balls. Furthermore, if you are one of those golfers that gets irate at a missed hit ball and throw your club, it is gone as well.



### **Good Grief! It's Cold!!!**

I was out Saturday afternoon along with family in 18 degree weather and wind howling at 20 Kts trying to use hair dryers to melt the half inch of pure ice stuck to the airplane. No snow, just ice. Hair dryers don't work. The others gave up due to the cold and bailed out back to the warm car. Alone was I and my flying machine, that wouldn't fly. I finally figured out that I could gently hit the ice with my hand, as in a judo chop, and that would crack the ice enough for me to brush it off the wing. That took most of the ice off, but not all of it. I was undecided whether the little that remained would affect the lift on takeoff, but starting off at 4500 feet made me think that I needed all the lift that I could get. Enough is enough for today, so I pulled out the extension cord and connected it to an AC outlet that is sprinkled along the side of the parking ramp. Last winter, Mike Franzago and I installed an oil sump and cylinder heater on the Cardinal. It works really well to have the top and the bottom of the engine warmed up enough to get the oil gage into the green band. No delay after startup.

Sunday found the Cardinal completely clear of ice on the airplane. Unfortunately, I was parked on the ramp where melted ice formed a river that went directly under the Cardinal, thus making a skating rink. I only fell once. Skates would have been great. The takeoff was short (actually shorter due to the cold, dense air)

and I was on my way directly towards Mt. Mitchell (Rwy 14) with good weather all the way to I69. Gear UP, but nothing happened. Rats! The climb rate was anemic with that big nosegear door directly into the wind. Getting above the mountains might require a 360, but I was doing OK for the time being.

I figured that the squat switch on the nosegear strut that cuts out the gear motor while on the ground so that one doesn't raise the gear while taxiing had frozen or gotten sluggish due to the cold. Well, after 30 minutes of flying (much slower), the switch released and the gear came up and the speed picked up right away.

Now, it was time to smirk even more at the even slower, moving parking lot around Knoxville on Sunday afternoon. I was glad that I was able to fly this year to be with the family and not wonder if I would survive with all of the traffic on the highway. Flying for fun, with Young Eagles, and for transportation is great in and of itself and quite rewarding, however, weather is something we all contend with, and shouldn't ever take it lightly!

---

## **February Chapter Meeting Minutes**

*[Editor's note: Since there was no March newsletter, both the February and March meeting minutes are published in this month's newsletter.]*

The meeting of EAA Chapter 174 was called to order at 2:05 PM by chapter president Tom Jenkins. The meeting was held in the Hawk Bldg. on the grounds of Clermont County Airport.

Norm Beaudette requested roster corrections and additions to be made during the meeting, as the roster will be mailed to the membership in March.

The treasurer's report was read by treasurer Phil Cady. The report was accepted.

### **New Business**

Gary Collins and Howard Wells reported on their visit to Dennis Teague's building site. They inspected the welding on Dennis' Double Eagle project.

Thanks were given to all the members who helped with the hangar clean-out. The board has not been given a vacate date for the library, currently located in the old Clermont Co. Airport terminal. Members' input regarding relocation on the library and suggestions for a meeting location would be appreciated by "other-site" chairman, Bob Porter. The alternate site discussion continued with a report regarding Schmidt Aviation, at

Blue Ash Airport, offering to provide monthly meeting space in a hangar. They do not have chairs, nor do they have room for the chapter's library. It was suggested that a mobile trailer could be used for the library and members could bring their own chairs to the meetings.

Sporty's has offered tool, library, meeting and Build-a-plane space in the Hawk building. The rent-free offer was discussed. The "Young Builders" program is now known as the "Build-a-Plane" program. Brian Nickles supervised the construction of the composite Glasair rudder. Build-a-Plane projects are currently scheduled through July, 2004.

Guests were introduced and welcomed. Membership in Chapter 174 was extended to interested guests by membership chairman, Scott Hersha.

Young Eagles coordinator Phil Cady announced there will be one chapter-sponsored Young Eagles event in 2004. Other Young Eagles flight requests should be submitted to Phil for individual arrangements. New EAA certificates and literature regarding the Young Eagles project will be available in March, 2004.

Flight advisor Don Fairbanks covered the topic of safe winter flying techniques and procedures. It was announced that the new hangars at Clermont Co. Airport are fully rented. The 8 lots for the Clermont Co. Airport Fly-In Community are in the early stages of development.

An informative, comprehensive presentation on Diamond Aircraft Corp. was given by John Gauch, following the meeting adjournment at 2:35 PM.

*Recorded & Submitted by Kathie Doyle, on behalf of Lee Jewell, secretary.*

---

## **March Chapter Meeting Minutes**

In the absence of the president, vice president and secretary, the meeting was called to order by treasurer Phil Cady at 2:15 PM. Minutes were read by acting secretary Kathie Doyle. The minutes were accepted as read.

Gary Collins and Howard Wells inspected Tom Scherder's RV-8. Gary announced that a report listing all inspections during 2003 will be put on the website.

Norm Beaudette announced the April newsletter deadline is April 3, 2004. The April 2004 meeting date

has been changed to April 25, in the old terminal building [*due to Sun-n-Fun – Ed.*].

There is a sample letter on the website in support of keeping Ohio aircraft registration fees at a lower level. Please write to your rep in protest of unreasonable fees. A suggested fee is \$15 per seat. The chapter will send a protest letter signed by the board members. Please send individual letters to your Ohio rep and to the Speaker of the House.

Bob Porter mentioned that the Airmans Club at Lunken Airport is available on Sunday afternoons for a nominal annual membership fee. Mike Franzago suggested that as a 501(c)(3) nonprofit organization, we provide a great deal of service in the community. This should be a valuable asset for the chapter, regarding a meeting place. Warren County Airport was also suggested.

Stu Faber announced Hangar 3 at Lunken has been ordered demolished by the FAA. The Lunken Airport Benefit Association is working on plans for an air museum at Lunken Airport.

Todd Winemiller has information regarding possible meeting space in the new air museum at Clermont County airport. He has spoken with a county commissioner regarding airport building status.

A motion was made and passed to table the discussion and have a full report of alternate meeting sites made at the April meeting.

The treasurer's report was read and accepted as reported. We have made our last payment for the old hangar.

A guest from the Warsaw Institute of Avionics, Warsaw, Poland, was introduced. Currently working as an avionics engineer at G.E., he flies a Kitten.

## **New Business**

Phil suggested we put pictures of chapter members' homebuilts on the chapter website. Please send photos of your past and/or present projects to Norm.

Diamond Avionics at Lunken is going out of business. All equipment, tools and furniture is for sale. Stop by and make him an offer.

Chapter 174 CVG tower tours will be Monday 3/29 and Tues 3/30. Sign-up sheets and maps were made available at the meeting.

Program chairman Gary Collins announced that Glenn McCauley, "the battery man", will be the April speaker.

Bill Fortney, photographer, pilot and coauthor of "America From 500 Feet", will be our special event guest speaker in May. All guests are encouraged to attend. [KD note: This is an outstanding color presentation with music and narration by the pilot/photographer/author. Bring your family and friends!]

Following adjournment of the meeting at 3:00 PM, the topic of "Weight and Balance" was presented and discussed by member Dave Raney.

*Respectfully submitted by acting secretary, Kathie Doyle, on behalf of Lee Jewell.*

---

## Chapter Programs for April and May

Programs Director Gary Collins has arranged a couple great back-to-back programs for the coming months.

In April (4/25), Glenn McCauley, of Aero Battery, Inc., will discuss the latest in battery technology. A guest will also be available to answer questions about alternators and electrical system components.

In May (5/16), Bill Fortney will present "America From 500 Feet", a photo essay of our great and beautiful country from just below pattern altitude.

**Mark your calendars now! And don't forget to circle June 5<sup>th</sup> – our Young Eagles Rally!**

---

## Read All About It! Get Your 15 Minutes of Fame Here!

We'd like to post pictures and descriptions of all of our members' homebuilt projects on our web site. If you'd like to show off your beauty, please send 1 or 2 photos and a description of your project (a few sentences or a

few paragraphs, it's up to you). Be sure to include the complete name of the aircraft, as well as the kit provider, number of years working (or worked) on it, and date of first flight (real or anticipated). Send or email to Norm Beaudette.

---

## Roster Changes / Additions for Feb / March

Tom Volz (Patty) Home phone: 513-xxx-xxxx  
(address removed for web) Cell phone: 513-xxx-xxxx  
(address removed for web) Email: removed for web  
Project: Rotorway 162F

New email addresses:

Paul Bowden – (removed for web use)  
Sandy Bowden – (removed for web use)

If you did not receive your 2004 Membership roster in March, or if it was damaged, please contact Norm at the address above for a replacement copy.

---

## Book Recommendation

Chapter member Don Duke read Rinker Buck's *Flight of Passage* last year, and recommends it highly for anyone interested in aviation!

## EAA Member Request

Ken Stone (EAA #717598) lives in Grand Rapids, MI but flies out of the CVG airport. A few days during the week he has considerable time that he would like to spend working on his (yet to be started) Pietenpol Aircamper project. He's looking for anyone who would be willing to rent him a little space for some sub-assembly wood work. Call xxx-xxx-xxxx (cell) or xxx-xxx-xxxx (home).



## Technical Counselor Reports

by Gary Collins and Howard Wells,  
Chapter 174 Technical Counselors

### Report Summary for 2003

Since building is done in a more or less solitary environment, it is easy to think our chapter is not actively building airplanes. These are the visits Technical Counselors Howard Wells and Gary Collins made during 2003. Scott Hersha's RV-6 is flying. Tom Scherder's RV-8 may have flown by now. Mark Neubauer's Glastar or Duane Bentley's RV-6 are the likely next to fly.

Date	Member	Project
Jan 21	Neil Hulin	Zenith Zodiac 601XL
Feb 6	Richard St. Onge	Vans RV-7
Feb 22	Mark Neubauer	Glastar
Mar 20	Tom Scherder	Vans RV-8
Mar 26	Curtis Hoffman	Vans RV-9A
Jun 11	Scott Hersha	Vans RV-6
Sep 9	Roger Morello	Kitfox Sport
Oct 1	Jerald Hellmann	Fisher Youngster
Oct 15	Keane Shockley	Vans RV-7A
Nov 6	Mark Neubauer	Glastar
Nov 19	Duane Bentley	Vans RV-6

# Hangar Flying

with Stu Faber

April, 2004



**TOO LATE.** Now that I am no longer an active pilot, the magazines carry ads for several motorgliders, as both ready to fly and kits. While I was flying, I looked and looked for a motorglider kit with no luck. I visited two designers in California who sold plans but neither looked like what I wanted. I went to Knoxville, TN to see another under construction but it didn't look too good and I later heard from the builder that it turned out to be unsatisfactory. Meanwhile I bought, from a man in Sandusky OH, a manufactured Sportavia RF5-B, made in Germany. It flew about like a Cessna 150 and with the engine off and the prop feathered it had a glide ratio of 27:1 which is not great but fun. It was two place, had a 65 hp Limbach (VW) engine, 3 position prop, retractable single wheel landing gear, and the outer 10 ft of the wings folded for hangaring. I flew it for more than 8 years.

Have you looked at the motorglider now flying at Eastern Cincinnati Aviation at the Clermont Co Airport. It is a very nice two place plane, and very well equipped. Last summer I intended to take a flight in it but while I waited for a good soaring day the summer slipped away and I never got to it.

If you have never flown a glider but are an active pilot it would be an interesting experience. In this area gliding takes a study of micro-meteorology to find lift, and energy management (like Bob Hoover) to make successful flights. It will sharpen your skills.

**INCOMPETENT PILOTS ?** Has the FAA suddenly discovered that all the pilots they have licensed suddenly can't fly? Buildings that have been next to runways for 40 or 50 years are now too close. No one has hit them, up to now, but they are being torn down at several local airports. Lebanon-Warren County has removed the original terminal building. Clermont County will soon lose the original terminal building, and Lunken is under the gun to remove Hangar 3 which is near the south end of runway 25. Moving it and using it for a museum has been suggested but that appears to me to be technically impractical. Plans are being made to have the 3 brick hangars and terminal building declared historically important.

**HISTORY NOTES.** It has been said that the two hangars at the east end of the row were given to Grizzard Airport (Blue Ash), in the early 1920s, by the military for a reserve unit and later moved to Lunken.

Recently a group known as the Lunken Airport Benefit Assn. has received non-profit status. They were the organizers of the 2003 Air Show. They are being assisted by a group which helps non-profits run events which raise some funds. The Cincinnati aviation history group which has been meeting recently will probably become a committee of the LABA. There seems to be considerable interest. A number of persons seem to have collections of relevant material.

**NO 100-LL ?** It appears that the days of lead in avgas are numbered. EPA has said it must go and there has been much concern of the effect on piston engine aviation. It is more of a problem for airplanes as engines are run harder than autos and detonation becomes a problem. Detonation is caused when a too lean part of the mixture burns too fast setting up a shock wave and excessive heat. It has been suggested that running at reduced power and lower manifold pressures might ease the problem some but it hardly seems like a useful solution. Lead also serves to lubricate valve seats and lack of lead speeds wear.

There are other possible additives which could be used but the known ones cause other problems. Alcohol helps but has less power per gallon for reduced power and range. It also requires changes in the fuel system to prevent damage. When the WW II avgas was improved for higher octane ratings we had to change all the rubber parts. If you have seen avgas rated something like 115/130, that is the octane number rated first at lean mixture and then at rich. The real octane scale only goes to 100 - this is a projection of that. Auto fuel and avgas are rated on two slightly different scales so high test auto gas is closer than it appears. No doubt someone will figure it out but it may cost you.



## Upcoming Events of Interest to Chapter Members

- **April 17, Sat. *How Safe Is Your Propeller?***, FAA Aviation Safety Program, Schmidt Aviation, Blue Ash Airport (ISZ), 10:30 am. Free hot dogs!
- **April 17, Sat. *Thunder Over Louisville***, Louisville, KY, 3:00 – 9:30 pm (times are tentative).
- **April 20, Tue. *The Kitty Hawk Centennial Experience***, John and Nelda Lane will share their experiences flying to North Carolina for the 100th anniversary of flight. Cincinnati Airmans Club, Lunken Airport Terminal, 2nd floor, 7:00 pm.
- **April 23-25, Fri-Sun. *T-6 Fly-In***, Freeman Field, Seymour, IN, Call 522-2031.
- **April 24, Sat. *FAA Awards Banquet***, Lebanon Warren County Airport (I68). Social Hour 6 to 7 pm, dinner at 7:00 pm. Awards and program following dinner. Nominal charge. Call 513-979-6434.
- **174 April 25, Sun. *Chapter Meeting***. Old Terminal Building, Clermont County Airport, Batavia, OH, 2:00 pm. **See program notes below.**
- **May 2, Sun. *Funday Sunday***, Moraine Airpark (I73), Moraine, OH.
- **174 May 15, Sat. *Chapter Fly-Out***. Anticipated fly-out to Eagle Creek, IN for the Indy qualifiers.
- **174 May 16, Sun. *Chapter Meeting***. Old Terminal Building, Clermont County Airport, Batavia, OH, 2:00 pm. **Special guest: Bill Fortney, photographer, pilot and coauthor of "America From 500 Feet"**.
-  **June 5, Sat. *Chapter 174 Young Eagles Rally***. Old Terminal Building, Clermont County Airport, approx. 8:30 am registration.
- **June 12-13, Sat-Sun. *Blue Ash Airport Days 2004***, Blue Ash Airport (ISZ), Blue Ash, OH.

---

### ***Next Chapter Meeting*** Sunday, April 25<sup>th</sup>, 2004, 2:00 PM



**PLEASE NOTE !!! This is the 4<sup>th</sup> Sunday of the month, not the usual 3<sup>rd</sup>.**

#### **Program:**

***"The Status of Battery Technology"***  
**presented by Glenn McCauley, Aero Battery, Inc.**  
A guest will also be available to answer questions on alternators and electrical system components.

Old Terminal Building  
Clermont County Airport  
All aviation enthusiasts welcome!

---