

# Experimental Aircraft Association



# TALESPINNERS

## Chapter 174

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

Vol. 39, No. 4

<< Next Mtg: Sun, Apr 24, 2:00 PM, Warbird Museum >>

April, 2005

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## Members' Logbook

### "Why" – The Three Letter Word by Robert Porter

I was taking a statement from a witness of a three fatal accident in northeastern Ohio when he asked me why pilots fail to use the rule that four times the temperature dew point spread indicates how low the ceiling can come. In this particular case it may have saved three peoples' lives, including an eleven-year old girl. In the accident we were discussing, the 72-year-old female VFR pilot took off and entered a rapidly forming fog deck at approximately 400 feet AGL. Immediately prior to her taxing, an AWOS located eight miles to the northwest was calling 3700 overcast with seven miles visibility.

After the aircraft disappeared into the cloud, the eyewitness, along with two others (all pilots), heard the aircraft sound like it was turning back towards the airport. They watched in horror as the plane dove out of the cloud base in a right wing down knife-edge attitude, slammed into the ground and broke into pieces. All three occupants were killed instantly.

His question of "why" got me thinking about so many scenarios that lead to accidents that I see every year. And I started asking myself, "Why?" Why do pilots stretch fuel reserves and crash three miles from the airport? Why do VFR pilots fly into IMC at night with six people on board and slam into the side of a hill in southeastern Kentucky? Why does a helicopter pilot with four passengers fly so low over a river basin that he hits a power line 37 feet above the ground killing two and critically injuring three? Why would a pilot fly along side of a car on an open road, cross in front of the car, hit a power line and eject his passenger through the top of the fabric covered aircraft critically injuring him?

Why do pilots land with the gear up? Why do pilots with amphibious floats land on water with the gear down? Why do pilots start the engine with the tow

bar attached? Why do pilots take off with doors open or cowlings unlatched (I did that)? Why do pilots attempt to land in strong, gusty crosswinds when they have not flown for three months? Why do pilots take off without calling a Flight Service Station?

Some people may answer these questions by simply stating they are accidents. Webster defines an accident in part as, "1. a happening that is not expected, foreseen, or intended." Of all of the above "why" questions, how many fit this definition? Depending on the action (or lack of) taken by the pilot, each could have been foreseen and expected. Of all the "accidents" that I investigate, very few are true accidents.

I suppose the more sociologically or philosophically minded among us might say that the answer to "why" lies deep within the complexities of a person's psyche. But I think Bill Cosby gave a great example of stating the obvious when he answered the deep question of, "Why is there air?": "To fill up footballs and basketballs!"

While I do not have the deep answers of why or how pilots arrive at bad decisions that lead to bad

endings, I believe there is a simple way to help avoid them. Answer the question of “why” *before* a decision instead of *after*.

For example, a pilot is flying along and asks himself, “Why have I selected this destination for my landing?” If he or she can answer honestly by saying, “Because I know that I figured the distance against my fuel quantity, fuel consumption and weather and I will land with X number of gallons in the tanks,” he or she will not run out of gas.

The VFR pilot flying at night over Kentucky asks himself, “Why am I making this trip now?” If the answer is because he is rested, current at night flying, familiar with the aircraft, the weather is as predicted and continues to be VFR, he knows the terrain and is high enough to clear the highest ridge, is using flight following and is in constant contact with ATC, he is not going to hit the hillside.

This simple process can work in any situation. How does a pilot know he is not going to land gear up? He should ask himself, “Why am I ready to land?” If the answer is because he read the pre-landing checklist and/or executed (at a minimum) a “GUMP” check, he has confirmed that the undercarriage is down.

What about the tow bar scenario (the most common prop strike we investigate)? A pilot asks himself, “Why am I ready to start the engine?” If the answer is because he did a thorough walk around inspection, he made no changes after doing the walk around and he performed the pre-start checklist, the propeller will be safe.

Let’s take one more. What about the pilot landing in a strong crosswind? She might ask, “Why am I making this landing?” If the answer is because she flies regularly, has recently practiced similar crosswind landings with a CFI, she knows the crosswind component of the aircraft, has an exit strategy in place and is confident in her skills, chances are high that the landing will be safe or she will make the decision to abort it.

Remember as a kid when your parents caught you in a wrongdoing and asked you why you did it? What was your answer? Because. Nothing after the “because.” Just because.

The next time you go aviating, make sure the “because” affirmatively answers the question, “why” and chances are you will not run out of fuel, hit a

hillside in the dark or catapult the tow bar across the ramp.

*Bob Porter is an accident investigator for CTC Services Aviation. A former Chapter 174 president and vice-president, Bob actively participates in the Chapter’s Young Eagles rallies. - Ed.*

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## February Chapter Meeting Minutes (2/20/05)

- Todd Winemiller called to order and led the pledge of allegiance.
- Dave Roberts motioned acceptance of the January minutes as published. Seconded by Mark Neubauer, vote passed.
- No treasurer activity.
- No tech inspections this month.
- Young Eagles are working on the horizontal stabilizer, looking for Luscombe engine mount & cylinders.
- Norm sent unpaid invoices to 83 members, with 12 responses. Covered upcoming events.
- No library activity.
- Todd called for volunteers for library cleanup. We received the Tri-Motor check for \$950. Noted Young Eagles date set for 6/4/5.
- No new business.
- Motion to adjourn by Dave Roberts, seconded by Ray Kneipp Jr

*Kevin Kinney, Chapter 174 Secretary*

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## March Chapter Meeting Minutes (3/20/05)

- Todd Winemiller called to order and led the pledge of allegiance.
- Reading of minutes, motion to accept by Lee Jewell, second by Mark Webb.
- Phil gave treasurers report. Spoke on Young Eagles plans which include Howard & Gary speaking at Withrow & at de Sales. This will tie in with the a Young Eagles flight.
- Gary inspected Don Elliot’s RV-9A.
- Howard is looking for non-flying Luscombe parts.
- Norm says a total of 15 members responded to the reminder mailing. The second Tuesday of

the month will be the deadline for newsletter articles.

- No library report.
- Lee Jewell discussed flyout possibilities including Portsmouth, Grimes, Eagle Creek & Mike's Hangar.
- Todd spoke on behalf of Kathy on social & fundraising. Requested help in sanding / staining / varnishing thank you plaques.
- Signups distributed for Pancake breakfast, 6/19, Blue Ash Airport Days, 6/11&12, Clermont county open house, 5/14.
- Old business:
  - Phil asked for the status of the bylaw review, no update.
  - Todd covered FAA Flt docs have the possibility of allowing 10 on-the-spot special issuances. Mentioned the T-34 AD and it's relevance to GA as a whole.
- New Business:
  - Todd mentioned the possibility of event uniforms.
- Motion to adjourn.

*Kevin Kinney, Chapter 174 Secretary*

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### **Open Workshop: Neil's Zenith Zodiac 601XL Saturday April 30, 08:00am - 12:30pm**

Neil Hulin and his wife Janelle will be hosting an *Open Workshop* at their home. Coffee and donuts provided. All members and their friends welcome (including kids). Drop by for a few minutes to say 'hi', or stay a few hours.

Designed by aeronautical engineer Chris Heintz, the Zenith Zodiac is an all-metal, two place, low-wing kit aircraft that can be built to comply with the new Light Sport Aircraft specification. Construction is almost entirely by pulled Textron-Avex aviation rivets and the design accepts a number of popular aircraft and automotive conversion engines.

The Open Workshop will be at:

\*\*\*\*\* **Drive, Cincinnati**

From I-275, take \*\*\*\*\*. Call 513-\*\*\*-\*\*\*\* for assistance or information.

### **April Meeting – Private Tour of the New Warbird Museum!**

Members of Chapter 174 will be treated to a special private tour of the new Tri-State Warbird Museum at the next Chapter meeting, on April 24th.

Meet at the museum instead of the Hawk building, at 2:00 PM sharp. Tour will begin at 2:15 PM.

#### *Directions to the Museum:*

From the Old Terminal Building parking lot, turn right onto Taylor Rd. (towards the Hawk Bldg.), then first right onto Armstrong Blvd, 2<sup>nd</sup> right onto Glenn Parkway, right onto Borman Drive, to museum parking lot.

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### **Young Eagles Rally – April 30<sup>th</sup>. Volunteers Needed**

Phil Cady has scheduled a special Young Eagles Rally for the 6<sup>th</sup> and 7<sup>th</sup> grade students of St. Francis de Sales elementary school of Walnut Hills, on Saturday, April 30<sup>th</sup>. The students will be treated to a class on aviation, to be given by Gary Collins on Monday, the 18<sup>th</sup> of April, and an Eagle flight on the 30<sup>th</sup> of April.

Volunteer pilots and ground crew are needed for the 30<sup>th</sup>. About 45 students are expected to participate in the rally, which will be scheduled for either late morning or early afternoon (to give volunteers a chance to visit Neil Hulin's Open Workshop before the rally). Pilots should call Phil at 513-\*\*\*-\*\*\*\*.

Our web site will also have a special page for volunteers to use to sign up. Please check it out at [www.eaa174.org](http://www.eaa174.org).

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### **MERFI Back on Track**

The Mid Eastern Regional Fly In at Marion Municipal Airport, Marion Ohio is scheduled for August 26-28. Organizers intend to do things a bit differently this year, in the hope of making the fly-in a bit more distinctive. For example, they'll start each day with a pancake breakfast, have commercial vendors, and will not charge pilots to set up to sell airplane parts.

A meeting is scheduled for Sunday, April 24<sup>th</sup> at 1:30 pm at the Marion Airport for anyone interested in volunteering at the fly in.

## Web Site of the Month

Check out

<http://162.58.35.241/acdatabase/acmain.htm> ,

the FAA's Aircraft Registration Inquiry site. With just an N-number or registration number, you can search for information on just about any aircraft in the US. Did you know there are 10,757 aircraft registered in the state of Ohio? Want a listing of all aircraft registered in Clermont County? Click State and County, then enter Ohio, followed by Clermont County in the location lists. It's all there!

*Recommended by Stu Faber*

## Roster Changes

Please make the following changes/additions to your Chapter roster:

### Scott Spencer (new member)

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Verona, KY 41092

Home tel: \*\*\*\*\*

Cell phone: \*\*\*\*\*

email: \*\*\*\*\*

Project: RV-9A

Skills: CFI – I – ME

### Kathie Doyle

Home tel: \*\*\*\*\*

Work tel: remove

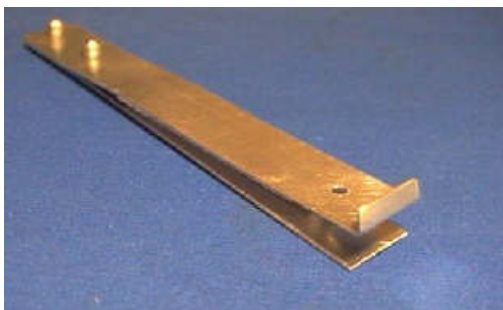
Cell phone: \*\*\*\*\*

email: \*\*\*\*\*

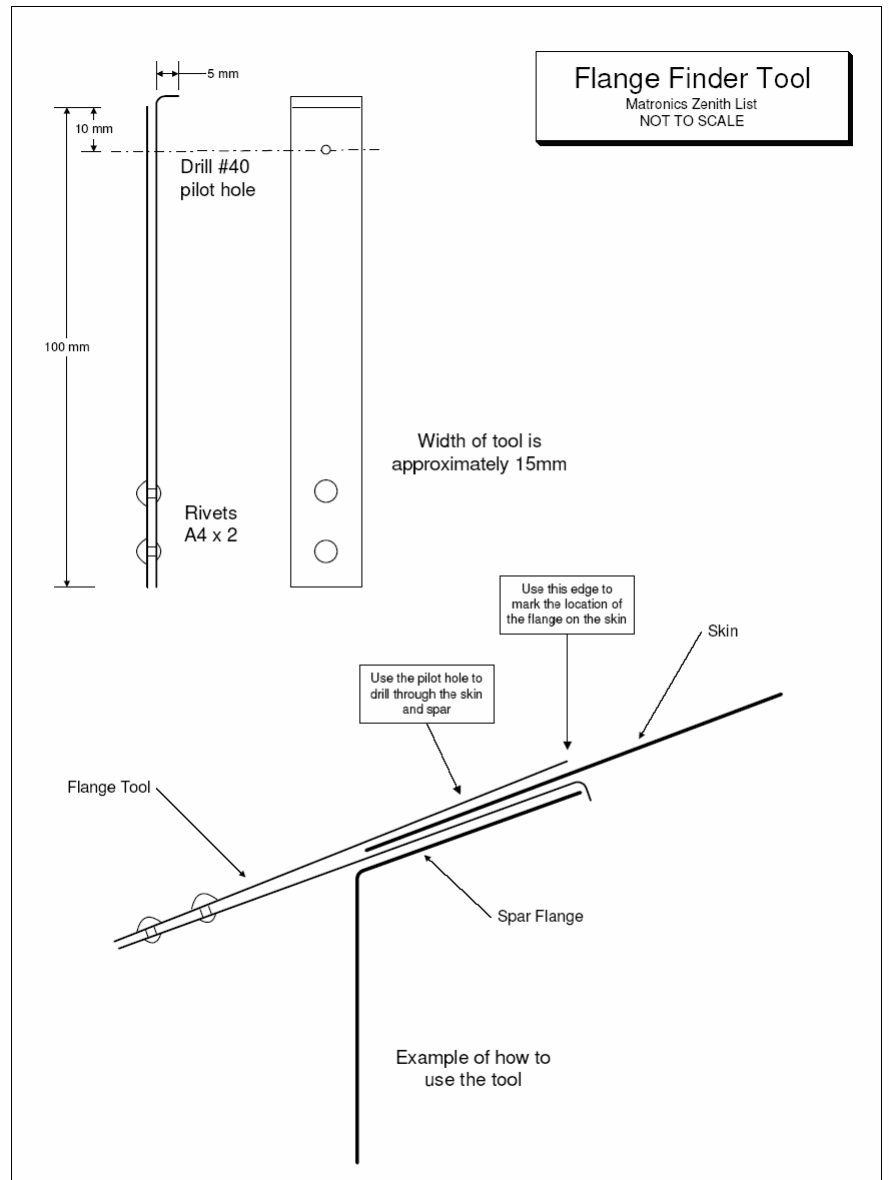


## Flange Finder

This tool comes in handy in many situations and can be used in a variety of applications. The hook side goes under the top skin and rests against the hidden edge of the bottom skin or flange. Measure and mark the rivet pitch on the outside skin then simply slide the flange finder tool along the flange and use the pilot hole as a drill guide. Very quick and accurate.



This is NOT an original idea. It is quite clearly based on the well known rivet duplicator which was published in one of Tony Bingelis's books. *by Neil Hulin*



# Hangar Flying

with Stu Faber

April, 2005

[stuartlfaber@msn.com](mailto:stuartlfaber@msn.com)



**FIRE EXTINGUISHER?** While reading through about 25 pages of 15 year old transcripts of interviews with people connected with the Mt. Healthy Airport I came across a story which is similar to my first remembered piece of aviation lore. It must have been in the late 1920s that I heard it from my uncle, who was a Navy pilot at the time. The incident in question concerns what was then a common kind of fire extinguisher often carried in early planes etc. They were small brass cylinders about the size of the small dry powder extinguishers so common now. They were filled with "Pyrene", which is carbon tetrachloride. It weighs about twice as much as water and also gives off a poison gas when heated. It was widely sold as a cleaner around the house.

As several of the interviews told it, an instructor from Mt. Healthy Airport was in an American Eagle plane with a student in the back seat. About a mile east of the airport on final the student got too low, pulled up, stalled the plane and froze on the controls. The instructor could not take control so he turned and struck the student with the fire extinguisher. Too late, they spun and crashed, killing both. As my uncle told it the fire extinguishers were often used in similar circumstances. Mt. Healthy Airport was then what is now Northgate Mall.

**AUTO GAS?** Motorwatch.com points out that oil prices are causing some refiners to add as much as 20% alcohol to some brands of auto gas. This can reduce auto mileage and cause other problems. How will planes run? Howard Wells has demonstrated a simple test to see how much alcohol is in gas.

**FIRST PILOTS!** No doubt the Wrights were the first to truly understand how an airplane flew. They noticed what the control surfaces really did with possibly one exception. If you look at pictures of early experiments it looks like most inventors were trying to use boat technology with a rudder to level turn and natural lateral stability. Few saw that it was banking the wings that caused the turn. However the canard elevator caused considerable instability. The elevator in front added lift and reduced drag, but as the angle of attack increased the nose rose quickly, further increasing the elevator's angle of attack making it necessary to very quickly adjust or over control and stall. If it had not been that the Wrights had learned to fly the gliders, even they may not have been able to fly the first power flights successfully. Only they could have done it. They were real pilots.

**BELIEVE IT OR NOT.** It is claimed that an Indianapolis race car at high speed exerts enough aerodynamic down pressure that it could run upside down on a ceiling without falling off. Long ceiling!

**LASER DANGER.** It appears that night flying pilots are at increasing risk for being blinded by laser beams from the ground. It is claimed that the beam from a 5 milliwatt laser pointer (like used by speakers) can shine as far as 5 miles. The eye is 50 times more sensitive to green than red. The military is equipping pilots with goggles costing over \$300.

For fear of suggesting it to someone, I hesitate to speculate if auto drivers should worry about driving under bridges and overpasses? Probably.

**BOOK REPORT.** *Song of the Sky*, by Guy Murchie. I find that reading older books I understand better if I know when they were written. This one was published in 1954, which explains much of what he wrote about. In a way it is a strange book as the author writes about current technology, physics, astronomy, weather, meteorology, beauty, experiences, and philosophy. He was a navigator on inter-continental flights in 4 engine propeller planes for the airlines. He loved flying and as navigator had long spells in the air with little to do except write several books.

At the time there were almost no electronic navigation aids so his job was vital. He speculated about what could be and was right about some and way off on others. At one point he mentioned how aviation was progressing and that the government was having to pay up to \$1,000,000 for a new bomber. He went into a good bit of technical detail which is known to most persons with an interest in aviation, but also discussed such things as the physics of rainbows and other light displays. He told about a navigator friend who was lost over England in zero-zero conditions. When they finally found a place to land one engine ran out of gas early on approach, the second on final, the third as they touched down, and the fourth before they could get parked.

The author mentioned that he knew and liked Juan Trippe who was one of the pioneers of international air travel but who also stepped on a lot of toes to build Pan Am and tried to monopolize all commercial aviation. Trippe was hated by many. The book is interesting but has some slow spots.

## Upcoming Events of Interest to Chapter Members

- **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.
- **Apr 23-24, Sat-Sun. First Annual BAC East Fly-In.** Beech Aero Club fly-in and banquet. Dayton Wright Bros. Airport (MGY), Dayton, OH.
- **174** **Apr 24, Sun. Chapter 174 Meeting.** Tri-State Warbird Museum, Clermont County Airport, 2:00 pm.
- **Apr 30, Sat. Open Workshop.** Hulin residence, 8:00 am – 12:30 pm.
- **Apr 30, Sat. Young Eagles Rally.** Rally for students of St. Francis de Sales elementary school, Walnut Hills. Clermont County Airport, time to be determined.
- **May 7, Sat. USAF Museum: Band of Flight - Armed Forces Day Concert.** USAF Museum, Wright Patterson AFB, 7:30 pm.
- **May 12, Thu. Safety Seminar: Survival, Part II and OANG Collision Avoidance Briefing.** FAA Inspector Mike Millard presents Part II of his awesome "Survival" briefing. This deals with warm weather survival. The Ohio Air National Guard 178th Fighter Squadron explains their mission and gives important information about collision avoidance procedures. Sunbird Aviation, 1251 West Blee Rd Hangar, Springfield, OH, 7:00 pm.
- **Jun 4, Sat. Chapter 174 Young Eagles Rally.** Clermont County Airport.



**Next Chapter Meeting**  
Sunday, April 24<sup>th</sup>, 2005, 2:00 PM

# Tri-State Warbird Museum Tour

*Meet Directly at the Warbird Museum*

*Clermont County Airport  
Batavia, OH*

*See notice inside for directions to the museum.*