

Experimental Aircraft Association



TALESPINNERS

Chapter 174

Cincinnati, OH
Chartered since 1966
www.eaa174.org

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<< Next Mtg: Sun, April 23, 2:00 PM, Hawk Building >>

April, 2006

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Members Logbook

Pilots & Mechanics

Submitted by Lee Jewell, from an email from Mike Griffith, origin unknown

After every flight, Quantas pilots fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humor. Here are some actual maintenance complaints submitted by Quantas' pilots and the solutions recorded by maintenance engineers. By the way, Quantas is the only major airline that has never had an accident.

(P = The problem logged by the pilot.)

(S = The solution and action taken by mechanics.)

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

LUNKEN AIRPORT DAYS VOLUNTEERS!

We need volunteers for the Lunken Airport Days event, April 28th and 29th. Here's our schedule. Let us know where you can fit in:

Thursday afternoon (4/27): Pick up booth materials at the Chapter office / Hawk Bldg. Set up the shade tent, banners and tables and move storage boxes of brochures and a cooler into position. We'll be in the grass area between the terminal and the ramp at Lunken.

Friday 8AM to 5PM (4/28): Student Day at the event. Volunteers needed to hand out Young Eagles brochures and talk with students about general aviation, Young Eagles, EAA etc. (No sales of any kind.)

Students are being brought in buses to the event from schools throughout Greater Cincinnati and surrounding communities.

Saturday 8AM to 5PM (4/29): Public Day at the event. Volunteers needed to hand out a variety of brochures and materials relating to general aviation, Chapter 174, EAA, Young Eagles, etc.

Breakdown of the booth will be immediately following the end of the public event.

Deliver booth materials back to Chapter office / Hawk Bldg.

Free hotdogs will be served at the event and we'll have a cooler of drinks and some snacks for our Chapter 174 volunteers!

In case of rain, we'll be moved into the terminal lobby with table space.

Pilots with planes are encouraged to fly to Lunken and display their planes. The ramp will be open to the public on both days. Plan to stay with your plane and be prepared to talk about it and about general aviation. We'll supply pilots with brochures and chapter information if they care to hand out the materials.

Hangar space is available and can be arranged prior to the event with Cheryl Popp (513-489-2022).

This is a very big event, totally free to the public. There are full-color posters all over Greater Cincinnati. It's a great opportunity for us to spread the word about our Young Eagles program, to create goodwill for airplanes, airports and general aviation and, most of all ... have fun talking about airplanes and the love of flying! We need your participation at this event to make it a success for Chapter 174. Please e-mail or call Kathie Doyle to volunteer and for information. Thanks!

513-661-5673 ladyflier@peoplepc.com

FUND RAISING TICKET INFORMATION

Here's an update on the raffle, provided by Greg Baker, raffle coordinator:

- Raffle will be held at the October Chapter Meeting.
- Winners do not have to be present.
- Tickets are a matched set - when you sell a ticket be sure to fill in the purchaser's name and contact information on the ticket stub that you keep.
- Take all money collected and all ticket stubs to any chapter meeting prior to the drawing date. Give them to one of the following people: Greg Baker, Kathie Doyle, Lee Jewell or Phil Cady

TICKETS:

RED - \$20 ea / 6 tickets for \$100

The RED tickets are for the Young Eagles Leather Flight Jacket (size Large only).

Note: The RED tickets are to be sold to Chapter 174 members only.

BLUE - \$5 ea / 6 tickets for \$25

The BLUE tickets are for the REFRIGERATOR (which looks like a roll-around toolbox). The BLUE tickets can be sold to anyone.

SALMON - \$10 ea / 3 tickets for \$25

The SALMON tickets are for a T-6 Ride or a T-28 Ride. (One ticket will be drawn for each ride.) The SALMON tickets can be sold to anyone.

T-6's Gone Wild



Four T-6 Harvard Aircraft from The Flying Lions Aerobatic Team waterskiing across the Klipdrift Dam near Johannesburg South Africa. Hey, Todd, ya' gonna give it a try? *Submitted by Carl Cole.*

Off The Wingtip



**Can you identify the aircraft in this photo?
Can you tell us where it is located?**

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

Sponsored by Lee Jewell & Kathie Doyle

Editor's Note: The March newsletter left no room for meeting minutes, so the February minutes are published here, as required by our by-laws.

FEBRUARY BOARD MEETING MINUTES

February 13, 2006

In attendance: Gary C, Doug A, Howard W, Norm B, Lee J, Kathie D & Kevin K.

- Norm reports Phil will bring financial records to the next meeting for the audit.
- Newsletter is march roster, Norm will try to get the chapter calendar.
- "First Wednesday" – next meeting will have brakes, safety wire, oil filter inspection, test for auto gas
- At the next meeting, Kathie will announce Xmas awards not received. Any awards remaining after the next meeting will be mailed. Board approved postage.
- Lunken will have a tower tour (3/11 13:00) Plan for lunch at 11:30 at Sky Galley. Norm will put notice in March newsletter & send email to members with email addresses. There are 5 flights of stairs & no elevator. Parking is limited & carpooling is very encouraged. RSVP to as tower needs to know your drivers or pilots license numbers in advance.
- Kathie displayed 3 of the 5 new brochures. Hal S has graciously allowed us to display these 3 at Sportys.

- Sporty's open house is 5/20. EAA 174 is planning on having a booth.
- Kathie looked into a YE type program for adults. "Flying Start" allows adults to fly. The Board will investigate this further, particularly with reference to insurance.
- 6/17 is the chapter pancake breakfast. Plans are in the works for chapter activities later in the day.
- Suggest moving the raffle until the chapter picnic so as to allow tickets to be sold at the Blue Ash Airshow. Tickets will be prepackaged in envelopes, for members to sell. Board approved moving the raffle to the chapter picnic.
- Due to the volume of awards presented at the Xmas meeting, some awards will be presented at the chapter picnic.
- Kathy suggesting creating an award for flying a new or restored aircraft project. It is tentatively named the "Howard Wells Achievement for Aircraft Building or Restoration." The exact name and criteria will be decided at a later date.
- The possibility of another award was suggested, either a "Volunteer of the Year" or a "Presidents Award" to be awarded at the Presidents discretion. Kathy will investigate trophies or plaques for these awards.
- Howard has permission to demonstrate gas welding in the loading dock of the Hawk building.
- Gordon Penner of IAC chapter 34 plans on presenting his "spin recovery system." Gordon teaches stall/spin seminar at Sportys.

Submitted by Kevin Kinney, Chapter Secretary

FEBRUARY CHAPTER MEETING MINUTES

February 19, 2006

- Phil Cady presented the treasurer's report. There is \$6618.53 in a CD, \$1470.20 in checking and \$101.30 in accounts receivable.
- Kathie Doyle tells us possible flyouts are Marysville Aerobatic Competition on 6/23-6/25 and the Labor Day Fly-in / Cruise-In in Marion, IN. Kathie also notes special events include a tour of the Lunken tower on 3/11. Reservations will be required and parking is limited. Plans are to meet at Sky Galley at 11:30 for lunch and leave from the lobby at 12:30. Kathie also presented awards that were not received at the Xmas meeting.
- We have permission to place EAA brochures at Sporty's.
- Kathie suggested a new award, called the "Howard Wells Achievement Award for Aircraft Building or Restoration" for building or restoring an aircraft. The exact title will be determined at a later date and

the award will be presented at the president's discretion.

- Greg Baker to chair the EAA 174 auction. Prizes include a leather jacket (open to EAA 174 members only), a refrigerator in tool chest disguise, T-6 and T-28 rides. The auction has been moved to October to allow selling tickets at the Blue Ash Airshow.
- The EAA spring Tri-motor tour has been published and we have not been selected. The fall tour is usually out west, so it is unlikely we will get it this year.
- There is a need for an auto-video unit to work with digital images. George Armstrong immediately offered a unit.
- Young Builders are starting on the Luscombe stabilizer. Don has fabricated an engine mount, which he considers a work in progress.
- Norm reports the March newsletter will be the roster and will be unable to publish any submissions. A roster was circulated for corrections.
- Phil has a proposal from H&R Block. Any members desiring to use H&R Block will get a code number and the chapter will get \$40.
- The first "First Wednesday" was presented by Neil Hulin, who gave a presentation on using Avex pulled rivets for sheet metal construction. Small spars & skins were fabricated by members. All in all, a very good turnout.
- The next "First Wednesday", on March 1, will present fitting brakes, safety wire, flaring tubing, A/N fittings and possibly opening an oil filter, auto gas testing & swaging.
- Young Eagles day is planned as the same day as national Young Eagles day. 6/10
- Paul Gould presented the Errol McDowell Continental 65hp cable start system. Paul's plane was the testbed for this starter.
- The program was Howard & Gary's 1994 trip to Alaska.

(Correction to January minutes – Greg Baker's name was incorrectly reported as Greg Gray.)

Submitted by Kevin Kinney, Chapter Treasurer

MARCH CHAPTER MEETING MINUTES

March 19, 2006

- Gary Collins called the meeting to order at 2:10 PM. The reading of the minutes was deferred until published in the newsletter.
- Phil gave the treasurers report. As of this meeting EAA 174 has \$8215.02 in total assets.

- Gary gave a presentation at Raymond Walters. He was told to expect seniors. He showed up and realized the contact didn't mean college seniors, not high school seniors, but senior citizens.
- Due to his increased responsibilities Gary asked members to help with programs this year. He is asking for 3 people to come up with 2 programs each.
- David McPheeters, Tuskegee Airman, pres Airman Association & Lorenzo Baldwin Treasurer were guests at our meeting. Mr. McPheeters told of their program to reach out to young people. They are looking to team with EAA chapters.
- An initial idea is to set up a booth at Young Eagles weekend.
- Sun-n-Fun, Pilots begging rides. Greg & Kevin need rides.
- The Hulins are leaving. Neil spoke on his association with the chapter, thanking the chapter for being welcoming and making his children feel welcome. He noted each of his children's impressions of flying in general & our chapter in particular.
- Neil offered a compressor for sale & a workbench.
- Next first Wednesday, April, will be cancelled for Sun-n-Fun.
- May meeting will be on electronics.
- Lee Jewell notes there is a flyout next Sat. Lee is investigating options and will post them to the website.
- Lee noted a Starduster Too project for sale.
- Kathie Doyle, special events coordinator says to watch web site for special announcements.
- We have been invited to Sporty's Open House on 5/20. Volunteers needed on that day and for 5/19 setup as well.
- The chapter pancake breakfast will take place on 6/17.
- Gary asked that ticket rules be posted to the web site. Greg Baker will post.
- Highland county has hangars available. Call 937-393-9112 for more information.
- Dave Harris visited our meeting as a guest of Mark Webb.

Program – One Six Right

Submitted by Kevin Kinney, Chapter Secretary

Hangar Flying

with Stu Faber

April, 2006

stuartlfaber@msn.com



NEW STUFF. It is interesting to look at what might be history some day. The March issue of Popular Science magazine has some interesting projections.

CIVILIAN SPACE TRAVEL. Richard Branson, of Virgin Airways, is planning a civilian space port in the White Sands area of New Mexico as a base for his Virgin Galactic project to provide a 6 minute weightless ride at about Mach 3 and 68 miles high with a view of about 1/3 of the United States. Tickets are only \$200,000 each. At least 100 have signed up. The launch complex will be entirely below ground for environmental reasons. Only the runway will be exposed. Are Sic-Sacs furnished?

MARINE UAV? The navy is working on a fairly large unmanned military plane which will fold and can be carried by a submarine in something like a missile launch tube. It is a Skunk Works project.

NEW TOY. A Personal Spy Plane [UAV] called Tango is available at www.rectoys.com and for only \$24,000, or just \$10,000 with only a radio control. Use the remote TV to see what the neighbors within 10 miles are cooking on the grill? It is a tandem wing design with two equal wings of which the front one is pitched [?] angle of attack [?] up and the rear down for stability.




TESTING THE ZERO. On June 4, 1942, following an attack on the base at Dutch Harbor in Alaska's Aleutian Islands, a Japanese Zero fighter started back to the carrier from which it had flown. The pilot saw the oil pressure dropping rapidly and tried to make an emergency landing on a nearby island. The oil pressure gage line had been cut by a bullet. What looked like a meadow was a grass-overgrown swamp and his wheels-down landing flipped the plane on its back and killed the pilot. About a month later the plane was spotted, recovered, and, being not too badly damaged, was sent to San Diego, CA for restoration. Quickly returned to flying status it provided a wealth of information to combat pilots and designers on what it took to compete with Zeros. A number of test pilots with combat experience flew it against the existing fighters and found it very maneuverable and fast at lower altitudes. It had a float carb, which slowed the engine on a push over maneuver. Its dive was slower and it did not turn as well to the right. Lt. Cmdr. John Thach, an ace against the Japanese and the designer of the "Thach Weave" combat maneuver, which was so effective in combat, was one of the test pilots and developed a series of counter tactics which much discounted the advantages of the Zero. Overall it was a well designed and built plane. Much better than the US planners had expected, except that there was no armor or self sealing fuel tanks. Pilots were expendable. Clever detail: the carb had a coil around it which allowed the hot oil to prevent carb icing. The above from the book *Cracking the Zero Mystery*, by Jim Reardon.

COMMENT: The book mentioned the Zero's engine, which was a 14 cyl radial which looked much like a P&W R-1830. It was reported to have somewhat less horsepower. I have a faint memory of somewhere reading that Japan either bought a number of R-1830s or had a license to manufacture them. Does anyone know? R-1690?

REMEMBERING PAN-AM. I have been reading a book about the rise of Pan-Am's development of overseas flying. For many years I have been confused about some long held memories. About 1937 my family spent a Christmas vacation in the Bahama Islands at Nassau. The trip over was by overnight combined freight and passenger boat. However Pan-Am also had daily passenger service in what I have now determined to be a Sikorsky S-42. There were 4 PW R-1640 radials mounted on the high wing, fixed outboard floats under the wings, and it seemed like a lot of struts and wires. On the return trip to Miami the passengers boarded at a harbor side floating dock. On arrival at The Key Biscayne base it taxied close to the ramp to the parking area and several men in swim suits floated the beaching gear wheels out and attached them. They seemed to float just from the tires. (When looking at Kermit Weeks Sunderland on beaching gear I noticed a large eye projecting out of the bottom of the wing just over the gear. I guessed it was for attaching a tackle to help handle the gear.) The engines started and the plane taxied up to dry land and shut down, a stairs was rolled up and the passengers left. The access was a combined hatch and door fairly high on the hull, requiring steps outside and using the ones installed inside at the aft of the cabin. Boarding and takeoff were just the reverse.

One day at Nassau I was in the bay, futilely tacking a rented sailboat against both tide and a strong breeze with zero progress. That part of the bay was also the landing area for the arriving Pan-Am plane which skimmed just over my head landing down wind. Although he had plenty of room the pilot shook his fist at me as he taxied back.

Upcoming Events of Interest to Chapter Members

-  **Apr 19, Wed. Wings & Things Guest Lecture Series.** Time and Cost TBD • Doolittle Raiders • "Lecture and Dinner with the Doolittle Raiders". (Time and admission fee to be determined.) Wright-Patterson AFB, 1100 Spaatz Street, Dayton, OH.
- **Apr 22, Sat. Pancake and Sausage Breakfast.** First ever pancake breakfast. 4000' asphalt strip. Van Wert County Airport (KVNW), Van Wert, OH. Call 419-232-4500 for info.
- **174 Apr 23, Sun. Chapter Meeting.** Hawk Building, Clermont County Airport, 2:00 pm.
-  **Apr 26, Wed. Wings & Things Guest Lecture Series.** Lt. Col. (Ret.) James Harvey III, Lt. Col. (Ret.) Harry Stewart • "Integration of the Air Force: The Early Years". All lectures begin at 7:30 p.m. Doors open at 6:30 p.m. and admission is free. Wright-Patterson AFB, 1100 Spaatz Street, Dayton, OH.
- **Apr 28-29, Fri-Sat. Lunken Airport Aviation Days.** Chapter 174 will participate in this event. See Announcement on Home Page. Lunken Airport Terminal, 10:00 am to 4:00 pm.
- **May 5-7, Fri-Sun. 22nd Annual International Air Racing History Symposium.** Featuring a "Gathering of Air Racing Legends". About a dozen pilots from the 1946-1949 Cleveland National Air Races will speak, chat and sign autographs. Brook Park, Cleveland, OH. Call 440-234-2301 for more information.
-  **May 6, Sat. Wings Program and Young Eagles Rally.** Breakfast at 9 am. "Getting Your Medical Certificate" at 10 am. "Regulations and Aircraft of the Light Sport Pilot Category" at 11 am. Prime Aero. Union County Airport (KMRT), Marysville, OH. Call 937-644-2055 for info.
- **May 7, Sun. Funday Sunday.** Longest continuous fly-in. Breakfast and lunch, awards, 50/50 drawing. FAA Seminar at 1 pm. Fuel 100LL. Moraine Airpark (I73), Moraine, OH.
- **May 20, Sat. Sportys Open House.** Sportys Building, Clermont County Airport.
- **174 May 21, Sun. Chapter Meeting.** Hawk Building, Clermont County Airport, 2:00 pm.



Next Chapter Meeting

Sunday, April 23rd, 2006, 2:00 PM

Mountain Flying

**Presentation followed by Open Forum –
Questions and Answers about General Aviation Issues
presented by Martha Lunken**

Hawk Building, Clermont County Airport