

# THE FULTON FLYER

Newsletter of EAA Chapter 853  
and AirSpace Place  
Akron, Ohio  
February 2002

T H E E X P E R I M E N T A L A I R C R A F T A S S O C I A T I O N

## • LAST MONTHS MEETING •

The January meeting was attended by 15 members. Topics of discussion ranged from EAA Chapter 853's participation in the MAPS Airshow to be held in June at our airport, to eating more of our 1 year old pancake batter. If you missed this meeting, you missed the details on our chapter hosting the B-17 "Aluminum Overcast" coming this July as well as early plans for the CLE airshow.

Club technical advisor, Ed Hillman, put us all through a hands-on lesson in safety wiring while reminding us about safety when working around the propellers of our airplanes. His message reminded me what the mantra was for those that volunteered to park airplanes at Oshkosh. We were taught to "**Never, Never Ever Touch a Propeller**" .....propellers can hurt us, and they can certainly ruin our day. If we are going to be working around our propellers, make sure the key is out of the ignition, and the mags are grounded so they cannot create a spark. Ask Ed, he has had personal experience with what can happen. Thanks Ed, your presentation was both fun as well as informative.



Two new members, Bud Dalton, the 767 pilot for American airlines and Gayle Seymore, the ex-military A-4 and A-6 driver, added to an already lively "after the business meeting" discussion of GE vs PWA jet engines. Poor Anatol .....he's worked for both and is always stuck in the middle!!!!!!

### EAA - 853 February Meeting

Date: **Thursday February 21, 2002**

Time: **7:30 PM**

Place: **AirSpace Place (on the airport)**

Speaker: **Anatol Kawartler**

Topic: **Jet Propulsion in GA Aircraft**



The Cadet Glider made by the Baker McMillen Co.

## • OUR YESTERYEARS •

(Editors note.....This article is from the book titled "Akron and USS Akron World's Largest Airship." It was published by Akron Typesetting Company and printed by Danner Press, Inc)

### Glider Plant is Active in Akron

Although glider flying from the standpoint of actual practice is a comparatively recent development in Akron, citizens of the city have been active in glider manufacturing and flying for many years.

Akron is the home of the Baker-McMillen Co., where sales offices and factory are located. The firm is among leading manufacturers of gliders in the country and through the successes of its product and enthusiasm of its officials has played a large part in stimulating interest in this practical sport which is rapidly increasing in interest throughout the world.

The Baker-McMillen Co. produces the Cadet line of gliders and the Akron Kondor, a soarer. The Cadet 11, most popular with new glider clubs, is the leading member of the line and has been shipped to all parts of the world. It holds more records than any other single American made machine, having won nine events and seven first places at the Chicago Air Races in 1930; holding the official soaring record for secondary gliders won at Elmira, N. Y., 1930, and holding the U. S. altitude record of 2409 feet.

Dr. Wolfgang Klemperer, holder of German glider Pilot License No. 1, and now associated with the Goodyear-Zeppelin Corporation in Akron, has been active in popularizing gliding and has been responsible for the organization of clubs in many parts of the country.

## • IF YOU MISSED IT..... • TRIVIA QUESTION •

**SPECTACULAR PANCAKES! MOUTH-WATERING SAUSAGE! FRESHLY SQUEEZED ORANGE JUICE! FRESH BREWED COFFEE!**

Were all served in Hangars 19 and 20 on February 9! If you didn't make it to the mid-winter pancake breakfast, you missed out on some good food and a chance to meet other



pilots now based at the field. We are really starting to get the hang of doing a

pancake breakfast thanks to everyone chipping in to help out. Set-up went fast, cooking was organized, and cleanup was done in about an hour.

**AND GUESS WHAT?** We still have over 300 frozen sausages and enough pancake mix to make over 800 more pancakes. *Aunt Jemima would be proud!*

**Q.** At this time last year, what were we doing at Airspace Place?

**Clue:** We used to blame it on Bill Blair eating a lot of cheese.



Limburger.....Yum

**A.** What were we doing? Hitting the overflow alarm on the grinder pump and freezing our butts off in the outdoor porta potty. You don't appreciate the indoor plumbing until it doesn't work. As you may recall, when the ground froze last year, so did the sewer line running 800' to the west. Over the summer, about \$8,000 was spent to install a new sewer line over 48" deep.

## • FEBRUARY'S MEETING •

February's Meeting is shaping up to be a great meeting.....here is what is planned so far.....

### • BUSINESS AGENDA •

- P** Planning the next pancake breakfast;
- P** Talking about the MAPS 2002 Aero Expo to be held at the Akron Fulton Airport on June 22 & 23
- P** Young Eagles and Foozball
- P** Club briefing on Aluminum Overcast
- P** Who's planes will be at the Cleveland Airshow in Sept?



Is this what will be under our hoods in the future?

### • FEBRUARY'S PROGRAM •

**O**ur program for February will be presented by Anatol, You might remember he put on a marvelous presentation about the basics of jet engines and their future in light aircraft for the chapter back in October. As you all know, our chapter is blessed to have Anatol as a member, as he is a top notch jet propulsion Aeronautical Engineer. Anatol will give us part 2 of his Jet propulsion discussion for this month's meeting. Fascinating stuff for all, but especially for those of us who like airplanes to go **sssssSSSSS!!**

## • DUES ARE DUE..... LETS GET EM IN.. •

**B**ob Thoma is giving a friendly reminder, if you have not done so.... then you need to get your dues in **ASAP**. Also another reminder, all club officers must be a "National EAA Memeber ". If you are not a member of EAA 853 and you want to be.....it's easy....send a check made out to EAA 853 for \$20.00, your name, address, work and home phone numbers, if you fly, want to fly, if you own or rent, and mail it to Bob Thoma, Treasurer EAA 853, 3415 Eastwind Circle N.W., North Canton, Ohio 44270.

## • H E A R D I T O N T H E T A R M A C . . . . . •

**G**ary sold his Arrow to **Bud Dalton**. A tough blow for Gary's love of flying. But, with kids in college, and the cost of ...*well you know the rest of the story*. Anyone wanting the tiedown next to **Mike V**, it will be open. **Bud** is a great guy and has a hanger for N21LK. The airplane deserves one. **Gary**, in the interim, is looking, along with Anatol, for a homebuilt project that goes *sssssSSSSS!!!!* and 300 kts. **Anatol, Gary, and Jim Bede** had breakfast together in late January to discuss ideas, drawings, design features, drag, wing loading, thrust requirements, Reynolds factors....you know -- airplane stuff!!! It was absolutely wonderful for **Jim** to come out and share his expertise with both of us. It was the best breakfast in years and I can't remember what we ate! *Thanks again, Jim, it was great.*

You might recall, in the last issue of the *Fulton Flyer* we made mention that **Larry Masek, Dave Calgos, Mike Haines, and Bob Kyle** were planning a trip to the **Jack Brown Seaplane Base** in **Winter Haven, Florida** so they could each get their sea plane ratings.....they all came back in one piece, and no one had seaweed hanging from their nose.....*so things must have gone great.....*except we keep on hearing that there was an **INCIDENT** that involved the **FAA, an alligator, a broom, a rattle snake** and a **shotgun**. The four sea plane cadets have been tight-lipped about this incident.....so here is **Rick Briggs** fictional version.....and by the way.....news has been coming out of Florida that their *scrap aluminum price has dropped to record lows due to an abundance of empty beer cans.....*

### *The Incident*

by Rick Briggs

*The facts have slowly trickled in. A shotgun, the FAA, a game warden, a seaplane, an incident. (Editors note.....so Rick can't remember exactly what was involved, since it is a fictional story.....does it matter?)*

**I**t started just like the previous 10 or so landings. The examiner was sitting in the back and Dave Calgos was in the front. For the past two days Dave had been practicing water maneuvers for the seaplane rating with his Scoutmaster Larry Masek and fellow boy scouts Mike Haines and Bob Kyle. The 1946 Piper Cub seaplane was performing like the dog it had been for the past two days, never exceeding 60 MPH no matter what the configuration. The FAA examiner gradually released his clutch on the stick as he gained confidence that Dave wasn't going to kill them both. Everything was looking good for the final approach for the final landing to get his rating and the Cub started to slowly settle to the water level. Out of nowhere behind a patch of trees came Kyle climbing off the water in his 1945 Cub, barely missing Calgos. Dave rammed the stick forward nose down to go under Bob. There might have actually been a good landing if not for the tip of the float hitting the 14' alligator that was spooked by the commotion. The right float came to an abrupt stop when it hit the alligator and the Cub instantly flipped. Seconds later Dave and the FAA examiner were hanging upside down in their seat belts while the water was touching their hair and getting deeper every second. Luckily John Brown and Larry could see what had happened from their beer-drinking perch overlooking the swamp. Just as Dave and the Examiner had let loose and dropped into the water, Larry arrived on the airboat with a 12 gauge shotgun in hand. Some witnesses say it was the beer, some say he just can't shoot, but whatever, Larry missed the alligator and hit the fuel reservoir of the partially submerged wing. The Cub didn't explode like you see on TV, but instead just kind of started a slow burn everywhere there was fabric. For the record...Stits burns quickly. Dave climbed into the airboat but the Examiner couldn't because the alligator was in the way and Larry used both rounds in the shotgun. Fortunately Mike Haines and his instructor step taxied over in his 1937 Cub so the Examiner could climb on the float. The Examiner didn't stop cussing until they all were on shore. John Brown didn't stop cussing until they all left. All in all the trip was a 3/4's success. Mike Haines has his rating. Bob Kyle has his rating. And Larry discovered a new beer called GatorBrew. But where is Dave Calgos's rating.....and.....he must have taken the seaweed off of his nose before he came home???



Piper J3 Cub

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**• PLACES TO GO AND EVENTS TO SEE IN 2002 •**

*Here is a brief listing of some events that are planned at our Airport or in our area.....*

- P** March 15 Banquet at Skyland Pines Country Club in Canton. This year's guest speaker is Jim Bede. Ticket price is \$25.00. For information on the banquet or joining the ECOPA, contact Akron-area Directors Howard Flood, Bill Beal, or Rick Briggs.
- P** March 17 Chili Fly in-Grove City (heard their Chili is the best)
- P** May 18 Carrollton Aviation Days
- P** April 7-14<sup>th</sup> Sun N fun in Lakeland Florida. Who is going? If you are going, post your name on the bulletin board.
- P** 3<sup>rd</sup> to 4<sup>th</sup> week in April. The AKR Progressive Dinner and Pilots'

choice Hangar Awards.....This promises to be one of the absolute best events of the year. Information is on the bulletin board at Airspace Place.....watch for details.

- P** June 1 Barber Airport Young Eagles and Old Buzzards Day
- P** June 22-23 Akron Fulton Airport, MAPS 2002 Aero Expo
- P** July 5-7 Barber Airport Taylorcraft Fly-in
- P** July 5-8 Akron Fulton Airport, Aluminum Overcast (tentative)
- P** August 9-11 Barber Airport Ohio Aeronca Aviators Fly-In
- P** August 31-September 2 Cleveland National Airshow



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