



Piper PA28-140 Cherokee

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EAA CHAPTER 9 NEWSLETTER

VOLUME 51 ISSUE 10

October 2009



The Leader In Recreational Aviation

Experimental Aircraft Association Central Ohio

EAA Chapter 9 NEWSLETTER



VOLUME 51 ISSUE 10

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

October 2009

Calendar of Events

Date	Chapter9 or other org	Day	Time	Place	Event type	Details
2009						
Oct 15	Chapter 9	Thursday	7PM	OSU	Meeting	Virtual HUD
Oct 17	Chapter 9	Saturday	10 AM-2PM	OSU	Young Eagles	TBD
Nov 19	Chapter 9	Thursday	7PM	Lutton Office	Meeting, elections	engines "912 competition"
Dec 8	Chapter 9	Tuesday	6PM	DerDutchman	Diner	Holiday diner

Cover Plane—Mike and Lenny's FREE BIRD!

Attached is a photo of the Free Bird, Cherokee N6138V. The plane is a PA-28-140 that was rebuilt by the EAA itself and won by EAA 9 member Michael Weinstein in the EAA sweepstakes 5 years ago at Oshkosh. It was the recipient of a wings-off restoration, with new control surfaces, wiring, and control surfaces. The engine was majored by Mattituck in what they call a red/gold overhaul, which is more detailed and runs around \$25K. The interior was done by Airmod. Speaking of mods, the airframe boasts vortex generators, gap seals, wing tip mods, a prop mod that does away with the RPM restriction that plagued Cherokees, even a pre-oiler. It is currently owned by EAA 9 members Michael Weinstein and Lenny Mack and hangared at Bolton Field.

Oct 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

Nov 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

INSIDE THIS ISSUE...

- Young Eagles Report
- CPD Helicopter Tour Write-up
- Come out and visit a Sportsman 2+2
- Announcements

President

Dick Wetherald
president@eaa9.org

Vice President

Clare Lutton
vicepresident@eaa9.org

Secretary

Brent Owens
secretary@eaa9.org

Treasurer

Greg Schroeder
schroeder@eaa9.org

Directors 2009

Chuck Hoisington
hoisington@eaa9.org

Craig Schneider
schneider@eaa9.org

Mike Cencula
cencula@eaa9.org

Danny Lee
lee@eaa9.org

Ted Kellogg
Kellogg@eaa9.org

President's Message

The Fly-in season is winding down, but don't let that discourage you from enjoying more of our 'indoor' programs. We always have an interesting lineup of guest speakers and presenters over the winter that educate and entertain! Also, this is a good time of year to do some catch-up maintenance on your airplane or bone-up on your aeronautical wisdom.

Administrative Item:

Elections in November

As announced at our membership meeting 9/17/09, we have three director two year positions will be voted on in November.

We are also looking for volunteers to work in the following positions.

Young Eagles chair assistant
Assistant Newsletter editor
Major events chair
IT assistant

Contact Clare Lutton (vicepresident@eaa9.org) if you can give of your time to the Chapter.



Young Eagles Coord
 Chuck Hoisington
 youngeagles@eaa9.org

Newsletter Editor
 Brent Owens
 newsletter@eaa9.org

Newsletter Assistant Editor
VOLUNTEER NEEDED

Tech Counselor
 Alan Harding
 Al@aharding.com
 Richard Meske
 ifly4fun@att.net

Homebuilder's Chairman
 Bob Leffler
 leffler@eaa9.org

Webmaster
 Andy Hale
 webmaster@eaa9.org

Quartermaster
 Clare Lutton
 lutton@eaa9.org

Program Coordinator
VOLUNTEER NEEDED

Major Events Coordinator
 Greg Schroeder
 schroeder@eaa9.org

Audit Committee
 Curt Jenkins
 Tom Webster
 Stanley Sutton

Elections Committee
 Ted Kellog

Young Eagles Report

by Chuck Hoisington



We were fortunate again to have excellent weather. We hope it continues that way.

The Vintage Aircraft Association Chapter 27 cooperated with us in hosting and operating this event. We were privileged to use their facility on the field in Delaware. It is an excellent place for operations.

Everyone who registered to participate was accommodated, none left while waiting. As usual, the wait time for some was hours. That is a measure of the popularity of the program.

Our pilots who made this possible along with the number of Young Eagles accommodated are John Wilson with 8, Dick Wetherald with 11, Roger Brown with 9, Rich Mercurio with 7, Wayne Williams with 9, and Steve England with 9. Addition shows that 53 were accommodated as a part of the program.

Congratulations Dick, with having passed the 600 number of riders. Thanks to Roger, president of VAA 27, who helped us with the arrangements and piloting services, and the others, some of who came at the last minute in response to my call for help. They gave up watching the game and other plans to do so. Certainly pilots are a friendly bunch who are willing to help as needed.

Those who are not actively involved with the program may not know that more persons were accommodated than the totals usually list. Youth have priority while there are some waiting, but at the end of the day a few parents are fortunate enough to get an invitation for a seat rather than have it go unused. Sometimes a pilot will volunteer to take youth younger than the program guidelines.

The other part of the program is the necessary ground support. Those who signed in include Bob Delaney, Jon Delaney, Alan Edmonds, Eric Watkins, Melinda Baccus, Debbie Doucette, Don Morgan, and Andrew Hale. There were some members of VAA 27 who did not sign our volunteer registration form and so I am unable to list your names here. Your service too was valuable. Like the pilots some of changed their plans in order to be there. Eric continued his practice of bringing along a piece of flying related material to demonstrate and discuss with those waiting. This time it was a blade from a Rolls Royce turbo fan engine. All did an excellent job. I'd be pleased to see each of you again.

The chapter has acquired a new laptop to help with processing certificates and photos. This time was its first use. Andrew was instrumental in engineering that project. Thanks, Andrew.

With as much volunteer help as we had, both pilot and ground, there was more opportunity for visiting with each other and with the youth and their families. Those not having seen the program from the inside incorrectly assume that it is limited to providing airplane rides only that could be scheduled, much like a bus service. That's inaccurate. A significant part of the program is to discuss flying, careers in aviation, becoming a pilot, the pilot's flying experiences, and more. Obviously the amount of time spent with this depends on the mutual interests of the persons involved. At times a pilot will leave his unlisted number with those who perhaps would like to discuss flying further.

No doubt, we have fun. It's not all used up, there is more to share with others who actively support our program. Come on out and see. Pilots need be members of the EAA and have \$100,000 per passenger seat of liability insurance, and certainly FAR compliance.

Our next and final event of the season is Saturday October 17 at the Union County Airport in Marysville. Registration will be from 10 until 2. This too is a relocation from our original schedule. Please mark it on your calendars now. Again there will be a significant effort for publicity. That provides more opportunity to share your love of flying with others.

Chapter 9 Tours New CPD Helicopter Facility

The Columbus Police Department (CPD) Helicopter unit recently moved into a brand new facility on West Broad Street. Twenty five Chapter 9 members and friends were treated to an enthusiastic tour by Sergeant Jack Harris.

Members of this elite unit must first be experienced patrol officers. A commercial pilot's license is a plus, but CPD will train participants ab initio on occasion.



They operate both proactively and reactively. Proactively they simply patrol and look for trouble. They also react to calls where situations have already been identified. Their primary responsibility is Columbus, but they will assist surrounding suburbs and counties when available.

A crew includes a pilot in the left seat and an observer in the right. The searchlight, loudspeaker, siren, and all police gear is on the right. The observer performs most of the police functions while the pilot performs the flying and communication with ATC.

Turns are to the right and they are very tight. They often are yawing turns. They remind you of a sailplane thermaling except they only turn to the right. Some acclimating is required lest one become embarrassed! A typical altitude is 300-500 feet. They know where every radio antenna and quy

wire is located! There are even times when the chopper will set down and become involved in the ground activity. And yes, they do get shot at.

Eight hundred to a thousand hours a year is typical flight time for a crew-member. The observer is a pilot as well; duties are rotated during the shift. This is a 23 person operation. A chopper is in the air sixteen hours or more most days; icing grounds the equipment. Do the math and you can see that 5,000 to 6,000 hours is logged each year. We all know that helicopters are maintenance intensive. The high duty cycle is the reason CPD has six machines. Hundred hour inspections are taking place all the time.



During the tour we saw a two hour patrol dispatch and the prior one recover. The CPD helicopter unit is very much safety and procedure oriented. Little is left to chance. The helicopter is cleaned to a spotless shine after each shift.

They all look as good as the newest machine. CPD really knows how to protect each \$1.6 million investment.

After the launch, we went back into the maintenance hangar where we examined their brand new chopper. It even had the new helicopter smell. Sergeant Harris enjoyed talking to pilots. We were all moving our hands and arms making flying gestures. He showed the main and tail rotor linkages and was able to address most of our questions. For example, he described effective translational lift. It was interesting to hear the description of operating multiple controls with the limited number of hands and feet generally issued each of us.

Like good pilots, we opened the business end to see a compact 125 pound turbo prop engine that delivers 425 peak horsepower. That's quite a bit of power for 25 gallons per hour of Jet-A.

Then we moved from the large maintenance hangar to the giant main hangar. We were all jealous. I want a hangar even a little like that.

Sergeant Harris demonstrated the VERY loud siren and the aiming mechanism for the multi-million candle power search light. They are not permitted to turn it on while on the ground as a fire prevention measure. Having seen that light in action during my flight this past spring, I can attest it is really bright. Suspects have a hard time running from it and the 150+ mph helicopter. Average response time is less than 2 minutes anywhere in the county.

CPD was an early adopter of GPS technology mated to a large screen. It knows all the streets and alleys.

The helicopter ground transporter was also demonstrated for us. It is always fun to see a purpose built tool in action.

Near the end of the tour we saw the coup de gras, the Forward Looking Infra Red (FLIR) sensor. It is so expensive that the small number of six figure units are moved from one helicopter to another. We were careful not to drop it! You get to see that a lot of houses have poor roof insulation. Oh yeah; it tracks people and cars too.

If you want to read more about an actual patrol, look at the May 2009 issue of the EAA9 Newsletter at <http://eaa9.org/Members/Newsletters/2009/E9NL09May.pdf>.

We thank Sergeant Jack Harris for the excellent tour and offer a hearty thank you to Lieutenant Michael Elkins for authorizing our visit.

Dick Wetherald

EAA Chapter 9

Homebuilders Visited Sportsman 2+2

by Greg Schroeder

September 23rd was the day for Chapter 9 to pay a visit to Dave Shiffer, his new grass field and recently painted Glassair Sportsman 2+2. First stop was Dave's sportsman he had parked out on the end of his

grass strip. He was the 39th Sportsman kit started in 2005. He finished up early 2009, flew off his stage one in primer and just got it back from the paint shop near Arlington, WA last August. He mentioned the flight to Washington from Ohio and back was one adventure that will not soon be forgotten. Beautiful airplane, Dave has it dialed in and flying smoothly with around 70 hours on the airframe. Some of those hours are spent flying to work! Dave works about 1 mile away from Urbana airport and when the stars align he folds his bike up puts it in the back of the Sportsman flies in and rides his bike the remaining mile to his work.

What a deal Dave!

Dave was Chairman of MERFI 2009 and all accounts were the fly-in was a huge success. We thanked him for his work there. He is also one of the principle parties involved in getting the B17 project at Urbana started. He shared the story of the genesis of the B17 project. First, the Liberty Bell had mechanical issues and ended up at Urbana airport.

As these things go there were volunteers who came out of the woodwork to get that

bird flying in a few weeks work. A while later the folks involved in the Liberty Bell were selling a B17 project and Dave circled the wagons with his father and brother purchased the project and off it went. He mentioned it is progressing nicely with the help of many volunteers. As with any project determination and dedication are the watch words of the project. All in all it was a fantastic visit which reaffirms several reasons why we are in EAA to begin with!



EAA Trial Membership Available

You may have heard a quick announcement about a new membership program at our CPD tour meeting. We will tell more about it in another article, but here are the highlights.

One of the most frequent inhibitors to EAA Chapter 9 membership is in EAA national membership. There are misconceptions about EAA at the national level that sometimes keep people away. It is only after people become EAA members that they realize EAA is a very large tent that supports a broad range of interests. Once people join, they learn about the fun we have in EAA.

So how do we get past that stage?

EAA Chapter 9 is offering a no risk trial membership in both Chapter 9 and EAA national. FULL benefits of Chapter 9 and EAA national are extended for six months to anyone who has not been an EAA member in the past three years.

You get the EAA magazine, newsletters, resources, full access to all the consultative services at EAA, the works. Sign up is a snap.

Tell your non-EAA friends about the free trial membership. There is nothing to lose and a whole lot to gain.

Contact membership chair, Mike Cencula at membership@eaa9.org.

Teaser

Watch for future stories surrounding the two pictures here. One is of a 1905 Wright B that flies with an Ohio EAA chapter. The other is a view of OSH AirVenture from our EAA Ford TriMotor. More in a future issue.

Do we have fun at EAA Chapter 9? You bet!



EAA 9 Announcements

Have you ever considered living at an airpark? There is an effort to organize a few individuals to support starting an airpark in the Northeast section of town. Land has been identified and several details are in place to include prices. What is necessary are a few individuals who are interested in living at the airpark in the Northeast side of town to get the leg work done. If you have any interest please email me at gregosu@wideopenwest.com. I will be glad to answer your questions and provide you further details.

Have you ever dreamed about living at the airport?



**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.



EAA 9, Inc. (EAA Chapter 9)

Suite 14

2160 W. Case Rd

Columbus, OH. 43235

