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EXPERIMENTAL AIRCRAFT ASSOCIATION CENTRAL OHIO - CHAPTER 9

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NEWSLETTER

February 10, 2005

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A look at ratings.

EAA/MedFlight/FAA Sponsor Seminar



*FAA's Jim
Stokes*

EAA9 members and the aviation community will gather in the MedFlight classroom Feb. 17 for an FAA Safety Seminar that will concentrate on the new Sport Pilot Certificate and accompanying endorsements. The seminar will begin at 7 p.m. The MedFlight complex is on the north side of Don Scott Airport at 2827 W. Dublin-Granville Road. FAA Safety Counselor Jim Stokes will lead the presentation. He gave a preview about the seminar during our Holiday Hangar Party. Participants are expected to have a great deal of questions about the new rating. During the program, presentations of the Wright Brothers Master Pilot Awards will go to two local pilots. As in the past, this seminar is an excellent opportunity to show off EAA Chapter 9 to the aviators in central Ohio. We expect to have a display on hand as well as refreshments. See you there!

Members Examine Webster's RV7A

Shortly after 9/11, Tom Webster and his son, Tom Jr., began work on their RV7A. Last month, EAA9 members assembled in Tom's house Jan. 20 to see an aircraft closing in on completion. Hung on the front of a nearly completed fuselage is a new IO-360 that will deliver 180 hp. The empennage is done and wings are almost ready to be attached. When ready, the plane will be moved to Webster's hangar at Delaware Municipal.

Webster says there is still work to be done with the engine mount.

Webster says he was fortunate to find a crane for only \$119 to lift the 275 lb. engine. The cowl still needs to be completed. Useful load is expected to be 1,800 lbs., but Webster says you never know until the aircraft is complete. He plans to install a fixed pitch Sensenich to keep weight down. The plane also has an extremely light weight battery mounted on the firewall.



Tom Webster, right, explains the finer points of installing canopies to Don Austin who's building a GP4.

A 60 amp alternator will power the RV7A's electrical system. The RV7A is a nose wheel plane with a 25 ft. wingspan and is 20 feet long.



Tom Webster, Jr., designed and built the RV7A's instrument panel using a computer graphic program to create the template for the panel face. The metal was cut with a high pressure water drill. The windshield has been on, but has been removed to make further accessory installations.



A Lycoming IO-360, 180 hp. engine has been mounted on Webster's RV7A. Webster says his son and partner insisted on the larger engine for the plane.

Our Next Meeting...

Next Meeting – February 17, 7 p.m., FAA Safety Seminar. MedFlight – 2827 W. Dublin-Granville Road, Columbus. Final Sport Pilot Certificates and endorsements. Wright Brothers Master Pilot Awards.

Member Notes...



Barrow Opens Site for EA Builders

“We have such items as titanium, carbon, fiberglass, foam, epoxies and tools needed to manufacture composite as well as metal aircraft structures,” says Homebuilt Central President and EAA9 member Kenny Barrow. With over 19,400 aviation products on-line, Kenny says Homebuilt Central is one of Ohio's largest suppliers of avionics, pilot supplies, and products for experimental aircraft builders. Pilots and homebuilt aircraft builders can log on to www.homebuiltcentral.com to purchase an ever increasing amount of aviation products. Located in Delaware, Ohio, Homebuilt Central's secure website allows the aviation community the ability to order from an online catalog. A faxing/e-mail quote form is downloadable from the site, according to Barrow. VISA and Master Card orders can be placed through the website or printed and mailed. “I love experimental aircraft and know the dreams of many pilots who want to build their own planes,” says Barrow. “We've found an ever growing market for those people who build planes in basements, garages and hangars. Our site also allows aircraft designers, kit manufacturers, and suppliers of aviation products to market their products using state of the art e-commerce systems. We want to meet the needs of the manufacturer as well as the builder.” Technical support systems are being developed by Homebuilt Central to help vendors as well as builders meet their needs. I am offering deep discounts for my fellow EAA9 members. These discounts can be received by using the online quote form and identifying themselves as a Chapter 9 member in the comments. Links to other homebuilt sites are also provided on the Web page. Books, CD's and even FAA regulations and “Airman Information Manual,” can be ordered through Homebuilt Central. Budding pilots can order a “Private Pilot Kit” (including CD ROM) that contains everything needed to become a pilot, “except an airplane and instructor,” says Barrow.



A New Engine for Dick's 172

By Curt Jenkins

Sometimes its kind of hard to keep Dick on subject because he is full of aviation anecdotes, but whatever he is talking about is fun! Flying is important to him and he talks about it with a heartfelt passion. Dick adopted N738BL, a 1978 Cessna 172 Skyhawk, in 1986 and has been in love ever since. “There is a crankshaft AD inspection on all Lycoming engines of 160 HP and

higher that have a hollow crank and drive a fixed pitch prop. That was one of the deciding factors" he says, regarding the decision for a new engine rather than overhauling the old one. The '78 Skyhawk had a O-320-H2AD engine that was reliable but includes a few AD's, one or two of which had the potential for a financial tailspin for an owner. The decision was not an easy one, due mostly to financial concerns. The O-320-



H2AD engine had also been a dependable friend and one not easily discarded. His very supportive wife Kendra encouraged the better solution for the long run. A new oil cooler, fuel lines, connectors and hoses all were replaced; new motor mounts and a propeller was also replaced as a part of the Air Plains 180 HP conversion kit. The upgrade is expensive, a bit of which will be returned in increased value of the Skyhawk. "But there are other considerations" Dick says. "For instance, the new O-360-A4M has no AD's; the fuel burn is probably only going to be another 1 to 1.5 gallons per hour." (yet to be determined); "and the operational ceiling will rise from 14,200 feet to 19,000 feet." Dick likes to fly high. He has portable O2 and can't wait to fly at flight level 190 and identifying himself to ATC as Skyhawk 738BL. "The TBO is 2000 hours, the -360 has a bullet proof reputation" he says, "and the rate of climb will almost double." Plus he can still use his long range fuel tanks (50 gals), take four people and baggage with no problem. Useful load with full fuel will be about 750 pounds. The 180 HP O-360-A4M doesn't increase his airspeed that much; he might get 125-127 kts rather than 120-122 kts at mid-level

altitudes. These specs bring his Skyhawk up to Cessna 182 performance for a lot less money. The Skyhawk will be like a new plane which is always exciting. Dick usually flies 120 to 150 hours a year but between the minor hail damage repair and the new engine upgrade, his flying has been a disappointment this past year. He is anxious to get back into the sky and that should be around the first of this year. The engine only has a 1 year warranty, so once he gets in the air, he will be flying it all the time.

Directors Continue 2005 Program Plans

During their January meeting, EAA9 directors discussed potential programs for the chapter, including a special presentation by member and musician Arnett Howard who will do a slide program in March on the Tri-Motor visit. Our own Joe Vogel will introduce the program. Concern was expressed about the EAA9 golf shirts which came up \$190 short. **The EAA9 golf shirts were not free! If you picked up a shirt and haven't yet paid for it, please contact Ted Kellogg. Thanks!** Directors also decided to move up the date for the 2005 Hangar Party because many members had multiple programs to attend. Tentative date is Dec. 3, 2005. The year's Young Eagle schedule was also reviewed. Dates are: Mar. 19, May 7, June 11, July 16, Aug. 20, Oct. 1, and Dec. 17.

First SPEs Appointed by FAA's LSAB



The FAA's Light Sport Aviation Branch (LSAB) completed the crucial step of appointing the first sport pilot examiners (SPEs) and sport pilot flight instructor examiners (SFIEs) Jan. 22, in Sebring, FL.

Don't Forget to Renew Your EAA and EAA9 Membership! EAA9 dues are \$20 Send to Ted Kellogg: 487 Longfellow Ave, Worthington, OH 43085

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 Feb. 4, 2005, 1,115,483 YE's have been flown. The next date for 2005 is Mar. 19, 2005.

Feb. 17 – 7 p.m. FAA Safety Seminar sponsored by EAA9 and MedFlight. MedFlight Hangar, north side of Don Scott Airport.

Mar. 17 – 7 p.m., OSU's Hanger 1. Arnett Howard and the Tri-Motor Visit.

Mar. 19 – 10 a.m. - 2 p.m. Young Eagles, Gate E.



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...
FAA Safety Seminar
MedFlight Hangar
2827 W. Dublin-Granville, Rd,
Columbus, OH
February 17, 2005
7 p.m.



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