



EAA CHAPTER 9 NEWSLETTER

VOLUME 51 ISSUE 4

April 2009



The Leader In Recreational Aviation

Experimental Aircraft Association Central Ohio

EAA Chapter 9 NEWSLETTER



VOLUME 51 ISSUE 4

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

April 2009

EAA 9 Calendar of Events

*denotes Tentative

Date	Day	Time	Place	Event type	Details
2009					
Apr 8	Wednesday	7:30pm	MedFlight	99s Glass Cockpit	Local 99s chapter invites EAA 9 to join them
Apr 11	Saturday	11 AM	MRT	IAC-34 invitation	Intro to aerobatics, demo
May 4	Sunday	8 AM- noon	I73	Fly In - breakfast	Funday Sunday
May 25	Monday	8 AM- noon	170I	Fly In - breakfast	Haas memorial fly-in and breakfast
May 30	Saturday	8 AM / 10 AM till 1PM	MRT Tentative	FAA Safety Seminar – fly-in – breakfast	Pancake breakfast
June	TBD				
July 27 – Aug 2	Mon-Sun	Full days	OSH	AirVenture	Greatest aviation event on earth

Mar 09 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				

APR 09 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		

President's Message

Wow! We have a lot of fun events this month. Look at the calendar above and stories elsewhere in this Newsletter issue. Chapter 9 has many goals. One is networking. We have provided plenty of opportunities to meet others in the aviation community. And of course, we have plenty of fun! Attend at least one of our events this month. You won't regret it.



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INSIDE THIS ISSUE...

– Young Eagles

– Angel Flight In January

– Last meeting review—UAVs

– Aerobatics for GA Pilots—an up and coming event.

– Homebuilders vist Mike Cencula's RV-7A

COVER PHOTO—Tom and Bob's Tiger

Ted Kellogg and Bob Banasik's Tiger

Ted Kellogg has been flying his AG-5B Tiger for years. It is a 1992 model manufactured by American General , so it includes many of the upgrades that make the '70s vintage Grumman type certificate modern. The recent stars and stripes paint is distinctive. The freshly overhauled 180 HP Lycoming engine was balanced and flow engineered; it is truly a smooth running engine. The panel is filled with current King radios that were state of the art for the '90s, which places it ahead of most planes in the fleet. The sliding canopy is unique; in the nice weather, it can be opened a bit in flight. In-flight visibility from the Tiger is outstanding. Ted has taken the Tiger on many cross country trips where its speed and economy shines. Best of all, Ted and his Tiger have introduced the joy of flying to 175 Young Eagles.

Bob Banasik has a Piper Cheyenne that he brought across "the pond" from Germany. It is a great long distance cruising machine that he uses for business, but a pressurized twin turboprop is a bit impractical for chasing the \$100 hamburger. It was Bob who offered a profound quote about an airplane. "You cannot justify an airplane; you can only account for it". So true; any aircraft owner can attest. But there is the passion for flying which we all possess that cannot be quantified but has an intangible value. Those who know Bob, understand he has the passion for flight. A few years back, Bob joined Ted in a partnership with the Tiger. The Tiger is his non-work steed. He loves the sporty speedster. He says it is somewhat less costly than the Cheyenne.

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 Tom Webster
 Stanley Sutton

Elections Committee
 Ted Kellog

Young Eagles

by Chuck Hoisington

Saturday the 21st is our first event at home, the OSU airport. There will be some new people to share the fun with our experienced help. Registration between 10 and 2. Those who help set up/tear down will be there at around 9:30.

I just took a quick look at a weather forecast. It said possible snow showers in the AM. Nutz! Of course, it's too early to tell but I hope it's clearly a bad prognostication. Any reverse rain/snow dancers out there? The nice thing is that even when we experience weather related delays we still can visit.

For those of you who have this message forwarded to them more information is available at www.eaa9.org and www.youngeagles.org.

Volunteers are needed both for the ground crew and pilots. Pilots must be FAR compliant, EAA members and carry \$100,000 per passenger seat of liability insurance. The rewards are there. You can see the amazement the youth experience, and hear the sincere gratitude expressed by both the youth and their parents. There's more-the enjoyment of camaraderie with fellow aviation enthusiasts. Please turn out and share your love of flying with others. So far we haven't run out of fun, there's enough to go around.

I and the participants thank you in advance.

Chuck Hoisington

Young Eagles Coordinator

EAA9 Inc.

Phone 614 888 0885



Mike Cencula's RV-7A Progressing

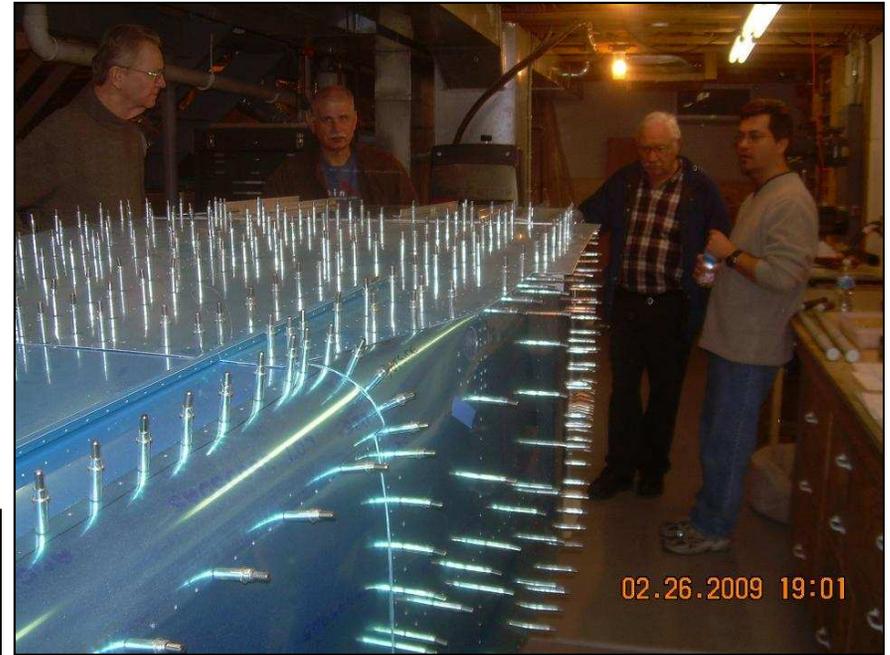
Mike Cencula invited EAA members to view his RV7A project before it moves into the next phase.

About a dozen members admired Mike's high quality work. This polished stainless steel firewall is a thing of beauty. But given the 45 hours of polishing, he is not sure he would do it again. More precisely, he polished a small area, discovered the intense labor involved, realized he was committed to finishing it and said "What have I gotten myself in for?" Well, that part is done and it is like a mirror.

Mike showed some additional stiffening he is adding to reduce oil canning.

He made a special jig for making "joggle" bends in angle aluminum. His are more precise than those from the factory.

The wings are complete as are the tail surfaces. Much of the fuselage is at the point of accepting rivets. You will notice in the pictures a goodly number of Cleco fasteners. Mike has a wonderful basement shop set up. The problem is the staircase and



access to the outside. He will have to disassemble the fuselage and carry the pieces out to the garage. Since he has to disassemble it, much of the riveting has been postponed. Now you can see why he has a lifetime supply of Clecos, maybe several lifetimes.

The plane will be aerobatic and IFR certified. A Lycoming IO-360 and constant speed prop are in the plans.

He is building the "slow build" kit by Vans standards. The being said, the predrilled holes make this package quicker than some. Mike plans to have this flying Tuesday. He didn't say which one.

Thanks for the hospitality Mike. Keep up the good work.



UAV initiative Presented at EAA9 March Meeting

EAA Chapter 9 member Brian King presented a most engaging discussion on the topic of unmanned aerial vehicles (UAV) at our March 19th meeting. Once again, if you missed the meeting, you missed something real special.

To say Brian is enthusiastic about the UAV initiative is an understatement. He kept a packed house enthralled explaining the need, the technology, and the initiative to create UAVs for the military as well as other markets. The roadmap even has an LSA offshoot.

The technology needed to exceed rotorcraft mu was presented in an understandable manner. Grabbing text from Wikipedia, we have the following description of retreating blade stall, mu. "Because the advancing blade has higher airspeed than the retreating blade and generates a dissymmetry of lift, rotor blades are designed to "flap" – lift and twist in such a way that the advancing blade flaps up and develops a smaller angle of attack. Conversely, the retreating blade flaps down, develops a higher angle of attack, and generates more lift. At high speeds, the force on the rotors is such that they "flap" excessively and the retreating blade can reach too high an angle and stall. For this reason, the maximum safe forward airspeed of a helicopter is given a design rating called V_{NE}, *Velocity, Never Exceed*. In addition, at extremely high speeds, it is possible for the helicopter to travel faster than the retreating blade which would inevitably stall the blade, regardless of the angle of attack." <http://en.wikipedia.org/wiki/Helicopter>.

So how do we make a rotorcraft go faster than the retreating blade will permit? We include a wing that is specially designed for high speed and then slow down the rotor. The wing generates much of the lift. A pusher propeller at the rear provides forward motion. Brian predicts UAV speeds in the 250-300 MPH range.

As an X-fighter pilot, Brian's initiative brings the military background and applicability to the table, along with the vision to create a set of platforms ranging from small, about the size of a radio controlled aircraft, to LSA size. One model will carry two medical evacuation litters. It will be unmanned by a crew, but it will be manned by passengers. Think about it.

Captivating was evening. We really had a hard time closing up shop after this one. Remember that one of the purposes of EAA is networking? Brian met chapter member Angelo Campanella. When not flying his Money, Angelo is a professional audio design engineer. The two of them were feverishly scribbling on the board talking about how to reduce the noise signature of the vehicle, a characteristic that could indeed help it in the reconnaissance role. We literally had to place coats in their hands and usher them out the door. The conversation continued in the parking lot in spite of the night chill. There was plenty of company out there. No one wanted the evening to conclude. Indeed, we do have fun in Chapter 9.

We offer a hearty thank you to Chapter 9 member Brian King and wish him the best success with his UAV initiative.



The Spirit of Aviation™



Some Highlights of Upcoming Events

If you've ever been curious about aerobatic flight the April 11th meeting at Union County Airport in Marysville, hosted by the International Aerobatic Club, Chapter 34 is a great place to find out about getting started in aerobatics or just learning more about aerobatic flight. Speakers include; Gordon Penner, MCFI-A speaking about aerobatic flying and Dr. Jeff Granger speaking about building up your G-tolerance. Pizza lunch and a door prize - an aerobatic flight!

EAA Chapter 9 Homebuilder's Subgroup will be hosting Jeff Schans, Lycoming Thunderbolt Manager on April 14, 2009. The meeting will be at 7:00 PM in the classroom at OSU Airport. Jeff joined Lycoming in February 2006 as a Field Service Engineer in the Customer Service and Product Support Department. He provides technical support and guidance to Lycoming's global customer base. Jeff is a seasoned aviation professional with over 15 years' experience. He began his career in the United States Marines as a C-130 Power Plant Mechanic. Prior to joining Lycoming, Jeff was key in the expansion of a regional maintenance operation, including the launch of a new facility. Jeff brings with him a reputation for the highest levels of customer service and support. In addition, he has a degree in Aviation Maintenance Technology and is a FAA Certified Air Frame & Power Plant Mechanic and has his Inspection Authorization. Jeff is also a Commercial Pilot with Multi-Engine rating. As the Thunderbolt manager, Jeff will partner with customers to design, construct, and deliver high-performance, built-to-order engine solutions. His commitment to customer satisfaction assures quality attention to every detail from start to finish. Jeff's vision for Thunderbolt is to elevate the customers' experience to a new level of performance and support. Launched in April 2006, Lycoming Thunderbolt Engines provides product offerings that include engines ranging from the rugged O-235 to the legendary IO-720. Customers may choose from a variety of available fuel systems, ignition systems, and performance enhancements including component balancing, cylinder flow matching, increased compression, tuned induction, and turbo charging. Finishing options include chrome and custom colors. More information is available at www.mytbolt.com

99s Invite EAA9 to Glass Cockpit Presentation – Wednesday April 8th, 7:30 @ MedFlight

EAA Chapter 9 members are invited to a presentation on glass cockpits. Tim Heron is the speaker and the event is sponsored by the Scioto Valley 99s. You have heard about this presentation before. It had to be cancelled due to that delightful snow and ice storm in January. They are trying for better weather on Wednesday April 8th. The time is 7:30pm and the place is MedFlight on the north side of OSU Airport. We thank the 99s for their invitation and hope to see all of you there. No snow or ice, please.

Young Eagles at MRT April 18th

Enjoy seeing participants from the Marysville area as we bring Young Eagles to Union County Airport Saturday April 18th. We expect a good turnout so plenty of help is requested. The event is 10-2 with a start around 45 minutes before that. More information is available from Chuck Hoisington at youngeagles@eaa9.org.

Volunteers Needed—Really!

We have asked for volunteers in each newsletter. Some have come forward, but we would like you to seriously consider one of the posts so we can keep the chapter growing. Otherwise, the Board has to track all the details leaving the Board unable to look into new activities. Feel free to contact any of the Board members for a more thorough discussion. Our email addresses are listed on early pages of the Newsletter.

Program chair and co-chair –

The program Chair (and co-chair) will manage details of monthly meetings and other events that do not have their own chairs. Set dates and times, reserve the meeting place, open and close the meeting place, and ensure required equipment is in place. Contact speakers reminding them of their commitments to speak. Assist the Newsletter editor with brief advance stories of each speaker and provide short email reminders of the activity.

Doesn't sound too tough does it? The Board has a slate of speakers set for many dates this year, so this is a great time for a new program chair to ease in to the role. With time, the program Chair will solicit and arrange for speakers. This task is surprisingly not very difficult.

Each board member has done this activity so there are many mentors to help. Please step forward and help coordinate the most visible part of EAA 9 chapter life.

Major Events Chair and co-chair –

Unlike other chair roles, this one generally has a firm start and finish date. In the past, this has meant coordination of the B17 or the Ford Trimotor visits. This is one of the most interesting leadership activities available at any price. There is plenty of mentoring available; contact President Dick Wetherald to learn more.

Assistant Chairs –

Assistant chairs are needed for the posts below. None of these are very difficult, but they are essential. In these roles, you can contribute as much or little time as you wish. Please consider participating.

Young Eagles

Treasurer

Webmaster

Information technology (IT)

Homebuilder subgroup

Merchandising

Volunteer Now and Receive

100% FUN!

**EAA 9 RUNS ON VOLUNTEERS
BE A PART OF THE TEAM
president@eaa9.org or 614 891-5145**

Announcements

Do you read the newsletter?

We have a simple question. Do members actually read the Chapter 9 newsletter? We are willing to offer valuable prizes to find out. First prize is an EAA Chapter 9 shirt and second prize is an EAA Chapter 9 hat. Send an email to membership@eaa9.org. Indicate you read the April newsletter. Entries need to be submitted by Friday April 17th. Names will be drawn at random from among the entries during the April 18th Young Eagles rally at Union County Airport (MRT). You need not be present to win.

Volunteers Sought for Airport Ambassador Program

Are you someone who is outgoing and enjoys helping others? Perhaps has a passion for aviation? Then you might enjoy being an Airport Ambassador.

By becoming an Airport Ambassador Volunteer you'll be joining a dynamic team of dedicated individuals whose mission is to ensure that customers have an enjoyable experience at Port Columbus. Our renowned team of Ambassadors provides way-finding, information on food and retail options, and other general assistance to customers in the terminal. There are also special-event opportunities throughout the year in which our Ambassadors play key roles such as helping with decorations and greeting attendees.

Interested? Adults (18+) should contact Donna Wiseman, Airport Authority Customer Service Specialist, at (614) 239-4027 or email DWiseman@Columbusairports.com to learn more about this rewarding opportunity.

Mark

Send us your flying stories

We all like to hear flying stories, so send them along so we can add more to the Newsletter. See a sample in Dick's Angel Flight story on page 5



EAA 9

Door Prizes Announced

EAA Chapter 9 received some wonderful donated door prizes to be provided at future meetings. One of them is a small manual that among other things, describes the beacon airways, the Morse code identifiers of the lights, along with words to help remember the identifier sequence. This item is probably 60-75 years old. Another is a cut and paste kids book in which airplane pictures would be pasted from presumably, a cereal box. This looks to be around 60 years old. We now have plans for a BD-4 to give away. Maybe the coup de gras is a program from the 1964 Reno Air Races. This jewel is to be given away to some lucky meeting attendee. It has pictures of the greats including Rosco Turner and very young looking EAA founder Paul Poberezny along with the pilot's pilot, Bob Hoover.

March 20, 2009

RE: Runway Closures at OSU

Beginning June 15, 2009 a major runway and ramp pavement rehabilitation project will begin at The Ohio State University Airport. Various runways and taxiways will be closed during the construction work this coming summer.

Please take into consideration the following **estimated closures and timelines** in determining your flight operations at The Ohio State University Airport (OSU).

June 15, 2009

Runway 9R-27L closes for estimated 50 days.

Runway 5/23 (3,555 feet) open

Runway 14/32 (3,438 feet) open

Runway 9L-27R (2,994 feet) open



July 13, 2009

Runway 9R-27L closed

Runway 5/23 closed

Runway 14/32 closed

Runway 9L-27R (2,994 feet) open

August 4, 2009 All runways open, ramp work continues

If you have any questions, or if I can clarify anything for you, please don't hesitate to contact me. I am working on a website page to list project progress. Please check the airport's webpage for future updates. Thank You.

Dale Gelter Manager Airfield Operations

The Ohio State University

Phone (614) 292-5453

Bulletin Board

**Join
EAA 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.

PLANE PICS 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 megapixel 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:

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 local hamburger hopper. Over 500 Young Eagles and plenty of Angel Flight patients have experienced flight in this plane.

Dues Due

What other club has dues of only \$9?

We have to admit, we did not do a great job collecting for 2008. If you can, we ask you to pay for both 2008 (if you haven't already) and 2009. New for this year, we can accept multiple years of dues in advance to lock in the rate before we figure out it is too little. So take advantage of the low \$9 rate.

We have three ways to make it easy.

Use PayPal – www.eaa9.org -
Members tab - Join EAA9 tab

US Mail

EAA Chapter 9
Suite 14 – Membership
Chair
2140 W. Case Rd
Columbus, OH 43235

Bring your dues to the next event



EAA 9, Inc. (EAA Chapter 9)

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2160 W. Case Rd

Columbus, OH. 43235

