

WINGNUT

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EAA Chapter 846 Newsletter - Wadsworth, Ohio

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October 2019

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Normal Monthly Meeting

Skypark Airport (15G)

Second Thursday @ 7:00 PM

EAA 846 Website

<http://846.eaachapter.org>

Skypark Website

www.flyskypark.com

The next regular monthly meeting is Thursday, October 10, 2019 at 7 pm.

Meeting Topic: Terry Parris from the CAK ATC will be presenting on his experiences as an Air Controller

This month's meeting will be located at the chapter hangar #M1 at the Skypark Airport. The meeting will begin at 7 pm.



Skypark Airport - 15G



Do you recognize this grandfather of the Van's aircraft series? The company now makes fabric covering materials for aircraft. See page 15 for more information.

President's Corner

September was another busy month for the chapter. The meeting was again well-attended and many thanks to Fred and Edilene Coblenz for getting the pizzas for everyone. Thank you to everyone for bringing food to share as well. The next week was the busiest of the past few years for the chapter. This was the week for us to host the Ford Tri-Motor Tour Stop at Wayne County Airport. I would like to thank everyone who assisted in some manner with the tour stop. We had more than enough volunteers each day, which really helped everyone enjoy the activities more. It was another successful tour stop for the chapter. See page 5 for the write-up in the newsletter about the event.



The October meeting will be our last meeting this year at the Chapter Hangar. We will begin at 7 p.m., with social time beginning at 6:30 p.m. Future meetings thru March will be held in the meeting room at Skypark Airport. There will not be any food available, so don't forget to have dinner prior to coming to the airport. Terry Parris will join us at the meeting and talk about being an air traffic controller at Akron-Canton Airport.

I would like to welcome our new members to the chapter. Jeff Siwik, who gave a presentation to the Chapter in June, joined the chapter in September. Bryce Chaffee, Doug Griffith and Arlene Maksymicz joined during the Tour Stop at Wayne County Airport. Welcome, all!

Please consider helping your Chapter get even better! We have a Nominating Committee who is compiling a list of prospective officers and board members. All positions are open. I will be stepping down as President after nine consecutive years in the position. I have always enjoyed representing Chapter 846, but it is time to turn over the reins. New ideas are always welcome and now it's your turn to add yours.

We will be spending most of the November meeting discussing plans for the Titan Mustang that was donated to the Chapter. There are maintenance items that are

needed to be done. These will be completed over the winter. Look for an email re updating the Chapter Five-Year Flight Plan, which goes along with the future plans for the Mustang. The Flight Plan will also be discussed in November. Please look it over and be willing to take charge of one section of it. This will be a great help and get more chapter members involved in moving the chapter forward.

I was very sorry to hear about the crash of the Collings Foundation B-17G "909" last Wednesday, 10/2, at Bradley Int'l Airport, CT. It will be a while before the NTSB publishes their report as to the cause. Unfortunately, media reports are already asking about the wisdom of flying vintage aircraft such as the B-17. The Ford Tri-Motor could be included in this. My opinion is that, as long as there are organizations willing to

put the time, money and effort into keeping these aircraft flying safely, the aviation community should support and promote these organizations. We have many freedoms in the USA and the opportunity take a flight in a vintage aircraft with a rich history such as the B-17 is one of them. I would hate to see this ability go away because some politician or government organization think they are trying to make aviation safer. There are many good opinion pieces written by folks in aviation expressing excellent viewpoints promoting the continuation of these flights. Please watch for any potential fallout in this area.

I will see you Thursday. Bring a friend to the next meeting!

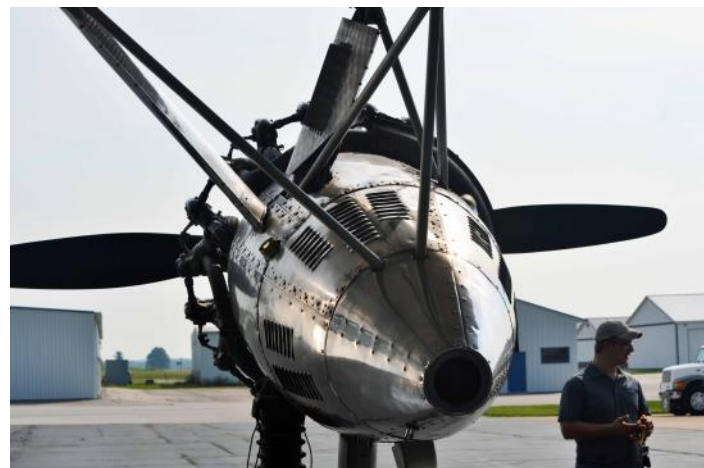
- Gary

November Meeting Agenda

Our November meeting will be a working meeting for all chapter members. This will center around how to best utilize the donated Titan Mustang. We have talked in generalities about the direction and need to determine the best course of action. Jeff Paden is also putting a squawk list of items to be repaired prior to selling the aircraft. Please plan to attend this very important meeting with your suggestions!



EAA Chapter 846 Ford Tri-Motor Tour..



EAA Announces Tool Crib Program for Chapter

Goal: Encourage EAA Chapters to improve their support of members building and maintaining aircraft.

Summary: EAA will match 30% of qualified tool purchases up to \$300 per chapter for 2019/2020 until the \$30,000 grant is exhausted.



It is common as an aircraft builder to need a tool for a specific operation that is simply too expensive to justify purchasing for a few uses. A great example of this is the Nicopress tool needed for swaging control cables. This tool makes the job infinitely easier and provides a much higher quality than other options. And yet, Nicopress tools typically cost around \$300 and are only needed a couple of times on an aircraft.

This is where an EAA Chapter can provide help by having a shared tool program. In order to encourage chapters to establish or expand their tool offerings, EAA members Ray and Penny Bowman and the Burgher Fund have donated \$30,000 to establish this matching tool fund.

The philosophy behind EAA's list of tools that qualify for reimbursement is:

- Only needed occasionally during a build or for maintenance
- Expensive to purchase
- Correct tool for a quality outcome

Let Gary Baker or another officer or board member know if you are willing to head up this program for the chapter.

"Girls in Aviation Day" at Burke Lakefront Airport

On Saturday, October 5, Karl Aber, Gary Baker, Brian Burke, and Tim Conway assisted the Cleveland Chapter of Women in Aviation in



their second annual Girls in Aviation Day at Burke Lakefront Airport. Approximately 125 girls attended the event. Karl, Gary, and Tim showed off their airplanes while Brian discussed the Young Eagles program with the girls and parents at the chapter's information table. There were a number of very interested people in the Young Eagle's program including a Girl Scout troop from Wadsworth, so we can expect to see some of those girls at our next Young Eagles Day.

Golden Knights Coming to Wadsworth 3G3

This weekend, Army Golden Knights are coming to Wadsworth Airport 3g3 again. They are expected to Jump Thursday, Friday and Saturday mornings from 9am to noon with Sunday being a rain date. They will be doing tandem jumps and they will have their record holding professional parachute packer with them. They will be available for meeting with everyone. Bring a lawn chair and enjoy the amazing display of skill.



Check Facebook for more info...

<https://www.facebook.com/wadsworthairport/> Bryon P.

Chapter 846 Nominating Committee Formed for Election of 2020-2021 Chapter Officers

EAA Chapter 846 has formed a nominating committee to seek out candidates for upcoming board election. The committee is comprised of Paul Lutz, Bob Taylor, and Greg Cantrell.



WE WANT YOU!

The committee will be contacting potential candidates and also accepting nominations for the various positions in order to have a slate of candidates to present at the November meeting. The election will be at the December meeting and nominations from the floor can be made at that time. If you would like to be considered for an officer or board member position, please feel free to contact one of the nominating committee members.

EAA IMC Meeting

The regular EAA IMC Meeting and FAA Safety Team meeting will be happening at **3G3** **October 28 at 7 pm**. I am also doing a UAV UAS PART 107 Drone workshop at Kent University on October 16, 2019 at 7:00 pm which is going to be at Henderson Hall and is on faasafety.gov. Jason Lorenzon



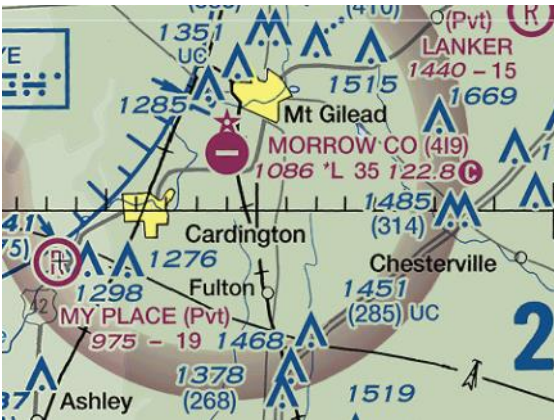
EAA Chapter 846 Fly-out to MYPLACE

Join us for the MyPlace Fly In this coming Sunday, Oct. 13. This is by far the best fall fly in around. They will be serving both breakfast and lunch. We will meet at the chapter hangar for a 0800 departure. You are welcome to leave with us or meet us there. Either way you do not want to miss this event. See the link below for more information and to sign up. If going as a passenger we will try to find a ride for you.

Enroute 123.45 for air to air communication
CTAF 122.85

<https://form.jotform.com/Paulrv6/my-place-2019>

See you at MyPlace,



Fly-out to Chili Fly-In at Mohican Airpark

We will be having our 1st Annual Chili Cookout this year at Mohican Airpark on Saturday, Oct. 19 at 1200. One of our members, Steve Zaleski, recently purchased a hangar at the airport and has agreed to host this event. Mohican Airpark is SW of Wooster, Ohio and offers 2 nice grass runways. Steve has a beautiful hangar that we will have the cookout in. This will be a rain or shine event and fly in or drive in. Families are more than welcome to attend. Please bring a crock pot of chili or a side dish to share. For more info contact Paul Lutz at 330-760-4863. Please click on the link below to sign up. This will help with planning.

<https://form.jotform.com/92707991512160>

Paul

Thanks for the help

Gary Kohler writes: I'd like to thank Dale Housley for ridding my Skyview display of the gremlins which had resided there for months.



Another Ford Tri-Motor Tour Stop in the Books!

The Chapter's fourth Ford Tri-Motor Tour Stop came to a successful conclusion Sunday, Sept. 15 after John Maxfield flew twenty-nine flights since Thursday afternoon with 329 passengers joining him. There was an excellent turnout of chapter volunteers from Wednesday morning when Dave Ross ferried the Tri-Motor from Port Clinton Airport to Wayne County thru Monday morning when John and Debbie Redding flew the Ford back to Oshkosh for maintenance. Most of the volunteers were able to get a ride on the aircraft during the weekend. Amanda McGee, Wayne Co. Airport Manager, and Matt Long, Assistant Manager, were a pleasure to work with and were very accommodating while assisting with making our event a success.



We received excellent coverage in the Wooster Daily Record which helped advertise the event. Ingrid Balunek and Konrad of Aerial Adventures Advertising were gracious enough to fly a banner over Wooster for an hour on Thursday before the flights began advertising the Tour Stop. The Wayne County Fair was in its last day and many people said they saw the banner and then the aircraft. That prompted them to come to the airport.

Members and spouses who volunteered were: Jeff Paden, Matt Tomscheck, Walt Halloran, Ericka Halloran, Art Hernandez, Gary and Mary Baker, Greg Cantrell, Karl Aber, Mike Baker, Randy Brooks, Scott Brown, Brian Burke, Fred and Edilene Coblentz, Tim Conway, Steve Greer, Paul Hanchek, Dale Holmes, Dale and Nancy Housley, Glenn Krafcik, John Lerchen, Paul Lutz, Ron Lutz, Dave Manning, Joshua Moore, Ed Nagy, Dan Tennant, Matthew and Randal Recker, Bob Sprang, Rob Trout, Jerry Wang, and Fred Wellman. Thank you, all!

Chapter Dues

If you have not yet paid the 2019 chapter dues, please bring your cash or check for \$25.00 for new memberships and \$25 for renewals. Give checks or cash to Dan Tennant at the next meeting. **We request that all members fill out the membership form so that we can keep our records up to date.**

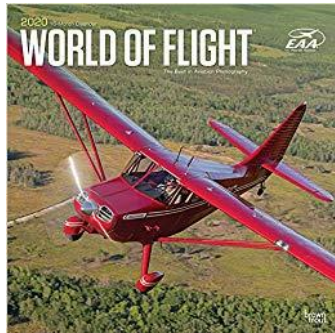


Board Meeting Wednesday, Oct 30

There will be a Chapter Board Meeting Wednesday evening, October 30, 7 p.m. at the Chapter Hangar at Skypark Airport. All members are invited.

EAA World of Flight 2020 Calendars Available

A limited number of EAA calendars will be available for sale at the October meeting. The price will be \$10, cash or check. See Gary Baker to get yours!



Chapter Christmas Party

The annual Chapter Christmas Party is scheduled for Saturday, January 4, 2020. The location will be the same as the past few years at Krabill Shelter at Chippewa Lake. A coordinator is needed to take care of the main meat dish for the party. Please let Gary Baker know of your willingness to help with this event.



EAA Builder's Log Website

EAA has created a free website for homebuilders to use to document their building project. EAA introduced an online builders log website for EAA members to document their compliance with the 51% rule. Here are just some of the features:

- **Unlimited Number of Entries:** You really can't over document your build, so we made sure you can upload as often as you like.
- **Unlimited Photos:** No limit on the photos you can upload. We know how important your entries are for future reference, so upload away!
- **PDF and Excel File Support:** Need to upload a PDF of supplemental drawing or service bulletin.
- **Multiple Aircraft Projects:** Builders can have multiple projects going simultaneously.
- **Searchable Entries:** Keyword search your builder's log to locate prior entries.
- **Private Entries:** Although sharing is a good thing, you may want to make some entries that no one else can see.
- **Group Project Support:** Building with other people? Authorize other EAA members to update the builder's log.

- **Follow Other Projects:** Keep track of progress of friends using the log or other builders of same model. Sign up for email notifications when your followed projects are updated. Choose from daily, weekly and monthly updates.
 - **Automated Reporting:** Generate charts of project hours, entries, and expenses.
- Email reminders to get back to the shop!

Go to <https://eaabuilderslog.org/> to see the existing builders' logs or to set up your own.

New Chapter 846 Members

Please welcome our new members to the chapter. Jeff Siwik, who gave a presentation to the Chapter in June, joined the chapter in September. Bryce Chaffee, Doug Griffith and Arlene Maksymicz joined during the Tour Stop at Wayne County Airport. Welcome, all!

Project Updates: Jay Waddell RV-9A

Jay moved his RV-9A from his garage workshop to Ump's Paint Shop and painted the fuselage.



For Sale: Rebuilt O-200A Continental

Rebuilt O-200A Continental with Millenium Cylinders For Sale. Contact Jason L by email: lorenzonlaw@gmail.com or 330 472 5856.

The Flying Lorenzon Family

Victoria flew to the Bahamas in the Cessna 150 to build time. My son Todd has started his private license and wants to fly bigger planes. Victoria spoke at the WAI Cleveland event last Saturday. Jason L.



Top 10 Most Overlooked Maintenance Items

1. Hardware. You knew this already, didn't you? This is the top issue with all the airplanes the mechanics worked on. It included:

Wrong nuts in the wrong places. An example is a nylon lock nut in a hot spot near the exhaust instead of a high-temperature nut. Another example would be a castellated nut with the cotter pin missing.

Loose or missing jam nuts. It's not just that the control rod could loosen, it's that the jam nut also loads the threads preventing thread wear.

Missing or incorrectly routed safety wire.

What could happen: Components could fall off the airplane. Okay, that sounds extreme, but at the very least components could loosen. Then the vibration will accelerate failures.

How to prevent it: Go back to the owner's manual or the instructions/plans that came with your airplane and make sure your checklist reflects the right hardware in the right places. Make sure the items are on the maintenance list.

Use Torque Seal. This gives you a "visual witness" to let you know if things are loosening. Don't confuse Torque Seal with the various types of thread locker.

2. Control surface travel and freedom of movement. When was the last time you put a protractor on a surface? We're supposed to check this at the annual, condition, or 100-hour inspection, but it often goes overlooked.

What could happen: Cables can loosen or become jammed. This, in turn, will change the flying characteristics of the aircraft. A jammed cable could lead to a problem controlling the aircraft, especially on takeoff and landing.

How to prevent it: While surface travel should be inspected and set correctly during maintenance inspections, freedom of movement and orientation should be checked on every preflight and runup. After maintenance, pay particular attention to the control direction of travel. There are enough stories of airplanes coming out of service with the controls rigged backward, so double-check it.

3. Cables worn and pulleys binding. The things that are most hidden from view will be the things that we overlook the most.



What could happen: Frayed cables will eventually fail, and they tend to catch on other things. Binding pulleys will aggravate cable wear and bind controls when you need them the most (Murphy's law).

How to prevent it: Inspection, inspection, inspection. Use a flashlight and a cloth to check all cables. Move controls to check pulley operation. Take a good look at the pulleys. Can you spot unusual wear?

4. Incorrect tire pressures. Can you eyeball a tire and determine if the pressure is set to spec? Some pilots say yes, but I don't have that special ability without a gauge. This often goes overlooked because the tires are hidden under wheel pants or accessing the valve is tricky.

What could happen: Both under inflation and over inflation can contribute to erratic handling on the ground, contributing to an accident.

How to prevent it: Don't just eyeball the tire. Check it.

5. Worn brake components. Brakes get overlooked for the same reason tires do. We tend to assume that if the last flight was fine, the next one will be, too.

What could happen: In the roar of takeoffs and landings it's hard to hear brake noise. If wear becomes severe, the brakes could fail or become uneven, contributing to loss of control on the ground.

How to prevent it: Check the pads, pucks, or shoes periodically. Pay attention to any handling issues or strange noises coming from the wheels. Look for leaks.

6. Worn seat belts. The mechanics I talked to said they routinely found seat belt webbing and hardware that was either very old or visibly worn.

What could happen: In addition to the high loading in an accident, aerobatics and other maneuvers could cause an old belt to fail.

How to prevent it: Inspect belts, anchors, and hardware. The label on the belt should be legible. If you see UV damage, worn webbing, or layers of fuzz, replace the belts or send them to an authorized repair shop. If you own a homebuilt, you have more latitude in terms of replacement belts. See "Strap In" in the June 2019 issue of *EAA Sport Aviation*.

Top 10 Most Overlooked Maintenance Items cont...

7. Loose tailwheel

assemblies. This is an item that generally won't be found until flying characteristics indicate there's a problem, like a shimmy or erratic operation. What could happen: A loose assembly could bind and not turn freely when you most want it to on landing.



How to prevent it: On an inspection, unload the tail assembly (raise the airplane's tail) so you can identify any looseness or other movement problems. Adjust to the manufacturer specifications.

8. Missing drain holes in fabric covering. Not having drain holes in the right places on fabric-covered aircraft can cause structural failure.

What could happen: Drain holes allow water and accumulated condensation to exit the interior of the surface. When the holes are missing, the moisture ends up trapped against the structure.

How to prevent it: Take a look at the drawings and instructions for the aircraft to identify where the drain holes should be. Generally, they are at critical low points. They are easy to add with a solder iron tip.

9. Flying wire tension is incorrect. Many owners sight the wires and push on them to assess tension. Like tire pressures, eyeballing does not give you enough information.

What could happen: Loose wires will create unwanted movement in the attach fittings. Wires that are too tight can fail anywhere along their length, including at fittings, and especially when nicked by stones or other debris.

Wire tension that is higher than recommended can also lead to distortion and possible failure in flight.

How to prevent it: Use a tensiometer on flying, landing, and tail brace wires at every annual, condition, or 100-hour inspection and adjust to the specification the manufacturer has provided.

10. Compass fluid is missing. You may not even see that the fluid is missing, but the compass will tell you in flight.

What could happen: If the fluid has leaked out, you will experience erratic operation of the compass as the card tries to rotate on its pivot without fluid to dampen it. The compass diaphragm and/or the glass seal can be the cause of fluid leaking out. Without fluid, the compass is unstable, and it will be nearly impossible to hold an accurate heading, especially in turbulence.

How to prevent it: Tap the compass. If the fluid is

missing, the card will go wild. Time for repair or a new one.

Take this list and cross-check it against the one you use for your condition, annual, or 100-hour inspections and your preflight checklist. It's human to err. However, we really want to err as little as possible and enjoy our human, sky-filled pleasures as we continue to defy gravity.

Contributed to "Wingnuts" by Randy Brooks, written by Lisa Turner, EAA Lifetime 509911, is a manufacturing engineer, A&P, technical counselor, flight advisor, and former designated airworthiness representative. She built and flew a Pulsar XP and Kolb Mark III, and is currently restoring a Waco UPF-7 with her husband. Lisa is a member of the EAA Homebuilt Aircraft Council and Women in Aviation International. For more from Lisa, read her "Airworthy" column each month in EAA Sport Aviation.



Advanced Preflight After Maintenance

The General Aviation Joint Steering Committee (GAJSC) and the National Transportation Safety Board (NTSB) have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service. Enhancing your relationship with both your aircraft's history and your mechanic are both critical components of an advanced preflight.

Advanced preflight is a program that helps you become more aware of all the safety-related data on your aircraft, and focuses on a detailed approach to your preflight inspection, based on your aircraft's maintenance history. It is a valuable tool whether you own, rent, or borrow an aircraft.

Get to Know Your Mechanic

Since most owners do not conduct their own maintenance, good communication skills and constant contact with the maintenance shop is a must! Maintenance and inspection of an aircraft is a team effort, but ultimately the PIC is responsible for determining whether the aircraft is in a condition for safe flight (14 CFR 91.7) and for ensuring the aircraft has been approved for return to service (14 CFR 91.405). Your mechanic must have the integrity to properly inspect and repair the aircraft, and you must take the time to do a thorough preflight inspection with your mechanic to indicate what work was accomplished and what work will need to be done before the next inspection.

This communication is essential to the safe operation of your aircraft.

- ⇒ You need to understand how your mechanic thinks, how thorough they are, and how knowledgeable they are on your type of aircraft. Ask other owners about the mechanic or shop you intend to use.
- ⇒ Have a good sit-down with your mechanic to discuss all the issues that were found during any inspection or repair, especially major repairs or alterations. The mechanic should properly document all maintenance and operational checks performed, any maintenance required, and any items that may need to be monitored prior to the next scheduled inspection. The maintenance shop should inform you of any repairs, and what to watch for on the first flight, but do not just accept that the work was done. Ask the questions: What was touched, repaired, or replaced, and what was accomplished?
- ⇒ Make sure that any discrepancies you discuss with the shop are clear and concise. It's a good idea to use a discrepancy sheet that is easy to understand. It will help explain the concern to the mechanic, and in turn, help you to understand any corrective action taken by the mechanic. However, you should always ask. If you don't understand, ask until you do!

Continued on Next Page



Remember, an open dialogue with your mechanic or maintenance shop will get you in the habit of pointing out items that you're unsure of, and it will help you learn a lot more about your aircraft.

Get to Know Your Aircraft

How many of you are involved in the maintenance, or scheduling of maintenance, on the aircraft you fly? Annual or 100-hour inspections require opening up the entire aircraft, as can major repairs and alterations. It is highly recommended that you participate in, or watch your mechanic perform, one of these inspections. It's a great way to learn about your aircraft's systems, components, and any areas prone to failure or weakness. It's also important to know your aircraft's maintenance history. Perform a records review including logbooks and records, maintenance manuals, ADs, manufacturer's service letters, bulletins, and any repair and alterations history. You can ask your mechanic, a type club, or your local FAASTeam representative for help. You can also request a copy of your aircraft's records at aircraft.faa.gov/e.gov/ND.

Know Before You Go

Did you know that Airworthiness Directives (ADs) are one of the most common items in non-compliance after maintenance? ADs have a way of slipping by owners and pilots because they may not have been due at the time of the annual or 100-hour inspections. For example, be sure to note ADs on Emergency Locator Transmitters (ELTs) and ELT battery expiration dates as these are frequently missed. Your mechanic should provide you with a list of inspection items that will come due before the next required inspection; however, overdue ADs are your responsibility as the owner/operator.

You can always ask your mechanic to give you a "Status Sheet" on your aircraft, or help him/her build

one for you. Include everything about your aircraft to verify inspections, next inspection due, Airworthiness Directives (ADs), next AD or next couple of ADs due, next weight and balance due, items requiring maintenance on condition, and life limited parts due.



If you rent/borrow, check the aircraft status boards/squawk sheets, make sure maintenance work has been documented in the logbook, and check that the aircraft has been returned to service. Take your time looking the aircraft over, and carefully follow your preflight checklist.

Common Issues to Look For

Before your first flight after maintenance, ask what to look out and watch for during the first flight. Your mechanic will know what needs to be watched right after an inspection or maintenance. Verify inspection covers are secured, and check for correct and unimpeded flight control surface deflections. Ask what was removed and/or disconnected to facilitate the work performed. For example:

- ⇒ Upholstery / seats, tracks, floors / emergency exits
- ⇒ Interior and exterior access panels especially in hard-to-see places of the aircraft
- ⇒ Yokes / control cables, linkages and surfaces
- ⇒ Equipment and appliances / wires and connectors
- ⇒ Hydraulic / vacuum / brake / pitot and static / fuel lines

Resources

- NTSB Safety Alert — Advanced Preflight After Maintenance: <https://go.usa.gov/ck7Py>
- FAA's Advanced Preflight Pamphlet: <https://go.usa.gov/xVy44>
- "Advanced Preflight," *FAA Safety Briefing*, Mar/Apr 2012: <https://go.usa.gov/ck7ma>



www.FAASafety.gov

Download All Fact Sheets at bit.ly/GAFactSheets

My Place Fly-out Coming in October

Mark your calendars for **Sunday, Oct 13** so you can attend the best fall fly-in around. The fly in is at My Place Airport (3OH7) in Cardington, OH. This has always been a well attended fly out for our chapter. Lots of airplanes, antique tractors, classic cars, kids activities, and free food. We will leave from the chapter hangar at 0900. You can fly down with the group or meet at the fly in. Email me at paulrv6@gmail.com if you plan on attending. I will try to arrange rides for those without a plane.



Airstrip Identifier 3OH7
3177 Coleman Rd
Cardington, OH 43315

"My Place"
Annual Fly In
2nd Sunday in October

Please bring your own folding chair.

Hosted by
Lynn Coriell & Joe Dreyer

ADMISSION:
Please bring a plane OR a side dish AND 2 liter of pop to share with everyone.

Like Us and Learn More At:
<https://www.facebook.com/MyPlaceFarmAirStripCardingtonOH/>

Worlds Greatest Breakfast
- Served 0800 'till the food is gone. Followed by Ken's famous Chili and Hot Dogs for lunch.

EAA CHAPTER 846 MINUTES OF THE September 5, 2019 MEETING

-- Meeting to Order @ 1905

-- **Introduction of Guests:** Eric McWilliams (has Kitfox project in Bob Sprang's hangar), Duane Zollinger (former Chapter member), Joe Stefanini (VP of Montrose Ford-sponsor for Tri-Motor visit and helicopter owner/pilot)

-- General Communications Reports

-Matt Recker thank you letter (in Sept newsletter for review)

-OSH pancake breakfast that Chapter conducted net was \$2679 for the Chapter-thanks for all who participated.

-- New Business

-Gary proposed that Chapter sponsor an attendee for Air Academy 2020. Cost is \$1605. Chapter voted to approve.

-Proposed Donations to Chapter:

C-182 windshield-friend of Jim Brown. Chapter voted to accept if it has proper paperwork. Matt Tomscheck will coordinate sale.

Hipps Superbirds Reliant and T-bird-Tony Skettle's widow, thru Stan Vitkovic. Reviewed status of aircraft. After much discussion, Chapter voted to not accept donation. Thanks to Mrs Skettle for offer.

Tim Conway reviewed his aircraft insurance experience with his recent claim and urged all owners to review their policy to ensure you are fully compliant with the terms in your policy.

-Brian Burke reminded all about Women in Aviation event at Burke Lakefront Airport on Oct 5.

-- Old Business

-Chapter Fly-Out and Camping Trip to Swank Field (OOH5), Butler, 8/9-11. Paul Lutz reported on the successful, fun weekend. Planning to return in 2020. See Sept newsletter for article.

-Sept 29 is Wing and Wheels event at Medina Airport.

-Paul reminded about flyout to My Place on Oct 13.

-Ben Nagy gave progress report on his Private Pilot training. Written in next 2 weeks. 3 more hrs of flight training remain, then check ride.

-- Main Program

Ford Trimotor Tour Stop—Sept. 12-15, Wayne County Airport

Jeff Paden, Matt Tomscheck, Walt Halloran-Tour Stop Coordinator Volunteer/Equipment Chairman
Art/Karen Hernandez-Advertising and Marketing Chairmen

Sign-up sheet for Volunteer schedule passed around.

Matt reviewed equipment requirements. Reminder to meet at Chapter on Tuesday, 10 Sept @ 1800 to load

equipment.

--Current Member Projects: (16)

Mike Baker, Sonex - Final fit for fuel tank and glareshield
William Blunt, Sonex - Working on fabrication of metal parts for wings

Randy Brooks, J3 Cub Restoration – Wings are covered and rib stitched. Spraying seal coats and painting of entire aircraft has started.

Mike Guenthner, RV-8 -

Paul Hanchek, Skybolt, plans built—Built rotisserie for the fuselage

Jeff Hartzler & Steve Zaleski, Chinook, fuselage covering complete. Engine runs and taxi testing now.

Dale Housley – Volmer VJ22 – Working on construction of floats

Paul & Ron Lutz, CX4 Thatcher –Flight testing in progress

Dan McAlonan, Stolp Starlet SA-500- Rigging wings
Jeff Polack, RV-8A -- Tail work

Bob Taylor, RANS S20 – Paint complete. Assembly of controls, FWF work.

Rob Trout, RV-14 – Building a paint booth for priming parts

Jay Waddell, RV 9A – Panel fit and wiring underway.

Panel to be covered in overlay wrap. Final details being addressed. Canopy work completed.

Joe Walker, RV-7 - Working on wiring

Barry & Valerie Wawrin, RV-14 – Working on tail cone kit.

Fred Wellman, SPA Panther LS –Working on firewall

Pete Klapp- KR2-S. Doing taxi testing and brake troubleshooting before first flight.

--Inactive Member Projects: (7)

Lloyd Fiste, Zenith CH-601

- Wing upgrade completed, ready for re-assembly, Dale

Holmes, RV-7 - Working on fuselage, Paul & Ron Lutz, RV

-9A – No update, Dave Manning, BD-5 Restoration, Stan

Vitkovic, Zenith CH701, CX4, Jim Yurichak, Kolb Firefly—

No update, Jeff Zink, RV-7 - Working on the wings--

Closing of the Meeting @ 2030.

EAA CHAPTER 846 MINUTES OF THE Board of Directors Meeting Oct 1, 2019 MEETING

- Meeting to order @ 1905.
- Board Members present: Gary Baker, Pete Klapp, Randy Brooks, Dan Tennant, Mike Baker, Ron Lutz, Paul Lutz
Chapter Members Present: Fred Coblentz, Greg Cantrell, Bob Taylor.
- Ford Tri-Motor Tour Stop-Thurs-Sun, Sept. 12-15, 2019
Tour Stop Coordinator—Jeff Paden, Matt Tomsheck, Walt Halloran
Tour Stop Marketing Coordinator—Art and Karen Hernandez, Mary Baker
Gary reviewed income figures from TriMotor stop and declared it a success! Thanks to all! 273 paid rides, 46 comp seats, \$34.45 income-merchandise.
- Titan Mustang Aircraft Donation
Create Thank You plaque—Still to be done. Jeff Paden is POC. Plaque in shape of Ohio, aircraft photo, statement of thanks from Chapter Officers engraved
- Proposed Donations to Chapter:
C-182 windshield-friend of Jim Brown—Matt Tomsheck checking on paperwork.
- Chapter Leadership Boot Camp-Sat, Oct. 19, 8 am-5 pm-Ray MI. Anyone interested.
- Programs for remainder of 2019
October--Terry Parris-CAK ATC Controller. If time permits, Gary will review UA232 from Sioux City.
November—Officer and Board Nominations; T-51 maintenance and future plans for marketing
December— Officer and Board Elections. Program TBD.
Possibly Dale Housley presenting on Seaplanes.
- Chapter Roster Status Updated.
Each current member has access- <https://www.eaachapters.org/main.aspx>
Mike Baker discussed some sort of commercial email management program for the Chapter to subscribe to. Cost is about \$20 per month. It was decided not to spend that money and to work with the current EAA Roster Management program that is free to use.
- Review of Paid Members year after year. Gary reviewed roster stats.
- Update from Nominating Committee. President, Vice President, Secretary and Treasurer positions as well as BOD need to be filled. Committee (Greg Cantrell, Paul Lutz and Bob Taylor) will meet prior to the October 30, 2019 Chapter meeting.
- Financial Reports Gary reviewed balance sheet from previous 4 years.
- Review of Five-Year Plan. Gary led discussion of current 5-year plan with emphasis on fund-raising activities. EAA Youth R/C program discussed. Greg will look into details. On the issue of future Chapter location, Fred Coblentz mentioned a hangar that is available at Wadsworth. Also, there are other

possible opportunities at Wadsworth and Medina airports that will be pursued.

Meeting adjourned @ 2055.

2019 Monthly Programs:

- January 10-RV-14A Flight Testing-Karl Aber, AOPA Air Safety Videos-Gary Baker
- February 14-ADS-B Update-Gary Baker
- March 14-Tour of Goodyear Hangar, Wingfoot Lake, Jerry Hissem, Chief Pilot—Mike Baker
- April 11- Skypark, Chapter Hangar-Steve Steele, FAA-Barany Chair
- May 9- Cookout, Skypark, Chapter Hangar -Randy Brooks; Jim Olschlager-USAF Thunderbirds
- June 13- Cookout, Skypark, Chapter Hangar -Dave Manning; LtCol Jeff Siwik, USAF C130 pilot
- July 11- Cookout, Wadsworth—Bob Taylor
- August 8- Cookout, Medina—Oshkosh-Gary Baker
- September 12- Pizza Cookout, Skypark, Chapter Hangar -
- October 10- Terry Parris, CAK ATC Controller-Ed Nagy
- November 14- Officer and Board Nominations; T-51 maintenance and future plans for marketing
- December 12- Officer and Board Elections

2019 Chapter Activities/Events:

- Jan. 5 Christmas Party—Krabill Shelter, Chippewa Lake—Pete Klapp, Joe Begany
 - May 5 Sunday Funday—Dayton Moraine Airport—Paul Lutz
 - May 18 Chapter 846 Fly-In—Wadsworth Airport—Mike Baker, Greg Cantrell
 - June 8 Young Eagles Day—Wadsworth Airport—Gary Baker
 - June 30 Skypark Summer Celebration
 - [July 24 Wed Chapter Pancake Breakfast Detail-OSH](#)
 - July 24 Wed Chapter Cookout—Oshkosh
 - Aug. 9-11 Chapter Fly-Out/Camp-Out—Swank Field—Paul Lutz
 - Sept. 12-1 Ford TriMotor Tour Stop—Wayne County Airport
 - [Oct-Dec Welding Classes](#)
 - Oct. 13 MyPlace Fly-In, 8 am-3 pm—Paul Lutz
 - Oct. Haar Field, Chili Fly-In—Paul Lutz
 - Oct-Dec Welding Classes
 - Jan. 4, 2020 Christmas Party—Krabill Shelter, Chippewa Lake.
- **NEED COORDINATOR.**

EAA Activities within 100 miles of 3G3 Wadsworth



Regular Meeting Heath, OH
Tuesday, October 15 · 6:00 PM - 7:30 PM [Add to My Itinerary](#)

EAA 255 Hot Dog & Chili Fly In Ashland, OH
Saturday, October 19 · 11:00 AM - 3:00 PM [Add to My Itinerary](#)

Books Breakfast and Book Signings Cleveland, OH
Saturday, November 2 · 8:30 AM - 1:00 PM [Add to My Itinerary](#)

Dinner With a Slice of History Purple Foxes Marine Helicopter Squadron Cleveland, OH
Friday, November 8 · 6:30 PM - 9:00 PM [Add to My Itinerary](#)

Wings of Women a Mentoring Event for HS Females Interested in STEM Careers Cleveland, OH
Saturday, November 9 · 9:00 AM - 2:00 PM [Add to My Itinerary](#)

Chapter 846 Monthly Meeting Wadsworth, OH
Thursday, November 14 · 7:00 PM - 9:30 PM [Add to My Itinerary](#)

Regular Meeting Heath, OH
Tuesday, November 19 · 6:00 PM - 7:30 PM [Add to My Itinerary](#)

Chapter 846 Monthly Meeting Wadsworth, OH
Thursday, December 12 · 7:00 PM - 9:30 PM [Add to My Itinerary](#)



2019 EAA Chapter 846—Calendar of Events

Thursday, October 10, 2019	EAA Chapter 846 Monthly Meeting	October chapter meeting will be at the chapter's Skypark Hangar M1—Terry Parris from the CAK ATC will be presenting	7:00 PM
Thursday, November 14, 2019	EAA Chapter 846 Monthly Meeting	November chapter meeting will be at the Skypark Meeting Room - Officer and Board Nominations; T-51 maintenance	7:00 PM
Thursday, December 12, 2019	EAA Chapter 846 Monthly Meeting	December chapter meeting will be at the Skypark Meeting Room - Officer and Board Elections. Program TBD.	7:00 PM

Current Member Projects:

- ◆ Paul & Ron Lutz, RV-9A under construction
- ◆ Joe Walker, RV-7 - Working on the instrument panel & wiring
- ◆ Dale Holmes, RV-7 - Working on fuselage
- ◆ Stan Vitkovic, Zenith CH701, CX4
- ◆ Dave Manning, BD-5 Restoration
- ◆ Lloyd Fiste, Zenith CH-601 - Wing upgrade completed, ready for re-assembly
- ◆ Jeff Zink, RV-7 - Working on the wings
- ◆ Mike Baker, Sonex - final fit for fuel tank and glareshield
- ◆ Dan McAlonan, Stolp Starlet SA-500, Rigging wings
- ◆ Pete Klapp, KR2S - Passed FAA Inspection, getting ready for first flight
- ◆ Randy Brooks, J3 Cub Restoration - painting fuselage
- ◆ Tony Harding, HM14e, Flying Flea, fuselage and wings near complete. Inspection planned
- ◆ Jim Yurichak, Kolb Firefly—
- ◆ William Blunt, Sonex - Working on fabrication of metal parts for wings
- ◆ Bob Taylor, RANS S20 – Final assembly and fit of FWF
- ◆ Jay Waddell, RV 9A - Completed the engine baffle, working on cowl & instr. panel.
- ◆ Rob Trout, RV-14 - Working on the tail cone
- ◆ Paul Hanchek, Skybolt, Working on fuselage tubing and welding
- ◆ Jeff Polack, RV-8A - Tail work
- ◆ Jeff Hartzler & Steve Zaleski, Chinook, fuselage covering almost complete
- ◆ Barry & Valerie Wawrin - RV-14A, Working on aft fuselage
- ◆ Dale & Nancy Housley, Volmer VJ-22 - Purchased a project and a new set of plans

Answer: The **Stits SA-3A Playboy** (also called the **Stits SA-3A Playboy**) is a single seat, [strut-braced](#) low-wing [monoplane](#) that was designed by [Ray Stits](#) for [amateur construction](#). The aircraft was designed and the prototype was completed in a three-month period during 1952. The design went on to become one of the most influential in the post-war boom in aircraft homebuilding. A side-by-side two seat version is known as the SA-3B. Having been sold in 1955, the prototype Playboy passed through several owners' hands before being donated to the [Experimental Aircraft Association](#). Ray Stits was the first member of Chapter 1. That plane is now in the [EAA Airventure Museum](#) in [Oshkosh, Wisconsin](#). **Source:** https://en.wikipedia.org/wiki/Stits_Playboy





EAA CHAPTER

2019 MEMBERSHIP APPLICATION

Dues Calculator			
Jan	\$25	July	\$19
Feb	\$25	Aug	\$17
Mar	\$25	Sept	\$15
Apr	\$25	Oct	\$25
May	\$23	Nov	\$25
June	\$21	Dec	\$25

Annual Dues: \$25.00 by February 1. Please complete and mail To: Dan Tennant, Treasurer, 1610 Schroeder Rd, Mogadore, OH 44260. Checks should be made out to: EAA Chapter 846. New members dues will be prorated after April 30th at \$2.00 per month. See schedule above. *Chapter 846 memberships are available: Lifetime Membership \$375.00, Family Memberships \$30.00 and Student Memberships for \$10.00*

PLEASE CIRCLE: RENEWAL (YEAR JOINED _____) OR NEW MEMBER

Today's Date: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Home Phone: _____ Spouse Name: _____

EAA National Member Number: _____ Expiration Date: _____

You must be a current EAA National Member to be a voting EAA chapter member.

Optional information:

Project: _____ % completed: _____

Pilot Certificate and Ratings: _____

Occupation: _____

Company name: _____ Work phone: _____

e-Mail Address: _____ (for receiving chapter newsletter)

Please indicate any aviation skills or resources that you have and would be willing to share with other members.

Does EAA Chapter 846 have your permission to publish this optional information in our chapter roster? Yes No

Thank you for your membership in EAA Chapter 846!

Wadsworth EAA Chapter 846

Newsletter Address: P.O. Box 4064, Copley, OH 44321-9998, Phone: 330.328.2493

Next Meeting is Thursday, October 10, 2019 at

The chapter hangar M1 at Skypark Airport - @ 7:00 PM