

Experimental Aircraft Association



Chapter 174

Cincinnati, OH
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<< Next Mtg: Sun, Mar 20, 2:00 PM, Hawk Building >>

March, 2005

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Upcoming Events of Interest to Chapter Members

- **FAA Mar 19, Sat. Award Dinner: Award Presentations and Aviation History Program.** Speakers: Walt Davis, Dan Patterson, Amanda and Steven Wright. Social hour, 6:30 pm. Dinner (nominal charge), 7 pm. Award presentations, 7:30 pm. Program by Dan Patterson, 8 pm. Lebanon - Warren County Airport (I68), Lebanon, OH 45036. Call 513-932-7966 for details. (Can register online.)
- **174 Mar 20, Sun. Chapter 174 Meeting.** Hawk Building, Clermont County Airport, 2:00 pm.
- **FAA Mar 23, Wed. FAA Composite Safety Seminar: Composite material applications in general aviation aircraft.** Lou Luedtke of Dayton's National Composite Center and Gary Chafin of Hartzell Propeller on composite applications in aviation. See the USU Composite Wright Flyer and hear how this project which began in Utah found a home in Lebanon, Ohio. Commander Aero, Inc., 10600 Springboro Pike, Miamisburg, OH 45342. Call 513-979-6434 for details.
- **FAA Mar 28, Mon. Safety Seminar: Getting More from Aeronautical Charts.** Richard Neher of the FAA's National Charting Office describes the wide range of publications available for IFR and VFR

- flights. Find out plans for new charting products and learn how to submit suggestions, data and changes to chartmakers. Sportys, Clermont County Airport (I69), Batavia, OH, 7:00 pm.
- **Apr 12-18, Tue-Mon. Sun 'n Fun 2005,** Lakeland, FL.
- **Apr 23, Sat. 2nd Annual Mike's Hangar Spring Pork Loin Burn and Fly-In.** Breakfast - pancakes, eggs and coffee - starts at 6:00 am. Lunch - gourmet pork loin sandwiches. Airplane rides and "Concours d'Elegance" for the cleanest airplane. (Judges can and should be bribed). Expect a gathering of Swift's, Tiger Moth's, Waco's, Pitts, RV's, and most other Antique and Classic aircraft. For overnigher's, camping is OK, or a motel. Evening activities are planned. Aircraft parking on the west end of the ramp. Rain date, April 24th. Columbus Municipal Airport (BAK), Columbus, IN.
- **Jun 4, Sat. Chapter 174 Young Eagles Rally.** Clermont County Airport.



Next Chapter Meeting
Sunday, March 20th, 2005, 2:00 PM

Program To Be Determined
(not set at press time)

and General Discussion About Member Projects
Hawk Building, Clermont County Airport, Batavia, OH

Hangar Flying

with Stu Faber

March, 2005

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WRIGHT FLYER REPLICA. A flyable replica has come to the Dayton area. It was a project built by the University of Utah and now displayed at the Warren County Airport. An experienced pilot is coming here to train several local pilots so demonstrations can be flown. I believe on some occasions they can even take a passenger. Warren Co. Airport is on Greentree Rd. north east of Lebanon. Greentree runs off of either St. Route 123 or 741 just South of Red Lion.

XMAS STORY. About 3 years ago I sent out a loud and clear hint that I wanted a copy of *The Complete Encyclopedia of World Aircraft*. My hint was heard! It includes pictures and specifications as well as descriptions of variations of most from 1903 to 1997 when it was published by Barnes and Noble. I have found it a very useful handy reference source.

The Cincinnati Enquirer of 13 Feb 05 carried an article on the problems the new A-380 is creating as it is too heavy and big for most airports. Using the above book I found these statistics.

Type	Span	Gross#	Type	Span	Gross#	Type	Span	Gross#	Type	Span	Gross#
B-17	103'	66K	B-24	110'	70K	C-5A	222'	770K	AN-225	290'	350K (Russian)
B-29	141'	124K	B-52	185'	488K	C-130	132'	175K	AIRBUS-380	262'	1,200K
747	195'	377K	777	199'	298K	C-141	159'	345K			

UNUSUAL ACCIDENT. Anyone who has been interested in airplanes has heard the horrible stories about people being sucked out through an open rivet hole when a high altitude plane depressurized suddenly. A recent TV show described an L-1011 accident when a door popped open and as the passenger cabin de-pressurized the air trapped under the deck forced the deck up to collapse the whole plane and cause a crash. Investigations showed that it may have happened several times causing major accidents which might have been no more than incidents with a pressure relief system. Reliefs were installed.

CRASH PROTECTION. A study of race car crashes where the driver's body was well restrained showed that the head and helmet snapped forward causing the driver's head to separate from his spine. Or if the helmet was tethered tight, the head impacted inside of the helmet. If the helmet was tethered to a panel which ran from well below the shoulders to as high as the top of the head so that in a crash the body surging slightly ahead against the body harness allowed the "Crash" panel to act as a sort of shock absorber preventing the full whip action.

Most small airplanes seldom reach the 200 MPH speeds of race cars but a similar device might not be a bad idea flying off test hours on a home built plane.

THE BEAUTIFUL PBY. If you can visualize a PB5 you are no doubt wondering "what has got into him"? Well, as they say beauty is in the eye of the beholder and I believe a lot of air crew who were fished out of the cold water have a soft spot for the old girls. I have never flown in one but I was aware of the job they were doing in WW II Alaska. The Navy PBY pilots claimed the sea birds rode on their wings when it got too bad to fly as the PBYs went anyway. They were slow and poorly armed but had great range. That made them great patrol planes but as Alaska had few airfields and lots of water they became transports and often combat bombers. Ships known as Seaplane Tenders would anchor in a sheltered harbor somewhere and service the planes from there. The PBYs carried a work stand that could be hung on the side of the nacelle while mechanics serviced the engines and watched for incoming enemy. On patrol they carried underwing bombs, depth charges, and/or torpedoes. They escorted convoys and patrolled for subs although they only got credit for a few sinkings. In the Aleutians they did everything including radar bombing and sea rescues. Some even tried dive bombing and one tore his wings off that way. In the South Pacific sea and island rescue role was more important. One time a Royal Netherlands Navy PBY rescued 87 from a torpedoed ship in one trip! Where did they put them?

Consolidated built one of a more conventional looking prototype flying boat but it was designed on the R-3350 engines required for B-29s and was never built. However it used the Davis wing which went on to give the B-24 its altitude and range. During the Pearl Harbor attack nearly all PBYs were put out of action but ground crews dipped their Sunday whites in coffee for camouflage, and mounted machine guns from wrecked planes in benches to shoot down several attacking planes.