

Chapter 194 News

June 2025

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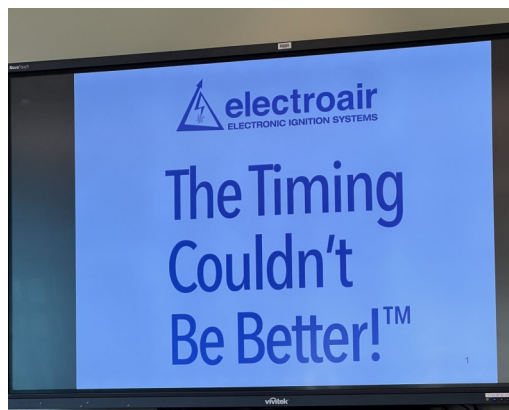
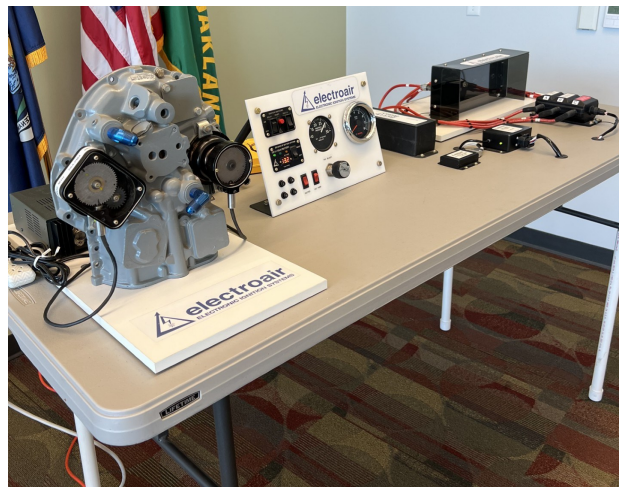
2025-2026 Chapter Officers

President – Curt Martin – 248-420-2295

Secretary – Ryan Ensminger - 248-894-7614

Vice President – Gus Warren - 386-341-6172

Treasurer – Casey Ramotowski- 248-632-9261



At the May chapter membership meeting, Mike Kobylic of Electroair Ignition gave an informative talk on their products, along with some great insight into internal combustion engine technology, as it relates to the ignition process.

DID YOU KNOW—that spark plug orientation can improve engine power? If the fuel flow into the combustion chamber is tripped up by the grounding electrodes, it will slow the initial burn of the fuel/air charge

Chapter 194 News

CITABRIA UPDATE



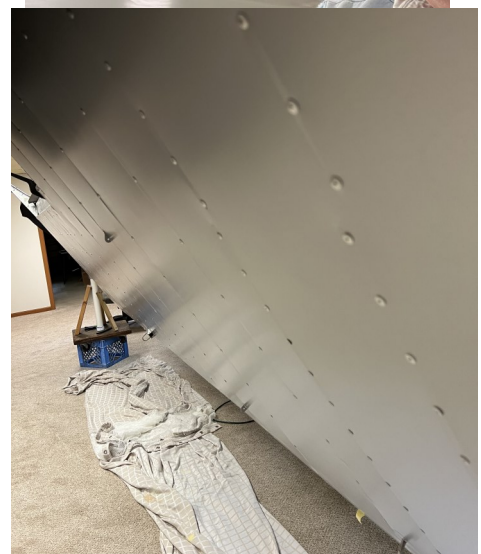
A Visit to the Shrink

I recently assisted Chapter President Curt Martin with the initial covering of one of his Citabria's wings. After we struggled with covering the fuselage, this wing was a piece of cake.

Using the Oratex material, you first have to apply glue to both the wing ribs, leading and trailing edges, and also apply glue to the fabric in areas that will be applied to the ribs etc. The glue is allowed to dry first, before bonding the fabric on the wing.

Using heat and pressure, the glue is melted while the fabric is flattened onto the wing components. Curt and I bonded the leading and trailing edges, and opposing wing tip and inner root rib. This basically created a "box" which then gets shrunken with heat. After the fabric is shrunken, only then will Curt complete bonding to each rib inside of the two ends.

It really is a cool process, and the fabric is REALLY strong, the glue is too. When it's done, it's completely done, as the fabric comes pre-colored. No painting required! HM



After gluing, the ribs get wide pulled rivets that then will be taped over

Chapter 194 News



Susan Kuntzman – YE Coordinator

YOUNG EAGLES UPDATE

Newsflash, Chapter 194 puts another Young Eagles Discovery Flight Experience in the books. The weather was perfect, except for some bumpy air as the day progressed. A beautiful spring day in Michigan. Twenty-four youths got the opportunity to experience flying at the controls of an aircraft that is usually only seen at a distance in the sky. The font you are reading is rightly called Dreaming Outloud. That is what we try to impress on our youths that become Young Eagles and take advantage of the generous EAA offerings that accompany it. Our Chapter is truly unique and admired by our comrades' as we are known to offer an exceptional personal, professionally run, and well organized event. This is only accomplished by our volunteers that seamlessly come together and devote their heart and soul to promoting all aspects of aviation to the youth participants and their parents.

In a recent conversation with coordinators from other chapters, we talked about the insight and dynamics of what **we do**. Firsthand, getting to know the participants and the parents' comfort level with the flight is priority one. Reacting to and engaging in the fun, while our ramp volunteer's safety escort and assist to get that perfect photo opp to be remembered for years to come. Lastly, when the pilot signs the certificate that is your ticket to an EAA youth membership, Shorty's Learn to Fly course, and the monthly magazine will keep the interest gaining altitude.



Susan and Julie hard at work the interest gaining

Despite the anxiety surrounding the newly launched Chapter Event website, **all went well**. I did make some suggestions to headquarters regarding some enhancements to make the program more user friendly. This is a work in progress, and I am confident that comments from the field will be taken under advisement. This year they are offering weekend phone support to assist with glitches that may arise.

I think our team shirts made it visible to participants just how many people it takes to host an event. This also, helps them identify us, and that we are approachable to discuss the next steps in programs that could potentially lead to a career in the aviation business. This is a great opportunity to talk about flight schools available on the field, scholarships and flight and aerospace universities. Our chapter has wonderful examples of general aviation pilots and enthusiasts that have careers in other dynamic rewarding careers, as well. There is truly something for everyone. Our next Young Eagles Discovery Flight will be Saturday September 13, 2025. QR code and private URL will be sent in separate email. Thanking everyone for your wonderful support and participation.

Until we fly again, Susan Kuntzman

Chapter 194 News



Susan Kuntzman – YE Coordinator

YOUNG EAGLES UPDATE



	<input type="checkbox"/>		VAN THOMME BRENDON bevantho@gmail.com	Aircraft Type Vans RV-10	Tail Number 112JV	Seats 3	3 flights	1008056
	<input type="checkbox"/>		EBBEN MARK ebben.mark@gmail.com	Aircraft Type C-182	Tail Number 7328N	Seats 3	3 flights	1214921
	<input type="checkbox"/>		HENDREN RONALD pipam101@yahoo.com	Aircraft Type Grumman Cheetah AA-5	Tail Number 382N	Seats 3	3 flights	1283419
	<input type="checkbox"/>		HULL MICHAEL mikehullcpa@gmail.com	Aircraft Type SR22	Tail Number N869SR	Seats 3	3 flights	120702
	<input type="checkbox"/>		KAUFMAN ERIC eric.kauffman@gm.com	Aircraft Type Piper PA28-236	Tail Number N914P	Seats 3	3 flights	1178018
	<input type="checkbox"/>		MOX MARK mark.mox@gmail.com	Aircraft Type Cessna 150	Tail Number N714LR	Seats 1	3 flights	1050721
	<input type="checkbox"/>		SHU MINCHUN jennyshu2009@hotmail.com	Aircraft Type Grumman Cheetah AA5A	Tail Number N382N	Seats 1	4 flights	1209724



See next page for more pictures of the event!

Chapter 194 News



Susan Kuntzman – YE Coordinator



YOUNG EAGLES UPDATE



President Curt explains how airplanes fly, while sporting his leather helmet!



Pilot Briefing by Pat

Best YE event ever!



Jeff—Ramp Director Martin—Photographer



7 Airplanes, 24 kids –a good ratio!






Titan Aircraft

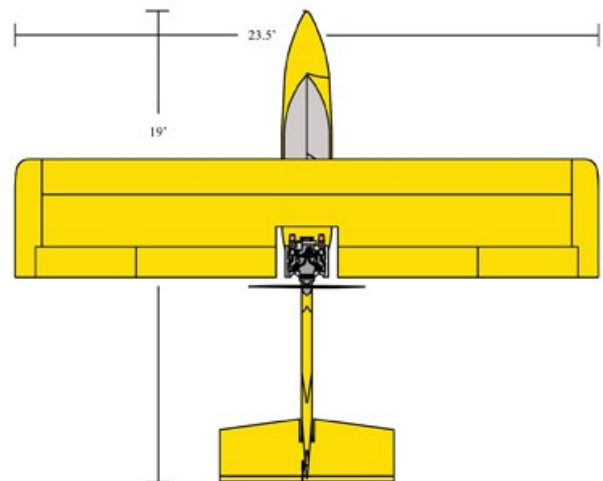
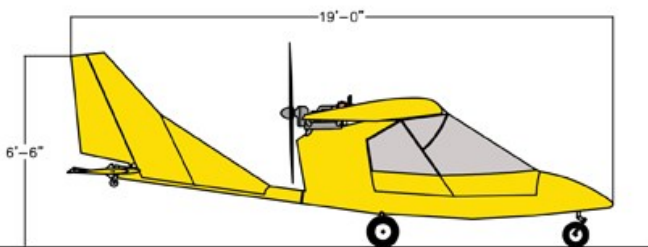
ED – The devastating tornado in London, KY made a direct hit on the Kolb Aircraft factory that was featured in previous episodes of MARTIN'S MUTTERINGS. Luckily, nobody there was hurt. But, not wanting to mention the Kolb people when they have had a major setback, he elected to have this article edited some. Marty continues his search for the next project, in this episode you will learn a little about the Titan Aircraft company. I've always been interested in Titan due to the apparent speed and maneuvering capabilities of the airplanes. HM

Lotsa muttering going on lately... trust me.

I revisited other manufacturers of light aircraft designs and allowed myself to dream about possibly owning a Titan Tornado II.

I visited the Titan Aircraft Company in Austinburgh, Ohio back in April 2018 when I went there to pick up the Whirl Wind prop for my RV-8; both companies shared the facility, in addition to a tech company. Further investigation revealed that after the loss of founder John Williams in a T-51 during a post-maintenance flight last year, the company has been sold to Air Cover Engineering.

 TITAN AIRCRAFT SUPPLY 1419 STATE ROUTE 45 SOUTH AUSTINBURG, OHIO 44010	
DETAIL NAME ORTHOGRAPHIC ASSEMBLY	
SCALE N/A	PART NO.
ASSEMBLY NAME TITAN TORNADO II	
PART NO.	DRAWING NO.
DRAWING NO. C 93-AS-0419-A	



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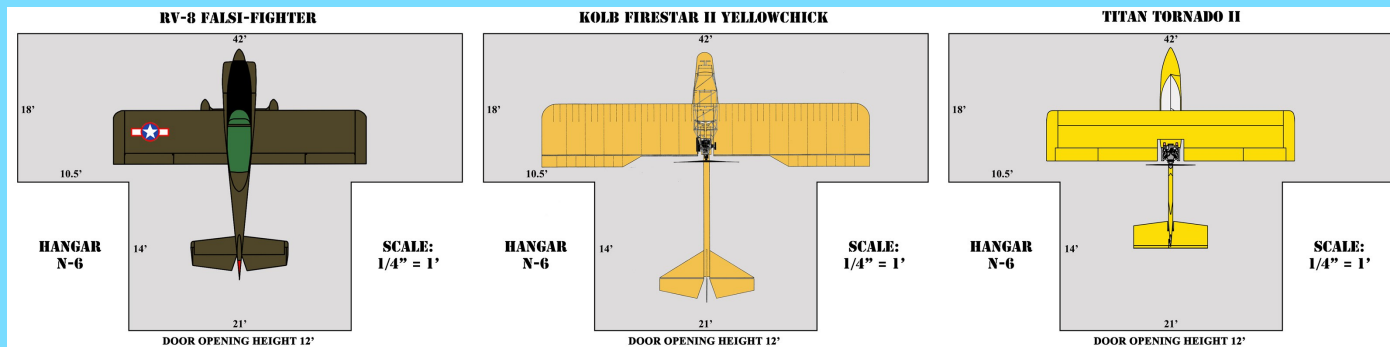


Titan Aircraft

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They are currently in the process of building a new manufacturing plant in Missouri and will not be taking orders until they are ready to resume production. The Tornado II is an attractive alternative to the Kolb; all-metal fabrication, a shorter wingspan and higher wing loading will allow a performance envelope of +6/-2 g and aerobatics are approved. Because I've nothing else to do, of course I drew up some scale comparisons and saw how each would fit in my hangar.



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Titan Aircraft

continued

Because I've nothing else to do, of course I drew up some scale comparisons and saw how each would fit in my hangar.

The Tornado II doesn't really compare to the RV-8, but it's faster and more nimble than the Firestar II. It's probably not as good of a STOL aircraft as the Kolb and it isn't a taildragger (unless you count the tiny caster wheel mounted on the tail). But it is quite a bit faster. Based on what I've seen and heard in videos and online, I'm not sure I would fit in it. I'm also not sure that during the company's current transition period, I would be able to see one in person at the Austinburgh facility.

All of this remains a moot point because I still don't have my 3rd Class Medical Certificate yet. I've completed all the necessary testing and am awaiting one final batch of results to send along to the FAA. Who knows what will happen after that? After all this time, I still have no clue.

Still, I keep trying to find ways to eke forward toward the goal of flying again. I've made two more flight sim videos; that makes a playlist of three. The first was made in February 2024, the next two were made in March and April of 2025. If you're really bored and find my videos unboring, check them out here: [How The Mighty Have Fallen playlist](#) .

It's best if you watch all three in order. Or at least that's what my own OCD keeps screaming inside my brain. In total, it's less than 48 minutes of your precious time, aside from the time you'll spend pondering whether or not you should call Adult Protection Services. But of course that hotline has probably been recently abandoned, so don't worry about it. I certainly don't.

That's all I got. If you have any suggestions for getting out of the brain swamp of doldrums I'm currently swimming in, let me know. Or at least throw a life preserver at me. Aim for my head.

See you all at the next meetings and the Young Eagles events! MJF

ODE TO N2HM

ED - I'm about to close a deal on my Defiant. Strange that after having it in my life for 40 years, it really isn't breaking my heart. The young man who bought it has the perfect attitude and background to be the next caretaker of the airplane. The sale of the airplane provides funding for my next project, a Zenith CruZer, on amphibious floats. While awaiting a buyer, I was able to do some future paint scheme planning. Thinking that the finished product will look something like this: HM

