



EAA CHAPTER 9 NEWSLETTER

VOLUME 50 ISSUE 11

NOVEMBER 2008



The Leader In Recreational Aviation

Experimental Aircraft Association Central Ohio

EAA Chapter 9

NEWSLETTER



VOLUME 50 ISSUE 11

EAA9, Inc. Based at Ohio State University Airport, Columbus, Ohio

NOVEMBER 2008

EAA 9 Calendar of Events

| <i>Date '08</i> | <i>Day</i> | <i>Time</i> | <i>Place</i> | <i>Event type</i> | <i>Details</i> |
|-----------------|------------|-------------|--------------------|-------------------|--|
| Oct 25 | Sat | 10 AM | MRT Hangar 512 | Homebuilder visit | Craig Schneider Rans S-19, Mike Hayhurst Zodiac XL |
| Nov 20 | Thur | 7 PM | OSU classroom | OSU classroom | (short) annual business meeting & elections, OSH |
| Dec 9 | Tues | 6 PM | Der Dutchman | Chapter social | Holiday diner |
| Dec 11 | Thur | 7 PM | Clare Lutton house | Homebuilder visit | Sonex |

| <i>Date'09</i> | <i>Day</i> | <i>Time</i> | <i>Place</i> | <i>Event type</i> | <i>Details</i> |
|----------------|------------|-------------|---------------|-------------------|--|
| Jan 15 | Thur | 7 PM | OSU classroom | Chapter mtg | Tuskegee Airmen at Lockbourne Army Airbase |
| Feb 7 | Sat | TBD | OSU->DAY | Tour | Family trip to AF Museum |
| Feb 19* | Thur | 7 PM | MedFlight | FAA Seminar | Details TBD |
| Mar 19 | Thu | 7 PM | OSU classroom | Chapter mtg | UAV initiative. Brian King |
| Apr 16 | Thur | 7 PM | OSU classroom | Chapter mtg | open |
| May 4* | Sun | 8 AM | I73 | FlyIn | Funday Sunday |
| May 25 | Mon | 8 AM | 170I | FlyIn | Haas memorial fly-in and breakfast |
| May30* | Sat | 10AM | MRT* | FAA Seminar | Pancake breakfast |

OCT 08 EAA 9 EVENTS

| S | M | T | W | T | F | S |
|----|----|----|----|----|----|----|
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

NOV 08 EAA 9 EVENTS

| S | M | T | W | T | F | S |
|----|----|----|----|----|----|----|
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | | | | | | |

*denotes Tentative

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- Young Eagles Report +
- Elections Coming in November
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- Ohioan inducted into Nat'l Association of Flight Instructors
- On Homebuilding

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COVER PHOTO—Dick Wetherald's C-172

N738BL is a 1978 Cessna 172 that Dick and Kendra Wetherald have owned for over 20 years. Bought as a run-out with poor cosmetics, the continued to upgrade its condition over they years. They have flown all over the country with it, often flying IFR. The long range tanks, new 180 HP Lycoming engine, recent interior and paint along with IFR GPS make it a nice traveling machine as well as local hamburger hopper. Over 500 Young Eagles and plenty of Angel Flight patients have experienced flight in this plane.

The President's Message

by Dick Wetherald



It seems like fall is blowing in and although we have had more great flying weather in the past several months than any year in recent memory, the inevitability of winter is upon us. Don't let that de-rail your aviation related activities. We have several fun and exciting things on our calendar and winter is an excellent time to make new friends or see old acquaintances at an EAA 9 function. Winter is also a great down time to do some of the stuff that you might otherwise put off like reviewing regulations or taking on a new skill or learning a new area of expertise.

Certainly you should continue to fly year round to the extent possible but know there are many things you can do to further your aviation experience when the good weather heads south.

-Dick

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Cover Photo Opportunity

Plane Pictures Wanted

Put your favorite plane on the Newsletter cover. It can be the one you own, your favorite rental, your friends, or the one you wish you still had. Send a digital picture of at least 1 megapixels to newsletter@eaa9.org. The best are front quarter shots. Include a shot with and without you in it.

When you send it along, optionally say something about it. Here is an example from this month's cover photo.

N738BL is a 1978 Cessna 172 that Dick and Kendra Wetherald have owned for over 20 years. Bought as a run-out with poor cosmetics, they continued to upgrade its condition over the years. They have flown all over the country with it, often flying IFR. The long range tanks, new 180 HP Lycoming engine, recent interior and paint along with IFR GPS make it a nice traveling machine as well as a local hamburger hopper. Over 500 Young Eagles and plenty of Angel Flight patients have experienced flight in this plane.

Send us your pictures of your plane.

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. You can join by mail, at a meeting or **on our website via paypal**. (www.eaa9.org)

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

Come join the fun!

September Young Eagles Report

by Chuck Hoisington



“Make Your Passion Their Passion” is the motto of a new Young Eagles publication. Last Saturday there was a lot of passion flowing at hangar 5 of the OSU Airport as ONE HUNDRED AND THIRTY youth were treated a chance to experience an actual flight in a general aviation aircraft, seeing the world from a different perspective. Some, including parents, inquired about pilot instruction, and I had one person tell me that he had begun training after hearing from another parent describing their child’s reaction to the experience. As you may know, the number of persons involved in general aviation has been declining-this program is a good way to attack that issue.

I can again and do again express my thanks to those who make it possible. But even more they hear that many many times from those we serve and their parents. That, and the camaraderie of fellow aviation enthusiasts is the reward for coming out and spending time with us.

Working on the ground were Marti Worth, Bob Delaney, Andrew Hale, Alan Edmonds, Chris Lind, Debbie Doucette, Kevin and Dana Parsons, Don Morgan, Clare Lutton, Ted Kellogg, and Linda Lusch. These eleven persons kept things running smoothly on the ground.

I heard the comment about it being an unannounced reunion for Young Eagles pilots. We appreciated seeing those we had not seen for awhile. Pilots who participated include with the number of riders Rick Hunt 9, Dick Wetherald 19, Bob Lewis 24, Dick Willis 9, Wayne Williams 18, Bill Zink 5, Steve England 6, Tom Maish 9, John Wilson 12, Jerry Isbell 6, and Jann Bowne 13.

Some of the help put in a long day, having worked with the Youth Aviation Adventure in the morning and then helping us when that event concluded. Some spent the entire day with us. We were able to serve those on hand, finishing around 5. The fact that almost all of those registered waited as long as 3 hours for their turn is further evidence of the level of interest. The airport and staff too is appreciated for their excellent support.

This event concludes our schedule for the season. As usual there is a possibility of a Christmas event and we’ll wait until very near the time to announce if and when it will be held.

Please make a mental note to come out and work (and play) with us when we begin our next season. If you want to observe that too is fine, but beware of the draft. The schedule is yet to be determined and will be announced as soon as it is developed. There is no shortage of fun, and the more people we have the better. Pilots need FAR compliance and, for insurance reasons, EAA membership and \$100,000 per passenger seat liability coverage.

Again, thanks to all.

Chuck Hoisington—Young Eagles Coordinator EAA Chapter 9

An example of a letter we received regarding Young Eagles

Chuck,

Thank you so much for getting back with me last week regarding the free flights for children. My son Tanner was the five year old, and you confirmed that Dick Wetherald might take him up in a flight. He did. We had a great time. The cookies were great, the poster, certificate, and color 3 were added benefits that we loved.

Tanner was a hit Monday at school - the boys were so envious!!

My friend drove by the OSU Airport in Columbus and saw the sign advertising free flights Saturday and the website. She called me last Tuesday evening and gave me the advertised web address, then I contacted you. Your advertising works, and it reached us, in Mansfield, Ohio.

Thank you, it was a great time!

Young Eagles Pilot Hits 500 Missions

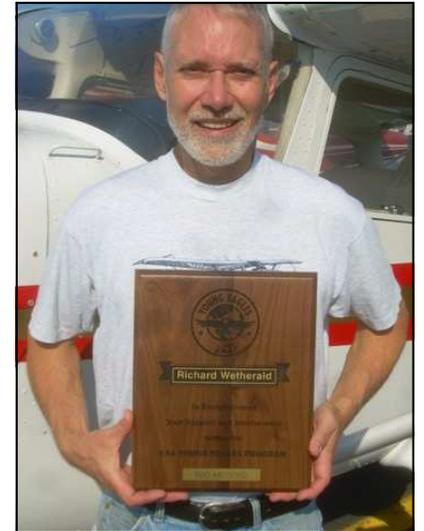
by Chuck Hoisington

The Young Program has flown over 1.4 million kids nationally. EAA Chapter 9 has been responsible for over 4,500 Young Eagles experiences. Our own Dick Wetherald has introduced over 500 kids to aviation through the Young Eagles program. EAA Oshkosh recently commended Dick with a handsome plaque that reads”

Richard Wetherald
In Recognition of
Your Support and Involvement
within the
EAA YOUNG EAGLES PROGRAM
500 MISSIONS

Dick has often thanked Chapter 9 for the excellent “marketing” and “administration” the EAA Chapter 9 ground crew provides. He is right about that. But it is Dick and pilots like him that provide “product delivery.” We are glad to have Dick and the 73 other Chapter 9 Young Eagles pilots on board. Congratulations, Dick.

Chuck Hoisington—Young Eagles Coordinator EAA Chapter 9



Elections Coming

by Lori Robishaw

Friends, it's that time of year again. Time for EAA9 elections. As chair of the nominating committee and according to our bylaws, it my job to solicit nominations from any interested candidates. Chuck Hoisington and Andy Hale join me on the nominating committee.

Each of our four officer positions and two director positions are open; each is for one two-year term. In keeping with the bylaws, I have first canvassed the current officers and directors to determine if they wish to seek re-election or be nominated for any other position. Happily, many of them have responded affirmatively, and I'm aware of at least one person interested in running for every open position.

In general, the four officer positions are the usual ones (president, vice president, secretary, and treasurer) with the duties one commonly associates with them. Officer and director duties also include attendance at monthly board meetings and conducting and controlling the business, property, and other resources of our chapter. Any nominee must be a regular, family, special, or life chapter member, which includes membership in good standing with EAA.

Per the Bylaws, it was announced at the September meeting that the floor was open for nominations. All nominations that I have received will be presented to the chapter membership at the October 18 meeting. At that time, additional nominations will be taken from the floor. Once we have all nominations, a slate will be published and we will vote by written ballot at the November 20 meeting. All regular, family, special, and life chapter members are eligible to vote; honorary/ complimentary chapter members are not.

If you are interested in serving the chapter by running for one of these positions, I welcome your nomination and will be happy to answer any questions you may have. Please e-mail me at robishaw.1@osu.edu or call me at 688-5687 during office hours or 785-0745 in the evening and on weekends.

Thanks.

Lori Robishaw—Nominating Committee Chair

News from National

reprinted from EAA HQ

October 7, 2008 — EAA's Young Eagles Program is the most successful youth aviation initiative in history, and a dual announcement at the National Business Aviation Association's annual convention in Orlando, Florida, Monday will help it and other EAA youth programs continue to flourish.

Cessna CEO Jack Pelton and actor Harrison Ford appeared at EAA's exhibit with EAA President Tom Poberezny to confirm their commitment to EAA and its youth outreach initiatives for another year. Ford will serve as the Young Eagles chairman through 2009, and Pelton renewed his commitment to serve as chairman of the Gathering of Eagles Committee.

In addition to Pelton's fifth consecutive year as committee chairman, Cessna will again be the Gathering of Eagles "naming presenter" for the event, which takes place on Thursday night during EAA AirVenture Oshkosh. Proceeds benefit EAA's outreach programs including EAA Young Eagles, the EAA Air Academy, EAA AeroScholars, and other programs that help to prepare tomorrow's pilots, aviation leaders, and pioneers. This year's Gathering raised nearly \$3 million, a record amount.

Ford became EAA Young Eagles chairman in 2004, succeeding aviation legend Chuck Yeager, and the program's original chairman, actor and pilot Cliff Robertson. Since the program's inception in 1992, about 40,000 volunteers annually provide general-aviation flight experiences to youth ages 8-17. Flying 80,000 to 100,000 kids each year, the program has touched the lives of more than 1.4 million youth, many of whom have carried that inspiration into aviation service and careers.

EAA Hall of Fame to induct 7 new members and 3 are from the great state of Ohio. Featured this month is Joan E. Mace who will be inducted into the National Associations of Flight Instructors Hall of Fame.



Joan E. Mace has 65 years of aviation experience and started flight instructing in 1946 at Ohio University Airport in Athens, Ohio. After graduating from high school, she left for Columbus, Ohio, developing a strong interest in aviation at Curtiss-Wright, a major aircraft manufacturer that contributed greatly to the Allied effort during World War II. While at Curtiss-Wright, Mace was responsible for checking landing gear, rivets, and flaring panels. Later, the U.S. Army Air Forces accepted her for Women Airforce Service Pilots (WASP) training, but hostilities ended and she never took part in the war effort. As many World War II veterans returned to college, Mace found her commercial and instructor certificates were all she needed to become the only woman among 22 instructors at Ohio University Airport.

Mace advanced her ratings and became one of only 60 women in the country to hold a multiengine airline transport pilot certificate. This contributed to her being named Top Female Pilot of the Year in 1980 by the All Ohio Ninety-Nines. She also received the Medal of Merit Award in 1992, Elder Statesman Award in 2003, and the Alumni of the Year Award and FAA Wright Brothers Master Pilot Award in 2004. In 2002, Mace was inducted into the Amelia Earhart International Forest of Friendship.

As the first female chair of a university aviation department, she has opened doors for women in aviation. She helped create a four-year bachelor's degree program in airway science in the College of Engineering at Ohio University and established an aviation advisory board at the university.

Hangar Talk - "On Building"

by Brent Owens

As I am building my RV-8 I often hear the comment, "I would never be able to build my own airplane", or "I would never trust an aircraft that I built" from both my non-flying friends and my friends who have a flying vocation. Let me offer my opinion that such statements are almost never true, that most people have the capacity to build an outstanding airplane, perhaps better than a production aircraft in some cases. I would also argue that most people who think they do not have the skills necessary are also completely wrong, it is really a matter of learning - no one is born with the ability to set perfect rivets or layup a flawless composite structure.

When asked in the 1960s what it would take to build a rocket to reach the moon, famous rocket scientist Werner Von Braun said, "The will to do it." There are many things that stand in the way of building an airplane; money, time, suitable location, fear of the unknown, personal situations, etc., but the largest obstacle is usually "the will to do it." If one has the will, the other roadblocks can be overcome.

I am very lucky that I was exposed at an early age to a group of pilot/builders who were not afraid to experiment, not afraid to learn new skills, not afraid of the challenges of homebuilding. Guys, who routinely flew aircraft that were out of the ordinary and often built or modified by their own hands. I learned so much during those days.

Fast forward to today. The modern builder has access to workshops and clinics on a wide variety of building topics and disciplines. Of course the internet has changed the whole landscape. Not only are you availed to an incomprehensible amount of information about almost every aircraft type or builder subject, often times the internet can connect you and fellow builders who are in your area. The synergy that builders experience in the 21st century is very powerful.

A friend of mine and RV-6 pilot, David Gamble, says something that I quote often "With 5000 flying RVs out there, the experiment is pretty much over." You can just imagine what kind of builder support Van's RVs experience. Depending on the aircraft type you build there could be hundreds flying examples, or thousands in the case of the RVs, and therefore much of the experimental nature of these aircraft are flushed out. Case in point, there are more RVs flying than all of the Cessna Citation models combined.

The benefits of homebuilding are inherent to the regulation that we fall under, "for recreation and education" and both of those are true. I would also add that experimental aircraft are usually more modern and optimized designs unencumbered by certification standards that are written for the lowest common denomi-

nator and further limited by the specter of litigation. Certainly technology has made the gap even wider by introducing the latest computing power into the cockpits of experimentals in the form of EFIS units (electronic flight information systems) and EMS boxes (engine monitoring systems) that rival or surpass the most modern production cockpits for pennies on the dollar.

Also as the builder and in some cases the designer, you get to "have it your way" in how your aircraft ends up once completed. Like the color red no problem-paint it red. Like your switches and panel laid out a certain way- you have a blank canvas.

Most designs hold their value and appreciate like certified aircraft although this varies widely as it does with any aircraft. Also, since you built it you get to maintain it—who better than the guy or gal who put it together. Can you say lower maintenance costs?

Finally, one of the biggest benefits is the satisfaction of doing something that only a tiny fraction of people have accomplished. People are so enamored by this that often they go on to build more airplanes in their lifetime!

You will learn more in your experience of building your own airplane than imaginable. On a high level you will learn project management, organization, systems integration and research. Some other notable areas of learning are, specific skills in the medium you select for your aircraft, be it aluminum, composite, tube-and-fabric, etc. You will also learn about electronics, fuel system design and or installation, ergonomics, lighting, interiors, paint, tires and brakes, engines, FAA regulations and building standards, instrumentation and avionics, etc. There is no better way, with the possible exception of seeking other advanced pilot ratings, to expand your aviation horizons. And I promise you will learn even more about yourself during the journey.

So we've talked about many aspects of homebuilding, from the challenge of even initiating such a project, to resources, to all the benefits. But I would like to mention one last thing. If you have ever been interested or just curious about building an airplane, do yourself a favor, come to an EAA meeting or your local grass-roots airport and talk to as many people as you can that have experience building airplanes before making your decision. It is not a small commitment, but the rewards are equally as big!



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