



2160 West Case Road Ste. 14
Columbus, OH 43235

Experimental Aircraft Association
Central Ohio—Chapter 9

NEWSLETTER



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EXPLORER POST 2009

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ALAN HARDING

President's Message by Dick Wetherald

Many of our chapter members attended Andy Doll's presentation and after the safety seminar we stayed and talked about flying events, places we had flown to, air-planes, people we knew and renewed acquaintances. We chatted for a good long time.

Because of EAA9, we are beginning to know each other. We were not strangers, solitary pilots on the ramp or builders in the garage. EAA9 is building an aviation community and we have a summer full of fun line up so join us and be a part of the best flying community in central Ohio.

March meeting: March 24th
10Aam Netjets on Hamilton Road



Andy Doll has 26 years of flying experience and has been a pilot with ODOT for 13. He is involved with airport inspections, pavement, grant funding and safety; flies ODNR missions photo mapping, and much more. Andy is a graduate of OU and gives a spirited presentation.

Over 60 people made Andy Doll's presentation "**Be Aware of Your Environment**" a SRO success! Andy combined charisma, wit, wisdom and his considerable experience to create a memorable Chapter 9 event. He shared his adventures as an ODOT pilot which spans a vast repertoire of missions. He has transported rabbits in a repopulation effort in Maine; nabbed deer poachers; given rides to hitch hiking Badgers and patrolled the Canadian border for illegal fishermen.

Andy also shared several photos of airports always with the question of "Do you see anything strange about this picture?" There were only a few that held obvious perils for the unsuspecting pilot. But all were potential hazards for the unprepared pilot. (con't on pg 3)

CMH-ATC TOWER TOUR

Many thanks to Tom Lusch and his ATC coworkers

By Dick Wetherald

EAA9 members and guests turned out in unexpected numbers for the CMH Tower tour 2/24/07. We were expecting counts in the teens but in fact, 67 attended. How did it work out? Just fine thank you. It started with everyone following the instructions impeccably, just like flying into AirvVenture at Oshkosh. There was a line of cars at the gate arriving precisely at the required time. Checking off visitors on the list Curt Jenkins and Tom Lusch coordinated, each was informed that "demand had exceeded capacity, and to expect ATC delays as we entered a flow control program". EAA9 President Dick Wetherald performed executive duties as parking attendant. "First lady" Kendra Wetherald got drafted to provide badges, directions, and grouping of 6 for each tour. Tom drafted duty controllers Steve, Jillian, and Barney to show visitors TRACON and the Cab. Tom provided education and dialogue to those awaiting their turn. These four excellent controllers did just fine dealing with the change in workload just as they do when the weather goes down. This was a flawless performance by these seasoned, experienced pros. Many thanks to Tom Lusch and his ATC coworkers for the top notch tour. We saw nothing but smiles as attendees left another exciting and interesting EAA 9 event.



Photos courtesy of NATCA web site For more info go to cmh.natca.org/

E.g. one runway was on the beach and the accompanying description in the AFD stated that the runway and parking area would be underwater during high tide and that might be harmful to airplanes.

If you are like some pilots who think that flight planning is flying for three hours and then looking for an airport is acceptable, you should have been there.

Andy's presentation made us all aware that serious flight planning is a good way to keep us safer. Like he said" even if the Governor is riding in the back, once we're in the air its all about me and returning safely to my family." A very good reason why all of us should take his advice to heart and always be... *"aware of our environment."*

Member News

...a well deserved award !

President **Dick Wetherald** presents outgoing President, **Alan Harding** with an appreciation plaque for his decades of dedicated service to Chapter 9.

Our organization was born over fifty years ago and Alan has been a part of it since the early eighties. Except for a six year sabbatical that he took to recover the fabric on his Tri Pacer Alan has been involved as a member, the President, newsletter editor, and mentor to younger pilots. He was instrumental in developing our original board of directors and still serves as a driving force in our aviation community. Just ask the WOOSE people.

Alan is a dyed-in-the-wool pilot with over 5000 hours, and has a rich aviation history. In 1978 he managed to ferry a Warrior from Kerrville, Texas to Australia. It was literally a gas can with wings and that was well before GPS so the navigation feat alone would discourage a less determined pilot. I'm lucky if I can find Urbana on a misty day. Australia's fairly large but still...If you haven't heard this story, I encourage you to talk to him.

Although Alan has retired as President and newsletter editor, he still finds plenty to do. He is currently working with legislators on airport noise legislation that will benefit all pilots and make our airports better neighbors. He is also a member of the FAA's FAST safety program plus much more that requires more room to recount than I have here.

He is a seasoned pilot, a dedicated aviation enthusiast, and a committed advocate for Chapter 9. He is the type of member we can all be proud of and I, for one, am very happy that he is such a devoted part of our aviation community.

Congratulations Alan!



Meet Brent Owens and N870BL

I have discovered that different builders use different approaches to their projects. Brent Owens has settled on the **“Sleep Deprivation Method”**. He and his number one assistant, son Mitchell, 11, awake early in the morning to tackle the days goals. Brent says, “With several acres four horses, three children, a couple of motorcycles , a demanding full time job with Netjets and a plane in the garage, there isn’t much time left over in the day.” But a demanding schedule isn’t anything new for Brent. He purchased a biplane which had been built from a kit and fully acrobatic. He kept that one for a couple of years before moving on to a 2/3 scale P-51 Mustang and new company. The P-51 was powered by a V-8 Chevy engine with a prop speed reduction unit and a composite body. Unfortunately he had to force land in a north Texas mesquite patch which left him unharmed but the plane was a mess. He has also restored an Ercoup with his father, so he knows his airplanes.

The RV8 he chose will be IFR capable; reach 200 MPH with a 2500 FPM climb rate. To date Brent and Mitchell have completed the empennage and are starting on the wings. Brent says “By using a kit with “match drilled” parts, the build time should be reduced by at least 500 hours.” That is a significant time savings. He started in October 2006 and already has about 125 hours invested, but Brent thinks it’s a good investment. “If you wanted to build it and sell immediately it would be profitable.” But I’ve not met a builder yet that would invest that much in a plane and sell it. The RV8 already has a tail number which Brent says might change, but it’s a good sign for a positive finish.

“I’m just getting back to my roots.” he says He chose the Van RV8 because Van has a tremendous history and a good support network. Brent thinks he should be finished in about three and one half years. “That should be just about right for Mitchell to solo in it.” He smiles a lot when he talks about his plane and his children.

I can’t wait to see Mitchell and his dad fly.



Father and son building team.



Completed empennage



**Wing ribs and parts awaiting completion
So many rivets; so little time!**

Another great year for Young Eagles!

Operation HO! HO! HO! Last season was a success. Even today I heard a favorable comment about the program. I did note that material about that event was included in the New Flyers Association newsletter.

There is a plan underway to give riders an 8.5" X 11" photo of the plane, pilot and rider. So far no details of that program are available.

I'm looking forward to this season and working with our returning pilots and volunteers and some new people. Please come out and enjoy the fun!

Chuck Hoisington

Young Eagles Coordinator

Time to Spare...Go By Air!!

By Dick Wetherald

I went to CAK to meet a pilot friend who wanted to fly but hadn't for a while. Chuck Hoisington came along for the ride and performed "*Otto the pilot*" duties. We were IFR with 1500' of ceiling above the surface and breaks in the under cast. Three miles from CAK, we could see the field (near the small lake in the lower left of the picture). The surface winds were strong and changing to favor a different runway. I asked for the different runway. There were a couple of airliners departing and a Columbia shooting a GPS approach, apparently learning the hardware. CAK approach didn't want us around for a while so he sent us to Ravenna, around the Akron VOR (ACO), half way to Youngstown and almost to PA it seemed. Notice how far they sent us outside their Class C. The diversion would be like sending CMH bound traffic to DLZ. So as we've all heard, "Time to spare, go by air".



NetJets Tour

NetJets has graciously offered a special tour of their facility for EAA9 only. It will be held **Saturday March 24th**, guided by our own EAA9 Director, Greg Schroeder. The tour starts promptly at 10AM. Entry after 10 AM will not be permitted so plan accordingly. (Drive in only, no fly in)

NetJets is the private airline for the rich and famous. Few know that in terms of the number of planes, NetJets is the equivalent of the 4th or 5th largest airline in the world. And it is based right here in Columbus.

Save the date. It is sure to be a fascinating event.

NOTICE!

Dues Address Correction

Membership dues are to be sent to Bob Lewis not Danny Lee as reported in the January issue.

Bob Lewis, 108 N. Murray Hill Rd. Columbus, OH 43228



HANGER TALK !!

I hear that Bob Leffler's new RV10 kit has been delivered and he has started the long process. I look forward to following his progress, rivet by rivet and hope that Bob will share his thoughts with us in an upcoming newsletter.

Our chapter is looking for an interested individual to assume the co-pilot duties of newsletter editor. If you are interested, please call Curt 614-882-9570.



The four turbo powered engines of Eastern's Super C Constellation deliver 13,000 HP for super speed and dependability. This postcard could be sent for .02 cents. Does anyone know what year?

✓ Ramp Check

Mar 24, 9-10:00 am /meet at Netjets on Hamilton Rd

Mar 31 Young Eagles KOSU

April 28—Young Eagles KOSU

May 6—11:00 am Fly to Funday Moraine Airpark

May 12—10:00 am Warbirds at Marysville

And don't forget the pancake breakfast at 9am and the FAA WINGS program Safety Seminar at the Warbirds program.



A New YAK in Town!!

Craig Schneider (EAA9 Director) and partner **Mike Lenhart** are the proud owners of a **YAK 52W**. Craig flew the plane back to Union County airport (MRT) from Kansas City, MO. with the help of YAK expert, Stephen Beaver. The aircraft, manufactured in Romania by Aerostar in 1999, is powered by a Russian M14P 9 cylinder, 360 HP, supercharged radial with a huge MT 3 blade prop geared down to a little more than half the engine speed. The plane is registered with the FAA as "Experimental Exhibition" The nicely equipped YAK has tandem seating with canopies that can be opened in flight, avionics include a Garmin 430 and American flight and engine instruments. Being fully aerobatic, the plane can do any maneuver through the unlimited category including lomcevaks. An onboard air system powers the air starter, retractable gear and the flaps. Conventional Cleveland hydraulic brakes and Cleveland wheels help keep maintenance expenses down.

Curt Jenkins
EAA Chapter 9
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March 31, Young Eagles, KOSU



...The Recreational Aviation Assoc



CENTRAL OHIO—CHAPTER 9