



EAA 9, INC.

NEWSLETTER



Volume 49 Issue 10

October 1, 2007

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Columbus, OH 43235

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President's Message

By Dick Wetherald

The Gathering of Mustangs and Legends is over, but it will never be forgotten. It was a privilege for me to have been even a small part of such an historical event, and I was glad to see several Chapter 9 members volunteered to help. I don't have all their names, but my **"Thanks"** goes out to all of them.

Chapter 9 Wants You!!



We have enjoyed a busy and productive year at Chapter 9 and we are looking forward to 2008, but we need some help to make this an even better organization.

To keep our Chapter growing, we need volunteers for the following positions:

Audit Committee—One member who can assist with audits that are required by EAA national. Time commitment is relatively short and usually in the first quarter of the year.

Elections Committee— One person to assist with solicitation of nominees and coordinate chapter elections in accordance with our bylaws. Time commitment is usually quite small.

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Program Coordinator—This person would establish programs for the chapter meetings excluding Young Eagles events and other special events. This person would report to the Chapter Board of Directors. Time commitment is a small number of hours a month.

Major Events Coordinator - Would coordinate large marquis chapter events such as the B-17 or Ford Tri-Motor visits and explore new events that can be conducted over the year. This person would report to the Chapter Board of Directors and the time commitment is in the 50-100 hour range per year, the majority of which would be concentrated around the event planning and execution times.

Quartermaster— Has the responsibility for chapter equipment and storage. Responsibilities would include an creating an inventory of assets, recording and monitoring of loaned assets as well as sale or disposal of assets as required. This position would report to the Chapter Board of Directors.

Young Eagles Assistant Coordinator— Would report to and provide assistance to the Young Eagles Coordinator in support of our Chapter YE initiatives. Time commitment is probably a couple of hours per month.

Graphic Artist - This position would provide graphic art expertise to the webmaster and newsletter editor as necessary and would report to the webmaster. The time commitment is small.

Newsletter Assistant Editor - Reports to and provides assistance to the Newsletter Editor. Would learn the role of Editor and contribute to the content of the newsletter. Time commitment is in the small 10's of hours per year.

For questions about any of these appointments, please contact Dick Wetherald at wetherald @cas.org.
Thanks for your help.

Bob Leffler notes that we need one more person to sign up for the ***Aeroelectric Seminar*** on December 1st and 2nd to guarantee the class will happen. If you're sitting on the fence, please go ahead and sign up. You'll receive the gratitude of the 19 others who have already signed up and are looking forward to the class.

Also, Bob notes, the "***Satisfaction Guaranteed***" pledge which says that if you aren't happy with the seminar and think that what you learned wasn't worth what you paid, you can pay him whatever you think it was worth.

You can sign up at <http://aeroelectric.com/seminars/Columbus.html>

The cost is \$150 for the seminar and \$75 for students. If you are a registered student, be sure to indicate so in the comments. You don't need to prepay, the fees will be collected during the class. More information about the seminar can be found at: <http://www.aeroelectric.com/seminars/seminars.html>

WOMEN FLY!!

Young Eagles....the beginning.

The Young Eagles program today is highly successful and widely acclaimed. It has given free rides to over one million kids across the country and is getting better every year.

But just a few years ago there was no Young Eagles, there were no free rides, there was nothing until EAA National decided to create this unique program and it took a lot of individual effort and sacrifice and dedication to get it done.

When the Michele Kunes of the EAA asked for volunteers to get the word out for the new program Linda Lusch didn't hesitate. She volunteered and spent many years and countless hours touring the state visiting other EAA chapters who weren't always anxious to see her. Many had only four or five members; some were primarily builders and didn't want to get involved; it was difficult to get local newspapers to cover the events which made it difficult to get the word out and not many people showed up. There were many concerns about liability and many times it seemed an overwhelming task. It was frustrating.

The FAA wasn't any help either. They wanted to do ramp checks on all the YE pilots, and said the pilots couldn't fly Young Eagles in experimental aircraft, but Lindy was instrumental in getting that rule changed, and indeed was the first pilot to get an IFR in the experiment Glasair that her friend Joe Wells built. That Glasair later became the *Reserve Grand Champion at Sun N' Fun* and Lindy says it has been across the Rockies a few times and is a thrill to fly.

She flew it often when traveling to YE events around the state and many times would volunteer to fly the kids when there weren't enough pilots available.

Lindy has many credentials including a Commercial Pilot with CFG (glider aero tow) and instrument ratings and has over 1000 hours in her book.



Lindy eventually handed off the Young Eagles responsibilities to Keith Edwards, but she stayed involved and still volunteers for local YE events.

Thanks to people like Lindy the Young Eagles was able to survive and grow into the vast program we see today. She was a pioneer and we all have reaped the benefits of her dedication to aviation.



Member News

CONGRATULATIONS JOE !!!

Joe Vogel is recognized for 50 years in aviation...



Verene Miller, manager of the Columbus Flight Standards District Office, presents **Joe Vogel** with the prestigious *FAA Master Pilot Award*. It recognizes more than 50 years of safe flying and the many positive contributions Joe has made to aviation.

For those of us who know him, this acknowledgement is long over due for Joe who has been involved in our local aviation.

Early in his career Joe Flew F-100 Sabres and while he may no longer be a *Jet Jockey* he has continued to influence all of us as a teacher, a CFI and a pilot.

Joe still flies out of Don Scott field so if you're out there be sure to take a moment to meet one of our local legends.

Well done Joe!!

Member News

I've driven hot air balloons, Cessnas, Swifts and Hueys but nothing comes close to my first ride in a sailplane!

by Curt Jenkins



Behind the tow plane on our way to 4000 ft AGL

In our pursuit of featuring the many diverse aspects of Chapter 9, an article on sailplanes seemed appropriate. In the further pursuit of honesty in reporting, I decided to try it myself.

I called Paul Wolfe of the **Central Ohio Soaring Association (COSA)** and set up a date for an introductory flight. I met Paul and Mark, the pilot, and other soaring enthusiasts

I have to admit; I'm prejudiced! I like the preflight routine of looking over my plane before yelling "CLEAR!" to no one in particular, turning the key and hearing the roar of the engine fill the cabin. Its comforting to have that melding of pilot and plane in a common cause before we lift into the air. The sailplane was a bit different.

A short ride in a golf cart up the taxiway and across Rwy 28 into a grassy area brought us to what looked like a wounded bird laying in the grass with one wing down. Up close it was smaller than I thought and seemed frail. We pushed the **Grob** onto the runway and hooked up the tow cable. We got in, closed the large canopy and in a second were floating down the runway.

No headphones are required because the noise level is just the sound of air rushing past; radios seem superfluous, there are no lights or electrical systems, no fuel, just a couple of wings and a long rope to get off the ground.

It was over 93 degrees and although the large canopy offered a supreme view of the landscape, it also created a lot of heat gain. But all of that was forgotten as we were towed upward to our 4000 ft AGL where Mark, the pilot, disconnected the tow line and we were on our own.

"Its not a good day for lift." Mark said "The high clouds shield the sun and only a handful of small ragged puffs floated above the Marion landscape.

Mark chased one which was very small. I learned that tight turns in a Cessna are like leisurely strolls around the park compared to the "stand it on the wing" and see what happens attitude of glider pilots.! I have never turned so fast, ever! I didn't know if we were trying to find some lift or chasing our tail, and there were a couple of minutes when I could see it catching up! There wasn't much lift but a boat-load of "dizzy" I was turning as green as the ground below and I was glad I had my flight bag handy, just in case.

It gave me a whole new appreciation for soaring and the stick and rudder skills pilots need to stay in the air. Mark is a 17 year soaring veteran and his skills are extraordinary, but, as with all things with flying, the hour was quickly gone and we descended back down to the airport.

I would recommend everyone try soaring at least once. COSA has an introductory flight for \$40.00 and it is well worth the price. (Paul said it might go up to \$45)



Marfa, TX Photo by Bob Mullins

Bob Mullins is a long time member and glider pilot, and I was able to talk with Bob about his visits to Marfa, TX where gliding is close to a religion.

"The thermals coming off the desert and around the mountains create exceptional lift." Bob said. "We could easily soar to over 11,000 feet, and you can stay up all day." But the lift comes with a price. The turbulence sounds a lot like getting beat with a stick and a novice such as I would probably need a couple of "flight" bags.



Ken Harding became a pilot on his 17th birthday. He is shown here with **Ken Smith**, who is a long time EAA 9 member and gave Ken his check ride last Saturday, September 22 nd.

Congratulations Ken and Happy Birthday!!

Norm would have been proud! **The Vinton County Fly In** was a huge success. The weather couldn't have been better; the barbecued chicken dinner was terrific and the show was outstanding! Among the hundreds of visitors, several EAA 9 members were there to enjoy the festivities.



Left to right: Ken and Al Harding, Bob Mullins, Curt Jenkins and Clare Lutton.



A small group of onlookers along the eastern edge of the runway. It was a great spot to watch the show.



One of the parachutist walks back to the ramp after a high level jump to kick off the show.

Photos courtesy of Bob Mullins

Jeff Beachy is ready to paint his *Zenith CH701* and needs some help. Jeff has been advised to use a forced air breathing apparatus (Hobbyair or similar system) and would like to know if any one has access to such a mask that Jeff could borrow for a couple of weeks to get his project done. The Zenith is 95 % done and this is the final installment of a long, rewarding project. So if you can help give Jeff a call or email him at beachyjeff@juno.com.



HANGAR TALK !!



Editor's Note

This will be my last newsletter.

Brent Owens has volunteered to take over as the new Editor for Chapter 9 and he will publish the November issue.

Brent is a long time pilot, is building his own plane, has extensive experience in creating newsletters and is an enthusiastic Chapter 9 member. He is also a good person and I know the newsletter is in excellent hands.

I have enjoyed being Editor and I appreciate all the support that I have received from our members and the Chapter 9 leadership. I know that support will continue as Brent takes over his responsibilities and I am looking forward to seeing his work.

Thanks again for the opportunity.

...Curt Jenkins

There are three simple rules for making a good landing. Unfortunately, no one knows what they are!

✓ Ramp Check

Chapter meeting October 18th
7:30 PM at AirNet KLCK

Have Fun! Fly Safe!



JP's Barbecue was a welcome change from our normal pizza, the turnout was good, the weather was perfect and

for once we had more volunteers, (pilots and ground crews) than we needed.

The 99's were also well represented with two pilots and we look forward to working with them again. Now we have the opportunity to show our young lady riders than women really can fly.

Our ground crew was; **Alan Edmonds, Marjorie Anderson, Don Morgan,** and **Andrew Hale.** Thanks for your help. I note that not all the ground crew signed in so I don't have their names.

The pilots and the kids the flew are; **Rick Hunt, 6; Dick Wetherald, 3; Phil Yoder, 3; and Mike Weinstein, 2.**

Our next rally is home at KOSU which runs concurrently with the Youth Aviation Program. I expect the attendance will be in the hundreds. The volunteers and pilots who help with this Young Eagles have in the past been generous in staying until all have flown even though it is late when we are finished. Please consider turning out for this one as we will need a lot of help. Many hands make less work for all.

For those seeking more information on the Young Eagles program please visit our web site www.eaa9.org or www.youngeagles.com

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Experimental Aircraft Association
...The Recreational Aviation Assoc



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