



Chapter 402 Meeting Dates and Locations

Chapter 402 meets on the 3rd Tuesday evening of each month at 7:00 pm at the Clubhouse.

- February 16, 2010:
EAA Chapter 402 Clubhouse,
520 Heath Road, Heath
- March 16, 2010:
EAA Chapter 402 Clubhouse,
520 Heath Road, Heath
- April 20, 2010:
EAA Chapter 402 Clubhouse,
520 Heath Road, Heath

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THINGS WITH WINGS

By Kenny Rauch

Why do we become infatuated with these great inanimate machines? For this pre-teenager, it was sitting on a hillside, watching buzzards floating on breezes that were invisible. Why didn't I pursue aviation at that time? Money, girls, booze, military service, more booze, marriage, family, business, job change, old age, in that order!

Curmudgeon! That's the best word I can think of to describe the person who got me addicted to building homebuilt aircraft. Bob Harvey, bless his old departed soul, taught me to fly and I'm still trying to get it right. He also got me some bruised ribs with his elbow in my right side, from his right seat position. The elbow jabs were followed by exclamations of, "Keep those wings level!, You're losing altitude like mad!, Look out the window!, Pull carb heat., Where are we?, Engine just quit!, Where do we land?, Three bounces on landing doesn't count as three landings." And finally he gets out of the airplane and say's, "It's all yours!" Scary! I'm still worrying about getting it right.

Bob was from the old school and liked fabric covered high winged airplanes. The Champ was one of his favorites. For some reason, I got to hanging around with Bob while he worked on airplanes. A mistake! I don't know how, but I convinced him that we should

build an RV-4. This was back in the early 80's, when Van's Aircraft was just a fledgling company. Bob evidently accepted the challenge as I ordered Kit #1 of 4 and with my wife's money and Bob's expertise, we fought our way through 4 years of building that "ole tin" airplane and got it airborne. A few year's back, I heard that it may still be flying, maybe in Oregon. Enough of history, you guys probably want to know current happenings.

Fast forward to November 2006.... Much to my little woman's lament, I ordered the beginnings of construction of an RV-3. Why? It just seemed like the thing to do at the time. After numerous projects with airplanes (too many to list), 3 stripper canoes, 1 stripper kayak, 1 surrey buggy restoration, etc. You've probably figured out by now that I'm not a rocket scientist. Life is interesting, though!

N50NJ. Norma Jean / November Juliet. Dedicated to a wife that probably doesn't even connect NJ to her initials! She's not into anything that keeps her feet from being firmly planted on mother earth. We will dub her the "Rocket Scientist" of the family.

Back to business... After three FAA inspectors, N50NJ was declared O.K. to test fly. Why three inspectors? My take on it was that Lee Thiel, my regular and respected inspector, was being re-evaluated

Heart of Ohio Fly-Outs

Fly-outs are the 1st Sunday and 3rd Saturday of each month, and usually depart from Newark/Heath Airport (VTA) at 8:00 am unless otherwise indicated below. Contact Rollie Bailey, Fly-Out coordinator, for more information. (740-366-3404).

- February 7th (first Sunday) fly-out was to be to Salem Airpark, but it was cancelled due to snow.
- February 20th (third Saturday) departure time @ 10:30 a.m. for lunch.... FREE hot dogs at Sporty's in Clermont County (I69).
- March 7th (first Sunday) will be Salem Airpark (38D) Brunch 10:30 a.m. departure.
- March 20th (third Saturday) (pending success or failure of Feb 20 date) will be Clermont County (I69) Sporty's FREE Hot dogs. Depart 10:30 a.m.

I know it March looks familiar, but we haven't gotten there yet!



Come Fly With Chapter 402!

Tell us about YOUR fly-out! If you take a special trip, or simply enjoy a great day of flying, send us your story to share with others!

Dates of Note

Please send us Dates of Note regarding aviation events or other activities that we can share with members.

by his boss and John Welsh (an apprentice inspector?) All had a field day with N50NJ. They picked her apart pretty thoroughly. Incidentally, I like these projects to be critiqued, so if I missed something, I'd be able to correct it. The only things they missed were incidental and not their fault, but I will get to that later.

First Flight!!! Scary? You bet! Adrenalin rush? You betcha! Hire a test pilot? If things went sour, I'd feel bad. Anyway, I have to find out if what I built, will do what it is supposed to. After numerous miles taxiing, lifting the airplane off and letting down before reaching the far end of the runway, I decide the airplane is ready. I am ready and weather (wind, mostly) is comfortable. I like morning flights (quiet), sunshine, full gas tanks, no people will observe what you are doing and it's nice not to hear what they are saying!

You knew that day was coming. The weather was right, gas tanks were topped off, oil checked, walk around done (more than a little), a couple more taxis, run-up done, no excuses, it's time to find out if N50NJ will fly! Throttle in to the stop, no hesitation, tail up, lift off comes at about 800 feet, climb out normal, gentle turns to circling over the farm to about 2500 feet. More turns to left and right till I'm O.K. with controls being capable of controlling the airplane. All instruments doing their job except the gas tanks are not registering correctly. Not a problem as I will get down, hopefully, before that becomes critical.

Second phase points me towards WYNKOOP, everybody's favorite grass strip (forgiving) airport

with plenty of runway length for first time landings. I was to find out I needed that runway length. Full throttle per Mim Carter's recommendations to seat the rings was the order of the day, when practical. Left turns, right turns, altitude changes, etc. led me to find that the right wing was heavy. This is not unusual in the RV's as they are very sensitive to control surface minor variations. Oil temps and pressure still in order, while well above WYNKOOP, I try some stalls. Nothing startling there, so I prepare for the alternative to taking off and that is landing. You've all been there, when you soloed. Getting off the ground is the easy part, getting back on terra firma can get iffy.

I'll call this the third phase with my first attempt a go-around. And my second and third attempts were also go-arounds! I think I made it on my fourth try. All this with the attendant crowd well clear of the runway, probably saying such things as, "He's too fast.", "He's too slow.", "He should do this.", "Why is he doing that?", "Ooh, what was that!" At this point, I'm wondering myself what this airplane, which is supposed to go fast and land slow, is doing. Indicated stall speed was where it was supposed to be. Aha, the light came on in my feeble cerebellum. The dummy piloting this craft wasn't using the available flaps! I shoot a landing with 20 degrees flaps and do a little better, but not near where I'd like to be. At this point, I come to the conclusion that I have a lot of work to do to get a handle on this son of a @\$% that wants to float, float, float gently down the runway. I shouldn't talk like that as I know



Pictures of the Non-Fly-out January 7.
Photos by Carl Oblinger



from experience that airplanes, like a team of horses, are not the problem. The operator is the fly in the ointment!

To add to my disappointment in my performance, on a subsequent upwind, a strange sound emanated from what sounded like the wheel pant area. My decision to make this my final landing was a foregone conclusion.

This noise was minimal and stopped after a short time but I know I was landing as soon as feasible. After landing, I discovered the right fairing at the juncture of gear leg to fuselage, had gotten the slipstream wind under the fairing, which is spring loaded, and pushed it down to the juncture of the gear leg to wheel pant. I probably didn't explain this too well but if you want further info, contact the owner.

So, let's go to the fourth phase, which we'll call damage assessment and what needs to be done to get this airplane where we want it to be. That is proving to be a daunting task. Let me count the many ways I have the propensity to get myself in grief. The fairing is minor, the heavy wing is not a big deal, I also have a rudder thing which is no big deal. I did find a seeping gas tank to contend with. It's a difficult place to get to with the wing on, so I'll probably eventually pull a wing. I thought I was smarter than the designer and put the battery under the boat cowl instead of back of the seat where it was recommended. Dead batteries, resulting from stiff, overhauled engines, cause a lot of screws to be removed in order to get to the battery. Will I ever learn?

I didn't know whether I should get into the engine problems or not. Without getting too deep into the whys and wherefores, let me say that the engine ran fine and I'm completely happy with the mechanics work.

If I can be as brief as possible, I'll try to explain myself. Presently, the engine operates with an electric fuel pump with another electric fuel pump as backup. The powers that be recommend a mechanical fuel pump. This O-320 Lycoming engine came out of a high wing gravity flow fuel system. So we find out, even though I installed a mechanical fuel pump, it is not activated. Now we need a plunger type pin to activate the mechanical pump. This means the rear accessory plate must come off. After much swearing, mutilation of parts, etc., I get the back case clear. Lo and behold, now I have no concentric, or whatever you call it, that pushes that pin up and down and operates the mechanical fuel pump.

To back up a little, the airplane was kept in a COLD hanger at WYNKOOP. With all the incidental things that need to be done, the decision was made to bring the airplane home. Since I had no faith in my ability to fly the airplane into my strip, we trailered it home.

Currently, N50NJ is in my WARM basement with the engine partially dismantled, waiting on parts to put the engine back in service, hopefully with a mechanical fuel pump. Right now, I'm hoping to get all the little problems corrected and when the weather puts the runway in decent shape, I can get back to getting familiar with this little sucker.



Pictures from the January 16th fly-out to Roscoe Village. Photos by Carl Oblinger



Fincato, Anderson and Snedden

Tom McFadden sent emails to Chris Anderson and Paul Fincato for an update on the progress on their Super KR2 airplanes. Paul responded that they are making slow but steady progress although there does not seem to be enough hours in the day. (Don't we all echo that.) Paul made me aware of a website where they, especially Chris, record their progress. The site is www.krsuper2builders.com. Paul indicated that they would try to make a meeting soon.

The February issue of Sport Aviation has an article on the Snedden M7! So does the Bird Droppings newsletter from Don Wahl and Zanesville chapter 425.

January 16th Fly-out

As most are aware, the field was socked-in with dense fog Saturday at Newark. A few die-hards had some hanger talk for it to lift. It was too late for the Sporty's trip so I opted for Richard Downey Airport at Roscoe Village in Coshocton for lunch. Wayne Green in his Cherokee Six (Bob Bennett), I in the "235" (Carl Oblinger) had a super lunch. Guys—your wives would enjoy the stores and sights over there. Again, we had six empty seats? Come on out and help fill them up!

Rollie Bailey, Fly-out Coordinator

Bring Your Bingo Cards!

You may have noticed the "bingo" card in the Feb. SportAviation magazine. I'm referring to the one from EAA which offers an initial membership fee of \$36. They asked for members to give the card to prospective new members to entice them to join EAA now. If you don't have someone to give the card to, please don't throw it away. I can hold the cards and give them out when I supply membership application forms to new members. Please bring extra cards to the next meeting. Thanks.

Tom McFadden, Sec. EAA 402

Minutes of January 19, 2009 EAA 402 Meeting

The meeting was called to order by President Michael Harris at 7:00 pm. There were seventeen members present. The meeting was opened with the Pledge of Allegiance to the Flag.

Reports

Secretary: Tom McFadden asked for any corrections or additions to the December minutes as published in the January newsletter. Motion to accept was made by Rollie Bailey, seconded by Robert Marriott and passed by the members.

Treasurer: Treasurer Larry Arnold gave the report. Checking account balance \$2954.58; expenses paid \$29.33; Utility Reserves \$197.97; Young Eagles \$222.50. Motion to accept the report was made by Michael Harris, seconded by Tom McFadden and passed by the members. Members asked whether the natural gas bill has decreased since George Fackler interceded with the Energy Co-operative. Since Tom McFadden had seen and paid the gas bills for the last several months, he reported that the bill had dropped approximately \$10 per month.

Mention of the gas bill sparked discussion of what to have the thermostat set to when the building is unoccupied. The members are requested to set the thermostat down to 50-55 degrees when leaving the building. This will be warm enough to keep the plumbing from freezing and still minimize the gas bill.

Newsletter: Wendy Hollinger asked for pictures and articles for the newsletter. Wendy reluctantly submitted a request for reimbursement of \$225.00. As the reimbursement had been approved at a previous meeting it was not necessary to take a vote although many members expressed their approval.

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Website:

- Michael reported that he had received a notice that our right to use "EAA402" website name is about to expire and he should pay a certain amount to renew it. Wendy had her web guru investigate this and he determined it was a scam so no money was paid.
- Michael also reported that he had been billed by the website host for the next six months which he paid and has been reimbursed.
- There was a round of discussion about the website. Tom McFadden asked about helping with the maintenance of the site and Wendy said she will provide some information regarding this.
- Bill Corban suggested we use some of our Young Eagles money to support the web site since we use it to promote YE events.
- Wendy said she will update the contacts on the website to correct the treasurer's information.

Airport Board:

Bill Corban lead the report with input from George Fackler. The airport board is in the process of doing an FAA-mandatory evaluation of engineering firms retained by the Newark-Heath Airport Board. Bill said the board is considering four different engineering firms including the one presently retained. Members asked questions about the purpose of retaining an engineering firm. Bill and George provided answers to these questions including but not limited to investigating airport needs for maintenance and improvement, planning for implementation of these things, awarding contracts, and communication with the FAA on behalf of the board. Again the subject came up about the rebuilding of the runway. Bill and George shared in addressing this subject. It is not yet firmly scheduled but a complete rebuild of the runway will happen in the next year or so. The airport will be closed for the length of time it takes to accomplish the rebuild.

Old Business

- Michael reported that he has submitted the annual renewal with the National and has paid the \$321 fee, including the annual insurance premium of \$271.00. Michael has been reimbursed for this expense.
- Referring back to an item of business from the September, 2009 meeting, Michael reported that all is in place for the airplane ride donated to be auctioned at the Moundbuilders Mental Health organization's Jazz and Java event in February. The chapter, specifically Michael Harris acted as a go-between between MMH and Aviation Works FBO and George Fackler, who will actually donate and perform the flight.
- Michael reported that he has been approached by CAP commander, John Morgan, to see if it would be possible for the CAP to use our clubhouse or T-hangar, or other airport building for their meetings.

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Michael and George have met and had considerable discussion about this and come to the conclusion that there would be too many problems with logistics and security for the CAP to meet on the airport proper. The members were unanimous in our desire to give full support to the CAP program and to help them find a facility and to possibly have joint activities. Michael said we need a liaison to the CAP and suggested Robert Marriot take on that job. A motion was made by Rollie Bailey, seconded by Dan Glaze and passed by the members. Bob graciously accepted the assignment.

New Business

Larry Arnold mentioned that the F4 military jet aircraft on static display at VTA is badly in need of painting and wondered if the chapter could possibly take on that task. The secretary said that this has been brought up a number of times over the last six years, the chapter volunteered to do it but nothing has been done. Bill Corban clarified that the reason nothing has been done is because there are very specific requirements for the paint scheme, markings and methods of painting which we cannot do.

Member Projects

Roger Digel-Barrett reported that the annual has been done on his Challenger gyroplane and it is airworthy now.

Kenny Rauch said he will write a report for the newsletter.

Fly-out Report

The last fly-out was to be to Sporty's (I69) on January 9th but did not occur because of morning fog. Several planes, Rollie Bailey (Cherokee 235) and Wayne Green (Cherokee Six) with one passenger each did fly later to Richard Dowing Airport (I40) at Coshocton, Ohio.

The fly-out destinations for February 7th and February 20th are to be announced.

The 50/50 Drawing was won by Carl Oblinger. Carl donated his winnings to the treasury.

Motion to adjourn was made by Roger Digel-Barrett and seconded by Robert Marriott.

Minutes respectfully submitted by Secretary Tom McFadden

Chapter 402 Officers

President	Vice President	Treasurer	Secretary
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