

## 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 a.m. unless otherwise indicated below. Contact Rollie Bailey, Fly-Out coordinator, for more information. (740-366-3404).

- October 20th (3rd Saturday) depart Newark VTA @ 8:00 a.m. for brunch at Amelia's Restaurant in the beautiful Canaan Valley WV. Landing at Windwood Airport (WV62) (Option to stay overnight?) Nice fly-in Resort area with affordable rates.
- November 4 (1st Sunday) ... details to come - contact Rollie for information.
- November 17 (3rd Saturday) ... details to come - contact Rollie for information.

*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!**

### News Flash!

**Date:** October 8th 2012

**Location:** Chapman Memorial

**Item:** EAA 402 President Bob Boyd finally has ten near perfect landings!

CONGRATULATIONS BOB!

### Dates of Note

Saturday, October 13,

Fly-in.....John Grahams

Sunday, October 14,

Airshow..... Parkersburg

## Fly-Out Report

### October 7, 2012 Wayne Co BJJ

The plans for October 7 were to depart VTA for lunch at "The Barn Restaurant" Smithville OH, landing Wayne Co. (BJJ) right in the middle of Amish Country. Rollie promised a fabulous salad bar and scenic view over looking the lake when dining. Here's what really happened....

First, I called Wayne Co. airport just to make sure we still had the courtesy car. Attendant told me that the brake line had gone out and was not available. Then Flight Services said just after noon (time returning) there was icing @ 3,000 ft. So I opted with my wife Marie and Carl Oblinger to fly over to Coshocton (couety car) and go to

### To paraphrase Martin Luther King

## “DONE AT LAST, DONE AT LAST”

Well, as the title says, we are done at last. A project we first spoke about last summer is finally completed. On Saturday, September 29, 2012, eight (8) volunteers spent their morning scraping, sanding and repainting the airport's Beacon Tower Shed. Several members sent me e-mails that they wanted to help, but were unable due to prior commitments. The paint, brushes and rollers were supplied by the Airport Board. Bernie Volpe, at his own expense, supplied masks to all who those who wanted to protect their lungs while scraping and sanding. We started at 8:30 AM and were finished by 1:30 PM.

Those members volunteering their time and labor were Larry Arnold, Carl Braddock, Casey Granger, Gary Kurts, Bob Marriott, Tom McFadden, Dick Perdue and Bernie Volpe. In addition to

Roscoe Village. It was a great flight (fall foliage) and the little town was buzzing. Thought I was going to contract a C-130 to get all of Marie's purchases back to VTA! We got back before the rain and mist set in. Other aircraft opted to fly local also. Carl got some great pics, check them out. Don't forget John Grahams fly-in October 13\* (always a good time)!

Blue skies always!

Your #402 fly-out coordinator  
Rollie Bailey

*\*Editor's note: Your editor regrets distributing this newsletter too late to inform you about this not-to-be-missed event.*

the EAA402 members, we were joined once again by CFI Arnie Hartman, who continues to donate his time to helping our chapter and the Newark-Heath Airport. Be sure to thank Arnie and our members, any of whom could have spent that beautiful day either flying or on their honey-do projects. The airport is looking better and better. My personal thanks to all of you who helped and to all those who have helped in the past.

Larry Arnold





Photos courtesy of Tom McFadden

Note: Larry Arnold provided photos of the finished shed, which the editor was unable to locate at the time of publication, and will share next month. Remember to visit our website at [www.EAA402.org](http://www.EAA402.org) to see more photos of fly-outs and chapter events.

### Young Eagles Rally

The EAA 402 membership held the fall Young Eagles Rally Saturday, September 15th. Special thanks to the members, pilots, and volunteers that made this possible!



## Minutes of September 11, 2012 EAA 402 Meeting

The meeting held at the clubhouse was called to order by President Bob Boyd at 1900 hrs. There were twenty three members and one visitor present. The meeting was opened with the Pledge of Allegiance to the Flag.

**Secretary:** The minutes of the August 2012 meeting were accepted as printed in the September 2012 newsletter on motion by Rollie Bailey second by Dan Glaze and passage by the members present.

**Treasurer:** Treasurer Larry Arnold gave the financial report. Starting balance: \$4,112.23. Income: Ads in the souvenir program/newspaper: \$210, Donations to utility fund: \$84.50, Fly-In: \$1,803.00. Expenses: \$3,888.95. Reserves: Utilities \$86.81; Young Eagles \$38.24. Ending Balance: \$2,320.78. Larry reported that we cleared \$295.95 on the Fly-In after all expenses were paid. Motion to accept the report was made by Jesse Ours, seconded by Rollie Bailey and passed by the members present.

**Newsletter Editor:** Wendy asked everyone to keep their email addresses updated. Wendy told of the near disaster with getting the souvenir program printed. Seems the print shop that initially took the order from her decided to go out of business after taking the order and did not inform her! She was very resourceful and found a new printer to take it on and she got the papers 2 days before the Fly-In! Wendy also gave a report of her efforts to re-publish Jerrie Mock's book, *Three-Eight Charlie*. Wendy will take pre-orders for the book.

**Membership:** No report

**Web Editor:** Nothing to report

**Airport Board:** Bill Corban reported the following items: The board is getting money to help make the Koch building accessible for storage of equipment such as the snow plows. The board is still working on getting the obstructions (trees trimmed) cleared at the approach end of runway 9. Bill said the FAA's specification was 138 pages long until the board questioned it. It then became 142 pages long. Any contractor wanting to do the work must wade through the specification and agree to all the conditions. The actual trimming work cannot be started until after the Indiana Bats are gone. This will be after the leaves are off the trees.

### Old Business

- Dan Glaze repaired the water system in the clubhouse and installed an in-line water filter. He will present a bill of about \$75 only for materials.
- Bernie Volpe, Young Eagles coordinator took the floor and confirmed pilots, volunteers and plans for the September 15th Young Eagles Rally. Setup will be at 7:30 AM on Saturday morning. Civil Air Patrol will be there to help.

### New Business

- Tom reported that Captain Peter Morford of the Civil Air Patrol has requested that the CAP be allowed to use our clubhouse over the weekend of Sept. 14th and 15th during their Aerospace education weekend campout. They will camp in tents but would like to use the clubhouse for the restrooms and kitchen facilities. Tom recommended that we allow them to do so and the members agreed.
- Tom reminded the members that nominations for officers for 2013 will be taken next month.

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**From the Editor:  
Update on Member's Wing  
and Apologies**

Brian Eley graciously agreed to take over the Member's Wing column when Bob Boyd became our Chapter President. I apologize to Brian and the membership .... I promised to provide examples of past articles and publication dates for the newsletter and have not, making it impossible for him to get started.

I have been very busy with work the last few months and have not distributed the newsletter in a timely manner, so I have missed the opportunity to let you know about exciting events like John Graham's fly-in. I have also not been able to call upon Roger Digel-Barret, who has been helpful with editing the newsletter when contacted to do so.

I regret that I've let my EAA 402 editorial duties slip, and appreciate your patience during this time. Dale and I hope to fly to FL to visit Jerrie Mock, so will likely miss the October meeting.

Remember to visit the website at [www.EAA402.org](http://www.EAA402.org) for chapter information, and to contact your officers if you have question about Fly-outs and events.

*Wendy Hollinger*

- Larry mentioned that the next airport cleanup project will be the painting the beacon shed, however no date was set.

**Fly-Outs**

- The fly-out scheduled for Saturday, September 1st to Riverside Airport (OH36) was scrubbed because of weather.
- The third Saturday fly-out was canceled so the members can participate in the Young Eagles Rally.
- The fly-out scheduled for Sunday, October 7th will be to the Barn Restaurant at Smithville, OH. Depart Newark (VTA) at 10:30 AM and fly to Wayne County airport (BJJ). Rollie says there is a beautiful view overlooking the lake when dining.
- The third Saturday fly-out, October 20th, will be to Amelia's Restaurant in Cannan Valley, WV. Depart VTA at 8:00 AM and land at Windwood Airport (WV62), elevation 3210'. Rollie says this is a beautiful resort area with affordable rates.

Visitor Mark Long was invited to speak for a few minutes. First he quizzed us by asking who could identify several airplanes from digital pictures. One was a Boeing Stearman Bi-plane; the other was the Navy's C-130 "Fat Albert." Mark also told us about his interview of Sam Huff about Sam's restoration of a 1931 Curtis-Wright CW 1 Jr. He has posted the interview on the website <http://www.indiegogo.com/Save-a-Time-Machine?c=gallery>. Mark will be speaking at our next meeting about an experimental aircraft design called the LP-1. Mark gave us several other interesting websites: <http://members.iquest.net/~aca>; <http://www.meetup.com/Central-Ohio-Pilots-and-Aviation-fans/>. Marks email address is [lf\\_mail@mindspring.com](mailto:lf_mail@mindspring.com);

**50/50 Drawing:** The 50/50 drawing was won by Jesse Ours and he donated his winnings of \$13.50 to the utility fund. A total of \$27 went into the treasury.

The meeting was adjourned at approximately 2000 hrs. The next meeting is October 16, 2012 at the clubhouse. Minutes respectively submitted by Secretary Tom McFadden

*Minutes respectively submitted by Secretary Tom McFadden*

**Membership Update**

Membership Chair Dale Ratcliff held his second "Hands-On" evening with the Civil Air Patrol at his hanger on Tuesday, October 9th. There was a large turnout of Cadets and they really enjoyed the opportunity to get close to an airplane and participate in work on the engine.

If you would like to assist in this outreach program, please contact Dale at 740-616-9031.

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### 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.

EAA Chapter 402 Clubhouse, 520 Heath Road, Heath OH

- October 16, 2012:  
EAA Chapter 402 Clubhouse, 520 Heath Road, Heath
- November 20, 2012:  
EAA Chapter 402 Clubhouse, 520 Heath Road, Heath
- December 18, 2012:  
EAA Chapter 402 Clubhouse, 520 Heath Road, Heath

Note: A special holiday dinner usually replaces the regular November or December meeting. Stay tuned for details.

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## October Speaker: Mark Long Presents the LP-1

For the October program, new member Mark Long will present a 30 minute program about the LP-1, David Algie's 20 year project to create a new kit airplane. In David's first career he was an Indy car fabricator. That's how he became an expert in carbon fiber design and fabrication and in aerodynamics (to keep the car on the ground.)

From David's website (<http://members.iquest.net/~aca>): The LP-1 assembles much like a plastic kitset 1:48 scale model does; every part interlocks and self-aligns with it's mating part. All juncture joints are fully filleted and there are no fillet cover panels as each part (i.e. horizontal stabilizer to vertical stabilizer) has half of the fillet built in. All fuselage joints such as upper to lower halves join with a knuckle type joint rather than a lap for true alignment. The cockpit is a two-piece moulding including the front and rear bulkheads. This with large radiused corners makes an excellent pressurized cell. The nose of the craft forms a crushable structure in the unlikely event of an impact

and with the roll-over protection, the cockpit remains intact. The elliptical planform wing houses four lightweight fuel bladders rather than a wet type design for improved fire prevention. The wing has no ribs and instead uses nomex honeycomb in it's skins for structural support. The main and secondary spars are an integral part of the skin and bond at the horizontal joint in the middle, as are the horizontal and vertical stabilizer spars. Thus the skin becomes a true spar-cap utilizing uni-directional carbon for ultimate strength and light weight.

This presentation is sure to interest pilots, builders, and mechanics, and would be a great time to bring a visitor. Mark will bring poster sized pictures and some video of the LP-1.

### Plan to attend this special meeting!

#### Some major specifications:

Wingspan ....	27'	Length .....	21'
Height .....	7'	Tailspan .....	10'
Wing area .....	82.5 sq. ft.		
Wing loading .....	23 lbs/sq. ft.		
Fuel capacity .....	62 gal. (or 82)		
Cockpit width .....	42" Inside		
Baggage area .....	7.25 Cu. Ft.		
Empty Weight .....	1080 lbs.		
Cruise speed .....	385 MPH.		
Payload .....	822 lbs.		
Engine .....	GM Corvette LS3/LS7 V8		
Turbo .....	Normalised to sea level @ FL290		
Cockpit Pressurisation...	Sea level @ FL290		
Engine Cubic Cap.....	6.3 Litre (7 Litre for the LS7)		
Fuel Burn.....	14.5 Gal/ Hour.		
Engine Weight .....	500 lbs.		
Gearbox reduction Ratio, standard .....	1.385:1 (to 2.75:1)		

