



The Leader In Recreational Aviation

Experimental Aircraft Association
Central Ohio

EAA Chapter 9 NEWSLETTER



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President's Message

By Dick Wetherald

President@eaa9.org email provides me with communications from a wide variety of aviation interests. Great! Keep those (email) cards and letters coming. A recent discussion was about the medical requirements for operating Light Sport Aircraft (LSA). "Should an LSA pilot be able to meet the requirements of a 3rd class medical (even though the exam itself is not required)?"

According to Joe Norris of EAA National, "There is nothing in the regulation that would indicate that a sport pilot needs to be able to pass a 3rd class FAA medical exam."

FAA reg 61.23 (2) says a person using a current and valid U.S. drivers license to meet the requirements of this paragraph must -(iv) **Not know or have reason to know or have reason to know of any medical condition that would make that person unable to operate a light sport aircraft in a safe manner.** (see the full FAR for more detail.)



"Like all pilots," Joe says, "a person must be able to honestly conclude they can complete the flight safely. Nowhere does it say anything about knowing whether or not the pilot can pass an FAA medical exam."

So there you have it! Fly sport pilot in an LSA!

Announcements -

- EAA 9 Treasurer Danny Lee recently obtained his Multi-Engine rating!
- March Homebuilders Subgroup meeting is March 27th, 7pm at Bob Leffler to see his RV-10 project (empennage complete, wings in progress). We'll check out his progress and talk tools and techniques. His address is 4973 Longbenton Way, Dublin,
- First Young Eagles Rally of the year March 29th at KOSU. (more details to come)
- Next Chapter meeting April 17th 7pm at the OSU Airport Administrative Building (aka the Blockhouse).

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Farewell to Leanne Jones

Valued EAA 9 member and volunteer, Leanne Jones will be leaving Columbus and heading back to her home country of Australia. Leanne was an active volunteer with our Chapter's very successful Young Eagles program, putting in countless hours over the last year in support of that operation. See letter inserted in this column from Leanne. Please join us in giving her our best wishes, she will be missed!

Good afternoon all,

I am leaving Columbus and returning to Australia permanently on Friday the 29th 2008.

I would like to wish everyone a fond farewell and express my thanks to everyone involved in the Young Eagles group. Over the past year I have met some fantastic people and had some great times. My involvement in this group has led to a increasing interest in aviation. That alone, should be sufficient, but I cannot express strongly enough my thanks to all involved in the Young Eagles group and how warmly I was received into your group.

I shall miss your company and on a fine summers day, I am sure I will remember you all both on a personal level and the work that you have done and will continue to do in the future.

Thank you all.

yours,

Leanne Jones



How to Join EAA Chapter 9

EAA Chapter 9 (EAA9 Inc) welcomes EAA National members and volunteer-only participants. We are an active chapter with a multitude of activities, events and opportunities to meet others in the aviation community. And we love to fly, too!

With the 2007 overhaul of the Bylaws, participation was clarified.

Regular membership

Current membership in EAA National is required. Dues are \$9.00 for the calendar year.

Volunteer participation

Those without EAA National membership are welcome and are encouraged to participate. Sign up is requested. Dues are not required.

Come join in the fun!

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Audit Committee
Curt Jenkins
Tom Webster
Stanley Sutton

Elections Committee
Ted Kellog
Paul McLennan

Paul Poberezny.....a moment in history



(The following except was extracted from a 1964 edition of Sport Aviation in which Paul is replying to comments from one of the EAA chapters regarding the building of the EAA museum.)

Dear Ray:

We received your letter of March 12 and read with interest the chapter's comments regarding EAA's efforts to put a solid foundation under itself—one that should last many years and serve the many and varied interests of the people who have come to participate in all phases of aviation.

We note with a great deal of pleasure your attached chapter report which indicates much activity in the homebuilt, antique, rotary wing, and World War I aircraft field, as well as some new designs on the drawing board. I feel pleased knowing that from my basement office in my home over 1,000 miles away we have in some small way contributed to your aviation activities and knowledge—and it may never have happened if we would have been discouraged by the many comments of people in aviation who in the early years of EAA said we were a bit tetchd and that our efforts would set aviation back many years. I wonder, too, at your statement that our friends would never come to Headquarters to view the collection of aviation material and seek to explore it for educational reasons, when for years now members and members-to-be have been coming to our home and EAA's basement office in ever increasing numbers in search of education. Visitors not only from a distance of 1,000 miles, but thousands of mile. Not a day goes by that dozens of members or people interested in real down to earth aviation do not stop in or call us by phone.

I realize that it is difficult for people so far away to realize the benefit derived from what EAA has done, not only here at Headquarters, but by the almost 200 chapters and the many individual members—to see the reports on the activities of the many chapters, to attend many of these chapter functions or fly-ins, the requests received each day for help, educational material, photos, and to see and examine light aircraft structures of many

and varied types, as well as engines, books and drawings.

Establishing this Air Education Center as part of the National EAA Headquarters has been a great personal challenge. There are many problems and anyone attempting to do the same will find that preconceived ideas on how to accomplish this goal will constantly change as economics and people will play a most important part.

For example, the free military aircraft for an outside display have already aided the cause of EAA in the areas of public opinion, both local and national, and have played a big part in aiding our struggle for a tax exempt status with the Internal Revenue Service.

I am aware that in discussion, and in our own conversations here at Headquarters, this planned Air Education Center is often referred to as the Air Museum as previously stated in Sport Aviation. When we planned its name we found that in accordance with the laws of the land, we were limited as to what we could call it and yet comply with the provisions of both State and Federal laws recognizing tax exempt institutions and without this privilege our battle would almost be lost before it had begun. But with visionary thinking one can see the great value such an institution can have on light aircraft and engine development and through the creative ability of mankind and the sharing of resources among people, we can offer a bit to society.

Whether financial support is given to this educational effort by the members of EAA, or not, I shall not be lax in my efforts to make available to them, aeronautical education both through physical displays or through publications and other associated activities. I shall find a way to financially support this worthy and much needed facility so that we can better serve the members, the chapters and all who seek help.

Sincerely,

Paul H. Poberezny

Jeff Beachy's Zenith uncovered.....

Jeff Beachy is the kind of guy that would make a great neighbor. He is very friendly, technically savvy, and independent. All of those qualities served him well in the construction of his beautiful, if not utilitarian, Zenith CH-701.

Mr. Beachy was nice enough to invite the Homebuilder Subgroup out to his farm on a snow covered March day to see his latest pride and joy up close and personal. Jeff has been flying for years and his most recent experimental was a mini max that was co-owned by his brother. Seems like aviation is a family-affair for the them. Jeff said after a couple of engine failures in the 'max' he wanted to go with a 4 stroke solution, but likes the low and slow of the Zenith's. These aircraft are famous for their short field and climb prowess on a miserly amount of horsepower. Jeff Zenith sports a Rotax 912 new out of the box and it is a gorgeous installation and well suited to the 701's mission.

Jeff has 23 trouble free hours on the airplane and loves it. This was his first 'build', the mini-max was purchased completed. Jeff has lots of wood working experience, which would have been fine if Jeff was building a Pietenpol or a Woody Pusher, but Jeff wanted to learn a new skill—the Zenith is a sheet metal aircraft. It took a little over 2000 hours to build over 2 1/2 years.

As a bonus, Jeff has a beautiful hangar and his own grass strip right at his house—lucky guy indeed!

I can't wait to fly with Jeff in his shiny new airplane this summer.



From L to R - Jeff Beachy, Dick Wetherald and Bob Leffler look at the 'uncovered' Zenith.



Basic Spin Questions

by Gordon Penner

Basic Spin Questions:

Answered by Gordon Penner, CFI and IAC34 President

1. Where should I look to figure out which way I am spinning so that I use the right (correct) rudder?

Answer: Both Rich Stowell and Gene Beggs (among others) state that you must look directly over the top of the cowling and nowhere else to determine the spin direction. In his book, *Spins in the Pitts Special*, Gene Beggs shows a diagram that illustrates how looking anywhere else can cause a pilot to mis-diagnose the direction of the spin.

2. If I have a turn and slip indicator or a turn coordinator in my airplane will the "ball" tell me which way I am spinning?

Answer: No, No, No, Rich Stowell has done extensive tests on this and has access to the data others have when testing this indicator. The ball does not show the pilot which way he or she is spinning.

3. If I have a turn and slip indicator or a turn coordinator in my airplane will the "needle" or the "little airplane" tell me which way I am spinning?

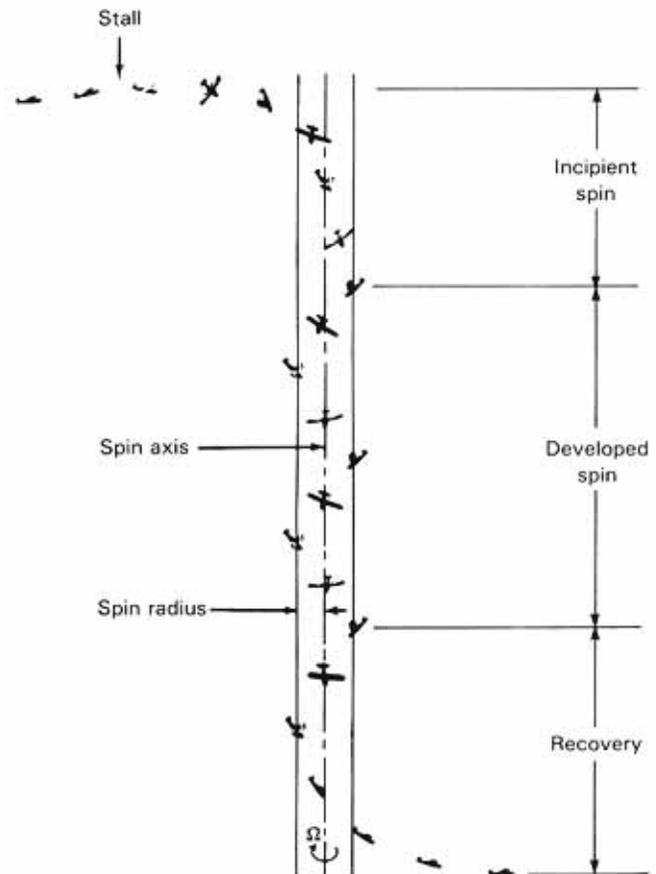
Answer: Yes, sometimes! According to Rich Stowell, the needle on the older turn and slip indicators which way you are spinning whether in an upright or inverted spin. The newer and more complex Turn Coordinators will tell you which way you are spinning if in an upright spin.

4. How can I tell if I am in a spin or a spiral? In both I could have the nose down and see the airplane performing a twisting action.

Answer: Use the airspeed gauge. It is the only gauge for determining if the aircraft is in a spin or a spiral that is required to be installed even in the most simple of airplanes. If the airplane is in a spiral the airspeed will be increasing. If in a spin the airspeed will be low and steady, somewhere close to stall, even if you do 20 turns in your spin.

DISCLAIMER:

The information in this article is not to be construed as flight instruction, or considered in any way to be used in lieu of, actual training from an FAA certified instructor. The information presented in this article is for informational purposes only and does not constitute flight instruction.



Hangar Talk

Last Chapter Meeting Door prizes were won by the following attendees:

Alan Edmonds
Andrew Hale
Jim Laferty
Clare Lutton
Sheila McCarron
Tim Mead
Lee Ritter
Lee Roth
Doug Schleifer
Teresa Schliefer

The irony is that 747 driver Tim Mead won the poster of a 172 instrument panel



OSHKOSH: The Spirit of Aviation

Oshkosh: The Spirit of Aviation is narrated by actor Harrison Ford, an EAA member, pilot and chairman of the EAA Young Eagles program. It presents an insider's look of people who share the passion for aviation as they participate in "The World's Greatest Aviation Celebration." The video is a great way for those who have never experienced Oshkosh a glimpse of what makes it special, year after year. And for AirVenture veterans, it will make you yearn for July and the chance to return to aviation's most beloved annual event.

The 17 minute video is free, just type in <http://eaa.org/spiritmovie/>

DOOR PRIZES WANTED!

We have offered aviation related door prizes at several of your recent meetings. Many of them were quite valuable. Some, less so. All were the result of presidential house cleaning. Join in the fun of sprucing up your house. Bring your unneeded aviation related treasures and we can make them door prizes too. See Dick Wetherald, President EAA 9 for details.

VOLUNTEERS NEEDED

EAA 9 is a Chapter of people that come together for a common goal, their love for aviation. As a volunteer only organization, there is no better way to get involved than to lend a hand. Most of our positions require a very small time commitment, but the gratification and spirit of camaraderie more than make up for the modest amount of work involved. No matter how young, how old, or how experienced, you can make a difference. The following positions are needed:

- Newsletter Assistant Editor—reports to and assists the Newsletter Editor in producing this fine publication.
- Program Coordinator—helps to setup and coordinate programs for Chapter meetings as necessary.
- Scholarship Chairperson-this person would manage Young Eagle credits and other scholarship and educational opportunities within the chapter.

For more information about any of these or other areas of interest, please contact our President

—Dick Wetherald at president@eaa9.org



The time has finally come! The shirts have been stitched up and sent to us. So if you were among those in attendance Holiday gathering 2007 I have a shirt for you. I will be at the next few EAA Chapter 9 events and I hope to see you there. Please call me at 614-898-3892 if you can't wait for your shirt and would like to stop by my home or make other arrangements to pick it up. I am also getting together several other items you may order with our Chapter 9 logo on it. Look for the spread in the next newsletter and your chance to show you are part of one of the few single digit EAA Chapters!!>>

See you in the shop,

Greg

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