

THE FULTON FLYER

Newsletter of EAA Chapter 853
and AirSpace Place
Akron, Ohio
July and August 2001

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

• JUNE'S AND JULY'S MEETING •

Many thanks go to Bob Thoma for presenting a great program about flying over water at our June Meeting. His program was very educational in telling us the do's and don'ts when it comes to flying over large spans of water. He taught us how we can increase our chances of survival in the event we should need to ditch our planes. His program was timely as we each start to plan our flights to Oshkosh. I am sure each of us looks at that big pond, Lake Michigan, and tries to decide if they should fly over it, or add an hour to their trip by flying around it.



All About GPS



And many thanks go to Kevin Steiner, from Steiner Aviation International, Inc., for presenting the ins and outs about GPS to our group at our July meeting. Kevin answered all of our questions about GPS, regarding what we are allowed, and not allowed, to do with them.

EAA - 853 August Meeting

Date: Thursday August 16, 2001

Time: 7:30 PM

Place: Airspace Place (on the airport)

Topic: Planning for our participation at the Cleveland Airshow

At our August meeting we will be finalizing our plans on our participation at the Cleveland Airshow. We need everyone to attend and help out.

• OUR YESTERYEARS •

The Pilgrim.....One of Goodyear's First

In the mid-1920s, Goodyear Tire and Rubber Company, Akron, OH, built a fleet of small airships to demonstrate lighter-than-air flight and to train future airship pilots. Among these first airships, designed to be inflated with helium, was the Pilgrim. The Pilgrim made it's first flight with Jack Yolton as pilot. The wife of Goodyear's president, Mrs. P. W. Litchfield, christened it The Pilgrim. The Pilgrim was constructed with a magnesium-coated steel-tube framework covered with 2-ply, rubberized, aluminum-coated fabric. The original envelope had a capacity of 47,400 cu ft. It was later replaced by an envelope with a capacity of 55,000 cu ft. Power was provided by a 3-cylinder Lawrence air-cooled engine with a



Delivering Ties

4-bladed Reed prop. A forty gallon fuel capacity gave a range of 525 miles at a speed of 40 mph. The endurance was extended to 13 hrs at half speed, and the useful load was 921 lbs. The gondola, attached snugly to the envelope, could accommodate 1 pilot and 2 passengers in comfortable seats upholstered in blue mohair velvet with mahogany finished veneer. (In earlier hydrogen-filled airships, the gondola was suspended below the internal structure. Use of non-flammable helium allowed the cabin to be rigged flush with the envelope.) By the time the Pilgrim retired Dec 31, 1930, it had made 4,765 flights, carried 5,355 passengers, flown 2,880 hrs, and covered 94,974 mi.



The Pilgrim

PLEASE COOPERATE WITH AIRPORT RULES....

ENTRANCE GATES.....

Akron-Fulton is growing with new planes and new pilots. As more and more people utilize the airport, it is important to cooperate with airport management and keep everyone happy. Jim Malyj, Airport Supervisor, has again expressed concern for the lack of security at the airport and the safety of people and airplanes. On an all-too-often basis, the manual gate between Akron Aerodrome and the RWTM Hangar is being left open and unattended for extensive periods of time. To put it in simple terms, **“If you open it – then close and lock it behind you.”** It’s that simple. This simple rule applies whether you are coming or going to your hangar. **THE MANUAL GATE SHOULD BE CLOSED AND LOCKED AT ALL TIMES.** When the gate is left open and unattended, it provides wide open access for kids on bicycles, animals, vandals, etc., access to our hangars, airplanes, and the runway environment. As you know, this creates an unsafe and unsecure situation. If the manual gate continues to be left open and unlocked frequently, then we will lose the privilege of driving to our hangars. So, if you use the manual gate, close it and lock it when you go through it. If you can’t do that, then do one of two things -- either don’t use the gate, or join Airspace Place and get a card to use the automatic gate that will close automatically.

And about those cars on the taxiways....**DON'T**

We ask all pilots to please abide by airport rules and not drive automobiles on runways, crossing runways, ramp areas, and the parallel taxiway closest to the runway. It is permissible to drive your cars on the taxiways between hangars, but under no circumstances are you allowed to drive down to the FBO, drive over to Piscatelli's, cruise over to the Soap Box Derby, visit the Rubber Bowl, etc etc. Keep your driving to a minimum to get to your hangar and remain in the T-hangar area.

•ON THE LIGHTER SIDE• •ECOPA SUMMER SOCIAL•

More from our *"One good turn deserves another"* file...

Several years ago while instructing in sailplanes, an instructor took a young boy for his first flight. The pilot instructor had to fly from the front seat to keep the weight and balance of the Schweizer 2-33 within the envelope. He found a weak

thermal and racked the glider into a steep 360-degree turn. Since he was concentrating on milking all the lift he could from the thermal, he neglected to keep

his passenger apprized of what he was doing. After completing about 20 consecutive 360s, he heard a weak, quivering voice from the back seat ask, *"What's the matter mister, is it stuck?"*



HANGOUT AT THE HANGAR

Everyone is invited to the *East Central Ohio Pilots Association Summer Social*. The event will be held at Airspace Place this coming Wednesday, August 8. There will be a cash bar at 6:30 PM and dinner will be served at 7:30 PM. Then there will be a Blues Band afterwards. Piscatelli's will cater the event. Cost is \$ 15.00 per person. Make your reservations by calling Mary Jane Kinney at 330-494-9995.

We will need some help setting up tables and chairs starting at 5:00 PM on that day. Please show up early and help if you can. Also, we need a few pilots and airplanes to give airplane rides for retired pilots, families, kids. If anyone can fly in or have their airplane there that night, we'd appreciate it. Also, for those who might fly, you might want to avoid the cash bar until you are done.

•AKRON TO COLLEGE PARK (CGS): A WASHINGTON, DC TRIP•

Approx. 250 miles from Akron Municipal Airport.....a one day trip

By Jim Gauer

A great functional use for our airplanes - this is a great trip - good scenery - along with being educational. On a clear day, you will see the Washington Monument on downwind at College Park! College Park Airport is the world's oldest continuously-operating airport.

They frequently refer to College Park as the "Cradle of Aviation." It is distinguished with many firsts in aviation. Wilbur Wright taught the first two army officers to fly airplanes at this airport in 1909. It is therefore considered the first military training field. It was the airport with the first cross country airplane flight in 1911, the first testing of a bomb dropping device from an airplane, the first use of lights for landing at night, the first mile-high flight, along with the first all blind flight during which radio was the sole means used for directional guidance and landing and take off from the field. There are many other first flights from College Park airport.

College Park Airport is owned and operated by the Maryland-National Capital Park & Planning Commission.



It is a full service airport with maintenance, fuel, and tie downs. There is no landing fee and no tower or approach control. The runway is 2,610 feet long by 60 feet wide. Trees

surround the airport on three sides. Tie down for overnight is free if you buy 10 gallons of fuel, otherwise it is \$10.00 per night. Daytime parking is free. Also located at the airport is an aviation museum and an aviation theme restaurant similar to the Bomber Squadron.

An advantage of this airport is that you can walk to the Metro Subway Station in about 5 minutes! In another 30 minutes you are off the subway and ready to enter several different Washington, D.C. museums and monuments. In approx. 1 hour after landing, you will be walking into your first museum.

Leaving the airport from the Metro Station, you are on the Green Line. It costs approx. \$1.65 to get to the



Smithsonian Exit of the Blue Line via a subway transfer. Directions at the Metro station are very easy to follow. The Metro is user friendly.

Once on the mall, you can decide the way you want to spend time. From the Air & Space to the Art or Natural History Museums, you can spend days at the attractions that Washington DC has to offer. Some of the Smithsonian museums have restaurants. (Not fine dining, but OK. Not outrageously priced, but not cheap)

When going into the airport, I recommend you study (before getting airborne) a current Washington Sectional and Washington local VFR maps. When close to Class B airspace, expect aircraft activity to become heavy! Also, expect heavy airline traffic descending into Dulles. If you are unable to get "into the system," you must go in below the Class B airspace on your own. Part of the Class B airspace by College Park requires you to stay below 1500 feet M.S.L. I would recommend working with Washington Dulles Approach for your descent into College Park.

It's a great way to spend a Saturday or Sunday with no overnight costs. This is an excellent trip!



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Meetings of EAA Chapter 853 are held at **Airspace Place**, Akron Fulton Airport, at 7:30 PM on the third Thursday of each month. All interested in aviation, are invited to attend. Please contact a Chapter Officer listed on the masthead for information on other Chapter activities. Annual dues are \$20 for a calendar year and include this monthly newsletter.

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• E A A 8 5 3 S H I R T S •
Order your shirt today.....don't be left out!

Order your EAA 853 shirt today by calling EAA member **Ken White at 330-867-8605**. Time is running out.....as the order for printing will be placed on August 10, 2001. You can only get a shirt if you order it, as there will not be any additional shirts made. Cost is \$15.00 per shirt, and they are available in S, M, L and XL. Our chapter is having golf shirts made with our chapter's logo silk screened on the front left side of the shirt. The shirts will be bright yellow with a collar, the logo will be printed in a dark blue, so they ought to be really attractive shirts.....a shirt that you will be able to where to any event where casual or business-casual attire is required. Don't be left out.....order your shirt today!



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