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# EXPERIMENTAL AIRCRAFT ASSOCIATION CENTRAL OHIO - CHAPTER 9

2160 West Case Road, Box 14  
Columbus, OH 43235  
www.eaa9.org

## NEWSLETTER

December 19, 2002

### CHAPTER OFFICERS

#### **President**

Alan Harding, 614-442-0024  
al@thentshop.com

#### **Vice President**

Bruce Butts, 614-791-8615  
bbutts@columbus.rr.com

#### **Treasurer**

Ted Kellogg, 614-885-4064  
Kellogg.14@osu.edu

#### **Secretary**

Bob Mullins, 614-436-3398  
RobertM109@aol.com

#### **Directors 2002**

Bob Simon, 614-889-0278  
rms@ustek.com  
Dick Wetherald, 614-891-5145  
wetherald@cas.org  
Don Austin, 614-447-9478  
daustin@otterbein.edu

#### **Directors 2003**

Joe Vogel, 614-486-2732  
vogel.2@osu.edu  
Craig Schneider  
614-761-8749  
craig@ntsupportcenter.com

#### **Newsletter Editor**

Bob Mullins, 614-436-3398  
RobertM109@aol.com

#### **Young Eagles Coordinators**

Lindy Lusch, 614-889-9809  
llusch@columbus.rr.com  
Keith Edwards, 614-471-1970  
flyingarch@yahoo.com

#### **Technical Counselor/ Flight Advisor**

Alan Harding, 614-442-0024  
al@thentshop.com  
Martin Sobel, 740-548-5730  
rv8vator@earthlink.net

## EAA9 Officers Elected for a New Year



With a good general membership turnout, new officers were elected at the membership meeting Nov. 21. Those elected were: Al Harding, president; Mike Hayhurst, vice president; Bob Mullins; secretary; and Ted Kellogg, treasurer. Clare Lutton was elected to the two-year ("Class II") director position as was Dick Wetherald. Bob Simon was elected to the one year ("Class I") position. We were pleased to learn that "Issue One" passed overwhelmingly. The

question was: "Should we proceed with pursuing a clubhouse and workshop at the OSU Airport?" Joe Vogel presented information about efforts to secure funding for the new Ohio History of Aviation Research Center and Museum. During the meeting, Al asked each member to share their aviation experiences. Stories ranged from aircraft construction to icing.

## Holiday Cheer A 'Real Success'

"Our gathering at Bruce and Mary Butts' home for our holiday gathering was a real success," says EAA9 President Al Harding. "We have nothing but thanks and praise to our gracious hosts. This was a wonderful opportunity to renew acquaintances and meet new members." During the gathering, several members were seen stealing away in the 'computer room' to



*EAA9ers gathered at the Butts' home for an evening of holiday food, fun and fellowship.*



*The kitchen was a focal point!*

watch videos of this summer's visit of EAA's B17 "Aluminum Overcast." Others headed for Bruce's garage to look over his work on his Wittman Tailwind. (See story on page 2.) Bruce says they had plenty of leftovers! Food was certainly no problem. "The gathering was so good, we've decided to drop the banquet idea altogether!" says Al. "We'll use next month's meeting to introduce the new officers to the members."

## What It Takes for Interior Work...

Refurbishing the interior of a 1978 Cessna 172 can be an adventure, says Dick Wetherald of his plane based at OSU. From plastic to labels, care has to be taken



*Before work began...*

me how to resurrect the interior plastic from the middle and upwards." Parts were repaired with fiberglass

instead of plastic. "One piece required 14 repairs and another 17," Dick says. Painting plastic requires special paint which is actually more of a stain. Working with fiberglass is tricky.



*During the work...*

Pieces were "cleaned with Methyl Ethyl Ketone (MEK). This is nasty stuff. Neoprene gloves are recommend



*And after the final effort!*

because MEK will eat latex gloves." The stuff also eats airplane plastic and dries in one to two minutes. Total cost was about \$350 and time clocked at 45 hours for removal, fiberglass repair, painting and reinstallation. The tough part of the panel is the plastic piece beneath the engine controls and electrical parts such as the circuit breakers, according to Dick. "Loyal Adnan came to my aid with this," adds Dick. Removable pieces were repaired

Plan Ahead - January Meeting – January 16, 2003, OSU Maintenance Hanger. Tour of the facility and program.

every step of the way. "The exterior was refinished four years ago at a cost of about \$2,500, including labor." The interior work started about three years ago when EAA member Adnan Shibliq, "showed

and refinished outside the plane. "We loosened and/or masked everything we could." The same MEK and SEM paint process was used for the upper plastic. They used Landau Black, #16013 which can be seen in the third photograph. Labeling – which is an FAA requirement – was easily accomplished with a simple Brother "P-Touch" PT-1900. "Did you know there are 64 labels on a Cessna 172 instrument panel?" Dick says next in line are seat belts and certified fabric for the interior. For greater detail about Dick's project, check our Web page - [www.eaa9.org](http://www.eaa9.org).

## Building Begins with the Basics

Bruce Butts, our Explorer Post 2009 coordinator, knows you have to begin with the basics when building an airplane. He is building a two-place Wittman Tailwind. "There are lots of practice pieces," says Bruce. "Riveting and drilling out rivets has to be done right." At this point,



*Al Harding and Bruce Butts look over the Tailwind's metal spar.*

Bruce has been working on a metal wing spar which will allow for wing tanks. The wood spar version requires placing the fuel tank in front of the instrument panel. Bruce also opts for the castoring nose wheel version instead of a tail dragger. When completed, the Tailwind is expected to cruise at 160 knots. Plans come from Aircraft Spruce which owns the design. There is no special "kit" for the Tailwind,

though several people have built multiple Tailwinds.

"There are people who make the 'tricky parts' such as engine mounts and landing gear assemblies," Bruce says. Even securing a level table can be a challenge. Without it, a spar can go awry.



*Bruce practices riveting with Al's sage advice.*

## An 'Excellent Adventure' North



Keith Edwards stands next to the Diamond DA40-180 he helped Bill Bayne ferry from London, Ontario. The plane can be seen on OSU's West Ramp.

"While 13 may be considered unlucky, Wednesday, Nov. 13 was the day Bill Bayne has waited for since May," says Keith Edwards. "That's the day Diamond Aircraft promised Bill's new 'Diamond Star' DA40-180." As Bill's CFI, Keith took on the job to accompany Bill to London, Ontario, to pick up the plane, do a familiarization flight and ferry the craft from CYXU to KOSU. It was their first "international" flight. National Flyers Association (NFA) member Walter Gaub flew the pair to London. The plan was to return via Rickenbacker to clear US customs. After some adventures with customs at a small airport outside Port Huron, MI, the trip became a dream. "Cruising home in the DA40 was like a Christmas morning for a six-year-old," says Keith. "Punch the DIRECT TO in the Garmin 530, watch it pass the data to the 430, punch the OBS button to CDI, see the Garmin TXP change itself from STANDBY to ALT, climb to 4,500, lean it for cruise with the VM100 engine monitoring panel, set the Bendix/King 2-axis auto to ALT HOLD, then just look for lights in the sky." Keith adds the Diamond factory is an interesting place. "Bundles of fabrics and resins of all types come in one end and plastic airplanes come out the other." He was impressed with the sight of "tadpole shaped birds" with "US Air Force" markings and "backwards" instrument panels with flight instruments on the right side of the cockpit. For a full story on this flight, check our Web page at [www.eaa9.org](http://www.eaa9.org).



### Check Our Website

Be sure to check our new Website at [www.eaa9.org](http://www.eaa9.org). We would like to hear your comments which you can send to President Harding at [al@thentshop.com](mailto:al@thentshop.com). Thanks to Craig Schneider for his work on this site.

## Explorer Post Sets 2003 Schedule

Explorer Post Coordinator Bruce Butts says Post 2009 will have an ambitious schedule for the coming year. Activities planned include: • visit by an America West pilot instructor; • visit to the Air Force Museum; • work with a medical examiner; • engine maintenance at Bolton; • trip to an uncontrolled airport; work on OSU flight simulators. This is in addition to "routine" classes about topics that range from weight and balance to aviation weather

## Weathered in the Barnstormer



When below VFR minimums cancelled November 16 Young Eagles Day, EAA9 pilots and helpers took comfort in the Barnstormer. Shown left to right - Mike Hayhurst, Debbie Edwards, Keith Edwards, Tom Siler, Jennifer Tray, and Linda Lusch

## Members Notes...

We welcome **Terry M. Chappano** of Columbus who's building a Zenair Zodiac 601XL. Terry is a student pilot – and has already volunteered to help with the OSU Open House in June! We also welcome back **Bruce Hanson**, a fighter pilot of WW II, and **Steve Garcia** a private pilot who owns a Cessna 172. Both have been past EAA9 members.



## Ramp Check

Young Eagle Flight Rally schedule. We fly the second Saturday every other month from 10 a.m. to 2 p.m. at OSU Airport (weather permitting, of course). The next date for 2003 is Feb. 8. As of Dec. 17, 873,096 Young Eagles have been flown nationwide.

**January 6, 2003** – Directors' meeting - EAA9 OSU Old Tower Conference Room. All members welcome!

**January 16, 2003** - 7:30 p.m. Membership meeting; OSU Airport Maintenance Hanger. Tour and officer introductions.

**June 14, 2003** - Aviation Awareness/National Young Eagles Day, OSU Airport (never too early to plan ahead!).

Alan Harding  
EAA Chapter 9  
5731 Blinton Place  
Columbus, OH 43235-7205

**Next EAA9 Chapter Gathering  
January 16, 2003, 7:30 p.m.  
OSU Maintenance Hanger - Tour and Program!**



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*EAA ...The Leader in Recreational Aviation*

