

Experimental Aircraft Association



TALESPINNERS

Chapter 174

Cincinnati, OH
Chartered since 1966
www.eaa174.org

Vol. 38, No. 5 << Next Meeting: Sat, June 19, 9:00 AM at Clermont Co. Airport >> June, 2004

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Pilots' Logbook

Ramp Check!

You just finished gulping down that juicy \$100 hamburger at Dr. Fatkin's Hi-carb Burger Barn, and you and the gang are about to begin your pre-flights for the journey back to Clermont, when some guy with the letters FAA on his cap taps you on the shoulder. "Hey, buddy, got a minute?" Take a deep breath, compose yourself, you're about to be RAMP CHECKED! Do YOU know what to expect if you should someday be subjected to a ramp check? Here are some suggestions, direct from the "experts" at EAA.

First and foremost, you should request a business card from the FAA Safety Inspector or at the minimum, request the FAA Safety Inspector's name, FSDO name, FSDO manager's name, and phone number for future point of contact information. It is also important when handing the FAA Safety Inspector your pilot, medical and aircraft certificates that you tell him/her that "I am not surrendering these documents to you." EAA recommends you contact the EAA Legal Advisory Council for clarity.

Pilot (you) check - The FAA will be checking for:

- 1. Airman Certificate** - Is it the original certificate (not a copy) and does it contain the appropriate rating for the type of aircraft you are operating?
- 2. Airman Medical Certificate** - Is it the original certificate (not a copy) and is it current (Class I, II, III) for the type of flying (Commercial, Private, etc.) you are doing? If the FAA has issued you a Statement of Demonstrated Ability (SODA) - do you have it with you?
- 3. Pilot's logbook** - Pilots are not required to produce or carry their logbook(s). If the FAA Safety Inspector requests specific information, e.g., currency for carrying passengers, night flight, IFR flight, and the appropriate endorsements for specific flying - e.g., tail wheel, glider aerotow, complex aircraft operation, etc. (FAR 61.31) - you can copy those specific pages at a later time.

Note: In October 1996 the FCC eliminated the requirement for pilots to carry an FCC radio license

while flying in the US. This license is still required for international flying (check ICAO requirements for the country you will be flying into).

Aircraft (your steed) check - The FAA will be checking for:

- 1. Registration Certificate** - "N" number on the certificate must match the "N" number on the aircraft. Temporary registration (pink copy of application form) is only valid for 120 days.
- 2. Airworthiness Certificate** - "N" number on the certificate must match the "N" number on the aircraft. Same with the aircraft data plate. An experimental, limited, or restricted certificate must be accompanied by the aircraft operating limitations (original document - not a copy).
- 3. Aircraft Flight Manual (AFM)** - Required for type certificated aircraft. For other types of certificated aircraft check your operating limitations for requirements. Is the AFM current?

4. **Minimum equipment list (MEL)** - If the aircraft has a MEL, is all required equipment installed and operational (as appropriate)?
5. **Aircraft markings** - is the aircraft marked and placarded per the appropriate FAR?
6. **Weight & Balance** - For type certificated aircraft this is usually found in the AFM. For other types of certificated aircraft check your operating limitations for requirements.
7. **Aircraft Exterior** - The FAA Safety Inspector may check the general airworthiness of the aircraft's exterior - inspection would be similar to a preflight. He/she can visually look at the interior of the aircraft. If applicable, the ELT and the battery's expiration date will be inspected.
8. **Aircraft Interior** - The FAA Safety Inspector must get the aircraft owner's or operator's permission to enter the aircraft's interior for an in-depth "preflight" type of inspection. He/she will be checking for the general condition of the interior and the installed equipment.

Note: In October 1996 the FCC eliminated the requirement for aircraft operating VHF radios to have an FCC radio license while flying in the US. This license may still be required for international flying (check ICAO requirements for the country you will be flying into).

After the inspection, the FAA Safety Inspector will note any discrepancies and inform the owner and/or operator of the aircraft prior to his/her departure. Make sure you take good notes, as the FSDO usually follows up with a letter to ensure you have corrected the discrepancies.

May Chapter Meeting Minutes

The May, 2004 meeting of EAA Chapter 174 was called to order at 2:08 PM on May 16 by Vice President Todd Winemiller in the absence of President Tom Jenkins.

The April meeting minutes were approved as published in the newsletter.

Treasurer Phil Cady's financial report was accepted by the members. Phil also reported on the upcoming Young Eagles Day on June 5, stating that volunteers are needed in all areas that day.

Howard Wells reported on his inspection of an RV-9 at Hamilton Airport.

Young Builders chairman Brian Nickles reported that the composite rudder is finished and the group is ready to start on the Luscombe.

Lee Jewell reported on fly-out possibilities in the coming months.

Norm Beaudette talked about his deadlines for publishing in the newsletter. Norm also talked about the upcoming Sport Aviation Association convention scheduled in Urbana, IN in June.

The next Chapter 174 meeting will be the pancake breakfast on June 19 at Clermont County Airport. Volunteers are needed.

Guests Cheryl and Tom Popp were introduced and Cheryl, who is the chairperson for Blue Ash Airport Days on June 12 and 13, spoke about that event and asked for volunteers for the very well run event.

The meeting was adjourned at 2:35 PM. After a brief break the members in attendance enjoyed an inspiring presentation by Bill Fortney on "America From 500 Feet".

*Respectfully submitted,
Lee Jewell, Chapter Secretary.*

June Board Meeting Minutes

The June 2004 board meeting of EAA Chapter 174 was called to order by President Tom Jenkins at 7:07 PM on June 3 at Sporty's second floor.

Attendees included Tom, Todd Winemiller, Howard Wells, Dwayne Hensley, Norm Beaudette, Phil Cady and Lee Jewell.

With our Young Eagles Day just two days away, assignments were announced as follows:

Bob Porter will run things on the ground.

Howard Wells will give the pilot briefing.

Phil Cady will be air boss.

Norm Beaudette will be in charge of registration.

Don Reasoner will be asked to do the flight assignments.

Nine pilots have signed up to fly the Young Eagles.

It was decided by the board to NOT serve pancakes at the scheduled breakfast on June 19 due to the fact that all our cooking equipment is now stored away from the airport at various locations since we no longer have the hangar. Instead we will be serving donuts, rolls, bagels and cream cheese, orange juice and coffee.

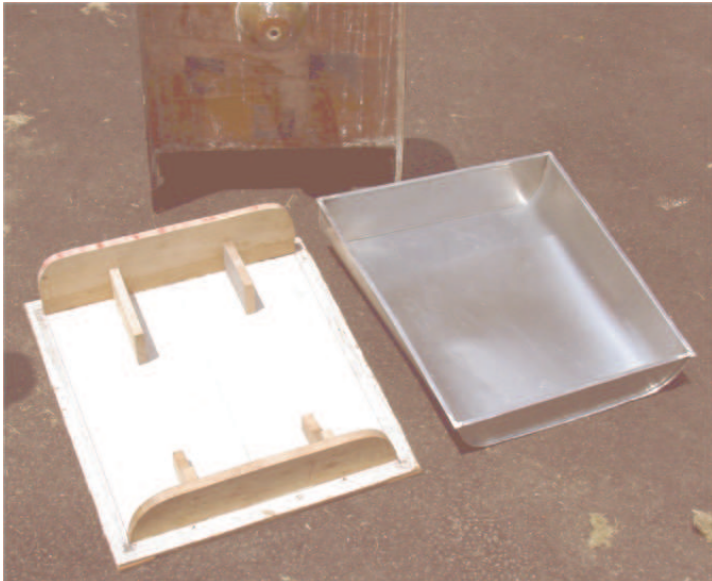
Discussion was begun on chapter elections, the September picnic, and the October chili fly-in.

The meeting was adjourned at 8:11 PM.

*Respectfully submitted,
Lee Jewell, Chapter Secretary*

Howard Wells to Discuss Fuel Tank Forming and Fabrication at the June Breakfast Meeting

Howard Wells has never been "inclined" to take it easy in his retirement. For the last month or so, he's been actively measuring, cutting, forming and welding an aluminum fuel tank to replace Tom Jenkins' leaky fiberglass unit from his VP-1 Volksplane. At this writing, Howard, with some welding help from John Mugavin, has completed most of the tank frame, as well as part of the drain sump. The photo below shows just how much has been completed.



The original fiberglass tank (top), hardwood form and partially completed aluminum tank.

At the June breakfast meeting, Howard will give a brief talk on the forming and fabrication process, including the construction of a hardwood forming frame, the use of slap bars for forming the aluminum and the particular type of welding used in bonding the aluminum. He'll also discuss how he plans to attach the filler neck, fuel gauge and drain sump to the unit.

Also on the agenda, Kevin Kinney will bring in his new 6-cylinder Rotax 3300 for a static demo. Kevin plans to use the engine in his Zodiac 601.

So come join us for donuts and coffee, and some stimulating plane talk!

Young Eagles Rally, June 5th



The chapter held its only formally scheduled Young Eagles rally for 2004 on June 5th. The weather was great and pilot and volunteer turnout was excellent. Unfortunately, Young Eagle turnout was very low. Phil Cady attributes the low turnout to the refusal of the 2 major local radio stations to air our public service announcements. Their excuse was that they did not want to conflict with announcements they were providing for Blue Ash airport days. Despite the low turnout, we were still able to fly 12 new Young Eagles, with the following pilot credits:

Gary Collins	2
Rich Dalgewicz	3
Kevin Gassert	2
Mike Hardy	1
Scott Hersha	1
Lee Jewell	1
Todd Winemiller	2

Doug Auxier and Eric Rood also showed up, but were not assigned any kids. The pilots took the occasion to organize an impromptu fly-out, and all headed to Hook Field in Middletown for lunch at Frisch's. The Chapter is indebted to all the pilots and volunteers who took time from their busy schedules to help out!



Gary Collins poses with Kevin and Lauren, who are all smiles after their Young Eagles flight.

Ohio Aerobatic Open Isn't

In last month's newsletter, we provided information on the Ohio Aerobatic Open, originally scheduled to be held at Bolton Field in Columbus, OH on June 24-27.

However, it was recently discovered that the website for the event (www.iac34.com) has posted that the event has been CANCELLED. The reason cited was additional insurance requirements demanded by the Airport Authority and Bolton Field Management above what the IAC chapter was able to afford. The event has been replaced by "Practice Days" on June 25-26 (10-5 both days). See www.iac34.com/page3.html for more.

Potential Chapter Program for October

Carl Pieper has arranged for Terry Hessler of Dayton to bring his replica Wright engine to the October meeting to discuss the engine and to actually run it. We hope to have more on this in the September newsletter.

Hangar Ownership Opportunity

From "ProAero Flyer". If you have ever desired to own your very own private hangar bay, this opportunity is for you! Con Air Storage, LLC, and Beckman Contracting have combined efforts to offer customers a chance to own a 52' x 50' hangar bay in a new hangar being constructed on the west side of corporate taxiway "B" at Hamilton / Butler County Airport. This new hangar will be 100' wide and 360' long to house 14 separate "square" bays (big enough for at least 2 single engine aircraft). Each of these bays will have insulated ceilings and outside walls, individual electric service, lights, and a 50' x 14' clear opening by-fold door (more options available).

We hope to begin construction by late summer so we can have it completed by this winter. We have been working with Butler County for over a year on all the details to bring this idea to reality. We have established a long term lease with the County for the land and we have all the accounting figures figured up for anyone interested. We only have 14 of these spaces available and several have already been reserved. Anyone interested in their own bay OR jointly owned bay should give Joe (896-9999) or Bob (604-9793) a call to discuss the details. We will be accepting \$1,000.00 deposits to reserve a space in this new hangar. The deposit is non-refundable unless the hangar construction is delayed past the end of this year.

We cannot begin construction until the Butler County Regional Airport constructs the new taxiway and installs the utilities. We are hopeful and confident that this will happen very soon. In the event that the funding doesn't come through for the taxiway construction, we will refund all deposits unless you

would like to keep your reservation in place for when the funding comes through. Don't let this one pass you by! There are very limited opportunities left like this at HAO. Give Joe or Bob a call today with any questions.

Submitted by Scott Hersha.

Wings Weekend, Thu-Sat, June 24-26

Three hours of dual flight instruction + one safety seminar within a year = a phase in the FAA's pilot proficiency program. That's the FAA's Wings program, and you can receive the dual instruction free of charge at this once-a-year event at Butler County Regional Airport, Hogan Field (HAO). You can even apply it towards your BFR (day of legal flight review is the day of completion of all dual and seminar requirements for the Wings phase – stickers will be available).

No reservations. Just show up. Here's the schedule (as of 6/8).

Flying Sessions:

Thu, 6/24: Arrive by 1:00 pm, fly 1:30 to 5:30 pm.
Fri, 6/25: Arrive by 8:30 am, fly 9:00 to 1:00 pm.
Arrive by 1:00 pm, fly 1:30 to 5:30 pm.
Sat, 6/26: Arrive by 8:30 am, fly 9:00 to 1:00 pm.
Arrive by 1:00 pm, fly 1:30 to 5:30 pm.

Seminars:

Thu, 6/24: 2:00 pm, *Simulation and Glass Cockpits for GA*, Bill Gant.
Fri, 6/25: 10:00 am, *Fuel Management*, Steve Thibodaux.
2:00 pm, *Instruments and Instrument System Failures*, Bill Gant.
Sat, 6/26: 10:00 am – 2:00 pm, *Operation Rain Check*, CVG's Eddie Albert gives a comprehensive, in-depth discussion of air traffic services and procedures. Valuable for both VFR and IFR pilots.

Banquet:

Saturday, 6/26, 6:30 pm.
Wings Weekend Hangar Buffet Dinner, with Dale Klapmeier, pilot, co-founder and executive vp of Cirrus Design. Topic: *Cirrus Aircraft and New Directions in General Aviation*. No reservations, nominal charge. For the latest information, go to <http://www.butlercountyregionalairport.org>.

For more details, call the "Wings Hotline" at 513-648-2222, or call Martha Lunken at 513-979-6434 or (best) email Martha at martha.lunken@faa.gov.

Hangar Flying

with Stu Faber

June, 2004



FROM GENERAL AVIATION NEWS, 30 Apr 04:

GOOD NEWS. The Aeronca Aviators Club is reborn. It is backed by the Bellanca-Champion Club and will publish a quarterly news letter first issue July. Web site – aeronca.org. They expect regional fly-ins in the future.

THEY WORK. Two Sircus SR20 planes have used their Ballistic Recovery Systems parachutes to make safe landings from in flight emergencies due to bad weather. All 5 people escaped any injury.

AUTO GAS ENGINE. Superior Air Parts of Coppell TX has received a type Certificate for its P360 engine to run on unleaded auto gas delivering 180 hp. Should be available by end of year.

UPCOMING ENGINES. An article on a number of new engines in the works most aimed at solving the no avgas problems. Also on supercharging. Interesting.

BAD NEWS. Cessna has asked FAA to issue an AD on about 1500 Cessna models 401 thru 414A for an inspection of the wing spars. Takes nearly 500 man hours and could cost around \$70,000. That is more than most are worth. They are also looking at other older models which are beyond their expected lives.

REAL FAST. Powered by a scram jet, NASA's X-43A reached mach 7 at about 100,000 ft, the fastest an air breathing aircraft has reached. The previous record was mach 3 plus. A Pegasus rocket powered it to 95,000 ft. After release it accelerated under its own power. A mach 10 flight is planned for next fall.

OPPORTUNITY? The AEHS or Aircraft Engine Historical Society is having its convention in Rantoul IL, July 22-25. Write AEHS, P.O. Box 278 Brownsboro AL or history@enginehistory.org.

FROM AIR & SPACE, May 04:

A KC-135 has been converted to carry water. The boom is equipped with a giant shower head and it is used to test icing problems on following aircraft.

IN 1960, after a crosswind landing, a Navy Lt. wondered if a banked circular runway could be used so that planes could land and takeoff into any wind direction. He designed a 300 ft. wide and 32,000 ft circumference circle. The increasing bank would accommodate various speeds. Since it was too costly to build as an experiment the GM auto test track was used. The idea worked well but was never adopted. Sounds like fun.

IN 1966 a search for an early stealth recon plane resulted in Lockheed adapting a dozen or so Schweitzer 2-32 gliders. There were several configurations. To keep the single center wheel, the engine was mounted behind and above the pilot with a drive shaft running forward to a propeller mounted on a pylon. The 6-blade Prop was geared to a speed of about 800 rpm to quiet it. Plus other sound proofing was used. Other configurations were used including one with a nose engine and conventional landing gear. There are several at the Army Air Museum at Ft. Rucker AL. They were not on display several years ago. I saw one at the Pima Museum at Tucson AZ. I once owned a 2-32 glider.

NASA uses 4 Gulfstream IIs to train astronauts in flying the very steep approaches of the Space Shuttle. Powerful thrust reversers are installed to slow the approach. Recently one lost a reverser in flight and all 4 were grounded until they could be reinforced. The space shuttle pilots are the ultimate glider pilots.

John Shearer, a former airline pilot, has a Boeing 727-200 with which he puts on a flight routine and/or static display for air shows. It is also available for other events including cocktail parties and dinners. Most of the rest of the 727s haul freight.

BOOKS. From the Public Library: *WINGS FOR THE NAVY*. Also the Naval Institute. It is the history of the Naval Aircraft Factory. Quite interesting so far. I had no idea the Factory developed so many planes. Few were produced in quantity.

Huffmann Prairie Chapter AAHS member Bob Louderback has loaded me with a number of books discarded by the Library. He plans to give them to Wright State U. Archives when I finish. Watch for future comments.



Upcoming Events of Interest to Chapter Members

- **June 17-20, Thu-Sun. 12th National Aeronca Association Convention, Middletown, OH.** Call 309-853-8141.
- **174 June 19, Sat. Chapter Meeting and "Continental" Breakfast Fly-In.** Old Terminal Building, Clermont County Airport, 9:00 - 10:00 am.
- **FAA June 19, Sat. Operation Rain Check.** Clermont County Airport, 12:00 pm.
- **June 20, Sun. Father's Day Fly-In,** Connersville, IN. Call 765-827-3040.
- **June 21-24, Mon-Thu. Short Wing Piper Club National Convention,** Sault Ste. Marie Municipal Airport (ANJ), Sault Ste. Marie, MI.
- **FAA June 24-26, Thu-Sat. Wings Weekend 2004.** Earn your FAA pilot proficiency wings. Get up to 3 hours free dual flight instruction in one day. Free seminars, displays, gala banquet. Butler County Regional Airport, Hogan Field, Hamilton, OH.
- **June 26, Sat. Plane Fun 2004,** Bowling Green, OH. Call 419-666-0503.
- **FAA June 19, Sat. Operation Rain Check.** 2829 E. Airport Road, Dayton Airport, 10:00 am.
- **CANCELLED: June 26-27, Sat-Sun. Ohio Aerobatic Open,** Bolton Field (TZR), Columbus, OH.
- **July 17-18, Sat-Sun.** Dayton Air Show, Dayton International Airport, Dayton, OH.
- **174 July 18, Sun. Chapter Meeting.** Old Terminal Building, Clermont County Airport, 2:00 pm.
- **July 27-Aug 2, Tue-Mon. EAA AirVenture 2004,** Whitman Field, Oshkosh, WI.
- **August 27-29, Fri-Sun. EAA Mid-Eastern Regional Fly-In, 2004 (MERFI),** Marion Municipal Airport (MNN), Marion, OH.

Next Chapter Meeting **"Continental" Breakfast!** Saturday, June 19th, 2004, 9:00 AM



PLEASE NOTE !!! The next meeting is a Saturday Breakfast Meeting!

Program:

Howard Wells will give a brief talk on
"Forming and Fabricating a Replacement Aluminum Fuel Tank"
Old and new fuel tanks will be on display.

Kevin Kinney will also bring along his new 6-cylinder Rotax 3300 for a static demo!

Old Terminal Building, Clermont County Airport
All aviation enthusiasts welcome!
