

Experimental Aircraft Association



TALESPINNERS

Chapter 174

Cincinnati, OH
Chartered since 1966
www.eaa174.org

Vol. 40, No. 10 << Next Mtg: Sun, October 15, 2:00 PM, Hawk Building >> **October, 2006**

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President's Notebook

A Note from the President – What's Been Happening?

By Gary Collins

Annual Picnic: The picnic at Todd Winemiller's strip was held one week early (second Sunday) to make it possible for the Chapter to participate in the Blue Ash Airport program the following weekend. The weather was great and the food was good as usual. The turn-out was a bit lighter than usual, probably because of the change in the normal meeting date but we did have about 10 planes fly in. It is always great to have Eric Rood fly in from Columbus. Howard Wells' daughter, son-in-law and grandson Carl, came to the picnic. Carl found Todd's big combines more interesting than the airplanes. Todd's neighbor loaned him a large canopy, which kept the sun off and allowed better viewing of the landings, take-offs and fly-bys.

I had an interesting visit with Todd at the picnic. He had done the annual on his T-6 at home last year and found some corrosion in the lowest vertical fin rib. New parts are still available! Since that rib is under a fairing, the new rivets are covered and no painting had to be done. The more interesting thing to me was his story about the engine. On a full power run-up he and his mechanic could hear a new sound, much like the sound of engines on a twin being out of sync. Todd called a radial engine specialist who suggested there was a cam problem. Radial engines do not have a camshaft in the typical sense - it is more of a ring with lobes on it. It turned out that one of the cam followers (which have a roller riding the cam ring) was too tight and had actually worn a groove in one cam ring lobe. That was causing the noise. The cam ring and all of the cam followers were replaced. I was surprised to learn that many of the radial engines of WW II vintage do not have hydraulic valve lifters. When a lifter is set too tight excessive pressure causes the cam ring to wear fast. The process of setting the correct valve lifter clearance on a radial is quite involved. It makes me appreciate what an innovation hydraulic lifters on the C-65 Continental must have been.

Meeting Program for October - THE AUCTION

We have been given lots of good aircraft parts, accessories and tools over the past year. Neil Hulin left many things for the auction that he did not want to ship home to Australia. There is a nice oscilloscope stand and a large roll of small Tygon tubing among his stuff. Gene Muszynski's widow donated all of his airplane stuff. There are new airboxes that fit the small Continental and Lycoming engines. These provide filtered air to the engine and a valve to provide carb heat when needed. There are parts and accessories for VW conversions, Continental cylinder base wrenches, misc. bolts, nuts and rivets, old tube type radios and so on. You look to see what you have that will never be used and bring it along. All proceeds will go to the chapter treasury. This meeting is often one of the most enjoyable of the year. Plan to be there and bring something for the auction.

My projects - The Sparrow is beginning to look like an airplane. With the help of Don Reasoner the fiberglass nose bowl has been mated to aluminum to make a nice cowling. We are beginning to install

engine controls and start work on the instrument panel.

The Dart Model I replica is waiting its turn. I am still torn about which type of engine to use. The original clipwing Dart that I am trying to replicate used a 145 Warner at first and later a 165 Warner. The other two clipwings that have been made over the years used Continental 220 hp radial engines. All the radials are getting hard to find parts for. The new radials, like Rotec's R-3600, are too new for my taste and too expensive. I have found there is a variant of the Russian radial that produces 220 hp at 2000 rpm. It has some unconventional aspects and turns backwards but is supposed to be very rugged and reliable. All the radials would need a custom engine mount. If I overhaul one of the Cont. O-300s I have on hand, it will fit the mount I have. But the airplane sure will not look as good with a flat engine. Ken Werremeyer has put me on to a Jacobs engine which I will check out but it is probably best considered a core. I have no idea what it would cost to have it overhauled and there is still the engine mount, exhaust system, and propeller issues.

I want to remind everyone that annual chapter dues of \$20.00 were due October 1.

WACO Fly-In (August 26, 2006)

by Kathie Doyle and Lee Jewell

Despite gusting winds, a low ceiling and threat of a storm, the annual Waco Fly-In at Waco Field in Troy was a great way to spend a September Saturday. The elegant old birds that made it to the weekend-long event were tied down in rows facing the old hangar. On display were both cabin Wacos and open cockpit models in a wide variety of colors and paint schemes. Very few planes, other than Wacos, were on the field this year.



A fine airshow concluded the day's activities. Bill Leff and his T-6 opened the airshow with a patriotic display. Brian Meyer (former Ch. 174 member) flew his beautiful yellow Acro II (below) in a gently looping and rolling display reminiscent of by-gone air shows. We were particularly excited to watch this portion of the show as this is the Acro II which Lee began building from plans in 1979. Lee sold the project to Brian in the early '90's. It was wonderful to watch Brian fly the plane through the graceful maneuvers.



Acro II at Waco Field

A snappy display by a Waynesville-based Pitts pilot concluded the manned portion of the show. The Waco Field based radio control fliers followed with a well received demonstration of their planes and skills.



By mid-afternoon the weather had begun to turn, forcing VFR pilots to scurry back to their home fields. The Waco Museum committee concluded the event with a gala fund-raising evening.

BLUE ASH AIRPORT DAYS

by Kathie Doyle, Special Events Chrm.

We had a very successful showing at the Blue Ash Airport Days over the Sept. 16th and 17th weekend. Our purpose for having a presence this year was three-fold.

- First, we represented EAA Ch. 174 and all of our activities, in particular airplane building and Young Eagles.

- Second, we were there to support the Blue Ash Airport community. With the future of this historic airport at issue in the coming November election, we chose to be a presence in support of the proposal to reconfigure, rehabilitate and save Blue Ash Airport.

- Third, the chapter board decided to sell cold drinks in our booth. In the two day period, we sold over 500 cans and bottles of water, juice and soft drinks. The hot weather and large crowds made this venture a profitable one for the chapter.

We worked hard, made some new friends, did a lot of hangar flying, shared some laughs, handed out a lot of information, generated some income and had a terrific time!

Our many loyal chapter volunteers made the weekend a great success. A huge "Thank You" to everyone who helped. It wouldn't have happened without you:

Kevin and Janet Kinney
Howard Wells
Ralph Mallott
Gary Collins
Todd Winemiller
Doug Auxier
Dwayne Hensley
Greg & Judy Baker
Phil Cady
Lee Jewell

Sincere apologies to anyone we may have omitted.
Thanks!

OCTOBER MEETING – AUCTION!

Time to clean the hangar, scour the attic and rummage through the basement, put all that old unused airplane "stuff" in the trunk of the car and drive it on over to the October meeting – 'cause we're gonna have us an auction!

As Gary mentioned, we're going to have a lot of stuff to choose from, so bring your checkbook, or plenty of cold cash.

All proceeds go to the Chapter treasury.

CHAPTER DUES ARE... DUE!

It's that time of year again – time to shell out Chapter dues for fiscal year 2007.

Please send your annual Chapter dues (still only \$20) to:

**Phil Cady
1234 E. Glenwood Ct
Amelia, OH 45102**

Make your check payable to *EAA Chapter 174*. Or bring a double sawbuck to the October meeting on the 15th.

Please help us save money – so we don't have to mail a separate reminder – by sending in your dues today. The Chapter's counting on you!

RAFFLE DATE, FIRST WEDNESDAY CHANGES

The date of the raffle has been changed from the October meeting to the Christmas Party.

First Wednesday technical seminars have ended for the year. The seminars were a great way to add a few tricks-of-the-trade to your arsenal, and were greeted with considerable interest. We hope to resume the seminars in February, with a whole new bunch of ideas. If you'd like to participate with a talk on one of your own areas of expertise, please let Gary know.

NEWSLETTER EDITOR NEEDED – APPLY NOW!

As I mentioned in the August newsletter, I'll be retiring as the Chapter newsletter editor after the November newsletter. Please give some thought to taking up this important Chapter activity. You might even consider creating a news team to help with the responsibilities.

I would like to encourage anyone interested in taking over the editing duties, and I'd be glad to help the new editor(s) get it off the ground. If you choose to continue using the USPS automated printing and mailing service, I'll be glad to do the uploading for a while (perhaps indefinitely), and I would be happy to explain how it all works. – *Norm Beaudette*

WOOD, FABRIC AND TAILWHEELS FLY-IN

by Lee Jewell

That "Certified Half-Fast Airport Asylum", Lee Bottom Flying Field, held its annual Wood, Fabric and Tailwheels Fly-In on September 30th and there was a lot to see. The day was a bright sunny blue when we arrived and a tricky wind from the river was really making pilots work on take-off and landing. When the fly-bys started there was an endless parade of antiques, classics and homebuilts, as well as some newer spam cans.



1920-1930's Swallow

There were around 100 airplanes and one helicopter in attendance, down somewhat this year due to the forecast of showers later in the day. That forecast was accurate, as the showers arrived around 2:00 pm. But there was plenty of flying before pilots and



Spartan Executive

planes headed for home. The runway extension of 1000 feet made everything a lot easier this year, as witnessed by the attendance of a Douglas DC-3,

which made some spectacular passes down the runway, including a Bob Hoover-like one-wheel touch and go.



Fairchild

Two of the older planes on hand were a 1928 Great Lakes and a Swallow biplane. Another impressive guest was a Spartan Executive. Other planes seen in action were a pair of Gullwing Stinsons, a Stinson L-5, Stearmans, a Yak, Gypsy Moth, Cessna floatplane and a number of Champs, Cubs, Citabrias, Taylorcrafts and an older Bonanza.



Interstate Cadet (right)

Check out Lee Bottom's website at www.leebottom.com, look at their plans for a museum and sign up for their newsletter, "Nordo News". Owners Rich and Ginger Davidson have some very interesting points of view.

PLEASE DON'T FORGET...

Time to send in your dues for 2007.

OFF THE WINGTIP



Can you name this airplane?

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

Hint: It's also shown in a side view next to the Interstate Cadet above.

Sponsored by Lee Jewell & Kathie Doyle

AUGUST MEETING MINUTES – 8/20/06

Recorded by Kevin Kinney

- Meeting called to order 14:14
- Treasurers report
 - o Bank acct. \$ 1012.19
 - o Certificate \$ 6518.52

- Continental 65 parts have been donated on behalf of Gene Muszynski; new airbox/filter, wrenches, etc. These parts will be auctioned off at the October meeting.
- Picnic is on 9/10 at the Winemiller Entertainment Complex. Please note – This is the second Sunday in September. This has been changed so as not to conflict with Blue Ash Airport Days.
- Newsletter – Norm Beaudette is looking for an editor for the newsletter.
- Stu Faber's last "Hangar Flying" column was published in the July newsletter. Thank you to Stu for your informative and entertaining columns over the years.
- Social committee – We will need volunteers for Blue Ash Days. Volunteers are needed for setup on 9/15, manning the booth on 9/16 & 9/17. Additional volunteers are need for teardown on 9/17.
- The raffle has been moved back to the Christmas party.
- Howard & Gary inspected Mark Neubauer's project in July. They also inspected Mark Salzback's RV8 project.
- Future possible flyouts include: Lee Bottom on 9/30, Indy Airshow in Mount Comfort and the Waco Fly-in at Troy.
- The next "First Wednesday" tech meeting will have to do with swaging.
- The program was Don Reasoner presenting "Flying in an Open Cockpit."
- Meeting adjourned at 14:49



Stearman Departing Lee Bottom Airfield

Upcoming Events of Interest to Chapter Members

- **174** Oct 15, Sun. **Chapter Meeting.** Chapter auction and nominations. Hawk Building, Clermont County Airport, 2:00 pm.
- **FAA Oct 21-22, Sat-Sun. Flight Instructor Refresher Clinic.** A two day program, fully FAA approved, designed to: 1) Renew all valid and current flight instructor certificates and ratings, 2) Help prepare individuals for their initial CFI certification or additional ratings, 3) Prepare instructors whose certificates have lapsed for the reinstatement practical test, and 4) Assist all flight instructors by increasing overall knowledge. Begins at 8:00 am. Ann Arbor Airport Terminal Building, 801 Airport Drive, Ann Arbor, MI.
- **Nov 14, Tue. Wings & Things Guest Lecture Series.** Col. (Ret.) Darrel Whitcomb: "Call Sign Raven: Fighting the Air War in Laos". All lectures begin at 7:30 p.m. Doors open at 6:30 p.m. and admission is free. Wright-Patterson AFB, 1100 Spatz Street, Dayton, OH.
- **174** Nov 19, Sun. **Chapter Meeting.** Chapter elections. Hawk Building, Clermont County Airport, 2:00 pm.

!!! REMINDER !!!

**Chapter dues are now due
for 2007.**

**See page 3 for where to
send payment.**

**Your Chapter needs your
support!**



Next Chapter Meeting

Sunday, October 15th, 2006, 2:00 PM

Chapter Auction and Nominations

Hawk Building, Clermont County Airport