

Experimental Aircraft Association



TALESPINNERS

Chapter 174

Cincinnati, OH
Chartered since 1966
www.eaa174.org

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<< Next Mtg: Sun, Dec 11, 1:00 PM, Hawk Building >>

December, 2005

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Builders Logbook

“Neuborn” GlaStar!

by Norm Beaudette, staff reporter

With only about 10 hours of flight time under its wings, Mark Neubauer's just-completed GlaStar stole the show at the November chapter meeting. Mark gave a brief presentation on some of the GlaStar's characteristics, which include a composite fuselage, chromoly steel-tube cage, aluminum wings and control surfaces, 160+ mph cruise, 49 mph stall at gross, and take-off and landing rolls of under 400 ft at gross!

Mark fitted a Superior XP-360 engine under his airplane's cowling. The engine, which is designated experimental, was assembled by Mark himself over a three day course offered by the manufacturer. The great advantage to this approach isn't to save money (you don't save any) but to gain insight and experience with the engine's structure and assembly. The engine's nameplate even has Mark's name on it as the manufacturer. The 3-day assembly classes are quite intensive – only 2 people per class, and they're only offered once a month.

Mark's GlaStar offers quite a few attractive features, including the ability to run on premium auto fuel right from the get go, as well as wings that can be folded back to allow the entire airframe to fit within an 8 foot wide trailer space. The high wing and two doors on the airframe were also significant points in Mark's decision to build the GlaStar. The aircraft's side windows also bulge out, providing a little extra breathing space in an already wide cabin. (The Glasair website says it's wider than a Cessna 182!)

The panel sports a PC Flight Systems EFIS and lots of additional glass. The electrical system uses a spiral cell battery and dual alternators, a start enable switch, and a separate battery for starting. Many of the avionic components were purchased through Sarasota Avionics, whose prices Mark feels are quite

competitive. For much of the electrical work, Mark referred to Bob Nuckolls' book on aircraft electrical systems, "The AeroElectric Connection" (available at www.aeroelectric.com).



Neubauer GlaStar N875ED

To complete his project, Mark painted the entire fuselage white and added a pre-fab set of "decals" for a very sharp design. The decals were chosen from a catalog of designs, and are shipped pre-cut, ready to be rolled on. During application, each decal is treated with a solution that allows it to be moved

and repositioned to just the right spot before setting. When positioned, the decal is coated with a second solution to fix it in place and protect it.



The GlaStar's Panel

Mark is a professional engineer living in Maineville, OH. He joined EAA in 1994 and has been a Chapter 174 member since 2000. We're hoping Mark will provide a detailed account of his building experiences in a future article.



A Handsome Aircraft and Its Proud Builder

The day's program included a video presentation by Russ Mintkenbaugh and Gary Collins on their recent Corvair College experience. Steve Gordon brought in a Corvair block for examination.

For more on the GlaStar and other Glasair aircraft, visit the New Glasair website, at www.newglasair.com.

For information on the Superior XP-360 engine, check out www.superiorairparts.com/xp360.asp and www.xp-360.com.

Visit www.aeroelectric.com for details on how to obtain a copy of "The AeroElectric Connection", by Bob Nuckolls.

Holiday Party

by Pete Eide

The Chapter Holiday Party will be held on Sunday, December 11th at 1:00 pm at the Hawk Building.

The Chapter will provide the meat, potatoes, bread and drinks with the side dishes, i.e. salads, desserts, etc. to be provided by individual members.

I have a list started so that hopefully we don't wind up with 37 chocolate cakes and 2 bags of chips. Give me a call with what you want to provide, so we can make an attempt to get some balance to our menu.

If I'm not home, which I seldom am, leave a message and I'll call you back (513-451-6218).

Kathie Doyle is coordinating decorations and door prizes, so if you would like to lend a hand, give her a call.

Calling All Cooks, Bakers and those who enjoy Delicious Homemade Treats!

We're having a HOLIDAY BAKE SALE
at the EAA 174 Christmas and Holiday Party!

Bake Only Once this season and bring those holiday
treats on the 11th..... then buy the rest of your
Holiday Goodies from us!!!

Sunday, December 11th at 1pm
Hawk Bldg., Clermont Co. Airport

We're seeking your best holiday treats
for the bake sale
and your favorite dish for the potluck.

Looking forward to seeing you, your family and
guests on the 11th!

Questions? Kathie Doyle 513-661-5673

November Meeting Minutes - 11/20/05

- Todd called the meeting to order at 2:00 pm and led the group in the Pledge of Allegiance.
- Minutes of the previous meeting were presented and accepted.
- Norm presented the roster of paid members for corrections.
- New member, Steve Evans, was introduced and welcomed by the group.
- The Financial Report was accepted as presented by Phil Cady.
- Kathie Doyle reported for the Fund Raising Committee. The Chapter is on the short list for a Tri-Motor stop in 2006 with final decisions to be announced early in 2006.
- Phil Cady reported that Young Eagles scheduling and planning will begin in January.
- Gary Collins reported the tech counselors conducted one inspection in the past month.
- Don Reasoner announced a scheduled meeting of the Young Builders Group for the 28th of November. He also issued a call for tools, either donated or loaned for the project as well as any Luscombe parts, manuals, etc.
- Norm Beaudette issued thanks for previous articles and informed the group that the deadline for the next newsletter is November 26th.
- Lee Jewell presented several options for the next fly-out and the Pheasant Farm was selected.
- A secret ballot election for chapter officers was conducted. Gary Collins was elected Vice-President; Kevin Kinney, Secretary; and Phil Cady, Treasurer.
- There being no new business introduced, the meeting was adjourned.

Pete Eide for Kevin Kinney, Secretary

November Election Results

Elections for the 2006 calendar year were held at the November meeting. The 2006 executive officers will be:

- **Pete Eide** - President
- **Gary Collins** – Vice President
- **Kevin Kinney** – Secretary
- **Phil Cady** – Treasurer

Officers and board members will be introduced at the Christmas Party. Congratulation to all of them, and thanks to all for volunteering to help continue moving the Chapter forward!

November Fly-Out Report

by Lee Jewell, Fly-out Coordinator

The November chapter fly-out gang made its annual visit to the Cherry Bend Pheasant Farm in Wilmington on Saturday, the 26th.

A chilly, blustery day saw Gary and Howard fly in, in Gary's 170. Don Reasoner and Bob Porter came in Don's RV-6, while Eric Rood and his friend Jack came down from Columbus in a 182.

Kathie Doyle and Lee Jewell drove in after encountering rain on the way to the airport. A good meal and pleasant conversation made for a fun day!



Don't be AWOL!

If you haven't paid your dues yet, there's still time! You can pay at the Christmas Party, or just send your 20 bucks to Phil Cady at 435 McIntosh Drive, Cincinnati, OH 45255. Make your check out to EAA Chapter 174. The Chapter's counting on you!

Off The Wingtip



**Can you identify this photo?
Can you tell us where or what it is?**

Be the first member to identify the monthly photo's location and receive a surprise in the mail!

Call 513-617-6917 or email ladyflier@peoplepc.com, subject: 174GUESS

Last month's winner was David Brightwell. His prize was a \$10.00 gift card from Graeter's Ice Cream! David correctly identified the picture as the State of Ohio cut into a corn maze. The location was just southwest of Middletown.

Sponsored by Lee Jewell & Kathie Doyle

Great Aviation Humor

submitted by Carl Cole

Here are a few choice bits of aviation humor for your funny bone - as well as a few bits of good advice.

Basic Flying Rules: "Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there."

"Blue water Navy truism: There are more planes in the ocean than submarines in the sky."
- From an old carrier sailor

"A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication."

"Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it."

"Though I Fly Through the Valley of Death ... I Shall Fear No Evil. For I am at 80,000 Feet and Climbing."
- At the entrance to the old SR-71 operating base Kadena, Japan

"You've never been lost until you've been lost at Mach 3." - Paul F. Crickmore (test pilot)

"You, you, and you... panic. The rest of you, come with me." - U.S. Marine Corp Gunnery Sgt.

"When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."

"Without ammunition, the USAF would be just another expensive flying club."

"What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies."

"Never trade luck for skill."

"Mankind has a perfect record in aviation; we never left one up there!"

Advice given to RAF pilots during WWII: "When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slow and gently as possible."

"The Piper Cub is the safest airplane in the world; it can just barely kill you."

- Attributed to Max Stanley (Northrop test pilot)

"If you're faced with a forced landing, fly the thing as far into the crash as possible."

- Bob Hoover (renowned aerobatic and test pilot)

"Never fly in the same cockpit with someone braver than you."

"There is no reason to fly through a thunderstorm in peacetime." - Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970

"You know that your landing gear is up and locked when it takes full power to taxi to the terminal."

As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives, the rescuer sees a bloodied pilot and asks "What happened?". The pilot's reply: "I don't know, I just got here myself!"

Hangar Flying

with Stu Faber

December, 2005

stuartlfaber@msn.com



NEW TECH. Sikorsky has revealed an unusual new helicopter design with a top speed of 288 mph. Very clean lines and with dual counter-rotating 4 blade rotors. The rotor blades are shorter and made of composite material, and since they flex less can be mounted closer together. The counter-rotating rotors eliminate the usual torque so the usual tail rotor is eliminated and replaced by a pusher propeller in the tail. Overall it is lighter and cleaner, making it easier to reach higher speeds. It looks like a real breakthrough. *POPULAR SCIENCE, Dec 2005.*

?????????. The FAA is going to require retrofitting of all airliners with explosion prevention equipment in fuel tanks. It is estimated to eventually cost over \$500,000,000. As far as I have heard the only case where a tank explosion caused a crash was the TWA flight 800 off Long Island in 1996. As I remember it was never conclusively proved that vapors in the tank were the cause. At least it will get Congress off FAA's back.

MODEL AIRPLANES. Looking back it seems like nearly everyone I have met in the aviation field was a model builder early on and even later. I never made many and the flying types never flew well. I do remember some small balsa static models and the sanding and Ambroid glue. Later Duco glue, which I still keep handy. Recently Bob Louderback got a book from the Embry Riddle flight school at Prescott, AZ which gives a detailed account of the Cleveland Model and Supply Co. run by the Ed Packard family. Packard's name was changed from Pachasa as his parents came from eastern Europe to settle in Cleveland where his father was a machinist at General Electric.

Born in 1906, Packard was fascinated by airplanes from an early age, and by age 13 was making flying toys for a department store in Cleveland. They sold for \$3.75 with a discount to the store. That was a lot of money for those days. He moved to selling kits for well engineered flyable models. Later, with the models a sideline until the business grew, he worked in several factories such as Martin and others, where he learned the hands-on of building airplanes. He also got to know many of the aviation greats of the aviation fraternity. He was a great merchandiser, as well as a designer, and involved all of a large family in the business. They furnished solid models for the military during WW II for flight and identification training. Over 42 years of full time business more than 50 million kits were produced. Ed Packard worked actively until he was in his 90s. Based on the number of people his models got involved in aviation, the book was titled *Aviation's Great Recruiter*, by H.L. Schreiner.

WRIGHT BROTHERS' CONTROL SYSTEMS. A recent TV program looked at a detail of the early Wright planes. It indicated that the brothers did not agree on how flight controls should operate, particularly rudder pedals. As I think the program indicated, when Wilbur went to France he favored the system where the left pedal was pressed for a left turn - probably because the control cable could run straight to the rudder. When he had left, Orville reversed the pedals so that the cables crossed, but it was more the way almost all other turning devices worked and therefore a more natural operation. I have felt the same way ever since I started flying. A book about Clyde Cessna pointed out that he always had his personal plane rigged the same. To turn a horse the left rein comes back and the right goes forward as do most other steering devices such as bicycles, autos, etc., except boats guided with a tiller. One of Santos Dumont's early ships had a stick that fit into a pocket in the back of the pilot's jacket so that he could lean right or left to lower the wing on that side.

LEGACY. A good idea is long lasting. The name Santos-Dumont is important in early aviation. First a balloonist, then a primitive dirigible with an engine, and by 1906 his boxkite-like plane was the first plane to fly in Europe. He continued to improve his designs and design Model 20 was the first to be a success. It had a single surface wing and tail and a wing mounted engine of 20 HP. The fuselage was made of three bamboo rods, two of which attached directly to the wheels with the pilot sitting just behind. It was called "Demoiselle" which was French for dragonfly, which it resembled. It could easily be mistaken for a modern powered hang glider or ultralight. Several replicas were built and flown for the movie *The Magnificent Men in Their Flying Machines*. It is also a configuration much like Roche's early designs which became the Aeronca C2. Several other similar homebuilt designs have been built, and the Naval Aircraft Factory built 2 in 1918 as scouts to be launched from the top of ships' gun turrets. *Peter Bowers, AOPA Magazine 2/94.*

Upcoming Events of Interest to Chapter Members

- **FAA** Dec 6, Tue. **Aviation Seminar: Avidyne's FlightMax Multi Function Display 'FITS' - What It Means for You.** Avidyne's Mike Demeter discusses one of the hot new products for general aviation applications - the FlightMax EX500. Also a discussion of the FAA/Industry Training Standards concept (FITS) and what it means to you. Commander Aero, Inc., Dayton Wright Brothers Airport, 10570 Springboro Pike, Miamisburg, OH, 7:00 pm.
 - **Dec 9, Fri. USAF Museum: Behind the Scenes Tour.** Features the museum's restoration area. Advanced reservations required. USAF Museum, Wright Patterson AFB, tours begin at 12:15 pm
 - **174** **Dec 11, Sun. Chapter Christmas Party.** Installation of new officers. Hawk Building, Clermont County Airport, Batavia, OH, 2:00 pm.
 - **Dec 17, Fri. USAF Museum: Band of Flight – Holiday Concert.** USAF Museum, Wright Patterson AFB, 7:30 pm
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Next Chapter Meeting

Sunday, December 11th, 2005, 1:00 PM



Christmas Party

- ✓ ***Good Food***
- ✓ ***Get in the Holiday Spirit***
- ✓ ***Door Prizes***

Hawk Building, Clermont County Airport
