



The Leader In Recreational Aviation

Experimental Aircraft Association
Central Ohio

EAA Chapter 9 NEWSLETTER



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Columbus, OH 43004

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EAA9, INC.

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President's Message

By Dick Wetherald

"81"

At the end of the year, we report our membership to EAA in Oshkosh. 81 is the number of EAA9 members as of 12/31/07, nearly double last year's 46. What a tremendous feather in the cap of Chapter 9!

To what do we owe this stunning 76% growth in one year?

We have interesting meetings that cover a broad range of aviation topics. Aviators, history, technical, fly ins, fly outs,

builders activities, facility tours, and the Best Darn Young Eagles Program In The Land. (Can we make a bumper sticker out of that?) We focus on doing things and not just talking about them. I promised last year that we would be heavy on flying, program content and fun. I also promised a minimum of administrative items at our gatherings. And note that amazing \$9 dues. Can you stand it?

2007 was an intensely fun

year and in 2008, the Board has more surprises up our collective sleeves. Fun will be the watchword. Bring a friend with you to one of our meetings or events. Your friend will not be disappointed.

-Dick



Announcements -

- Time to renew your Chapter membership—contact Brent Owens at bowens@eaa9.org for details or submit \$9.00 at the next chapter meeting.
- The Homebuilders Subgroup meeting will be Jan 26th to visit Airplane Plastics and Jim Hammond's Standard in Dayton area. Look for a special edition newsletter in the coming weeks for details. Meet at Barnstormers at OSU at 8:00am depart at 8:30am sharp. RSVP at wlutton@yahoo.com
- 02/07/08 FAA Safety Seminar 'The Successful Cross Country', Million Air @CMH 4130 East 5th Avenue, 7PM
- Next Chapter meeting February 21st at the OSU Airport Administrative Building (aka the Blockhouse). The program will be Tim Mead talking about life as a professional pilot.
- Feb Homebuilders Subgroup meeting will be at Jeff Beachy's on Feb 23rd to see his finished Zenith (exact time and directions will be distributed)
- An E-LSA Airplane, Inspection/Repair course will be March 8&9. More info www.sportaviationspecialties.com and/or contact Clare Lutton lutton@eaa9.org (see article in this issue)

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Fly Australia



Paul McLennan

The January 17th meeting was both educational and entertaining. EAA 9 Director Paul McLennan, who holds multiple ratings in both the United States and Australia, conducted a program entitled "GA in

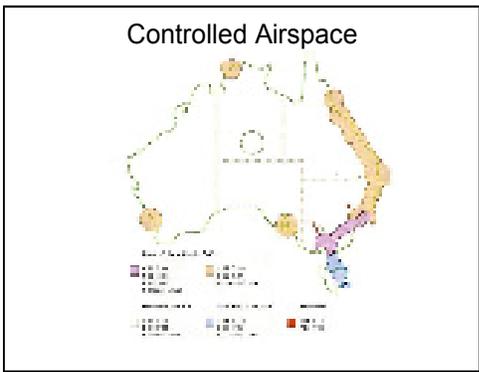
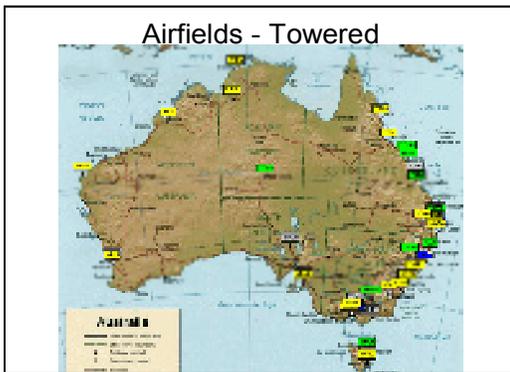
Australia—Remote Aerodrome Operations Flight and fuel planning". It was a good size crowd with almost 40 folks in attendance.

The meeting counted as credit in the FAA Wings program. http://www.faasafety.gov/SPANS/event_details.aspx?eid=17276

some areas.

The most fascinating part for me was flying in the "remote areas". As Paul beautifully illustrated, there are large chunks of Australia where there is literally no aircraft services. Planning a "cross country" takes on a whole new meaning under these circumstances.

There were two short videos that supplement the Paul's presentation and I believe everyone in attendance was fascinated with how different flying really is "down under." Paul took questions throughout and did a masterful job of educating the crowd.



As to be expected, flying in Australia is quite a lot different than the United States. There were many similarities includes some common airspace nomenclature, many US manufactured aircraft, etc. But some of the bigger differences were USER FEES, very high fuel prices (almost double), more stringent restrictions in

For more information about the FAA Wings Program please go to www.FAASafety.gov



EAA 9 Member Jeff Beachy Flies his Zenith!

After nearly three years and some 2600 logged hours of construction, my Zenith CH701 airplane took to the skies on Christmas Day 2007. It flies great! Building N701N was much more involved than I imagined, but I thoroughly enjoyed the entire building process. For those curious, I have attached several pictures of N701N (my airplane's registration number). I hope to show it to all of you in person during your next visit to the Beachy household.—*email from Jeff Beachy.*

The Homebuilder Subgroup will be visiting Jeff's place to look at his new pride and joy February 23rd (exact times and directions will be distributed at a later date). We will be elaborating more on his cool new aircraft and the fun of building, in a later edition of this newsletter—editor.



Next Chapter Meeting will feature 747 Pilot Tim Mead

Feb 21st at 7pm OSU Airport Administration Building

Tim Mead is a local professional pilot flying a 747 for Kalitta Air. He will talk about what it is to fly this magnificent airplane. Also noteworthy, Tim started flying this beast at the age of 26, almost unheard of in the industry! The Kalitta 747s do some exotic missions which is some of the most challenging flying in the world. This is sure to be an interesting and inspiring story that you won't want to miss. Please join us February 21st at the OSU Airport Administration Building at 7pm.



EAA9 membership

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 By-laws, 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!

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.

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

—Dick Wetherald at president@eaa9.org

The New Repairman Ratings (E-LSA at a glance)

Michael Huffman of Sport Aviation Specialties will be hosting a E-LSA Airplane Inspection/Repair Course in March 8th & 9th here in Columbus—see announcements on the front page. Space is limited so contact Clare Lutton at 614 451-0729 for details.

The New Repairman Ratings

As part of the sweeping new Sport Pilot/Light-Sport Aircraft regulations, FAA regulation 65.107 created two new repairman ratings for light-sport aircraft:

Repairman- Light-Sport- Inspection (LS-I)

- Authorizes owners of Experimental Light-Sport Aircraft (E-LSAs) to perform the annual condition inspection **only on their own aircraft.**
- Requires attending an FAA-accepted 16-hour training course
- Separate courses for each E-LSA category
 - Airplane
 - Weight-shift
 - Powered parachute
 - Gyroplane
 - Glider

Repairman- Light-Sport- Maintenance (LS-M)

- Authorizes the holder to perform maintenance and the annual condition inspection on Special Light-Sport Aircraft (S-LSAs).

- Authorizes the holder to perform 100-hour inspections on S-LSAs and E-LSAs used for training or towing for compensation or hire
- Requires attending an FAA-accepted 80-120-hour training course
- Separate courses for each S-LSA category
 - Airplane
 - Weight-shift
 - Powered parachute
 - Glider

Note: neither of these courses will allow a person to perform the annual condition inspection on an Experimental-Amateur-Built aircraft.

To be eligible for an LS-I Repairman rating, you must:

- Be at least 18 years old
- Be able to speak and write English
- Be a U.S. citizen or a permanent resident
- Attend a 16-hour FAA-accepted training course
- Demonstrate the skill to determine whether a light-sport aircraft is in a condition for safe operation
- Own an E-LSA

Important: you do not need to own an E-LSA when you take the course. The course completion certificate does not expire. If you acquire an E-LSA at some time in the future, you will be eligible for issuance of the repairman certificate. Also, if you acquire another E-LSA in the same category as one you currently own, you may add it to your existing LS-I Repairman certificate

What is an Experimental Light-Sport Aircraft (E-LSA)?

An experimental light sport aircraft can be in any of the following aircraft categories : Airplane (fixed-wing), Weight-shift, Powered parachute, Glider, Gyroplane, or Lighter-than-air.

- Is one of three kinds:
 - Previously unregistered "ultralight-like" vehicle that meets LSA specifications. These aircraft must be registered before January 31, 2008 (although that date may possibly be extended)
 - A kit version of an S-LSA
 - An S-LSA the owner elects to convert to E-LSA so he/she can make modifications & perform maintenance
- Can be maintained or modified by anybody-there are no requirements on who may perform maintenance or modifications on E-LSAs.
- Can have annual condition inspection by A&P mechanic or the owner as a light-sport repairman with an "inspection" rating (LS-I). An E-LSA owner can become eligible for an LS-I repairman rating by attending an 16-hour training course. Note that an LS-I repairman can perform the annual condition inspection on only an E-LSA that he or she owns. Also note that an LS-I repairman cannot perform the annual condition inspection on an Experimental Amateur-Built aircraft.
- May not be flown at night or in IFR conditions (even if so equipped and maintained) unless it is a kit version of an S-LSA or an S-LSA that has been converted to an E-LSA.

Passenger Briefing

by Len Kauffman

(This article is reprinted with permission from EAA Chapter 105 Portland.)

Last Summer a fellow chapter member made some interesting observations about a flight around Mt. St. Helens with his wife. It was only her second flight in a small airplane. He thought there were safety issues related to keeping passengers calm and comfortable to reduce the chance that they might “get so freaked as to grab controls.”

We’ve all heard stories about pilots freezing up on the controls or passengers becoming frightened and latching onto anything nearby. My wife saw an example on a bumpy commercial flight returning to PDX several years ago. She was seated across the aisle from a flight attendant (FA) jump seat. As they descended toward the airport the ride became quite rough. The young FA abruptly reached over the aisle and did a white-knuckle death grip on the armrest of my wife’s seat. Quite surprised, she looked at the FA and saw terror in her face. She tried to comfort the attendant and assure her everything would be fine. The FA stated that she did not do well in turbulence. Not exactly what we would expect from an airline “crewmember.”

I suspect that most pilots don’t give much thought to possible passenger interference. It certainly is not a common problem. But think about a frightened passenger in our small planes with the stick or yoke so close. It could be especially hazardous in tandem planes where the pilot cannot observe the back seater or easily take corrective action. It makes sense to ensure that riders are thoroughly briefed and kept comfortable during all phases of flight especially a nervous passenger.

FAR 91.519 requires that passengers receive an oral briefing before flight. Required items include smoking, use of seatbelts/harnesses, operation of entry door and emergency exits, location of survival equipment, use of oxygen equipment if installed as well as ditching procedures and the use of floatation equipment for flight over water. The briefing may be omitted if the PIC determines the passengers are familiar with the contents of the briefing.

Although we wouldn’t want to include more briefing items than passengers can absorb, other topics might be considered depending on the circumstances. Some examples are:

-STERILE COCKPIT: Have we ever missed an item on our Before Takeoff or Before Landing checklist because of passenger chitchat? The airlines refer to flight below 10,000 feet as the sterile period—that’s when things get busy and distractions must be avoided. Casual cockpit conversation is not allowed and flight attendants are restricted from contacting the cockpit unless safety of flight issues arise. We might consider a similar policy while in the traffic pattern, during instrument approaches, or any particular busy period. If used, the

briefing should include Sterile Cockpit expectations and how the pilot will indicate when they begin and end. Always advise passengers, however, that they must speak up whenever they notice something that might affect safety of flight.

-TRAFFIC WATCH: A second set of eyes can be quite helpful for spotting traffic and passengers are normally eager to help if asked. It’s a good idea to introduce them early to the “clock” method of identifying intruder position. They’ll learn quickly if we point out aircraft and call “traffic, three o’clock low” a few times. We should ask passengers to be especially watchful during any extended heads-down time.

-LISTENING WATCH: We can help passenger avoid interference with radio calls by discussing the a/c call sign. Most of us use the raised-hand method to indicate that conversation should stop when we receive a transmission—another good idea to brief. Cockpit radio call awareness is particularly important during IFR flight. Once passengers are keyed into incoming transmissions, we might even get an occasional reminder of a missed call.

-MANUEVERS: The rule-of-thumb here is “no surprises.” It is normally the unexpected that frightens passengers and causes airsickness. Whatever we plan to do during flight should be discussed beforehand to ensure their understanding and comfort. For abrupt maneuvers, it’s a good idea to remind passengers again before executing them to see if they are still up to it. Sometimes maneuvers sound better on the ground than they do in the air. In addition, accumulative affects of the flight might change their level of comfort—so ask often how they are doing.

-EMERGENCIES: This one has no clear answers. We certainly don’t want to create undue alarm, but we also don’t want a hysterical passenger screaming “are we gonna die” while we’re running our Engine Failure checklist and picking a landing spot. We might mention “very unlikely” emergencies (like engine failure) and explain that if one would ever happen we need them to remain calm and quiet so we can concentrate on doing our “pilot stuff” to get down safely.

-TURBULENCE: When we find rough air it’s usually easy to judge how it affects our riders by looking at their facial expressions and talking with them. We can help put them at ease simply by explaining that the aircraft is built to handle bumpy air. Just hearing us talk in our normal voice can be reassuring by itself. We might try changing altitude to find smoother air. If they begin to feel queasy it might be a good time to land at the nearest airport — ask.

-CONTROL TRANSFER: If a passenger will fly the aircraft it is very important to firmly establish who is flying the aircraft. When a transfer is made, the pilot should clearly state “You have the controls” and passenger responds with “I have the controls”.

Continued on the next page

Continued from page 6.

The pilot regains control with "I have the controls" - the passenger with "You have the controls". This may sound overly formal, but it takes only one situation when both folks think the other is flying the plane to make one a believer. Obviously this practice is even more important in tandem planes.

-EXPERIMENTAL AIRCRAFT: For those of us with experimental aircraft, we have the requirement to point out this fact and it's a good idea to help them understand what it means.

-OTHER ITEMS: With inexperienced and nervous passengers we may want to talk about flaps and ailerons and demonstrate how they move. This could prevent alarm when they see wing parts "coming loose" in flight. We also might explain airplane noises (fuel pump, flap motor, tin-canning, system voice alerts, engine power reductions, etc.), banking for turns, and traffic patterns, etc.

It is helpful to break the briefing into smaller pieces to help prevent overload. We might discuss smoking, maneuvers, sterile cockpit, experimental aircraft, turbulence, early notice of airsickness, etc. before entering the aircraft. Once inside the plane it's time to explain operation of belts/harnesses, normal and emergency exits, survival

equipment location, oxygen system if installed and ditching if it's an over water flight. With new passengers, we should move the stick/yoke and rudder pedals through their full range and explain that the area must remain clear at all times (especially important in tandems). Other items might be briefed prior to takeoff or during flight where practical examples can be used to cover control transfer, traffic watch, listening watch, etc.

Passenger experience and comfort will, of course, determine the extent of the briefing. Many of these items are important for first time or nervous passengers but not for others. Some items should be re-briefed over several flights until repeat passengers understand the aircraft and become comfortable with flight.

Frequent passengers can be brought up to the level of a crewmember over time and can be a real asset in the cockpit. It would include gradually teaching them about instruments (flight and engine), radios, nav equipment, switches, flight controls, sectionals, traffic patterns, etc. For IFR operations, it would include enroute charts and approach plates.

There is a lot to think about here. But it should be worth a little thought to assure passengers have a comfortable flight and reduce the chance of them interfering with operation of the aircraft.

-Len

What are your Directors doing?

It may be common knowledge, but let it be known that in between the regular chapter meetings, the homebuilder subgroup meetings, the Young Eagles flights, the special events, etc., your EAA 9 Officers and Directors meet monthly as the Chapter Board of Directors to help keep the machine moving. The Board (this includes the Officers & Directors) talk through the boring business details of running an EAA chapter, but more importantly, they look for ways to enhance the chapter. Our Board will stay a step ahead and focus on future activities and work those as projects with the help of volunteers along with members of the Board. Through the tireless volunteer spirit of these folks and others in the Chapter, 2008 should be a great year!



Pictured from left to right

Director Paul McLennan

Vice President Bob Leffler

Director Greg Schroeder

President Dick Wetherald

Director Craig Schneider

Director Clare Lutton

Not pictured

Secretary Brent Owens

Treasurer Danny Lee

Director Chuck Hoisington



Brent Owens
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