



May 2020

**Heart of Ohio**  
EAA Chapter 402  
Newark-Heath, OH

### Chapter 402 Meeting Dates and Locations

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

- May 2020: NO MEETING
- June 16, 2020: TBD
- July 21, 2020: TBD

Chapter 402 Clubhouse  
520 Heath Road  
Heath, Ohio 43056

### It's All Virtual!

We didn't meet in April so again, your "Minutes" are a compilation of individual reports. Although our state, along with the rest of the country, has begun to resume activities, we're waiting to gather until we're further along in the reopening process. There will be no in-person meeting in May, most spring events are cancelled, and we're considering our summer schedule now.

Check the website and watch your email for updates. Until we together again, continue to stay safe and healthy! And if you're blessed to be flying, send in a photo and story so the rest of us can live vicariously through you!

At right is a photo by Charles Moore of Tom Thomspson's new Thompson TK2, a 2-place beauty he designed and built himself. THAT is what the Experimental Aircraft Association is truly all about. While we mourn the cancellation of Airventure 2020, we celebrate our own member accomplishments. See page 3 for Tom's story, and more exciting news below.



### EAA 402 Member Receives Scholarship!

In late April Barney Kemter reported he'd had several conversations with Dave Leiting at the EAA Headquarters regarding the Ray Aviation Scholarships. Dave had received Jessica Postle's application and assured him everything looked good on her submission. The EAA would review applications and a decision would be made by the end of the month.

Well STOP THE PRESSES we got the news!

### Upcoming Events

- Young Eagles Rally..... Cancelled
- Airventure - Oshkosh..... Cancelled
- Pancake Breakfast .....August 15
- Young Eagles Rally ..... September 19

## EAA 402 Officers

### President

Bernie Volpe  
614-260-0509

### Vice President

Roland (Rollie) Bailey  
740-334-2963

### Treasurer

Melissa Quitter  
614-542-7659

### Secretary

Tom McFadden  
740-587-2312  
cell 740-323-6994

## Dues Notice

Chapter dues-year is from January 1st to December 31st and we do not pro-rate based on the time of the year paid. If you have not paid your 2020 dues please do so by sending a check to EAA402, Attn: Treasurer, 520 Heath Road, Heath, OH 43056 or use the donation button on our webpage. Dues are \$12/year, \$18/year family.

## Ray Aviation Scholarship Awarded to Jessica Postle!

Through the perseverance and hard work of applicant Jessica Postle and EAA 402 Member Barney Kemter, Jessica has officially been awarded a \$10,000 Ray Aviation Flight Training scholarship! Barney wrote the grant application to EAA and followed through with Jessica to see that her application was completed and properly filed. On May 6<sup>th</sup> word was received from EAA that she has been approved, contingent on her receipt of her Student Pilot Certificate and her 3rd Class Medical. The money will be released to Chapter 402 immediately for administration of the scholarship. **Thank you Barney and Congratulations Jessica!**

As part of this program there are a few responsibilities for EAA 402 Members:

1. Ensure all key volunteers have completed EAA Youth Protection Policy training and the associated background check.
2. Pay invoices for flight training costs in a timely manner.
3. Determine a payment plan, in conjunction with the flight training entity, scholar, and scholar's parents, to cover expenses, should the scholar overspend the amount of the total award or the amount awarded for a specific stage of the scholarship.
4. Keep the scholar engaged in aviation activities and mentor the student throughout the flight training process.
5. Celebrate training milestones and encourage the student.
6. Keep a record of the expended scholarship funds and keep the scholar and the flight instructor aware of the balance of available funds.
7. Be the first point of contact with EAA for any scholarship award questions.

## Minutes of EAA 402 Meeting of April 2020

Your officers provided information to include in this newsletter. Please contact an officer if you have questions or something to add.

### President's Note

Be safe. God bless you all! *Bernie Volpe, President*

### Treasurer's Report

This is a summary of the monthly report from Treasurer Melissa Quitter. The starting balance was \$3,107.84. Dues paid: \$54.00.

Donations to Utility Fund: \$0.00. Miscellaneous Receipts: \$0.00. Expenses for Utilities: \$95.57. FEEs and charges: \$11.00. YE Expense \$0.00. Ending balance was \$3055.27 including \$2719.24 of which \$1649.24 is YE reserves. Outstanding dues: \$198.00. Discretionary Funds: \$534.03

### Young Eagles Rally June 13<sup>th</sup>

After discussion with pilots and board members, our YE coordinator has canceled the event. It has been removed from the EAA on-line registration site and the early registrants have been notified.

#### From Ken:

**FLYING START** – Ken Hughes continues with the development of a Flying Start event, which ties in with EAA’s Flying Eagle program for adults, age 18 and over. He has opened up communication with Serena Kamps, EAA’s national coordinator for Flying Start, and has already received most of the supporting materials and publications. Due to the COVID-19 outbreak, we’re still unsure of a schedule for this event, but it is certain to go beyond May 30, the original date chosen. Ken will be contacting many of you as a schedule draws nearer for help as mentor-pilots, for CFI input, and for general help with the event. Please think about how you can participate.

**SCHOLARSHIPS** – Besides the Ray Scholarship that Chapter 402 has received, we are involved in planning for other youth scholarships, which will initially be awarded from the funds held in the Forrest Garey Young Eagle Reserve. To accomplish this the Chapter has appointed a sub-committee to develop a process for candidate selection. This work is still underway.

## A Clean Sheet Design

*Congratulations to chapter member Tom Thompson on the design and construction of his beautiful airplane. Tom McFadden solicited the following story from Tom as he is unlikely to flaunt his accomplishment himself. Credit for the photos goes to Charlie Moore.*

My flying interest began on a Thursday afternoon, when three of my friends and I jumped into a car and started on my first trip to Oshkosh in 1970. This was the first year the EAA convention was held in Oshkosh. The convention was not

## 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. (740-334-2963)

FLY-OUTS ARE MOSTLY CANCELED FOR NOW.

## \$100 hamburger flyers!

Dick Perdue passed along (at the end of April) that Subway on the Mansfield Airport is open for carryout business. When you land call 1-419-524-0700.

They will take your order and bring it out to your plane! They also have outdoor tables.





[www.EAA402.org](http://www.EAA402.org)

Visit the EAA 402 website for fly-out photos and dates of note. Send photos and information to: Gary Kurtz at [info@e-Kurtz.com](mailto:info@e-Kurtz.com)

*Editor's Note:*

*The EAA 402 Newsletter format has been simplified to make it more efficient and make the file accessible to others if necessary. Please notify me if you see errors and have suggestions, as this is a work in progress.*

*Wendy@PhoenixGraphix.us  
740-405-7111*

## DONATE EQUIPMENT

It is recommended that in support of the Ray Scholarship and the recipients of the scholarship, we collect gently used equipment that would help them on their journey. Speak to Barney to donate or get an update on what is needed. As of this writing he needs:

1. Headset
2. E6-B
3. Plotter

much larger than some of our local fly-ins, we have now. The EAA convention has changed dramatically and the only thing I can remember not changing is the main flight line entrance arch sign "FLY-IN CONVENTION". They have added stonework, plants, and engraved slabs, but the arch is the same.

I was hooked. Within two months, I bought an Aeronca 11AC and took my private pilot check ride the day after Christmas. In the early 70's, the hot selling plans were the Thorp T18, Mustang Two and a new plane, the Smyth Sidewinder. The Sidewinder was a hybrid of the Thorp T18 with the movable flying stabilizer, Mustang Two with the same wing design and the Stits Playmate tube fuselage.

Early in 1971, I purchase the plans for the Sidewinder and became a homebuilder. The Sidewinder turned out to be an excellent plane for learning the skills in welding, riveting, forming aluminum and steel parts and developing the skills necessary for maintaining any aircraft. I flew this plane for 1800 hours over 32 years. While the plane was easy to fly and cruised at 185 mph, the big negatives were utility and requiring a 2500-foot paved runway with clear approaches. There were a lot of short field airports and grass fields I was unable to visit.

The TK2 is a clean sheet design with the goal of overcoming the limitations of the Sidewinder. The design objectives were to be able to operate from short grass field or undeveloped runways, having a large cargo capacity both in size and weight, and provide comfortable pilot seating and leg room for tall or heavy pilots with easy entry and exit.

The designed platform for the plane was to look like a Super Cub because of the warm spot all aviation enthusiast have for this 90 year old design. The overall dimensions of the plane are approximately the same as for a Super Cub and was intended to keep the good looks of the Cub, including the "D" windows and cowl cheeks. Everything else under the fabric is a new design or modified (except maybe the rudder



and windshield). No part of this plane is interchangeable with a certified Cub. I am shameless in copying someone else's good ideas and they are scattered throughout the plane.

The Thompson TK2, N17TT made its first flight on June 22, 2019. The flight duration was 1.1 hour and accomplished engine break in, slow flight, stalls, and investigation of necessary trim adjustments and of course, one landing. As of mid-April, 2020 the plane has over sixty operational hours and has flown off all restrictions.

## Specifications

### Wing:

- \* 35ft-10in length, 63in cord for 188 sq ft
- \* Ribblet airfoil GA30613.5 with 12-inch ailerons moved out to the wing tips and 14 inch flaps with 0, 15, 30, 50 deg settings.
- \* Zero washout
- \* Fuel capacity: 36 gallons located in two 18-gallon riveted wing tanks.
- \* D&A aluminum wing spars, with high strength rear spar.
- \* Spar reinforcement added at the outer lift strut attachment areas on both front and rear spars.
- \* Main spars are not adjustable and are all welded assemblies.

### Fuselage:

- \* Cockpit is 4 inches wider
- \* Landing Gear extended 3 inches with spring type bungee system.
- \* Engine moved 3 inches forward with 2 degree down thrust
- \* Pilot seat moved 4 inches aft.
- \* Cargo capacity 350 lbs. including passenger. Passenger seat is removable.
- \* Fixed stabilizer (no jack screw)
- \* A soft cargo area is located behind the forward cargo bay, with exterior access.
- \* Front and rear cargo areas are separated with a divider that can be removed to carry large diameter, up to 5-foot long objects.
- \* The door opening is wider for easier pilot entry and exit. The door is all aluminum and lockable.
- \* Cleveland Wheels and Brakes, 8:00 x 6 tires

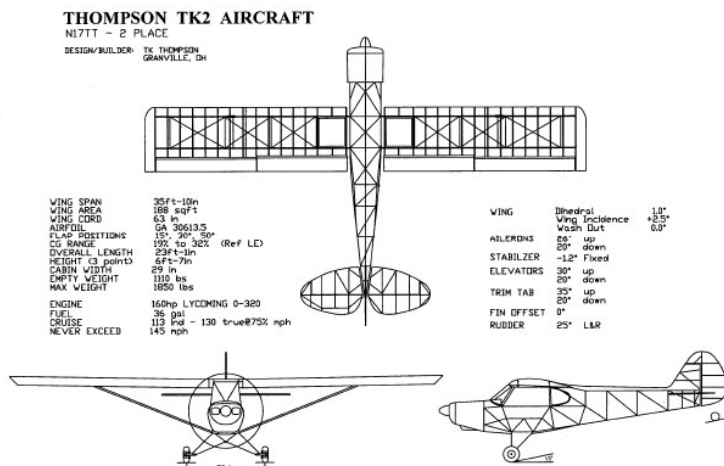
### Engine:

- \* Lycoming 0320-A2B rebuilt as 160 hp
- \* Ignition: One E-Mag and One impulse Bendix Mag
- \* Fuel burn: 7 gph @ 75%
- \* Propeller: Sensenich 74DM6-0-58
- \* A 3-1/2inch exhaust duct was added on the bottom boot cowl for engine cooling.

## FAA Flight Reviews

FAA has extended the times for flight reviews if yours expires during the Covid-19 situation.

The three calendar month extension applies to pilots who were current to act as PIC of an aircraft in March 2020 and whose flight review was due in March 2020 through June 2020. To mitigate risk, the pilot must have logged 10 hours of PIC time within the 12 months preceding the month the review was due. This flight time must be obtained in an aircraft for which that pilot is rated. Eligible pilots need to complete FAA Safety Team online courses totaling at 3 WINGS credits. Courses must have been completed in Jan 2020 or later.



## Temporary Control Tower Hour Adjustments

To ensure the continued resiliency of the air traffic control system amid the COVID-19 pandemic, the FAA adjusted the operating hours of approximately 100 control towers nationwide.

These facilities have seen a significant reduction in flights, especially during the evening and nighttime hours, since the pandemic began. Adjusting the operating hours will further protect our employees and reduce the possibility of temporary tower closures from COVID-19 exposures by ensuring enough controllers are available to staff the facilities during peak hours. It also will enable us to allocate difficult-to-source supplies where they are most needed.

Towers affected in our area include MFD in Mansfield OH. Research where you're headed before you take off to learn more.

## Performance at STD conditions (60F@1000ft)

- \* 115 mph @ 2000ft and 75 %
- \* 130- 135 mph true @ 8500 ft and 75%
- \* 1300 fpm climb @ 80 mph and 0 deg flap
- \* 1500 fpm climb @ 55-60 mph and 15 deg flap

## Other Details

- \* A pilot tilting seat back for easier passenger and cargo access.
- \* Passenger seat is removable.
- \* No exterior Cables - All aileron cable runs are routed inside the wing airfoil.
- \* An extra elevator cable pulley was added for constant cable tension thru full stick travel.
- \* Frame X bracing added above the pilot and cargo areas.
- \* Storage box under passenger legs. (Same as Dakota Cub)
- \* Husky tail wheel spring and Alaskan tail wheel.
- \* Covering - Stewart Systems

## Are You Bored at Home?

As most of us have taken an oath of solitude and are staying at home the question arises as to What Shall I do today? Now is the perfect time to do some online training. Have you considered the FAA's Wings Program?

Reviewing and refreshing your knowledge is just as important as actual flying. To meet this goal, the Wings Program provide you many opportunities to complete online courses, attend seminars and other events, and participate in webinars. Many 3rd party activities, such as those offered by AOPA, ASA, Sporty's, Gleim Publications, and others, qualify for WINGS credit and will indicate such credit on their web site.

The link to the Wings Program is:

[https://www.faasafety.gov/WINGS/pub/learn\\_more.aspx](https://www.faasafety.gov/WINGS/pub/learn_more.aspx)

The AOPA offers several online courses promoting safety. Here is the link to them: <https://www.aopa.org/training-and-safety/online-learning/online-courses> Go for it!! You just might learn something that you didn't know about flying. [end]



**"I can't go out because of the virus" sounds weak, whiny and boring.**

**Try instead:**

**"I've sworn an oath of solitude until the pestilence is purged from the lands"**

**Sounds more Valiant and Heroic, people might even think you are carrying a sword.**