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EXPERIMENTAL AIRCRAFT ASSOCIATION CENTRAL OHIO - CHAPTER 9

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NEWSLETTER

August 10, 2004

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Another all out effort...

Get Ready for 'Fuddy Duddy' Visit!



"It's a full court
press and time is
short," says EAA9

Chapter President Al
Harding. "We need every-
body to help with 'Fuddy
Duddy!' We expect EAA's
substitute for "Aluminum
Overcast" to arrive August
27 and be here until the
30th. Dick Wetherald is our
chapter's tour coordinator.

Vice President Ken Barrow
is lining up volunteers for

everything from passenger control to concessions. Contact him at 740-362-2804 or kbarrow@directway.com. **Volunteers welcome!** As in the past, members and the general public can go to www.B17.org or contact 800-359-6217 ("800-FLY-N-B17") to book a flight. Tickets are \$395 for the general public with a special discount rate of \$355 for EAA members. Ground tours are \$6 for adults, \$5 for students, and \$10 for family, with no charge to accompanied children under age 8. Ground tours are also free to all WW II Veterans. As before, we will use Gate E at Don Scott. "Fuddy Duddy" was built in 1944 and sent to the Pacific Theater, but did not see combat during WW II. In 1946 it was converted to use as a VIP transport and used by both Gen. Dwight D. Eisenhower and Gen. Douglas MacArthur. It has been restored to its original combat configuration and is now painted in the markings of "Fuddy Duddy," an 8th Air Force B-17G assigned to the 708th Bomb Squadron, 447th Bomb Group that was lost in a mid-air collision over Mannheim, Germany, on Dec. 30, 1944.



Tri-Motor Visit Great Chapter Success



Tri-Motor at Port Columbus

"No question! We had a great time with the Ford Tri-Motor visit," says Al Harding. "Everyone who helped made this an outstanding stop for the EAA's Midwest tour!" Special thanks goes to the Scioto Valley Model A

Club whose members brought their cars for visitors to see just outside Gate E. The plane had a whopping 89 flights during the visit - over 800 passengers! And, we appreciate the



sponsorship help from the Columbus Regional Airport Authority (CRAA) who used the Tri-Motor as part of its 75th Anniversary celebration for Port Columbus.



Al Harding (2nd, left) stands with members of the EAA Ford Tri-Motor crew (L-R), Janet Davidson, Al, Sean Elliott, and Bauken Noack. Bauken was leader of the team that restored the Tri-Motor. Sean is EAA's chief of aircraft operations.



The Tri-Motor made 89 flights out of Don Scott!



EAA9 Tri-Motor tour coordinator Dick Wetherald (left) and Tri-Motor Pilot George Daubner (right) on the ramp.

Next Meeting – August 27-30 - EAA's B17 "Fuddy Duddy" visit! All out member effort needed! We'll see you at Gate E!

YE's to Fly August 14

EAA9 Young Eagles Coordinator Keith Edwards asks members to help with the next YE date: "Saturday, August 14 is the next Young Eagles event for EAA Chapter 9. From 10:00 am to 2:00 pm at the OSU airport, we will be treating kids from 8 to 17 to flight experiences in aircraft flown by our volunteer pilots. Weather permitting, we want you to come to enjoy some time of friendship and fun with Chapter 9's volunteers. If you ARE a volunteer or would LIKE TO BE a volunteer, you are most welcome, for YOUR contribution is essential to making this endeavor successful. Help is needed from those who can give rides, coordinate and check registration forms, match PAX and PILOTS, greet our visitors, talk Aviation, keep the flight line safe, pass out certificates, and have a great time. If you've been wondering how you can help but can't come that day, PUBLICITY is something we always need. Tell your family, tell your friends, tell your neighbors, tell your coworkers, go to the www.EAA9.org website and download a flyer to post on the bulletin board at work. You will be glad to know you have made a positive contribution to this worthwhile cause."



Bruce's Tailwind Revisited

by Curt Jenkins

It's been some time since we last saw Bruce Butts'



Bruce examines a Tailwind spar.

Wittman Tailwind project and a lot has happened between then and now. He now has about 400 hours in his project with another 1800 or so to go, and he had to endure surgery to repair the painful Carpal Tunnel in his

hands. This is not a kit. There are no pre-finished pieces or instructions to fit tab A into slot B or any clues on what to do first. "It is a plan built project." Bruce explains. "Every piece has to be cut from raw metal and shaped into ribs, and spars, ailerons and flaps. Its trial and error; cut and re-cut; fit and refit."

His workshop resembles a hangar more than a family garage. Rolls of steel stand by to be cut; partially riveted spars lean against the wall, waiting to be finished. A commercial sized compressor and a long wooden work bench stretches down one side where a partially completed wing is taking shape. Each rib has to be cut, molded into shape and riveted to the spars. He also picked up an extra engine mount which hangs on the wall.

"You have to be careful mixing parts from different projects." He says "the pieces may not always fit." Drill presses, welding tanks and hoses; riveting guns, dimplers and jigs quickly consume more of the two car garage.



Bruce's Tailwind fuselage takes shape.

Bruce is a self taught welder and proudly shows the examples of test welds that either broke when smashed with a hammer or as in one case a piece of the shop vise that broke instead of his more experienced weld. He had to learn how to drill and place rivets with precision and to patiently start over when something went wrong. He has seven examples of ailerons that for one reason or another didn't make the grade. A complete fuselage controls one side of the space and some considerations had to be made for his project to continue.

"I purchased the fuselage from an estate," he says, "and I don't know how much time that will save me." The fuselage takes up enough room for a car; his wife's to be exact. "I had to promise to have her car warmed up and snow free since it had to stay outside." Bruce says with a smile. "It's an incentive to finish the project."

The fuselage is a conventional gear, but "I will convert it to a safer tricycle style." he says "I'm a low time pilot with about 250 hours, I don't have a tail wheel endorsement, and I think the tricycle gear will be easier for me to handle" He is also making his Tailwind a "wet wing" which means the fuel tanks will be moved from the cabin to the wings. And the wings will be metal covered instead of the usual cloth. A Lycoming 0320 engine will add weight but it will also give him top speed of 180 kts and should cruise at 160 kts.

Bruce gets plenty of help from friends like Alan Harding who visits and offers suggestions on his progress. He also belongs to several web sites populated with kindred spirits who gladly respond to questions or help with problems.

When asked when his plane will fly, Bruce will only say that it will fly, "Even if I have to drag every part up

on the roof and push it off." I have no doubt in my mind that we will all see Bruce's Tailwind fly and it won't be off his roof.



Reminder! We will be asking for volunteers to help with the 'Fuddy Duddy's' visit Aug. 27-30! Be ready to help! EAA9 Vice President Ken Barrow coordinates volunteers. Be ready to help!

Member Notes...



Curt Jenkins and Al Harding.

Welcome to **Curt Jenkins** of Westerville. He's a retired broker and a new pilot who flies 172's. Curt has offered to help with the chapter newsletter – and he has!



Kent Williamson

Welcome

also to **Kent R. Williamson** of Columbus.



Bill Coulman

And, we welcome **Bill Coulman**. A dentist in Worthington, Bill wants to help with the Young Eagles program. A private pilot, he flies a V35 Beechcraft.

Congratulations to **Don Peters** who was recognized by the FAA Columbus FSDO for 50 years of flying! He soled in Dec. 1948 in a T6B! Among others recognized with a plaque and certificate during an AOPA Safety Seminar Aug. 5 – Paul Wolf (1952), Jim Weimer (1951), and Jay Tritt (1945).



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). As of Aug. 3, 2004, 1,069,187 YE's have been flown. The next date for 2004 is August 14.

Aug. 14 – Young Eagles, Gate E, OSU Airport.

Aug. 27-30 – B-17 "Fuddy Duddy" visit to OSU Airport! This is our August membership meeting.

Sep. 19 – Vinton Co. Airport Fly-In.

Sep. 23 – EAA9 Meeting - Program to be announced.



Check Our Website

Be sure to check our Website at www.eaa9.org. We would like to hear your comments which you can send to President Harding at al@osubarnstormer.com. Thanks to Craig Schneider for his work on this site.

Alan Harding
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Membership Meeting...
EAA B17 'Fuddy Duddy' Visit
August 27-30, 2004
Gate E, Don Scott Airport



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