



The Leader In Recreational Aviation

Experimental Aircraft Association  
Central Ohio

# EAA Chapter 9 NEWSLETTER



8060 Havens Road  
Columbus, OH 43004

Volume 50 issue I

EAA9, INC.

JANUARY 2008

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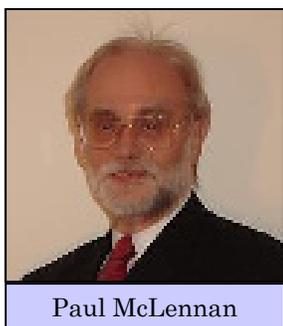
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## President's Message

EAA Chapter 9 is starting the year off with an FAA Safety Seminar that promises to be quite interesting. Fuel exhaustion is one of the top accident causes and it is almost always preventable. EAA Chapter 9 member Paul McLennan will wrap that safety message into a fascinating presentation about GA flying in Australia and Japan. He will talk about cross country fuel



Paul McLennan

management as well as

## By Dick Wetherald

the terrain, weather, rules and other elements that make flying down under different. Paul has flown GA in his native Australia for decades, but his travels have put him in a GA cockpit in other countries as well.

Speaking about being down under (or is that inverted?), Paul picked up aerobatic training this past year. He also recently obtained his "single engine flying in a multi-engine airplane" (MEL) license. And to show that he will have to keep working into his retirement years, he splurged on some 737 simulator time.

Come join the fun January 17th at 7PM at MedFlight, 2827 W Dublin Granville Rd.

There are over 1900 EAA



National members within 75 miles of Columbus. If you know such a member, bring him or her to an EAA Chapter 9 event. Maybe even invite them to join at the princely sum of \$9.

And speaking of \$9, if you have not renewed your membership, please bring that big \$9 with you to a meeting or mail it to EAA9 Secretary, 8060 Havens Road, Blacklick, OH, 43004.

Treasure Danny Lee is a freshly minted instrument Pilot. Congratulations Danny! Any other such accomplishments by members or volunteers? Forward them to [secretary@eaa9.org](mailto:secretary@eaa9.org).

## Announcements -

- Time to renew your Chapter membership—contact Brent Owens at [bowens@eaa9.org](mailto:bowens@eaa9.org) for details or submit \$9.00 at the next chapter meeting.
- Chapter meeting Jan 17th at 7pm MedFlight
- The Homebuilders Subgroup meeting will be Jan 26th to visit Aeroplastics and Jim Hammond's Standard in Dayton area. Look for a special edition newsletter in the coming weeks for details.
- An E-LSA Airplane, Inspection/Repair course will be March 1&2. More info [www.sportaviationspecialties.com](http://www.sportaviationspecialties.com) and/or contact Clare Lutton [lutton@eaa9.org](mailto:lutton@eaa9.org)
- Feb Homebuilders Subgroup meeting will be at Jeff Beachy's on Feb 23rd to see his finished Zenith.



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**Elections Committee**  
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## EAA Chapter 9 Holiday Dinner

In spite of the cold and snowy weather, our annual dinner was a big success. Der Dutchman hosted the occasion and based on the attendance this wasn't a bad choice of locations. The food was very good and they worked hard at keeping everyone's glass full. As promised Clare Lutton keep a slide-show going with pictures from AirVenture 07' and the Gathering of Mustangs & Legends—beautiful!

A variety of door-prizes were available by a random drawing. Also, each regular Chapter 9 member who attended will receive a free EAA 9 polo shirt. Greg Schroeder coordinated this effort and the sample shirt he displayed was sharp!

Service awards were given out to the following individuals for their contribution to the Chapter:

- President Dick Wetherald
- Vice President Bob Leffler
- Secretary Dr. Bob Lewis
- Treasurer Danny Lee (to be delivered)
- Young Eagles Coordinator Chuck Hoisington
- Website Coordinator Andrew Hale

Also awards were presented to individuals for their contribution to the Chapter Young Eagles Program:

20 Pilots made this possible. They are:

Dick Wetherald, Rick Hunt, Mike Young, Bob Lewis, Mike Weinstein, Tom Siler, Danny Lee, Dick Willis, Phil Yoder, Ted Kellogg, Gary

James, Bob Leffler, Charles Reno, Steve England, John Parsio, Bill Zink, Jerry Isbell, Gale Freeman, John Wilson, & Ron Wolf.

Ground support personnel included:

Don Morgan, Alan Edmonds, Debbie Doucette, Andrew Hale, Paul McLennan, Kurt Proegler, Leanne Jones, Andrew Hale, Melinda Bac-cus, Marjorie Anderson, Jann Bowne, Lori Robishaw, Bob De-Laney, Tim Hansen, Jeff Beachy, Lindy Lusch, Janice Leffler, & Renee Leffler.

I don't know about you, but I can't wait until next year's party!



An EAA Santa dropped by the annual Chapter 9 dinner in his homebuilt sleigh, (rumor was he had the latest Garmin avionics in the panel) and provided golf shirt to all the chapter members who made it through the snow to the dinner. For those members who made it, enjoy the shirt and spread the word. I also wanted to provide an opportunity to get the shirt to all other Chapter 9 members to show their chapter pride or perhaps get a second shirt for a friend or spouse. If you want a shirt please email me at [gregosu@wideopenwest.com](mailto:gregosu@wideopenwest.com) by Jan 13th with your name, phone # and size. The shirts will be \$17 and I'll get the order in promptly on the 14th. We should see them in February then we'll see you at the following chapter events and get them to you. Thanks to all who put efforts forward to making 2007 a great year for chapter 9! -Greg Schroeder



# Young Eagles HOHO Rally

The weather was fine, the ride a little rough, and the enthusiasm was great!

I don't know if I have ever heard so many "This was fun" comments before.

The numbers we anticipated did not happen, so everyone had the opportunity for camaraderie and socializing. It also allowed the pilots to invite some to ride along with the kids who were outside the age to qualify as a Young Eagle and so they were not included in the count below.

First thanks to Mike Young of Elyria who offered to fly down and help if needed and to Darrel Carson and the tower crew who would welcome visitors as needed or desired. Alas, that didn't happen either this time.

We did have the opportunity to welcome a new pilot to our group, Kenny Harding. A short time ago Kenny was helping on the ground and now he has earned his airman certificate and came back have the pleasure of flying youth, introduce them to general aviation and see the reaction to that experience. We're looking forward to see you transition to be one of the regulars instead of a newbie. Kenny's dad, Al, is well known and involved in the aviation community, a founder of the chapter and has been an enthusiastic supporter for years.

Tom Maish who is an enthusiastic supporter of Young Eagles and enthusiastic about introducing youth to flying flew 3. Kenny Harding was credited with 5, and Mike Weinstein with 1, Dick Wetherald with 3 and Rick Hunt 4. Do these pilots have fun? The answer is self evident—they keep coming back.

The same applies to the ground crew. Who all said they had fun and will return.

If you happen to get this email and are not familiar with the Young Eagles program you may visit [www.young eagles.org](http://www.young eagles.org) and [www.eaa9.org](http://www.eaa9.org) for more information.

All indications are that 2008 will also be a great year! Please consider joining with us.

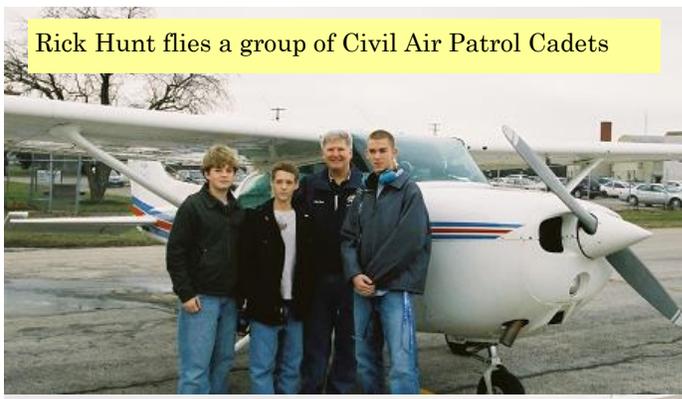
Our schedule will be on [www.eaa9.org](http://www.eaa9.org) as soon as the details are worked out.

All are invited to visit and, if wanted (or drafted), help on the ground, or fly. Pilots need to be compliant with the FAR and, for insurance purposes, be a member of EAA and have \$100,000 or more per passenger seat of liability insurance.

Till next time,

Chuck Hoisington Young Eagles Coordinator EAA9 Inc.  
Phone 614 888 0885

by Chuck Hoisington and Debbie Doucette



Rick Hunt flies a group of Civil Air Patrol Cadets



Kyle and Byron fly with Ken Harding



Dick takes Candy, Katrina, and Raeon up.



Ma-at goes up with Mike



Sanne flies with Tom

## Angel Flight

by Dick Wetherald

Curt Jenkins had a special role to play on a recent Angel Flight.

To understand the story, you have to know that Curt was a medic in Vietnam, he took a severe chest blast that lead to diminished lung capacity. While recovering, he learned to fly helicopters and went back to Vietnam for an extended tour.

EAA President Dick Wetherald went to Elmira, NY to pick up a patient destined for the Cleveland Clinic. Curt came along as copilot. The patient had just had a lung transplant and was heading for the first checkup. Unbeknownst to the patient, the copilot was just about due for his one year check up at the same place for the same thing. It was a perfect union of a flight, and a shared experience. The strong headwinds permitted plenty of time to discuss common topics. For several reasons, the patient will not forget that Angel Flight trip into Burke Lakefront (BKL).



### 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 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!

## 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](mailto:president@eaa9.org)

## ASK THE AME...FAR 61.53 by Dr. Robert I. Lewis, D.O., Senior AME, FAASTeam Representative

Perhaps the most misunderstood regulation of the medically related FARs is the length of time that an airman medical certificate is valid. A summary of the regulation is as follows:

- First Class.....Valid for 6 calendar months.
- Second Class.....Valid for 12 calendar months.
- Third Class 40+ yrs old...Valid for 24 calendar months.
- Third Class <40 yrs old...Valid for 36 calendar months.

HOWEVER... any medical condition that precludes the safe operation of an aircraft as PIC instantly invalidates the medical either permanently or temporarily regardless of the "date of expiration." This ruling falls under FAR 61.53... one of the most misunderstood FARs. **§ 61.53 Prohibition on operations during medical deficiency.**

(a) Operations that require a medical certificate. Except as provided for in paragraph (b) of this section, a person who holds a current medical certificate issued under part 67 of this chapter **shall not act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person:**

**(1) Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or**

**(2) Is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the medical certificate necessary for the pilot operation.**

(b) Operations that do not require a medical certificate. For operations provided for in §61.23(b) of this part, a person shall not act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person knows or has reason to know of any medical condition that would make the person unable to operate the aircraft in a safe manner.

(c) Operations requiring a medical certificate or a U.S. driver's license. For operations provided for in §61.23(c), a person must meet the provisions of—

(1) Paragraph (a) of this section if that person holds a valid medical certificate issued under part 67 of this chapter and does not hold a current and valid U.S. driver's license.

(2) Paragraph (b) of this section if that person holds a current and valid U.S. driver's license.

[ 62 FR 16298, Apr. 4, 1997, as amended by Amdt. 61-110, 69 FR 44866, July 27, 2004]

Some examples of temporary times of self "grounding" and self "recertification"...

During periods of a flu like illness, grounding is especially required if the condition has to be medicated. That makes you "too sick to fly." The airman may resume flying as PIC when recovered from the illness. It does not necessarily need the "okay" from the treating physician. If you are no longer bothered by the illness, you are no longer medicated for this condition, and you feel that you are safe to act as PIC, then you can self recertify yourself.

During periods of "Montezuma's Revenge". This is self explanatory.

The following is a list of the 15 conditions that will instantaneously invalidate the medical that require approval from the FAA to resume flying as PIC:

The 15 disqualifying conditions specified in 14 CFR 67 include:

- Diabetes mellitus requiring hypoglycemic medication
- Angina pectoris
- Coronary heart disease that has been treated, or if untreated, that has been symptomatic or clinically significant
- Myocardial infarction
- Cardiac valve replacement
- Permanent cardiac pacemaker
- Heart replacement
- Psychosis
- Bipolar disorder
- Personality disorder that is severe enough to have repeatedly manifested itself by overt acts
- Substance dependence
- Substance abuse
- Epilepsy
- Disturbances of consciousness without satisfactory explanation of cause
- Transient loss of nervous system function(s) without satisfactory explanation of cause
- Epilepsy
- Disturbances of consciousness without satisfactory explanation of cause
- Transient loss of nervous system function(s) without satisfactory explanation of cause

The following is a true scenario:  
A 67 year old airman came to me for re-

newal of his Class Three Airman Medical Certificate in July 2005. His Class Three exam was performed in July 2003 and was good through July 31, 2005 assuming no disqualifying medical conditions. In September of 2003 he had a coronary artery stent placed to relieve an occlusion. Item 15- HOW MANY HOURS FLOWN IN THE PAST SIX MONTHS on the 8500-8 medical form that he filled out indicated 30 hours. I asked him if he had a letter from the FAA called a Special Issuance? He responded "no" and the follow up question revealed that he never contacted the FAA regarding the stent procedure!

I told him that the FAA was not going to be happy to see that he flew 30 hours in the past 6 months since his medical was no longer valid. He was astonished and he told me that I was wrong and that his medical does not "expire" until the end of the month. I then had a lengthy discussion regarding his disqualifying condition and that he was in violation of FAR 61.53. The FAA affirmed to the airman the violation and made it rather difficult for him to get his Special Issuance.

Where the violation of FAR 61.53 could really be a problem is if you had an accident or incident while operating as PIC. Many, if not all, aviation insurance policies require that in order for the insurance policy to remain in force that the airman must meet the requirements for flying as PIC. Those requirements include but are not limited to a pilot license, appropriate ratings, appropriate sign offs, and a valid airman medical certificate. If you get the flu and you medicate yourself with sinus medication that may or may not have contributed to an accident or incident, the insurance company can claim that you were in violation insurance company can claim that you were in violation of FAR 61.53. Guess what? They may try to not pay your claim based upon that violation. If the flu did not give you a big headache, then that kind of news from the insurance company certainly will!!!

The bottom line with FAR 61.53 is "are you medically safe to fly?" Perhaps a reasonable guideline to that question is "Do I feel medically safe to fly knowing that my spouse and my children could be or are in the airplane that I am prepared to pilot?"

If you have any question as to a disqualifying or potentially disqualifying medical condition that you may have, discuss that concern with a "pilot friendly" aviation medical examiner. Do not place yourself at risk for violating FAR 61.53. Most importantly, do not jeopardize your life and the life of your loved ones when you are not medically one hundred percent to act as pilot in command.

Safe flying.

# AEROELECTRIC SEMINAR

Bob Nuckolls is a subject matter expert in the field of aviation electronics. He has worked in the industry for over 30 yrs. Bob saw a need in the experimental aircraft arena three decades ago and so wrote a famous book and travels the country doing seminars to help amateur builders benefit from his expertise.

Our own Chapter 9 Vice President, Bob Leffler, arranged this seminar and it was a sold out crowd. We had locals builders, builders from Dayton and Pittsburgh and we had folks from as far away as Florida.

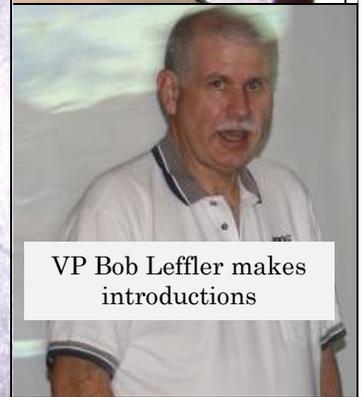
The seminar was Dec 1 and 2nd and everyone left a little wiser and hopefully more confident when it comes to matters electrical.



Bob Nuckolls of AeroElectric



Greg and Dave getting some coffee to get started



VP Bob Leffler makes introductions



Chuck Hoisington presented these certificates, enclosed in a walnut frame, to Bill Klausman and Mike Close at their office. They were surprised and expressed their sincere appreciation. The chapter presented them as appreciation for their welcomed and needed assistance with getting our corporate affairs in order



# BARNSTORMERS.COM

## How a hobby became an aviation phenomenon

By Leon Grumling

Barnstormers.com has emerged as the premier aviation-related classified ads site on the internet, where nearly half a million visitors per month go to buy and sell their airplanes, ultralights, projects, airport property, and anything aviation-related. With over 6,000 ads and 700 new ones posted each week, the site has become a phenomenon in the aviation community around the country, and literally, around the world.

Lorraine Kivi operates Barnstormers.com from a second-story loft in a hangar at Gillespie Field near San Diego, where she puts in 12-hour days seven days a week. The site started out as her hobby, became her dream, then her passion, and finally, a business success after years of toil and sacrifice.

In the early 1990s, Lorraine was a San Diego area commercial real estate manager who flew out of Gillespie Field. A grandmother with middle-aged children, she decided to learn some computer skills. "I didn't have any," she said. "And I didn't know anything about websites or the internet. I began teaching myself on a Mac as a hobby. By the Summer of 95' I taught myself basic HTML, and then set up 'shop' in a 10' x 10' 'dungeon' in the back of an old Quonset hut hangar at Gillespie Field." There she began taking pictures of restorations that were going on at Gillespie and putting them on the internet.

Her little website caught on, as web surfers found it through the search engines. Soon, she was getting email from people wanting her to sell their airplanes. "I didn't want to become a broker," she said, "so I decided I would take their email requests and put them on one web page." The one page became dozens, then hundreds, then thousands of pages of classified ads. Barnstormers.com grew steadily as more and more email requests came in, and as news of the site spread by word-of-mouth. With no funds available for advertising, Lorraine had business cards printed and recruited volunteers to hand them out at airshows, fly-ins, and aviation events.

The website was becoming successful, but it wasn't making any money. The classified ads are free, and banner ads were hard to come by. Lorraine's dream seemed to be distant. She quit her job and took part-time work, and later had to quit that in order to devote more time to Barnstormers.com, sleeping on the hangar's concrete floor between 5:30am and 8:30am.....when the hourly number of email requests was at its lowest. In January 1999, she sold her home and cash in her IRAs to get money to continue. She moved into the old hangar (which had no bathroom), and continued working through the wee hours of the morning as emails came in from around the world.

"My own family thought I was crazy," she said. "They couldn't figure out why anyone would choose to live in a dirty old hangar. But I knew all along I had a winner, and I had to stick it out."

As the website's fame grew, it became easier to get paid banner ads. As the number of classified ads increased, more and more customers opted to upgrade their free ads to paid

ads (for an additional \$5 or \$10). And many of the advertisers give donations to Barnstormers.com after they make a quick sale to "show their appreciation of the value of the site and to help keep it going." A year ago, Lorraine, known as "The Baroness." She has been the victim of a CIA sting operation, because of the war birds that were for sale on her site at the time. She's been investigated by the FBI, the US Air Force, and Customs. "All of them wanted to know how I was making money," she laughs. "The fact was, I wasn't!"

Barnstormers.com came under scrutiny by the Department of Defense, after it appeared that a Pakistani who was living in Tijuana, Mexico, was using the website to network with contacts in the Middle East and was selling arms to Iran. The DOD persuaded Lorraine to work with them on a sting operation to capture the man. Lorraine made contact with the Pakistani, and wound up meeting him. After Lorraine identified a picture of the arms dealer, the DOD planned the capture, with the help of the Mexican government. Mexican police arrested the Pakistani for being in that country illegally, and ordered him deported. They placed him on a plane bound for Pakistan, which, by coincidence, included a stop in Los Angeles. When the plane reached the gate in L.A. the feds were waiting to arrest him. After a trial, at which Lorraine testified, the Pakistani was sentenced to federal prison.

Born in Lyndhurst, NJ, Lorraine learned to fly in 1969 at a cropduster's strip in upstate NY. "I was always interested in aviation," she said, "but never knew I was capable of being a pilot. A client of my husband owned a plane and took me up flying, and convinced me that I could do it. So I did it." Over the years, she has owned a Citabria, a Cessna 172, and several project airplanes. She currently has 2 projects under way....a 1930 Fleet bi-plane and a Bellanca Super Viking...even though she can no longer qualify for an FAA medical certificate.

In August 2000, Lorraine was diagnosed with congestive heart failure and given a maximum of five years to live. In November 2001, with that in mind, she took on a business partner, David Rose, who promised to keep the barnstormers.com website alive after her death. Together they have grown the website into what is has become today.

Barnstormers.com has become Lorraine's life, pretty much. What I miss the most is going to different fly-ins and airshows and reporting on them," she said.

"Hopefully, in the future I can find a way to decrease my workload enough to have some free time to travel again."

In the meantime, she spends here days nourishing the business that went from a hobby, to a dream, to "Aviation's Busiest Marketplace." When it comes to aviation websites, The Baroness rules!

*(reprinted with permission from EAA Chapter 1 Flabob)*



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