



EAA CHAPTER 9 NEWSLETTER

VOLUME 51 ISSUE 5

May 2009



The Leader In Recreational Aviation

Experimental Aircraft Association Central Ohio

EAA Chapter 9 NEWSLETTER



VOLUME 51 ISSUE 5

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

May 2009

Calendar of Events

Date	Day	Time	Place	Event type	Details
2009					
May 3	Sunday	8 AM- noon	I73	Fly In - breakfast	Funday Sunday
May 9	Sat	10 AM-2PM	OSU	Young Eagles	Youth Aviation Adventure
May 21	Thurs	7 PM	B. Leffler's	HomeBuilder's visit	Directions at 614-792-5206
May 25	Monday	8 AM- noon	17OI	Fly In - breakfast	Haas memorial fly-in and breakfast
May 30	Sat	8 AM-1PM 10 AM seminar	MRT Tentative	FAA Safety Seminar - fly-in - breakfast	Pancake breakfast
Jun 18	Thurs	7PM	CMH	Tour - Behind the scenes @ CMH	Guided tour
June 25	Thurs	7 PM	Brent Owens'	Homebuilder's visit	Call 614-855-4541 for directions
Jun 27	Sat	10 AM-2PM	UYF	Young Eagles	Strawberry Festival
Jul 18	Sat	10 AM-2PM	TZR	Young Eagles	
Jul 27 - Aug 2	Mon-Sun	Full days	OSH	AirVenture	Greatest aviation event on earth
Aug 15	Sat	10 AM-2PM	OSU	Young Eagles	

May 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						

Jun 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				

*denotes Tentative



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COVER PHOTO— CPD Helicopter (see story on page 5)

President's Message



One look at this edition of the EAA Chapter 9 Newsletter and it's easy to see why if you aren't already a member you should be! There is so much going on that our newsletter editor has a hard time choosing what to report on each month. In fact this may be the largest newsletter yet published at 18 pages.

This summer is shaping up to be better than the last in terms of things to do with EAA 9 if you love airplanes. It doesn't matter if you are a sport pilot, homebuilder, aircraft owner, or just an interested observer, we have something for you. Come out to any one of our meetings or events—you're always welcome! Of course we are an organization of volunteers, so we are always looking for folks who like to get involved and help out. Hope to see ya out there!

-Dick

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Young Eagles Season Opening was Great!

by Chuck Hoisington

March 21 was our first event of the year, held in cooperation with the Ohio State University Airport. The weather cooperated well, and the turnout was good.

The first good news was we were joined by 3 new pilots. That is pleasing as more support makes wait times shorter. It is very gratifying to hear them say they had fun and will be back.

In no particular order:

Christine Mortine brought her Skyhawk. There was an article on pg 7 of the March OSU Airport newsletter introducing her. Lenny Mack brought his Cherokee. Lenny has been assisting Chapter 9 with IT and other issues.

Jeff Beachy brought his homebuilt Zenith. The riders certainly had a good view, and many said they liked the red airplane. Most at the airport watched his short takeoffs. He says he needs about 100 feet of runway.

Your help is appreciated and you certainly welcome!

Rick Hunt was our fourth pilot of the day. Rick is far from new. The number of riders Rick has carried numbers in the hundreds, perhaps 400+.

It's obvious to me that Rick must like doing it because he keeps coming back. Thank you too, Rick.

The publicity was better than anticipated. Before the event I know of a front page mention in the North West News. This week's editions of both the North West News and the Worthington News had a large color photo on the front page! I suggest you look at it; copies will be available for viewing at our events for awhile.

About the other part of the team, the ground support - Don Morgan, Alan Edmonds, Renee Leffler, Bob Leffler, Andrew Hale, Tim Hansen, Dick Wetherald and Cecilia Lammers of the airport staff all did their job very well. I am fortunate to have so many experienced hands who have learned the system and can make it go on their own.

We do have some fun left over for you to claim. Pilots need meet the FAR, be members of EAA, and have \$100,000 per passenger seat of liability insurance, and a desire to participate. Ground support too need a desire to participate. We enjoy visiting with fellow aviation enthusiasts too, both at the hangar and the Barnstormer.

Our next event is April 18 at the Union County Airport (MRT). Following that:

May 9 at KOSU with YAA

June 27 at the Madison County Airport (UYF) Strawberry Festival time

July 18 at KOSU

August 15 at Bolton Field (TZR)

September 19 at KOSU with YAA

October 17 at KOSU

Web sites with more information about Young Eagles are www.youngeagles.org and www.eaa9.org.

Again, thanks to the pilots, ground support and the airport and staff for making it possible to share our love of flying with youth and build their interest in flying.

Chuck Hoisington Young Eagles Coordinator EAA 9

EAA AIR ACADEMY SCHOLARSHIPS

We've just received information about the current year's program. Visit http://www.youngeagles.org/programs/air_academy/. I you have, or know of a youth 12-18 who wants to participate in this program and needs financial aid to attend, please contact me. The openings can fill rather quickly.

Young Eagles Continued

by Chuck Hoisington

We all know that general aviation faces significant challenges in the future, and that the Young eagles program, sponsored by the EAA, plays an important role in dealing with those challenges.

EAA Chapter 9, serving the central Ohio area, is an active partner with the EAA in sponsoring that programming.

In order to keep the general aviation community current with the plans, accomplishments and rewards of the Young Eagles program I have been posting to eea9@yahoo.com, eea-9@google.com, youngeagles9@yahoo.com, and notam-kcmh@yahoo.com event reminders, announcements, achievements and more. I plan to continue this as before.

To support the safety first mission of Young Eagles I will also be posting more technical information. Since I know that too much, or unwanted mail is not a good thing, these will be posted to youngeagles9@yahoo.com only.

Please do this:

If you are an active participant in chapter9's Young Eagles program, even if occasionally, or want to be, or even just think you might be, or just want to see what's up and get everything there is to get, please be sure you are a member of the youngeagles9@yahoo.com mailing list.

If you're not there already please reply telling me so and I'll send you an invitation to join.

Thanks for helping make and keep our Young Eagles program the great success it is!

Chuck Hoisington Young Eagles Coordinator



Right Seat Companion Program Oct 3-5th

Do you have a passenger who wants to know more about flying but is not interested in a license? Does that passenger want to learn enough to land the airplane should the pilot become incapacitated? We have the answer! EAA Chapter 9 is joining with the Scioto Valley 99s to host the Right Seat Companion program. Several years absent from the area, we are proud to help bring this opportunity back to Columbus. Held at MedFlight on OSU Airport, this program will run from Friday evening to Sunday morning October 3-5. Set this weekend aside for that special passenger. (No, it is not a home game weekend.) Details are being worked out, but we wanted you to have plenty of lead time to plan ahead. We have volunteer instructors lined up. You will need to arrange for an airplane. At least two of the clubs at OSU have said they can arrange for rentals if you don't have a plane handy. Since reserving a plane for a weekend can be a challenge, you might want to reserve one sooner rather than later.

This event draws participants from considerable distances and the slots can close out. We are hoping to have enough people and material resources to have slots available. We are looking for participants, as well as volunteers to help with the ground logistics. Watch for more about this exciting and valuable event.

TO Serve and Protect

by Dick Wetherald

It was an exquisitely beautiful spring Friday evening. The air was perfectly still and smooth; we had visibility to the reaches of the Universe. Sitting in the back of a Columbus Police Department (CPD) helicopter, the twin pilots complained they didn't have much action to show me. And that was a good thing.

My odyssey began with a chance meeting at an airport, of course. Sergeant John Cooper had just completed another multi-engine lesson in the Diamond TwinStar. Gabbing in the office we learned that his day job is chief helicopter instructor for the Columbus Police Department, otherwise known as the safety officer. With his help and that of Lieutenant Mike Elkins, I found myself scheduled for a patrol ride-along.

I reported plenty early, not wanting to miss a thing. This summer, the helicopter unit will move west a bit to 2130 W. Broad Street where a larger and all-new facility awaits them. They expect to retain a similar response time, averaging an amazing 1.3 minutes. CPD aids Franklin County suburbs as well as contiguous counties when available. They run over 22,000 calls and flying 5,000+ hours a year (2007 statistics). Formed in 1992, the helicopter unit has racked up 185,000 hours of citizen and officer protection.

Columbus Police operate six MD-500E helicopters, manufactured in turn by Hughes, Boeing, McDonald-Douglas, and now MD. They also have two additional units that have come out of service and are available for purchase. CPD takes tremendous pride in their machinery. You can eat off the hangar floor and the choppers are washed after each shift. These pilots are perfectionists; they wash their birds with a spray bottle and a rag.

The 500s have plenty of equipment that slows them down to about 120 knots. They have a FLIR night vision display that responds to heat. CPD was an early adopter of large GPS moving map displays. Then there is that "midnight sun" light. It is so large and immensely powerful, they do not operate it within 50 feet of the grass lest they set it on fire. It can set nearby clothing on fire. Because the tail rotor has four blades rather than the typical two, the noise signature is reduced by 70%.



CPD has twenty three pilots staffing two officer crews over two shifts. An applicant for this Special Services unit generally will have worked fifteen years on the street before getting into the program. Those with a commercial rotocraft license, especially with turbine experience, can apply after just a few years on the street. Some applicants obtain their license on their own, no small feat. A neophyte flies as observer for a year before transitioning to the pilot's seat on the left. The pilot flies the helicopter, avoids obstacles such as buildings and towers, and works the aviation equipment. The observer operates all the police equipment.

Being a Cessna pilot, I was surprised that these rotocraft pilots had little acquaintance with fixed wing aircraft. One had never been in a general aviation airplane; the other had been in one only long enough to jump out of it at altitude, with a parachute, of course. There are many segments of the aviation fraternity.

Time had arrived for our dusk to dark patrol. Ear plugs were provided as were headsets in my right rear seat. The officer's demeanor was professional and enthusiastic. Slowly the rotor began to spin. After a prescribed warm up of the 420 horsepower turbine engine, the ground tentatively moved away a

foot or two. The deft control of Officer Rob Sagle made the event barely noticeable. We turned in place a full 360 degrees to clear the airspace, and then a bit more to align with the southerly running takeoff. As a Cessna pilot, it was a bit unnerving to take off with a large broadcast tower filling the windshield. The pilots noted it too. Vibration was much less than I remember from a Bell Ranger ride in the early 80's.

Off we went to the west side at 500 feet awaiting a call. Such a low altitude is concerning to an airplane pilot, but is the norm for a helicopter pilot. We saw the new facility that will be completed in a couple of months. Then we went looking for trouble. All turns are to the right so the observer can see and operate the right mounted midnight sun lamp. Like thermaling in a glider, the turns were tight and relentless. Some passengers might not have liked this part.

Calls were few. The officers said, "It always happened this way. When we have a guest, we don't have any action to show them." I like to think my presence added to the safety of Columbus, but maybe it doesn't work that way. Cruise at 65 knots we did, all around downtown, sometimes looking horizontally at the buildings. Then off to the east side, and north. Gradually, el sol extinguished his embers. Back and forth, we kept the peace. Observer Ike Moore provided commentary and called the shots.

We got a call about an officer in trouble. I could barely detect the increase in speed except to feel more heat from the transmission behind me and to my left. A look at the airspeed indicator confirmed nearly 120 knots. We got there in no time. The helicopter provides many functions. First of all, it projects power and authority. Once a suspect sees and hears the chopper and that midnight sun, he/she knows the gig is up; there is no escape. Milling neighbors were illuminated by millions of candle power and things on the ground calm down. Additional cruisers arrived on site along with the paddy wagon. Our mission stabilizing the scene being over, the light was extinguished and off we went patrolling. After a couple minor events we were called to a burglary.

The transmission heat picked up again and the airspeed rose. Apartments; they hate apartments. First one wrong door and then another, all the while we were lighting the way for ground officers. Apparently, they could not find the burglar. Here again, Chopper One multiplied the force of the ground officers. We were able to look around a large area and determined that the burglar was lucky this time. The ground officers did not have to waste more valuable night time looking; they could move on to the next call.

Sadly for me, the shift was nearly over. Approaching the 3rd and Olentangy heliport, we saw the next shift already in the air. Without the pilot advisory to expect some vibration, I might have remarked about the shutter that is felt as the craft migrates from forward flight to a slow speed regime. A specific pattern was flown over their short runway to the parking spot near the Jet-A fuel pumps. Officers inscribed 1.6 hours in the log book, replenish 40 gallons of fuel and completed reports. We briefly talked about common aviation topics and my adventure was over.

On the drive home, I felt a bit of residual buzz plus the excitement of the event. I was grateful to be driving through town, knowing CPD was on patrol.

-Dick



Air Force Museum Visit...a family affair!

by Brent Owens

Saturday morning I awaken to the pitter patter of rain falling just outside the bedroom. Not a good day unless you are a duck. But today we have other plans that aren't of the water foul variety, we're going over to the USAir Force Museum.

I had been looking for an excuse to go with the kids so today's the day. The Chapter had plans to go a couple of months ago, but it was postponed until fall. I haven't been in over 10 yrs and I was way over due. We are very lucky to have such a great aviation resource right in our backyard and it's FREE - no excuses. So we loaded up for the 1hr trip. My kids are 13, 8, and 4 so attention spans are a little small, but because the museum is so big you can go at any pace you want and still have fun. In fact we cruised through pretty fast and we ended up spending over 3 hrs there, including lunch.

The kids loved it. I took loads of pictures and overall it was a great way to spend a rainy day.

If you haven't been in a while we suggest you take another short drive over or join the chapter this fall for a group trip to the museum!

Mitchel (13), Sydney(8), and Mary(4)!

Mary loved the Komet!



Aerobatics with IAC 34

by Brent Owens

This subject is near and dear to my heart. I actually started my career in aviation with the intent of having a Pitts Special in the hangar and doing some regional air shows when I grew up, I was 15. I actually did own an aerobatic biplane (Bucker Jungster I-look that one up on *google*) for a few years in my early twenties and had a ball. Fast forward to my current status as married with kids, 38 years old, biplane sold long ago and my current flying that can only be characterized as 'sedate'. You can imagine my that this event really rekindled some of those memories. I better quite day dreaming and get on to what you missed out on if you didn't make it.

IAC 34 (International Aerobatic Club) is sort of a sister EAA organization, based in Ohio. Lorrie Penner, secretary of IAC 34 contacted us about hosting a joint meeting to introduce aerobatics to our members and network among the two sport aviation clubs—great idea! The day included 2 lectures, one regarding stalls and spins by Master CFI and IAC 34 Treasurer Gordon Penner and the other G-LOC (G-loss of consciousness) by aerobatic competitor and Vice President of IAC 34 Dr. Jeff Granger. Between the programs pizza was served! There were drawings for free aerobatic introduction rides and also Gordon was offering aerobatic instruction to anyone interested after the meeting. Several purpose built aerobatic airplanes were on display as well as some very nice RVs! All-in-all it was one of my favorite programs EAA Chapter 9 has done, and it was more than a little inspirational for a guy who loves aerobatics but doesn't get to do much anymore, but we are going to fix that!



Standing (L/R) IAC 34 President Chris Keegan, Vice President Jeff Granger, and Master CFI and IAC 34 Secretary Gordon Penner



Aerobatics with IAC 34...continued

by Brent Owens



Equipment Redundancy - What is Enough?

By Paul Dye, Lead Flight Director, Space Shuttle Operations - NASA/JSC

If one of something is good, and two is better, then three must be best - right? While this might be true in some endeavors, in aviation, it leads to heavy airplanes that can get so complicated that the pilot can't figure out how they really work! Redundancy for critical functions is a great and necessary idea, but sometimes, we can get carried away - how then do you decide when "enough is enough"?

I like to look at the overall design of an aircraft's system as starting with the definition of requirements - what is it that we want the airplane to do? There is no one answer, and there is no "right" answer - the choice is up to each individual. If the answer is that we want a light, aerobatic plane that can be flown on a sunny weekend now and again, then we should build it super light with one radio and no lights. Heck, leave out the electrical system, hand prop it, and you won't even need a transponder! But if the requirement is a traveling machine with IFR capability, we need a slightly longer list of equipment - that needs to work. The mistake that many people make at this point is to start making a list of equipment - they miss the critical design step of listing the **functions** that are required to achieve an operational capability.

What's the difference? "I need to communicate with ATC" is a statement of *function*. "I need a Garmin SL-40" is a way to *accomplish* that function - it's not a requirement, it is a solution. In order to build in required redundancy, we need to build a list of functions that we want to accomplish, then decide which of those functions are critical to our survival. Note that this does not need to include EVERY function you might want in the airplane (I haven't included landing lights, anti-collision lighting, radar transponders, etc in the following examples.....these usually are not critical to safe flight, but in some cases, some pilots might consider them as such.) For example, such a list might include (Table 1):

Table 1

Once we have a list of functions, we can then start listing equipment to satisfy those requirements. (This is a preliminary list - it helps to think of it that way, to avoid getting locked in to a particular choice in the design process.) This starts to become a table (Table 2):

Table 2

Navigation (position determination)
Attitude Determination
Communication
Airspeed Determination and display
Altitude Determination and display
Automatic aircraft control (autopilot)
Engine Monitoring and Display
Power Supply to Critical Devices
Precision Approach Capability
etc

Function	Equipment
Navigation (position determination)	GPS Receiver
Attitude Determination	EFIS/AHRS
Communication	NavComm
Airspeed determination and display	EFIS/AHRS
Altitude Determination and display	EFIS/AHRS
Automatic aircraft control (autopilot)	Autopilot
Engine Monitoring and Display	EIS
Precision Approach capability	NavComm w/ ILS Head

Equip. Cont.....

The next column in the table is where you begin brainstorming. We need to start listing the failures that might happen that would take this function/equipment away? Obviously, this is going to add rows to your table, because there are multiple failures that can take away a function. For instance, you might lose communication if the radio fails, or if the power to the radio fails. After listing the failures that might take away the function, you start yet another column of backups that will protect you from those failures. For instance, loss of function due to power loss can be prevented with backup power. At this point, a spreadsheet becomes useful (Table 3)

Table 3

Now it time to start making some actual choices and decisions. For instance, you may decide that you don't need an "installed" backup for a particular function (A portable Comm radio might be adequate for an emergency, or the pilot can reasonably be expected to be a backup to the autopilot). You might discover that your choice of autopilot gives you a completely redundant backup to your AHRS for attitude, and therefore no backup ADI is required. And – most important - you will have the opportunity to *knowingly* and *rationaly* accept certain risks. All flying involves risk – the only risk-free airplane is one that never flies. Everyone has a slightly different risk tolerance, and what they consider to be acceptable risk trades. A risk trade is, very simply, a determination that the potential gain is worth the risk, and this will tie into the decisions that you make about how much backup you really require.

Function	Equipment	Failures	Backup
Navigation (position determination)	GPS Receiver	Loss of Electrical	redundant power
			internal battery
		Receiver failure	backup GPS
		Loss of satellites	VOR receiver
			accepted risk
		Antenna failure	backup GPS
Attitude Determination	EFIS/AHRS	Power failure	redundant power
		Software failure	backup ADI
			"dissimilar redundant AHRS"
			autopilot w/ separate sensors
		Hardware failure	backup ADI
			"dissimilar redundant AHRS"
			autopilot w/ separate sensors
		Loss of Pitot/Static ?	design/selection criteria
		Loss of GPS ?	design/selection criteria
Communication	NavComm	power failure	Redundant Power
		radio failure	Second Comm (panel or portable)
		loss of antenna	Second Comm (panel or portable)
Airspeed determination and display	EFIS/AHRS	loss of pitot	heated pitot
		loss of static	alternate static source
		AHRS failure	backup ASI
Altitude Determination and display	EFIS/AHRS	loss of static	alternate static source
		loss of AHRS	backup Altimeter
Automatic aircraft control (autopilot)	Autopilot	power failure	Redundant power
			pilot control
		hardware/software failure	Redundant Power
			plot control
Engine Monitoring and Display	EIS	power failure	Redundant Power
			Accepted Risk
		hardware/software failure	backup instruments
			no instruments
			critical instrument backup only
Precision Approach capability	NavComm w/ ILS Head	Power Failure	Redundant Power
		Radio Failure	GCA
			Accepted risk
		Display/Head Failure	GCA
			Accepted Risk

Equip. Cont.....

When evaluating our level of acceptable risk, it is useful to discuss a highly philosophical point - how much backup do we need? For many years, GA pilots flew certified light aircraft in IFR conditions with no backups - single vacuum pumps, no backup Comm, no electrical system redundancy (other than the battery), etc. We accepted this risk by (hopefully) limiting the conditions in which we would operate. For instance, if I had only a single ILS receiver, I made sure that I always had weather (within range) good enough to fly a non-precision approach. Some critical functions were backed up - for loss of that single vacuum pump, we all practiced flying with our electric Turn and Bank indicator (the only bit of redundancy many planes had). With the advent of modern electronic flight instruments and avionics, it is much easier to provide redundant capability, but we need to decide how much we need. My personal choice is to be Fail Safe - no single failure can leave me without a capability that I deem critical. When I have a failure that leaves me with no further backup to a critical function, I have an emergency, and will land as soon as possible.

A step above this is to be Fail Operational/Fail Safe - this means that with the first failure, I still have another backup, and can therefore continue operations (go to my destination for instance) until I have another failure, and then I have to land right away. Most commercial operations use this as a goal, as it ensures that trips can be completed, even with a failure. But for personal flying, with less of an economic need to "be there", I am quite comfortable with fail safe capability. You may choose differently, but this can lead to considerably more complex and heavier airplanes...and oh, by the way, you still only have one engine.

Experience is an important player in making many of these choices - not just design experience, but flying experience. For instance, take engine instrumentation. At first blush, the thought of flying around with NO engine instruments (when we are used to oil pressure, temperature, RPM, MAP, EGT's, CHT's, etc...) is pretty disquieting. But when you consider how a Lycoming is really a simple engine, and that if it is running it will probably continue to run (so long as it has oil pressure), then maybe all you really need to know is if it still has oil pressure. This can be provided with a simple pressure switch and a light. What?! Fly without RPM?! Sure....any experienced pilot probably already knows how the engine should sound in cruise, or in the pattern, and while it won't be precise, or optimum, the airplane won't fall out of the sky. So (for me), the EIS goes on the "desired, but not essential" list. A new pilot might not understand some of these trades, nor will a designer without flight experience. Many people add equipment for very low probability failures - studying and understanding the causes of actual accidents will help to determine what you reasonably need to "fear", and what is unlikely to really affect you.

If all of this seems a bit long, tedious, and complicated, it really isn't all that hard - and can lead to a very efficient design. One of my guiding engineering principles has always been "Perfection in design does not come when there is no longer anything to add - but when there is nothing left to be taken away." In other words, once we have a design, the process is to go through it and try and cut things back out. Ask the question of every part - does it actively fulfill a requirement, or is it just nice to have? Add nothing just because your friend or neighbor has the same thing - ask if YOU need it.

By going through the process, you knowingly accept some risks in a rational fashion, while understanding better those risks that you simply don't want to take. Going through this process on paper will firm up your understanding of what your airplane can actually be expected to do. It will allow you to design in capability rather than simply throwing a bunch of stuff in that you saw in the ads and the Oshkosh display booths. And it will help to keep the weight down as you discover that some backup equipment just isn't necessary for the kind of flying that you will end up doing.

Submitted by Bob Leffler

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**

EAA 9 Announcements

Homebuilder Subgroup Upcoming Meetings

EAA Chapter 9's Homebuilder's Subgroup will be conducting several builder visits the next couple of months. On Thursday, May 21st (7:00pm), we'll be meeting at Bob Leffler's house (4973 Longbenton Way, Dublin) to see his RV-10. Last year he was just starting his wings. The wings are completed and he's about half way through his fuselage. On Thursday, June 25th, we'll be meeting at Brent Owen's house (insert your address here) to see his RV-8. Brent should have his fuselage almost done by the time of the meeting. There will be no meetings in July or August.

If you have any questions about the Homebuilder's subgroup or would like us to visit your project in the fall, please email Bob Leffler (leffler@eaa9.org). We are also looking for meeting topics for the fall and winter. If you have any suggestions or ideas, please pass them along to Bob as well.

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 member-ship@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.

EAA 9 Announcements

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.

All are encouraged to scour your closets, basements and garages for door prize materials so we can keep the fun "re-gifting" going around.

And the winner is ---

Last month we wanted to find out how many people read the NewsLetter. Prizes were offered. We are proud to announce that Lori Robishaw won the EAA9 chapter shirt and Jeff Beachy won the EAA9 hat. Thanks to all who entered. More on this story later.



The Spirit of Aviation™



EAA 9 Announcements

**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 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:

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 (if you haven't already) 2009. New for this year, we have 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)

Suite 14

2160 W. Case Rd

Columbus, OH. 43235

