

Experimental Aircraft Association



TALESPINNERS

Chapter 174

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<< Next Mtg: Sun, August 20, 2:00 PM, Hawk Building >>

August, 2006

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Members' Logbook

Washington and Oregon via the "High Road" – Summary of the July Chapter Program

By Gary Collins

A long trip was made in Don Reasoner's RV-6 to visit his brother in Portland, Oregon, and then my daughter and son-in-law in Seattle and attend the Arlington NW Regional EAA fly-in.

The total trip length was about 4400 miles. The plane, which is 10 years old, has a 150 hp Lycoming O-320 engine and a fixed pitch wood prop made by Aymar-DyMuth. This trip supports previous experience with the plane. It cruises at 170 mph, maybe a bit more. Take-off performance was OK at density altitudes of 7000 ft. We made 163 mph west-bound and 184 mph east-bound on this trip. The trip was planned to be generally straight line from I69 to Portland, OR then to Arlington, WA and return. But as these VFR trips often go, we started off

heading down the Ohio River in an end run around weather. That caused an extra gas stop the first day but we still got to the intended stopping point, Scottsbluff, NB the first day. The next day we made it to the Portland Hillsboro airport with one stop in Burly, ID. Both legs the second day were 3.5 hours at 10,500 ft. The trip west-bound took 14.3 hours and east-bound took 13.3 hours, which includes three hours at low altitude and slower speed. We changed seats for each leg, which broke up the duties nicely.

After spending a few days in Portland, giving rides in the RV-6 to Don's relatives, and visiting the Spruce Goose, we flew to Arlington. My daughter and son-in-law picked us up and we stayed with them the next few nights. We attended the Boeing Factory Tour one day and the Arlington Fly-in other days. The highlight of the fly-in for me was the post war Culver Dart that flew in. I spent many hours talking with the owner who had rebuilt it from a basket case. When the restoration was complete he flew it with the original Continental A-100 engine for a while

before installing a 150 hp Lycoming, which makes it a much better plane.

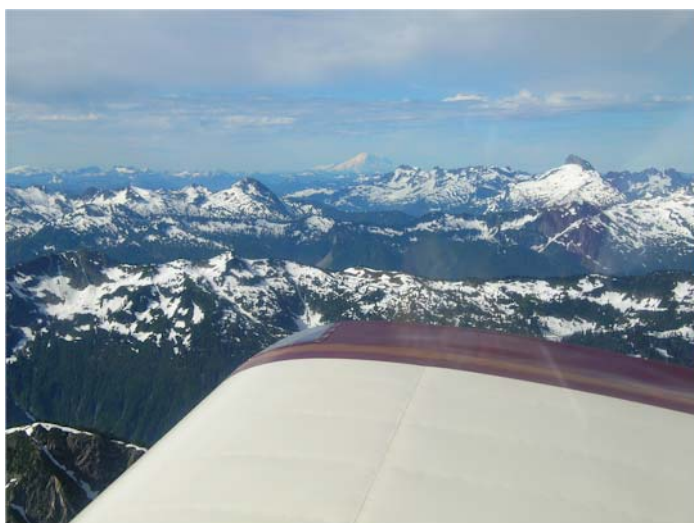


Rebuilt Culver Dart with 150 hp Lycoming

I found a vendor who has a complete line of BIG tires for bush planes, but of more interest to me was

FAA/PMA parts for Scott 3200 tailwheels. His parts are a "best buy" compared to the cost of Scott parts as sold by Aircraft Spruce. [*Alaskan Bushwheel, P.O. Box 0, 83496 E. Russell Lane, Joseph, OR 97846. 800-442-9473. www.akbushwheel.com*]

The Arlington NW Regional EAA fly-in is very nice. Sort of like Sun-n-Fun a few years ago. Being so close to the border, there were lots of Canadians in attendance. There was a nice assortment of antiques and classics, just gobs of RVs. Also lots of Glastars which are made on the field. There are about 20 RVs based on the field and they opened each day's air show with some very nice formation flying. I was pleased to find that Wicks has opened a store on the field giving them a west coast presence.



A Distant View of Mt. Rainier (Center)

We were watching the weather and cancelled a whale watching tour to leave a day earlier than planned, to get back before bad weather got to Cincinnati. The most spectacular scenery was on the leg of the trip from Arlington to Great Falls, MT which took 3.2 hours. We spent the night in Miles City MT, stopping early to clean the sparkplugs as the engine seemed a bit rough. The next morning we flew to Spencer, in NW Iowa in 3.5 hrs at 7,500 ft. Much of that leg the GPS was showing 165 kts ground speed. From there we quickly got to the weak front and spent about 2.5 hours at less than 2000 ft with 90+ OAT, ending up in Platteville, WI. From there it was another 45 minutes in the soup but then we climbed back to 7,500 on the other side of the front where the OAT was 60 degrees and the GPS said 160 kts. The visibility under the low ceilings remained good - which helped.

The low and slow flying in hot air presented a side of the RV-6 I had not experienced before. Your feet get

hot. I guess the heat is coming from the firewall. The two vents on either end of the instrument panel do a good job on your face and body but there is no cooling air for the feet. Another issue is charts. I have the two volume VFR Sectional Atlas from Air Charts Systems. It was a challenge to use the books, not bump the stick and still get some air from the vents. These charts work much better with a wheel control system. The RV-6 is a fine airplane and if you used it for long trips regularly, you would work out how to make the compact cockpit more pleasant. A wing leveler would be a help too. It was a great trip.

AIR VENTURE HIGHLIGHTS

by Norm Beaudette

The weather was generally HOT and humid, but steady breezes, at least in the early part of the week, helped keep things reasonably comfortable at this year's EAA AirVenture Oshkosh.

The vendors had lots of new and exciting ideas and gizmos for everyone to drool over. In particular, there were LOTS of light sport aviation entries, and cockpit glass is still the major topic of discussion (and sheer lust).



Cessna Light Sport Aviation Proof-of-Concept

Cessna presented its light sport proof-of-concept aircraft, but kept everyone from approaching within 10 feet of the cockpit (because there's not much there just yet to gawk at). The 2-seat concept aircraft has a 30 foot wingspan and is fitted with a 100 hp Rotax 912 engine. The impression many got was that Cessna was a reluctant participant in the game. In fact, the go / no go decision to enter the LSA game won't be made until early next year.

Vans Aircraft was also touting development of its new RV-12 light sport homebuilt (also a proof-of-concept design). The 2-seat trike prototype, which will have removable wings, full span flaperons and a composite, ground-adjustable propeller, is scheduled to fly in October, and will be powered by a 100 hp Rotax 912S. It's not likely that kits will be sold any time before the end of next year.



Vans RV-12 Proof-of-Concept

Vans is also developing a single-seat motorglider, the RV-11.

STU FABER RETIRES *Hangar Flying* COLUMN

Citing obligations to his family and to the Tri-state aviation history group he is a part of, Stu Faber has made the difficult decision to retire his Hangar Flying pen. The column has long been a welcome and much-anticipated part of the Chapter newsletter, and Stu's dedication to its accurateness and often out-of-the-ordinary topics has been very highly appreciated (as well as its punctuality!).

Thanks Stu, for your dedication to the Chapter and for a job well done !!! We're sure gonna miss our monthly Hangar Flying fix! - Ed.

CHAPTER PICNIC REMINDER

The Chapter Picnic is just a few weeks away, and will again be held at Winemiller Farm Airport this year. Please remember that the picnic date is Sunday, September 10th, which is the second Sunday in September, not the usual third. This date was chosen so as not to coincide with Blue Ash Airport Days, which will occur on the third weekend of the month.

The Chapter web site will have maps and directions to the picnic site, and the picnic lunch will begin at 1:00 pm. Volunteers will be requested at the August meeting, to help with preparations. Fried chicken and soda will be provided, and all participants are

requested to bring a small food item to share. Please see the web site for further details.

Because of the early picnic, the newsletter may not reach members in time to remind them, so be sure to mark your calendars now for this special fly-in chapter event! - Ed.

WANTED: ONE NEWSLETTER EDITOR

After nearly 3 years as newsletter editor, I have decided that it's also time for me to put down my own pen as well (or rather, my keyboard) and encourage another member to take up the job of newsletter editor. Since taking over the newsletter responsibilities in late 2003, I've had to let the web site go by the wayside, and would now like to try to breathe new life into it. I hope to complete the September, October (nominations) and November (elections) newsletters, to maintain continuity over these important activities.

I would like to encourage anyone interested in taking over the editing duties, and I'd be glad to help the new editor get it off the ground. Whoever takes the responsibility should feel free to use whatever format works for him or her, including whether or not to continue using the USPS automated printing / stamping / mailing system. (I'd be glad to do the uploading for a while, and I would be happy to explain how it all works.)

It has been a pleasure creating each new edition of the newsletter, and I hope the new editor will find similar satisfaction in performing this important chapter responsibility. - Norm Beaudette

JULY MEETING MINUTES - 7/16/06

Recorded by Terry Taylor

- Meeting called to order at 1409 by acting President Gary Collins. Seventeen members present.
- Treasurer's report
 - Cash on hand \$ 148.75
 - Bank acct. \$ 865.44
 - Certificate \$ 6518.52
 - Total \$ 7632.71Needs report from Kathy on bake sale proceeds.
- Young Eagles Report
 - 87 Kids given rides in spite of bad weather.
 - Thanks to all participants!
- June Breakfast
 - Not well attended. \$81.52 spent on supplies.

Contributions totaled \$81.00, which Howard Wells accepted as payment in full.

- No Technical Councilor activity.
- Fly Outs. No location scheduled for July 22. Many member will be leaving for Oshkosh that day.
- Special Events
September Picnic - Todd Winemiller will chair and contact all members needed to support the Picnic.
Blue Ash Airport Days – Sept 16, 17.
Need to get ticket sold for the October raffle.
Thanks to all bake sale participants.
EAA booth at Sportys open house was very successful with lots of interest.
- Program was report on trip to Portland and Arlington by RV-6 by Gary Collins and Don Reasoner.
- Technical Workshop will be held on August 2 and will cover handling Plexiglas and making control cables.
- There were no visitors at the meeting.
- New Business: Stu Faber reported on proposed deal to solve the Blue Ash Airport problem.
- Martha Lunken will retire at end of July. There will be a party at Warbirds Museum. Details will be posted on Chapter website.
- Todd Winemiller mentioned that the second runway will be available for the September Picnic Fly-in.
- Book recommendation by Gary Collins: "The Weather Makers" by Tim Flannery.
- Meeting adjourned at 1444. Program on long trip in RV-6 followed.

Upcoming Events ... (continued from back page)

- **Sep 2, Sat. 16th Annual Fly/In Cruise/In.** Featuring antique, classic, homebuilt, ultralight and warbird aircraft, as well as vintage cars, trucks, motorcycles, and tractors. All-you-can-eat Pancake Breakfast, with all proceeds going to the local Marion High School Marching Band. Marion Municipal Airport (MZZ), Marion, IN.
- **Sep 2, Sat. EAA Chapter 425 Pancake Breakfast.** Hosted by EAA 425. Riverside Airport (OH36), Zanesville, OH. Call 740-454-7487 for info.
- **Sep 2-4, Sat-Mon. Cleveland National Airshow.** Featuring the U.S. Navy Blue Angels, Shockwave jet truck, U.S. Army Golden Knights, Spanish Saeta Jet, American barnstormer Walt Pierce, WWII warbirds, and numerous military demonstrations and fly-bys. Cleveland Burke Lakefront Airport (KBKL), Cleveland, OH. For more information, call 216-781-0747.
- **Sep 16, Sat. Scottsburg Annual Fly-In.** Starts at 7:00 am. Pilot briefings at 8:00 am. Parade of Planes at 9:00 am. Live music & food all day. Plenty of camping space. Scottsburg Airport (3R8), Scottsburg, IN. For more information, call 812-752-6631.
- **174 Sep 17, Sun. Chapter Picnic.** Winemiller Farms Airstrip, 1:00 pm.
- **Sep 21, Thu. Wings & Things Guest Lecture Series.** Col. (Ret.) James Kasler • "Cold War Warrior". 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.
- **Sep 23, Sat. Paoli Aviation Day 2006.** Paoli, IN. For more information, call 812-723-4019.
- **Sep 30, Sat. 10th Annual Wood, Fabric, & Tailwheels Fly-In.** Lee Bottom Flying Field is home to the region's favorite antique & classic fly-in. With models like Staggerwing, Great Lakes, Stearman, and Spartan Executive, the lineup is sure to please every enthusiast. Intended to be a relaxed event for pilots, the gathering fills a void that your typical county airport fly-in can not. Beautiful scenery and great planes mix to create something special! Lee Bottom Flying Field (64I), Hanover, IN.
- **Sep 30, Sat. Greenwood Airport Open House.** Aircraft of all types, motorcycles and cars. Free airplane rides for kids 8 to 17 years of age. Food, entertainment, raffle, KC-135 flight simulator from Grissom AFB, games. Trophies will be awarded in aircraft and car contests. Greenwood Municipal Airport (HFY), Greenwood, IN. For more information, call 317-889-4756.



B1 "Lancer" Bomber at Oshkosh

Hangar Flying

with Stu Faber

August, 2006

stuartlfaber@msn.com



MAKING HISTORY. In recent years non-airline flying has fallen on slow times. Air space restrictions have been tightened, costs have risen, as \$4 or \$5 and up per gallon, for avgas, etc. After a long campaign the FAA has agreed to a category of "Light Sport Aircraft" or LSA, which require less training for a Sport Pilot license, along with some limitations on privileges. The latest is that 36 new Light Sport Aircraft (LSA) of various types of construction have been certified. Many use foreign developed non-certified and certified engines, and range from powered parachutes, to some exotic designs, to old standbys which have been around for years. Low fuel consumption does tend to keep down the cost of that \$100 hamburger. Safety? Who knows?

Although in July an agreement was announced that US and European regulators have reached an agreement on technologies for new traffic control systems, the FAA seems to be having trouble keeping up with the needs of traffic control. Inadequate funding is one complaint. There is a move by the airlines, and some think tanks, to switch to private operation on a fee for service basis. There is much opposition. PRIVATIZATION ANYONE? Also, many controllers are due to retire soon.

For some time, economists have raised the issue of too many airlines scrambling for business. Mergers have been suggested as a remedy. Recently, bankrupt Delta was approached by US Airways, but so far Delta has shown no interest. Many airlines are reducing the number of flights and some even moving to smaller airports. Just when CVG has added a runway.

AIRFLOW TECHNOLOGY. One of the hot new phrases is vortex generators. Often it is one or two or more very small protrusions on airfoil surfaces to deliberately disturb the air flow at certain attitudes to prevent loss of lift. It also enters design of cylinder intakes and manifolds to improve mixing of air and fuel, which was first used by Sir Harry Ricardo to improve engine power. Ricardo developed the octane rating scale and was one of the world's leading combustion engineers.

AND A FINAL PERSONAL NOTE. Ever since I finally learned to read in the third grade I have read everything that came my way. A number of years ago I volunteered to fill in doing the 174 newsletter and that lasted off and on for a total of eight or nine years. A few years later I started writing Hangar Flying pages and they seemed well received. It has taken a little more time than I had expected each month but I liked doing it. Phil Eid, a long time member of EAA Ch. 174, who I got to know through the Chapter, got me involved in aviation history by loaning me many books from his library. Then he and I joined the history group at Wright State University and I started doing a monthly Hangar Flying page with a history view point for them.

I have been lucky enough to live in a time of most of the development of aviation and major steps in technology in general. (My schools still had ink wells on each desk, and this page is done on an almost obsolete 4 year old computer.)

Over the last dozen or so years I have been unusually lucky to get to read a large number of books on aviation history. Much of that was military, as wars seem to force progress in technology. At the moment I have two going. One is *Titans of the Seas* which is on the carriers of both sides, in the Pacific during WW II. It often describes minute by minute action in air battles, and points out mistakes on both sides. The other is *The Airmen* which deals with the experiences of individual flyers.

In all that reading three things stand out. ONE: Just because something is printed on paper does not mean it is correct. TWO: It is amazing how many facts in books disagree with other books on the same subjects. THREE: It is obvious that wars are not won by the "winners". They are just lost by the other side, which made more mistakes. And most of those mistakes were made by armchair politicians and commanders who could not admit that they weren't the experts they claimed to be. It threatened their personal power.

For more than 20 years I have wished for a comprehensive history of aviation in the Tri-State area. Then a few years ago a friend, with many contacts in the area, pulled together a group of widely experienced people and we began to collect a lot of items of history which it fell to me to try to put on paper. I hope to complete my part in the not too far distant future.

However, under pressure from doctors, and my large family who want me to complete a history of the family I started some time ago, plus some other commitments that are in need of completing, I have decided I must drop some of my involvements such as the Hangar Flying pages and others. This is the last one.

Upcoming Events of Interest to Chapter Members

- **Aug 12-13, Sat-Sun. Vintage Chapter 27 Fly-In.** Delaware Airport (KDLZ), Delaware, OH. Call 740-363-0767 for information.
- **Aug 12-13, Sat-Sun. EAA Chapter 974 Pancake Breakfast.** 7:30 - 11:00 AM. Nation's biggest and best R/C Airshow to follow at 1-4 PM. (Field closed from 1-4 PM.) Hamilton - Butler County Airport (KHAO), Hamilton, OH. Admission Free.
- **Aug 18-20, Fri-Sun. 8th Annual Ohio Aeronca Aviators Fly-In.** Lots of flying, friendship and fun and a forum or two. On-airport camping and local lodging available. For additional information, call 216-337-5643 or email bwmatz11ac@yahoo.com. Alliance-Barber Airport (2D1), Alliance, OH.
- **Aug 19-20, Sat-Sun. Bellefontaine AirFest 2006.** Aerobatics, static displays, fly-ins welcome. Pancake breakfast & other food. Kids activities. Bellefontaine Regional Airport (KEDJ), Bellefontaine, OH. For more information, call 937-593-5155.
- **Aug 20, Sun. Annual Fly-In Breakfast and Airshow.** Fly-In breakfast starts around 0700. Air Show starts around 1400. Lots of static displays, vendor booths, live music, concessions, rock climbing wall, human gyro, plane rides (for those non-pilots that attend), and family fun for all! This event gets a little bigger each year, so don't miss out on Air Show 2006! Mount Sterling Airport (KIOB), Mount Sterling, KY. For more information, call 859-498-1000.
- **174 Aug 20, Sun. Chapter Meeting.** Hawk Building, Clermont County Airport, 2:00 pm.
- **Aug 26, Sat. WACO Annual Homecoming Fly-In.** This family-orientated nostalgic aviation event will feature WACO rides, WACO Museum displays, the WACO Museum's Aviation Learning Center tent, and an afternoon air show. Historic WACO Field is located at 1865 S. County Rd. 25A, 2 miles North of I-75. WACO Field (1WF), Troy, OH. For more information, call 937-335-9226.
- **Aug 26, Sat. Indianapolis Air Show.** The United States Air Force Thunderbird Jet Team, the United States Army Golden Knights Parachute Team, Michael Hunter Flight for Diabetes, Red Eagles Duo, Warbirds, antique and classic car show, a WWII military encampment, vendors, seminars, and fly-in. Mount Comfort Airport (KMQJ), Indianapolis, IN. For more information, call 317-335-7252.
- **Aug 26-27, Sat-Sun. EAA Mid-Eastern Regional Fly-In.** Marion, OH. For more information, call 419-347-5737.
- **Sep 1-3, Fri-Sun. Giant Scale Radio-Controlled Model Aircraft Air Show.** Wright-Patterson AFB, 1100 Spatz Street, Dayton, OH. Call 937-255-3286 for info.

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Next Chapter Meeting

Sunday, August 20th, 2006, 2:00 PM

Hawk Building, Clermont County Airport
