

Experimental Aircraft Association



TALESPINNERS

Chapter 174

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<< Next Mtg: Sat, June 17, 9:00 AM, Hawk Building >>

June, 2006

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Airport Legends

Two Stories: Truth or Fiction

From an email received by Tom Jenkins

Story Number One - Many years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder. Capone had a lawyer nicknamed "Easy Eddie." He was his lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal maneuvering kept Big Al out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big, but also Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day.

The estate was so large that it filled an entire Chicago City block. Eddie lived the high life of the Chicago mob and gave little consideration to the atrocities that went on around him. Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had the best of everything: clothes, cars and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was.

Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name and a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify wrongs he had done. He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name and offer his son some semblance of integrity. To do this, he would have to testify against The Mob, and he knew that the cost would be great.

So, he testified. Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he would ever pay. Police removed from his pockets a rosary, a crucifix, a religious medallion and a poem clipped from a magazine. The poem read:

The clock of life is wound but once
And no man has the power
To tell just when the hands will stop,
At late or early hour.

Now is the only time you own.
Live, love, toil with a will.
Place no faith in time.
For the clock may soon be still.

Story Number Two - World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific. One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his

fuel tank. He would not have enough fuel to complete his mission and get back to his ship.

His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet. As he was returning to the mother ship he saw something that turned his blood cold - a squadron of Japanese aircraft were speeding their way toward the American fleet. The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger.

There was only one thing to do. He must somehow divert them from the fleet. Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 calibers blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent. Undaunted, he continued the assault.

He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible and rendering them unfit to fly. Finally, the exasperated Japanese squadron took off in another

direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival he reported in and related the event surrounding his return.

The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had in fact destroyed five enemy aircraft. This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of WW II, and the first Naval Aviator to win the Congressional Medal of Honor. A year later Butch was killed in aerial combat at the age of 29.

His home town would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man. So the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.

So, what do these two stories have to do with each other? Butch O'Hare was Easy Eddie's son.

Truth or Fiction? Check it out at www.truthorfiction.com/rumors/b/butchandeddie.htm



Photos by Neil Hulin.

**More Pics from Dave Raney's Electrical Connections Presentation
at the May "First Wednesday" Workshop**

The June and July workshops will be dropped to make room for our Young Eagles rally in June and for the 4th of July holiday. Workshops will resume in August. Topic will be swaging and working with plexiglass.

FINAL CALL FOR YOUNG EAGLES RALLY VOLUNTEERS AND PILOTS!

A record number of kids have signed up for this year's Young Eagles Rally – scheduled for Saturday, June 10th. Please come on out and help us out! We need both pilots and ground crew. All pilots and volunteers are asked to show up before 8:00 am for briefings. Registration of the Young Eagles begins at 8:30.

If you have Internet access, check our web site for a link to the Young Eagles volunteers page and sign up, using just your name and EAA number. (Otherwise, just show up!)

A “final check” meeting will be held at the Hawk Building Friday evening before the rally, at 7:00 pm. All volunteers are welcome to attend.

VOLUNTEERS NEEDED FOR JUNE PANCAKE BREAKFAST

The Chapter pancake breakfast meeting will include a fly-in this year. We'll be serving at the Hawk Building on Saturday, June 17th. We need volunteers to help Howard with cooking, serving, cashier and cleanup. We'll also need 3 pilots to help park planes. Yes, your family can come and yes, they can volunteer too! This has the making of a great family affair. Your participation will make this breakfast fly-in a success. To volunteer, call or email Kathie at 513-661-5673, ladyflier@peoplepc.com or Howard at 513-683-1657, wellsswaq@aol.com.

MESSAGE FROM THE SPECIAL EVENTS COMMITTEE

Thanks to everyone who came out to support and volunteer in the setup and manning of the Chapter's booth at both Lunken Airport and Sportys. Both events were phenomenal successes. Thanks!

RV-9 PROJECT FOR SALE!

Former EAA 174 member Jim Moore has decided he must sell his RV-9 project. Jim has an RV-9 empennage (with completed vertical stabilizer), the tool set from Cleaveland Aircraft Tools, and the construction tape from George Orndorff. For sale for \$2000 firm. Jim lives in Northern KY and can be reached by e-mail at jmoore21@fuse.net.

A WISH FOR BLUE SKIES FOR THE HULIN FAMILY

It's especially difficult to say goodbye to a Chapter member who has contributed to the organization as much as Neil Hulin and his entire family. Neil packed up the wife, kids, project and other “personal effects” and headed back to Sydney (unfortunately for us - Australia, not Ohio) in mid-May, mostly so that the children could be closer to their grandparents.

The entire Hulin family has been untiringly dedicated to the Chapter, as well as to the “fine art” of aircraft construction. In 2003, Neil and his children took an active part in Heritage Day at Clermont County Airport. Last year, Neil and his wife Janelle hosted an open house to show us their Zenith project. Neil and his two eldest sons also presented the very first “First Wednesday” builder's workshop this past February. He has also been a frequent contributor to the chapter newsletter.

Neil's dedication to the chapter and to aviation, as well as that of his entire family, have been a terrific boon for the Chapter, and Neil's knowledge, enthusiasm, disarming personality and Chapter spirit will be sorely missed. Good luck mate!

- NB, newsletter editor



Neil Hulin Presenting the Opening “First Wednesday” Workshop.

Off The Wingtip



Can you identify the airport AND the location in this photo?

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

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

Last month's photo location was the Brookville Dam, at the southern end of Brookville Reservoir, in Indiana just east of Oxford, OH – a neat aerial sightseeing spot, especially in the summer, when the sailboats are out. No one guessed it, so the \$250 prize will be given to a worthy charity instead.

Sponsored by Lee Jewell & Kathie Doyle

May Chapter Meeting Minutes, 5/20/06

- Call to order at 2:15 pm
- Review calendar: Young Eagles 6/10, Pancake Breakfast 6/17, Blue Ash Airport Days 9/16 & 9/17
- Treasurer – CD \$6618.52, checking \$1439.37, receivables \$101.30, undeposited funds \$90. Total funds are \$8240.19
- April Minutes – accepted as published
- Membership (new) – George Shelton, visited Sportys Open House and visited our booth. Soloed in 2003 & has taken hiatus since then
- Inspections - Paul Kurtz is building an RV9A, fuselage & quickbuild wings are completed. Gary is very impressed with the completeness of the Vans quickbuild kit. Paul is looking for engine options for his project.
- Kevin presented the Xcom760 radio with a remote head. Since the Zodiak 601 has a single center stick, a remote head on the left is very handy to

have. Also mentioned Make magazine for those who like to tinker.

- YE – We need 10-14 airplanes, volunteers, currently have 10 or 11. We expect 100-125 children based on preregistration. Need check-in & ground crew volunteers as well and an airboss to help Don Reasoner. Volunteers are strongly encouraged to sign in on the web site.
 - Bob Porter, ground crew chief (if in town)
 - Ground crew dry run 7PM Friday night at the Hawk Building.
 - Ground crew needed here at 8:00 Saturday
 - Pilot meeting 8:00 Saturday
 - Registration starts 8:30, flights begin soon after.
 - First flight 8:30-9:00
- Brian Baker, a 15 year old from Cleveland, working toward Air-Adventure camp, is asking for Young Eagle points. Each point is worth \$1 and can be used for up to half the tuition to Air-Adventure camp. (Each point signifies 10 YE flown.) Phil is proposing using this year's chapter points (53) to donate to Brian. Most YE pilots present gave permission to donate their points to Brian.
- Gary – Decided to cancel the First Wednesday Tech meeting since there could be a conflict with this weekends events. Next meeting will be swaging and working with plexiglass on 7/5. *[The July workshop has also been canceled, due to the Fourth of July holiday. We'll resume the workshops in August - ed.]*
- Kathy says thank you to all volunteers for Sporty's Open House. Don Reasoner agreed to split profits from sales of his books. Thank you Don!! Over 200 aircraft showed up for the Open House
- Carl Pieper – Donated aviation books relating to aviation building and maintenance. Thank you to Carl!
- Pancake breakfast, Mark W has given approval for Hawk ramp & tiedowns in front. Notices will include a note to park aircraft on the SW ramp.
- Flyouts – Lee doesn't have a site yet. Soliciting suggestions. Possibilities are many. (Portsmouth, Muncie, Urbana, Columbus IN, N Vernon) Lee will post the destination on the weekend.
- Kevin Kinney has a 4' x 8' workbench available. Contact Kevin if interested.

Program – Experimental single seat ballooning. Presented by Brian Trapp of Gentle Breeze Ballooning

Kevin Kinney, Chapter Secretary

Hangar Flying

with Stu Faber

June, 2006

stuartlfaber@msn.com



AIRCRAFT SPRUCE. No, not the Company of the same name, so well known to EAA Members. The Winter 2005 edition of the journal *Over the Front*, about WW I aviation history, tells of a phase of aviation not usually described. When the U.S. got involved in WW I it was evident that we were far behind in developing needed aircraft. It needed mass production, and since the current technology was for wood and fabric aircraft a lot of wood was needed. Spruce wood from the forests of the upper northwest was considered necessary but the Sitka Spruce were scattered and hard to find. The lumber industry had been on hard times and was not capable of supplying what was needed. To get an adequate supply the Signal Corps was ordered to get a spruce procurement process operating. This meant hiring, and later using soldiers of the Signal Corps as lumbermen, road builders, etc. The Army formed the U.S. Spruce Production Corp. managed by Brice P. Disque from Ohio. By 1918 there were 47,000 soldiers and 100,000 civilians working on the project. The Govt. specified that trees should be 14 ft around and no branches up to 160 ft above ground. Some were over 6 ft thick. Even then only about 10% of the wood met specs. They were cut with 2 man saws and axes and had to be split [rived] into manageable sections by hand. Where was A. Lincoln when he was needed? Hauling was with trucks with hard rubber tires or on specially built railroads.

Also, 100,000 acres of castor beans had to be planted and mills built to supply needed engine oil.

ENGINE DESIGN. Charles L. Lawrance began designing and building engines during WW I and later joined The Wright Co., which produced his Whirlwind engines. The WW II R-1820 was a progression of that famous design. In the 1920s there was no need for large engines so Lawrance designed the A-3 engine for light planes. It was a two cylinder opposed, air cooled, single ignition, with 2 pushrod valves per cyl. and rated at 28 HP. The external valve springs looked more like paperclips. The crankcase and cylinders were cast all in one piece with the cylinders directly in line and a single throw crankshaft. This meant that both rods and pistons moved in the same direction on all strokes. It would shake a plane apart. As the casting was one piece, offsetting the cylinders was not a possibility, so a correction was developed. A two throw crank was made and the rods were heated and bent in two places to fit the offset crank journals. Some 500 A-3 engines were built for WW I flightless Penguin trainers. Later they were used in Waco Cooties, and many small planes and homebuilts.

The WW II R-1820 was rated at 1200 HP, or about 130 HP per cylinder.

HIGH-TECH. Some time ago it was predicted that computers would eliminate paperwork ???

On May 30 the Wall St. Journal carried a front page article on a situation that occurred last year to a B-777 enroute over the Pacific Ocean. While cruising at altitude the plane went into a sudden series of pitch ups and steep dives which the pilots were unable to overpower. The problem lasted less than a minute and the plane returned safely to base. An investigation indicated that the pitch and speed sensors malfunctioned. The scary part is that the pilots could not overpower the fly-by-wire. Probably no cables or pushrods. In the latest planes nearly everything is controlled by the on board computers which may have over 5 million lines of code. It is impractical to test for every possible glitch. Other similar situations have been noted and testing continues. Earlier accidents are being re-examined to see if a somewhat similar situation could have been involved.

I recently was able to look over a new Cessna 182 with two screens instead of the usual cluster of instruments. It looked like flying could be much easier, but I wondered if a pilot could get too used to it so as to forget how to do without. Oh well, that is no longer one of my problems.

SWING WING? In the 1950s the idea of an "oblique wing", a plane with a single wing that could be rotated so that one side moved forward and the other back, would reduce drag. The fighters with movable swept wings worked well. Northrop Grumman has a contract to work on the concept again. It could much increase speed and range and save fuel. Before 1982 a prototype flew 79 times. Stability was a problem which might be solved with newer computer control. *Popular Mechanics, June 06.*

Upcoming Events of Interest to Chapter Members

- **June 15-18, Thu-Sun. 13th National Aeronca Association Convention.** Aeronca owners and enthusiasts join together for the 13th National Aeronca Association Convention at the location of the Aeronca factory in Middletown, Ohio. Forums, aircraft judging, Aeronca Inc. factory tour, food and of course, lots of flying and friendship. Check www.aeroncapilots.com for complete information about the convention, or call 217-395-2400 or contact nationalaeroncaassociation@yahoo.com. Hook Field (MWO), Middletown, OH.
- **June 16-18, Fri-Sun. 2006 Summer Heat Air Festival.** 12th Annual Balloon Festival and Airshow. One of the Midwest's largest hot air balloon festivals. Includes a daily airshow each afternoon, nightly concerts, and amusement rides. Very community oriented. Delaware County Airport - Johnson Field (MIE), Muncie, IN.
- **174 June 17, Sat. Chapter Pancake Breakfast Meeting.** Hawk Building, Clermont County Airport, 9:00 am.
- **June 18, Sun. 5th Annual Fathers Day Fly-In Breakfast at Mettel Field.** Breakfast from 7:00 a.m. Lunch starting at 11:00. Airplane and helicopter rides. Live music in the afternoon. Mettel Field (KCEV), Connersville, IN. For more information, call 765-825-5581.
- **July 1, Sat. Open House Military Day Fly-In.** London-Corbin Airport (LOZ), London, KY. For more information, call 859-878-9100.
- **July 7-9, Fri-Sun. Mad River Fly-In.** Mad River Airport (I54), Tremont City, OH. For more information, call 937-767-7647.
- **July 9, Sun. Sinful Sunday at Lee Bottom Field.** Join us for a "sinful" dessert. There might be Hot Fudge Sundaes, Shakes, Sodas, or whatever else strikes our fancy. Ice cream served from 1 to 3 pm or until ice cream runs out. Lee Bottom Field (64I), Hanover, IN. For more information, call 812-866-3211.
- **July 13-15, Thu-Sat. Helicopter Roundup.** Hillsboro, OH. For more information, call 937-364-2047.
- **July 14-16, Fri-Sun. Gathering of Eagles XI - Wings Over Berlin.** Warbirds fly-in. Featured aircraft: B-17, Avro Lancaster, Douglas C-54, as well as other smaller classic aircraft. Warbird plane rides. Willoughby, OH. For more information, call 440-943-0084.
- **174 July 16, Sun. Chapter Meeting.** Hawk Building, Clermont County Airport, 2:00 pm.



Next Chapter Meeting

Saturday, June 17th, 2006, 9:00 AM

Pancake Breakfast

Hawk Building, Clermont County Airport