

# Experimental Aircraft Association



# TALESPINNERS

## Chapter 174

Cincinnati, OH  
Chartered since 1966  
[www.eaa174.org](http://www.eaa174.org)

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<< Next Mtg: Sun, Feb 17, 2:00 PM, Hawk Building >>

February, 2008

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## President's Notebook

### RAMBLINGS

By Doug Auxier

This month I come before you to talk about me, (pretty self centered, huh). The truth of the matter is that Jan told me I need to tell you a little about me. What I do and what I fly.

I was born and raised in this area. Back in 1976 I soloed at I69 under the guidance of Randy Burchett whose father Bill was the FBO. I didn't fly much after that, money, kids (2) etc, and in 1993 I started to fly again. I went on and got my instrument rating and later my MEL. Just after I received my license I purchased a Cherokee Six. I really enjoyed flying that airplane for 750 hours.

I have always had a love for radial engines. I think the old movies, sounds, smoke, whatever, made me want one. When I went to Oshkosh the first time and saw all the Warbirds I started trying to figure out how I could have one. In 1997 I bought a North American T-28C Trojan. How, why, etc. is a story for another time.

Sometimes we just want a change or think we need something else so in 1999 I sold my great Cherokee Six and just started looking for another airplane. One time walking around OSH, Todd Winemiller and I looked at a Twin Bonanza and really liked it. Todd and I eventually decided that we would partner up on a twin. We looked at several kinds, 310's. Beech 18's, Cessna 400 series, Aztec's, etc., but we finally decided on a Twin Bonanza, which is a great flying airplane. I will share that purchase process and the history of the airplane in some future newsletter.

I have used my airplanes to travel a lot, almost 300 hours one year between the T-28 and the Twin Bonanza. One trip we take is flying to the Out

Islands of the Bahamas. Good airports, runways, very nice people and easy to get to. I have done that 15 times so far. I also like drag racing and have spent a lot of time and MONEY on that enterprise. Oh Yeah, I also sell propane and farm to help pay for my habits.

This month's meeting our speaker will be Tim O'Conner with his ultra-lite-LSA to share with us some of the things he has been doing. Come out visit and have fun.

Lastly, if a meeting needs to be cancelled or anything like that we will post it on the website along with trying to notify everyone by e-mail, so if you think the weather or whatever will affect the meeting, check the website, [www.eaa174.org](http://www.eaa174.org), before coming out.

See you out there,

Doug

**February 1, 2009:  
Phase-out of 121.5 MHz Beacons  
For Satellite Distress Alerting**

In October 2000 the International Cospas-Sarsat Program, announced at its 25th Council Session held in London, UK that it plans to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons on February 1, 2009. All mariners, aviators, and individuals using emergency beacons on those frequencies will need to switch to those operating on the newer, more reliable, digital 406 MHz frequency if they want to be detected by satellites.

The decision to stop satellite processing of 121.5 / 243 MHz signals is due to problems in this frequency band which inundate search and rescue authorities with poor accuracy and numerous false alerts, adversely impacting the effectiveness of lifesaving services. Although the 406 MHz beacons cost more at the moment, they provide search and rescue agencies with more reliable and complete information to do their job more efficiently and effectively. The Cospas-Sarsat Program made the decision to terminate 121.5/243 MHz satellite alerting services, in part, in response to guidance from the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). These two agencies of the United Nations are responsible for regulating the safety on international transits of ships and aircraft, respectively, and handling international standards and plans for maritime and aviation search and rescue. More than 180 nations are members of IMO and ICAO.

NOAA, along with the U.S. Coast Guard, U.S. Air Force, and NASA (the four Federal Agencies who manage, operate, and use the SRSAT system) are strongly advising users of 121.5/243 MHz beacons to make the switch to 406. Meanwhile, anyone planning to buy a new distress beacon may wish to take the Cospas-Sarsat decision into account.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit

**[www.sarsat.noaa.gov](http://www.sarsat.noaa.gov)**

**HANDHELD EMERGENCY BACKUP OPTION**

**SPOT** Satellite Messenger and Tracker

The World's First Satellite Messenger and Tracker the **SPOT** "Satellite Personal Tracker" unit has more features and services than other Emergency Handheld GPS Personal Location Beacon units selling for over \$1000.00

Never be lost, stranded or be in potentially in life threatening situations in remote areas beyond the range of cellular phones. Now, with Spot Satellite Messenger you can send a message for help or tell family members, friends or the emergency responders where to find you using GPS accuracy regardless of cellular coverage. Help is just a push button away!

SPOT's message and tracking functions enable users to send messages to friends, family or emergency responders, based upon varying levels of need and to visually track the location of the SPOT Satellite Messenger:

For more information go to  
[www.globalcomsatphone.com/spot/](http://www.globalcomsatphone.com/spot/)

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The Cincinnati Aviation Heritage Society has opened a micro museum in the area that was formerly Franklin Aviation School. They hope to grow to their own museum building on the airport within 5 years. We're open now by prior arrangement, but Monday-Wednesday-Friday's from 11AM-2PM are a pretty good bet.

It's an ambitious plan and we're looking for more members and supporters with varied talents. Membership is inexpensive at \$14.00 per year.

The museum currently houses an old beacon that was replaced atop the Mt. Washington Water Tower and a Sliding Canopy from one of E. P. Lunken's P-51 Mustangs. The museum is also the official repository of the Lunken Family aviation collection. A good aviation research library is in place which includes aircraft registers in books as well as microfiche. A collection of Sport Aviation Magazines dating back to the seventies and the same with American Aviation Historical Society Journals. We also have the only known complete collection of Captain's Logs from the World Airline Historical Society.

If you'd like to know more visit [www.cahslunken.org](http://www.cahslunken.org).

Charlie Pyles

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## **Radar's Replacement? Magnetic Fields Track Aircraft**

New technology now being studied in Europe can track aircraft by detecting tiny changes in the Earth's magnetic field, according to a recent report in ICTWeb. Structures that cause "shadows" for today's radar systems -- a problem for ground surveillance at large, sprawling airports -- do not impair the magnetic field detectors. Recent tests of the system in Greece and Germany showed that it could detect 100 percent of the passing aircraft, and pinpointed their location to within 7.5 meters [25 feet], a level of accuracy comparable to most existing air traffic management systems, says researcher Haibin Gao. The system uses an array of small, cheap sensor units, which could be as small as a coin in the future. They can be installed at the entry and exit points of each runway, and would be affordable even for small airports.

The researchers now are looking for investors to certify the technology and bring it to the market.  
*From an article in AVweb*

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## **Carbon Monoxide in the Cabin**

*By Gary Collins*

Every year we hear of accidents caused by incapacitation of pilots by carbon monoxide (CO). The problem comes from the production of heated air by passing outside air over a portion of the exhaust pipe. The air is heated and ducted into the cabin. If the exhaust pipe develops a crack, exhaust gases containing CO then get mixed with the air going into the cabin. If the engine is running with a properly lean mixture and is not burning excessive amounts of oil, the presence of exhaust is not detectable by smell. One way to prevent problems is to never use the cabin heat system. But that is not a very useful solution in very low temperatures. And oddly, flight in an open cockpit plane is not necessarily safe from CO. It depends on the placement of the exhaust pipe and the flow of air past the cockpit.

There are a variety of CO detectors on the market, some made specifically for aircraft use. I am sure you have all seen the paper detectors with a spot that is supposed to turn black in the presence of CO. They are better than nothing but not really what we need in our planes.

About 10 years ago new CO detectors became available that are extremely accurate at very low levels. This is achieved by automatic calibration of the detector on a daily basis making accurate readings at 5 ppm or lower and they sample the air every 5 seconds. They operate on 9 volt batteries which in my experience last about 2 years. They do have a finite life of about 5 years when the supply of calibration fluid is used up and they must be replaced.

The current best for aircraft use (although it looks like a household unit) is the CO Experts Model 1070. If the plane is hangared they often last more than 5 years due to lower temperatures in the cabin. My last one lasted a little more than 6 years. This all came to my mind when my unit indicated it was done working. I bought the replacement from aeromedix.com for \$129.00. I have it mounted on my instrument panel, hooked over a screw head and held there with Velcro. This unit begins to show CO levels on a digital display at 5 ppm, begins an audible warning at 10 ppm increasing the rate of beeping every 10 ppm to 70 ppm where it shows a red warning light and activates an 85 Db horn.

If you use cabin heat made with a heat muff on the exhaust, you really should have a CO detector on board.

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## **CHAPTER LIBRARY**

We are in the process of revamping our library. If you have Aviation related books, magazines, videos, tapes, or photos on CD's that you would like to donate please bring them with you to the chapter meeting.

We are also in need of shelving or bookcases for the library update.

If you need the material picked up call Lee Jewell at 513-503-7085.

Also

Please save all your outdated sectional charts as handouts for the June 14 Young Eagles Rally. Drop them off at the chapter meeting with Kathie Doyle.

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*From the January program for those who missed the meeting*

## **FACT & FICTION**

**By Dr Paul W Terrell MD**

**RUMOR:** The FAA is out to get ya! (Your medical certificate)

**TRUTH:** I've heard and tracked down such stories and rumors for over 40 years and can firmly say, "It just ain't so!" However, there are a number of problems involved that sometimes make it seem that way..

- A. The FAA wants what they want , when they want it, the way they want it! This is not negotiable.
- B. The vast majority of AME's do too few physicals per year to get involved with Special Issuance for airmen with health issues. They have neither the time, nor the interest required, to work the issue. They simply defer to the FAA.
- C. That adds considerable time for you and means dealing with complicated directions from the FAA on your own.
- D. All too often the requested reports sent to the FAA do not meet the requirements state in A.

**RUMOR:** The FAA is looking for reason's to deny older pilots!

**TRUTH:** There are only 15 mandatory denials and 5 of them are because you are crazy! All else can be considered for approval. We even have insulin dependent diabetics and a heart transplant airman flying today!

**RUMOR:** Don't get your medical so you can still fly under LIGHT SPORT rules.

**TRUTH:** There IS a loop hole. If you know you have a medical condition that might affect safety YOU CAN BE LIABLE if you cause an accident due to that problem. If you think you might not pass a medical exam, personal ethics and responsibility to others dictates you should not act as a pilot of ANYTHING. See FAR 61.53 Anyone who says different is just blowing smoke up your toga and you may quote me!

**RUMOR:** Once you have a serious problem, the FAA requires you to jump through ridiculous hoops to get your physical back, especially if you're over 75!

**TRUTH:** This is definitely NOT true. The truth is the FAA will not ask you to have tests or studies that are unusual for your condition. These are tests you should have IF YOU ARE TAKING GOOD CARE OF YOURSELF! If you choose to stick your head in the sand and be in denial regarding your condition, that is your choice, just do not blame the FAA. By the way, the oldest pilot currently in my practice is 87 and flies the Wright flyer!

## **Notes on the January Doc Terrell Program ---- by Gary Collins**

For those members who missed the January meeting, I asked Dr. Terrell if I could put his handout in the newsletter. This is from my notes of the discussion during his presentation:

The point of the **A,B,C,and D** in the first item of the handout refers to when you need a special issuance. If there is an issue most AME's will just send your FAA physical report in to Oklahoma City. In many cases the FAA will respond with directions for additional tests you need to provide to get their OK. Item "A" refers to the presentation of those results for which they give little guidance. An AME who works closely with OK City often times can call there directly, discuss the issue, and get permission to issue the medical on the spot. If it is more complicated and more tests are needed, Dr Terrell will see to it that the follow-up package meets the **What, When** and the **Way** the FAA requires. Most AME's will not take the time to do this.

One of the items that came up in discussion was blood pressure. He said none of the pilots in his practice are currently grounded because of blood pressure. He suggested if you have normal blood pressure of 145/90 or higher you need to get it lower. Many medicines are effective and approved by the FAA. He said it is helpful to him to bring in a blood pressure record when you go in for your physical. He said the automatic systems that fit over the wrist are not accurate enough. He recommended the units made be OMRON that use a regular, above the elbow cuff. CVS pharmacies handle OMRON. There are OMRON units costing about \$90 that have a built in pump and simpler units costing about \$50 that use the regular bulb to pump up the cuff. I bought one of the latter and by signing up for a free CVS "Extra Care" card, I got \$10 off the regular price.

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### **Upcoming Events of Interest to Chapter Members**

*Please check our web site at [www.eaa174.org](http://www.eaa174.org) for more events and updates*

**February 17 program** will be a two part program presented by Tim O'Connor.

**Part 1.** Introduction to gyroplanes----will cover everything you ever wanted to know about gyroplanes. Tim will bring his Twinstarr Autogyro.

**Part 2.** Goodwill flying for Sport Pilots----will be about Tim's experiences helping non-profit organizations through flying activities such as aerial photography.

There will be handouts and Tim has volunteered to spend time after the presentation to answer additional questions.

**March 16 Program.** The Flying Siegel Family. The original family trainer-champ. The Homebuilts, Longeze, Glassair, F-1 Evo by Team Rocket, and a Super Cub by Cubcrafters. As many of the planes as possible will be on display

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**April 20 -Chapter Meeting**

**April 26-27 Lunken Airport Days** - Volunteers needed - contact Kathie Doyle 513-503-7078

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**May 17 Sporty's Open House** - Volunteers needed - contact Kathie Doyle 513-503-7078

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**May 18 -Chapter Meeting**

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**The first Wednesday of the month**  
**March 5** the program on fabric covering will continue at John Mugavin's home shop, not at his business location. Call Gary Collins at **513-509-2526** for directions or see the HOME page on the chapter website

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**Saturday June 14 Chapter 174 Young Eagles Rally --- Pilots and Ground Crew volunteers needed** - No regular meeting in June



*Next Chapter Meeting*

**HAWK BUILDING**

***Clermont County Airport***

**Sunday, February, 17 2008, 2:00 PM**

**PROGRAM**

**GYROPLANES AND AERIAL PHOTOGRAPHY**

**BY Tim O'Conner**

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