



## Chapter 402 Meeting Dates and Locations

Chapter 402 meets on the 3rd Tuesday evening of each month at 7:00 pm at the Clubhouse, unless otherwise indicated below.

- December 21, 2010:  
Holiday Meeting: The Buckingham House, 6:00 pm
- January 18, 2011:  
EAA Chapter 402 Clubhouse, 520 Heath Road, Heath
- February 15, 2011:  
EAA Chapter 402 Clubhouse, 520 Heath Road, Heath

### *FBO Christmas Party*

**George invites us....** Tuesday, December 14th, after the airport board meeting (about 6:30 pm).



### *EAA Dinner & Meeting*

**Reminder...** Reserve by Wed., Dec. 15th. Details on page 6.

## In this Issue

## Page

Fly-Out Schedule .....	2
Meeting Minutes .....	4-6
Officers.....	4

## One Man's Confession

*by Kenny Rauch*

I just read a quotation in the March 2004 "Experimenter" founded by Paul Poberezny. The article, by Dave Matheny, was titled "Lessons Learned." The quotation was: "We would try to explain to the landowner (myself) that we shouldn't all be judged by the actions of one lone half-wit... (also, myself)."

Most of you probably know by now that my accident (no use trying to sugarcoat it) occurred by landing short. Try touching down

and coming to a stop in 100 feet in a RV-3B, or any aircraft, and your body will hurt someplace. Adrenalin does work, as I kept moving, answering questions, refusing to go to the hospital, etc. When all the excitement settled, the crowd went away, etc., the adrenalin also went away and my body was telling me that I shouldn't have done what I did.

A reasonable explanation of what and why this event happened is probably what

*continued on page 3*

## Introducing Dean Walther

*by Larry Arnold*

Our December Dinner Speaker is Dean Walther. Dean has a commercial pilot's license with a multi-engine rating. He has over 4,100 hours in his logbook. Until 2007 Dean was a corporate pilot flying a KingAir out of Akron Canton Regional Airport (KCAK). In 2007 he graduated from the FAA training program and began work as an air traffic controller at Port Columbus International Airport

(KCMH). He currently works approach control. Dean has also served as a volunteer controller at Wittman (Oshkosh) Regional Airport (KOSH) during the last two AirVentures.

Dean will share some of his memorable moments and speak about radio traffic, airport procedures, and runway safety. I guarantee this will be a program you'll want to attend.

## Fly-Outs Sun, Nov 7th & Sat, Nov 20th

### 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).

- December 5th (first Sunday) was cancelled due to weather.
- December 18th (third Sat.) depart VTA @ 9:30 a.m. for breakfast at Denney's at ZZV (via courtesy van.)



Roots Restaurant



The cover photo and those above are from the November 7th fly-out to Lancaster.

*Photos by Carl Oblinger*

Guests are welcome and we always have empty seats—give Rollie or a member a call!

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***Come Fly With Chapter 402!***



New contributor  
Robert Boyd

It must have been a busy Sunday November 7th, since we didn't get much of a turnout for the fly-out. I did meet Larry Arnold and his wife at the airport, but he opted to fly to Parkersburg for breakfast, which was fine.... "HE FLEW"!

I had an appointment later that evening in Parkersburg so I asked Carl Oblinger and Roger Digel-Barrett if they would like to fly to Lancaster (LHQ) for breakfast.

It's one of my favorite close restaurants. And man you should have gotten a ride in our courtesy CAR... only 221 miles on it! Make sure you check out Carl's pictures.

Saturday, November 20th was to be a fly-out to Cabela's in



Dundee MI. We had a great turnout, only to get socked in! We had three aircraft lined up and 13 people. One was a six seater so we could have done it. It wasn't a complete wipe-out. There were younger pilots who got the opportunity to meet some pilots they had never had the opportunity to talk to. We will definitely schedule it again..

*Rollie Bailey*



### The Members' Wing

*by Robert Boyd*

Something new is about to land in our monthly newsletter!

Wendy asked if I would write a few words about a new and exciting addition to our news letter beginning in January. Our president, Michael Harris has come up with a great idea to add a column which will be titled, "Members' Wing."

Each month a member of Chapter 402 will be interviewed and a story published in the Members' Wing column. What a fantastic way for

all of us to share our passion for flying and to get to know each other better.

You may be wondering why Wendy asked me to write a few words for this month's issue. Well I'll explain.

A few days ago Michael contacted me. Knowing that I have been expressing an interest in becoming more involved in our chapter and wanting to get to know everyone, he thought that I might be interested *continued on page 5*



you guys want to know. Being unusual, it probably would never happen to you unless you would repeat the act on my farm strip.

Let's go back a few years to my two RV-4's, which were the resulting success story after the RV-3 proved to be a worthwhile aircraft. These aircraft have basically the same wing, and fly about the same. The difference in empty weight is about 150 lbs. After much thought on the subject, I think this weight difference was significant in my case. The RV-4's test flights were more or less non-events, with the aircraft pretty well settling in at the spot I had planned on. Not to say all my landings were good landings, just that the touchdown point was pretty predictable. Incidentally, all my test flights were done at long grass strips: Wynkoop and John Graham's strip before I went to hard surface and then to my homestrip after getting comfortable with the aircraft.

Now let's get to the RV-3B. It was a definite surprise to me when, on first flight (OK) and landing, the RV-3B with 20 degrees of flap was floating down the Wynkoop runway like it didn't teach me much, when a spring-loaded fairing (gear leg to fuselage/ junction) failed. There was an engine problem to address also, so I decided to bring the dismantled RV-3B home to rework the problems.

Fast forward to the point of having taken care of the incidental problems. Taking off from the farm was not a problem, as N50NJ seems as though it liked it in the

air better than being on the ground. I decided then to put N50NJ on Buckeye Exec airport till I got a handle on the way this critter flew. A grass strip adjoins the asphalt runway, and a hanger was available.

Patience, men; I'll get to the event soon. My strip at home is 1600', so I walked that distance off on Jimmy's runway. Practice, practice, practice until I was consistently getting stopped comfortably in that distance. The time comes when you have to screw your courage up and take your airplane home and land it without bending it. Like John Graham said once; I have to do this right!

Everything went well, although I did use most all of the 1600'. Floating the airplane on landing is still something I didn't have a good handle on at that point. Practice makes perfect, so I tried my best to get to that point. Perfect never happened! I did get to a degree of satisfaction by touching down on the first third of the runway (that's 500+ feet) and still using more distance than I liked. Still had that dad-gum floating (ground effect?) to contend with.

Now, how do I cope with this problem? The smart solution would be to keep the airplane at an airport with a loong runway. The stubborn German who flies my plane is determined to solve this



Kenny's Photos *Photo by Dale Ratcliff*

dilemma.

Let's cut this touchdown point of 1/3 of the runway in half, which means I have to touchdown on the first 250' or so. Landing with power may have been a way to do this but I was taught stall landing with throttle at idle. Old habits are hard to break.

I've still got this craft that loves to float, this fact being significant in my assessment of what happened. Another significant ingredient is that the end of my runway drops off severely and that's where my tail wheel caught, flipping the plane on its nose, then over on its top. Thank goodness for strong roll bars!

On N50NJ's final approach, and I do mean final, I felt very comfortable with the sight picture I was getting. With this floating airplane, I was seeing a touchdown at 150' to 200'. Now in an earlier aircraft, I experienced a severe downdraft in this area, but I had no such sensation in N50NJ. But!, I also had no floating, as N50NJ was accustomed to doing. Bad news! I hauled back on the stick, hence the tailwheel catching, and the subsequent flip.

Why no float? I've thought long and hard *continued on page 4*

about this. This is what I came up with: On a normal flare, I'm in ground effect and get the ensuing float. On N50NJ's final landing, I initiated flare over open air, hence, no ground effect, no floating. If my explanation still baffles you, I'm sorry. That's the best I can come up with at this time. Stay tuned; somebody might blow my theory away.

So, who called 911? Two people, but I won't go into who they were. The ensuing hullabaloo included sirens, flashing lights, State Patrol, FAA, media and who knows who else. If no 911, only my ego would have suffered, as two of my boys lifted the airplane off of me, hooked a tractor up to N50NJ and ignominiously dragged her up to my hangar. End of story? Not quite. The follow-up of the "event" included various agencies, including NTSB. I even got a call from a TV station in Iowa for an interview! I think I did get the point across that it was not the fault of the aircraft that

caused the accident but totally the miscalculation of the pilot. I didn't want to put the EAA in a bad light.

Once again, my stubbornness kicked in, and the FAA's request for a check ride to keep my private pilot's license didn't sit well. I'm catching a lot of flak from my fellow pilots because I didn't comply with that request. I might mention here that all parties concerned have been polite and sympathetic with me. The bottom line is that I'm going with ultralights from here on. Whether that is a good or not so good thing, it's my decision.

So, that's my story and I'm sticking to it! Yes, I've got another project in the basement to keep me out of the bars and off the streets for the winter. Further info is not on a website, internet, etc.; you'll just have to visit or talk to me personally, the old fashioned way!

Sincerely,  
*Kenny Rauch*

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## **Minutes of November 16, 2010 EAA 402 Meeting**

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

**Secretary:** Minutes of the October meeting were accepted on motion by Rollie Bailey, seconded by Dan Glaze and vote of the members.

**Treasurer:** Treasurer Larry Arnold gave his report. Starting balance: \$2,458.79. Donations to Utility Fund: \$232. Dues paid for 2011: \$162. Money collected for Christmas Dinners: \$240. Expenses paid: \$70.24. Ending balance: \$3022.55. Utility Reserves: \$372.28. Young Eagles reserves \$0.00. Motion to accept the report was made by Dan Glaze, seconded by Bob Marriott and passed by the members.

**Newsletter:** Editor Wendy Hollinger reported she has pared down the mailing list in order to save on postage and most members use email anyway. Wendy asked that anyone not receiving the newsletter by one or

in taking on the column. I have to admit that my first thought was, my spelling stinks, my grammar is the pits, I have never written an article or conducted an interview in my entire life. But the first words that came out of my mouth were, "I'd Love To." Why? Because I knew that Michael was right. What a great way for all of us to share our experiences and get to know each other. Just think of all of that knowledge stored in all of you that I will be exposed to. I just may learn something about aviation and I will get to know all of you better.

Maybe I should wrap things up by telling you a little about me. I'm a twenty year old stuck in a fifty five year old body. My motto is, "I may have to get old but I don't have to grow up." I have been married to my wonderful wife, Teri, for over thirty five years now. We have one daughter, Tracy, who is thirty three, married, with three great kids. My aviation experience is limited to two lessons back in 1971. I thought girls were more fun to spend my money on so I strayed away from flying until recently. I discovered the Sport Pilot category and Light Sport Aircraft. My plans are to obtain my sport pilot certification in 2011 and with any luck, begin work on a homebuilt.

I can't wait to meet with each of you and get to know you better. Be watching for our first column in the January issue where we will be talking with member Sam Huff. From what I can tell so far he is going to be a very interesting person to get to know.

*Robert Boyd*

the other methods please let her know. George Schweighofer asked Wendy who took the nice pictures shown in the last newsletter and Wendy told him Cheryl Harris and Carl Oblinger.

**Website:** Editor Gary Kurtz said the members can look at the website for more pictures and information of chapter activities. Gary asked to be informed, in a timely manner, of chapter activities such as fly-outs so he can get the notice posted on the website in advance of the events. Gary answered questions about how he processes pictures for the website.

**Airport board:** Bill Corban reported he was out of town on the evening of the board meeting and therefore has no report. He did, however, remind us of the invitation from George Fackler to the chapter members to attend the FBO appreciation evening at 6:30 pm, December 14th.

### **Old Business:**

#### December Meeting/Dinner

Michael reviewed the plans for the annual Christmas dinner meeting.

—Location: Buckingham House, 5 N 6th St., Newark.

—Caterer: Doug's Far Side Catering. Main dish will be roast beef.

—Speaker: Dean Walther, Commercial Pilot, Air Traffic Controller, Oshkosh volunteer air traffic controller.

—Cost per person: \$15.00. The treasurer asks that everyone pay in advance so an accurate count is available for meal planning.

Larry Arnold asked about an honorarium for the speaker and said he would take care of getting something if authorized by the chapter. Tom McFadden made a motion that the chapter members authorize Larry to spend up to \$90 on an honorarium of his choice for the speaker. The motion was seconded by Rollie Bailey. A vote was taken and the motion passed.

Gary Kurtz volunteered to provide audio-visual equipment as required by the guest speaker.

### **New Business:**

Election of Officers, conducted by the secretary:

—Nominations were re-opened for the office of President. The only nominee from last meeting was Michael Harris.

There were no new nominations. Dan Glaze moved the nominations be closed. His motion was seconded by Karen Hartman and passed by the members. Michael Harris was re-elected President by acclamation. The members acknowledged Michael's four years as president with a round of applause, and thanked him for accepting a fifth year.

—Nominations were re-opened for the office of Vice President. Nominees from last meeting were Rollie Bailey and Dale Ratcliff. There were no new nominations. Nominations were closed and a written vote was taken. Rollie Bailey was re-elected Vice President.

## Holiday Dinner Meeting Details

**Date:** Tuesday, December 21st, at 6:00 pm

**Location:** The Buckingham House, West Main and 6th Streets in Newark

**Dinner:** Buffet provided by Doug's Far Side Catering

**Cost:** \$15 per person

**Guest Speaker:** Dean Walther

**Reservations:** Payment must be made by December 15th.

Contact Treasurer Larry Arnold to make arrangements.

## Thank you contributors!

Thanks to Roger Digel-Barret for editing and proofing.

Thanks to Carl Oblinger and Dale Ratcliff for photos.

Thanks to writers Kenny Rauch, Larry Arnold, Rollie Bailey, and Robert Boyd.

Thanks to Secretary Tom McFadden for the Minutes.

Thanks to Gary Kurtz for posting on our website at EAA402.org.

—Nominations were re-opened for the office of Treasurer. The only nominee from last meeting was Larry Arnold.

There were no new nominees. Wendy Hollinger moved to close the nominations for treasurer. The motion was seconded by Rollie Bailey and passed by the members. Larry Arnold was re-elected Treasurer by acclamation.

—Nominations were re-opened for the office of Secretary. The only nominee from the last meeting was Tom McFadden. No new nominees. Bill Corban moved the nominations be closed. The motion was seconded by Gary Kurtz and passed by the members. Tom McFadden was re-elected Secretary.

Bill Corban acknowledged Tom McFadden's long service, Bill thought perhaps 10 years, as Secretary of the chapter and the members applauded. (It has really only been seven, or is it eight. *Tom*)

### Project Reports

- Dale Ratcliff reports the wing is back on his Cherokee and is awaiting painting.
- Dan Glaze attended another session of Corvair College, this one in South Carolina. He says the engine is nearly done, just waiting for cylinders and overall it will cost between \$7500 and \$8000.
- Kenny Rauch reports that he has sold his RV-3 project and it is now in Indiana. He has purchased a Legal Eagle ultralight project and will complete that. It has a metal fuselage and a ½ VW engine with approximately 37hp.

**Fly-Out Report:** Rollie Bailey reported the most recent fly-out was scheduled to go to Salem Airpark but instead three planes went to Lancaster and used the courtesy car to go to Boots Restaurant.

The 3rd Saturday fly-out, November 20th, is scheduled to go to Cabela's at Dundee, Michigan. Depart VTA at 9:30a.m., and land at Custer Airport at Monroe, MI. Cabela's transportation will pick up and return the flyers to the airport.

**50/50 Drawing:** The total was \$28 and was won by Dale Ratcliff. Dale donated his winnings to the Utility Fund.

The meeting was adjourned at approximately 8:05 pm.

*Minutes respectively submitted by Secretary Tom McFadden*

### Chapter 402 Officers

| <i>President</i>         | <i>Vice President</i> | <i>Treasurer</i>           | <i>Secretary</i>        |
|--------------------------|-----------------------|----------------------------|-------------------------|
| Michael Harris           | Rollie Bailey         | Larry Arnold               | Tom McFadden            |
| 740-522-4206             | 740-366-3404          | 740-928-0803               | 740-587-2312            |
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