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# EXPERIMENTAL AIRCRAFT ASSOCIATION CENTRAL OHIO - CHAPTER 9

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## NEWSLETTER

July 8, 2005

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## Aviation Open House Grows Each Year

OSU Don Scott Airport's third Open House promises to be bigger and better than the previous two! This year, EAA9's role will be two-fold: 1) We take this opportunity to offer Young Eagle Flights throughout the day – though not during the 5K “Don Scott Trot” which will take place on the runway. Chuck Hoisington has been hard at work making arrangements for pilots, ground crew, and coordination with the OSU tower. Be sure to read Chuck's report in this newsletter. 2) Members not involved with Young Eagles will volunteer for the many tasks outlined by OSU Airport

Assistant Director Ed Mikula. We ask that all members available on July 16 contact us to volunteer. Our own Col. (Ret.) Joe Vogel will be Master of Ceremonies for the event! The 5K run/walk being organized by Run Wild Racing. Awards will go to the top 50 males and females. Pre-registration is \$20 and \$30 on race day. (For more information, go to [www.runwildracing.com](http://www.runwildracing.com).) The entire airport will be closed from 7 a.m. to 9 a.m., and Young Eagle Flights will run from 10 a.m. until 2 p.m. The traditional Pancake Breakfast will be handled by Chris Cakes with a percentage of the proceeds to be donated to EAA Chapter 9. The breakfast goes for \$4. A kite building clinic has been organized for kids. Among other events and activities:

- tethered hot air balloon rides;
- aircraft displays;
- tandem parachute exhibitions;
- aerial tours;
- aviation exhibits;
- FAA Safety Seminar;
- model aircraft display and flights;
- kit exhibitions.

A “fast rope/quick extraction drill” from an Ohio National Guard Blackhawk is expected as is an Ohio National Guard C-130 fly-by. We will also see the OSU Airport Air Rescue Firefighting Vehicle. Static displays include:

- Stearman;
- 1942 Vultee BT-15;
- C-150 (OSU);
- Stinson;
- AT6 “Texan”;
- Albatross;
- 2nd Stinson;
- Porterfield;
- Med Fight Helicopter;
- Med Flight King Air;
- C-180;
- C-172 (OSU);
- (5) RVator kit aircraft;
- Hanglider;
- 2nd Stearman;
- Sail Plane;
- Corp. Jet (CMH);
- Sunny 95 Traffic Plane;
- Columbus Police Helicopter;
- Sporty's Sweepstakes C-172;
- Lane Aviation Aircraft Sales;
- 2 AC from NFA;
- 1 AC from Cap. City Flying club;
- Tri-Pacer (yup, 1AH);
- 10TV Helicopter;
- 2nd Sail Plane;
- 3rd Stearman;
- OH Air NG C-130;
- Velocity;
- Black Hawk Helicopter;
- Channel 4 Helicopter;
- 2nd Black Hawk Helicopter tentative;
- CH-47 Helicopter (Chinook) tentative;
- 2004 Glass Star;
- Eclipse;
- Cessna 182/172;
- Cessna Caravan;
- Cessna 182 (OHP);
- Cessna 310;
- 3rd Stinson L-5;
- Grumman Cheetah;
- 1 AC from COFA.



## YE Procedures Outlined...



I recently had a long conversation with Deral Carson, manager of the tower at KOSU. I remain impressed with how much he supports



our program and is willing to do to help us. The present plan is to assign us to 27R almost exclusively which means that we should have an open runway most of the time. When I first heard of this my thought was more taxi distance and time. He said that he thought that too until one of his controllers told him that the distance from the ramp in front of the terminal to 27R is the same as to 27L. For the skeptics including me it is not that difficult to get an airport map and measure it for yourself. For arrivals the plan is to use 14 as a taxi way even though the general rule is that runways are not to be used as taxiways. That is the most direct route back to our ramp; it requires landing short so that you are able to make the turn off. For those of you who have read the letter from the tower to Young Eagles in the pilot handout know that we already have restrictions as to how often we may depart, etc. I have never seen those restrictions enforced; they are in place to facilitate traffic as required. Traffic at KOSU on the weekends usually is light. Likewise the plan to require us to depart in groups is so that when the air controller tells the ground controller its OK to taxi across 27L we can move more airplanes. This too is intended to support our and Deral's goal of flying as many YE as possible. He said that if fewer wanted to cross and if able they'd certainly get the OK. Those of you with heavier and faster aircraft may be assigned to 27L. There is a lot of activity using 27L. Another important issue is the positioning of our aircraft. The field is to be closed from 7-9 AM, and I expect there will be many who want to land just before 7. The route I have for the Don Scott Trot includes the taxiway in front of the terminal so if you are based at KOSU I suggest you ask Ed Holbrook, line service manager, to position your aircraft Friday afternoon which is the time planned for repositioning aircraft. Those not based there have 3 options: 1) fly in Friday and leave your aircraft here after arranging for rides home and back 2) arrive somewhat before 7 Saturday and 3) arrive after 9, possibly 9:30 Saturday. There is a possibility the Blackhawk helicopter mock attack will require the entire field until 9:30. Deral also said that he knows "we will get hammered"

### Our Next Meeting...

Next Meeting – July 16 - OSU Don Scott Airport Open House. From 7 a.m. to 2 p.m. See accompanying stories!

with traffic when the airport is again available Saturday morning. As usual these plans can change; I will keep you briefed as needed. In any event we need you and you will be welcome whenever and however you get here. I have been told that those here early are entitled to a free pancake breakfast. There is some talk about starting the Trot at 7:30 rather than 7. While I am not a decision maker I can easily calculate that 5K is a little more than 3 miles, the average walking speed is about 3 mph so if all started at the same time one could walk the course in about an hour so 1 and 1/2 hours should be more than sufficient. We hope to see you all there! And, we need as many pilots as we can marshal for the event!

## Young Eagle Day Success



*National Young Eagles Day went well, and we were very pleased with our new location and the support we got from the airport and our volunteers in helping us set up and tear down. The Lefflers, Bob, Brad, Janice, and Renee again came out to help. The rest of the ground support crew (who signed in) was Chris Pirlil, Matt Watson, Dick Wetherald, and Dan Pry. Bob Leffler brought forms he had designed and helped with the layout. The help of these volunteers is critical to the programs success. Without the pilots there would be no flights. Those helping today, with the number of riders, are: Tom Maish 17; Alex Serrano 12; Rick Tressler 12; John Wilson 11. That's a total of 52 rides. Alan Harding set up the signs directing visitors to our new location.*

## 'Four Corners' to Visit KOSU



Steve Wood and his GlasStar - N600FY ("Goofy") is traveling around the country to promote Young Eagles. He has placed KOSU as one of his stops. Baring



weather delays, Steve and his plane are scheduled to arrive direct from Bangor, ME at KOSU July 22. We expect him to arrive between 4:30 and 5:30 p.m. From here he will fly to Dayton on July 23. He plans to fly Young Eagles at each of his stops – so, we're looking for volunteers to help the Friday and Saturday he'll be here. Contact Chuck Choisington at: [chuck@choisington.com](mailto:chuck@choisington.com). The trip begins and ends in Daytona, FL. Steve reports it took seven years to build "Goofy." It is fitted with a 125 hp fuel injected Continental IO-240 B1B. It has extended range fuel tanks fitted in the wings with provision for removable ferry tanks in the fuselage. It is IFR including a King KLN 94 IFR certified GPS, digital ILS, TruTrak two-axis autopilot and Blue Mountain G3EFIS. Steve's companion promotional goal is to provide Flying Scholarships for the Disabled. For more information about the project, go to [www.fourcornersflight.com](http://www.fourcornersflight.com).



## Soaring in Big Bend Country



EAA9 Newsletter Editor Bob Mullins and his son, Darrel (shown above) traveled to Marfa, Texas for some industrial strength sailplaning. Darrel soared to 12,000 feet in this sailplane. Marfa, located in southwest Texas in Big Bend Country, was where part of the

film "Giant" was filmed. It is also home to the Chinati Art Institute. Strong desert thermals as well as surrounding mountains provide some of the best soaring in the country. Bert and Kathy Compton operate Marfa Gliders. For information call 800-667-9464 or check out their Website: [www.flygliders.com](http://www.flygliders.com).



Marfa Airport

## Member Notes...

Special thanks to **Al Harding** for his service at the Barnstormer. For over 2.5 years, Al kept the Barnstormer open until a commercial operator could take over. Perfect Plate – a catering service for private aircraft – took over July 1, 2005.



Oops... Our version of 'air kill' I guess...

## OSU Open House July 16!

Be sure to mark July 16 on your calendar! A 5K run; pancake breakfast; hot air balloon; tandem parachute jumps; Young Eagles; aerial tours, exhibits, aircraft displays, FAA Safety Seminar; model aircraft; aerial demo's - and more - will take place! And, we're part of the program!

## Ramp Check

Young Eagle Flight Rally schedule is on the EAA9 Website and runs from 10 a.m. to 2 p.m. at OSU Airport (weather permitting, of course). As of June 28, 2005, 1,145,741 YE's have been flown.

Jul. 16 - OSU Open House!



July 26-July 31 - Oshkosh EAA AirVenture.



## Check Our Website

Be sure to check our 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@osubarnstormer.com](mailto:al@osubarnstormer.com). Thanks to Craig Schneider for his work on this site.

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**Membership Meeting...**  
***OSU Don Scott Airport***  
***Open House***  
***7 a.m. - 2 p.m.***  
***July 16, 2005***



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*EAA ... The Leader in Recreational Aviation*

