

THE FULTON FLYER

Newsletter of EAA Chapter 853
and AirSpace Place
Akron, Ohio
March 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•

In our February meeting Anatol did an outstanding job with his continued presentation about the differences, workings, and applications of gas turbine, turbojet, turbo prop, turbofan, and rocket engines. His presentation reminded us all that our flying machines are a series of compromises. Depending on the true mission, the machine will dictate the compromises that have to be made. For example, if you want to go fast, you need power and you need to be light. But power uses a lot of fuel and in order to stay light, you need to reduce the fuel you carry, thereby limiting the distance the aircraft can fly before it needs to be refueled. Like I said, flying is a series of compromises.....

As a group we had some discussion regarding three events that we plan to participate in this year. The first is the MAPS Airshow that will be held at our airport. What do we want to do, and what will our participation be?

The second is the arrival of Aluminum Overcast to our airport. It will be on static display for a couple of days as well as giving rides. (Cont. Page 5)



•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)

General Plane Fleet Makes Unusual Tour

Few business organizations of the country have undertaken such a pretentious program for the promotion of heavier-than-air craft interest as that sponsored in 1929 by the General Tire & Rubber Co.

The company employed eight planes in a flight program which continued five months and covered 32 states in the country.

The purpose of the endeavor was to encourage commercial aviation, test General-made airplane tires and safety devices, and promote the interest of General tire dealers. One result of the tour was the development of a new type tire for airplanes which the company announced in the spring of 1931. It is known as a "stream-line" plane tire and is said to incorporate advantageous features for the winged craft. (Cont. Page 5)

F100-PW-220/F100-PW-220E TURBOFAN ENGINE



EAA - 853 March Meeting

Date: **Thursday March 21, 2002**

Time: **7:00 PM**

Place: **Meet at Susan's Coffee and Tea**

653 E. Main St. Kent, Ohio

Route 59, Across from the University

Speaker: **Anatol Kawartler**

Topic: **Tour of KSU's School of Technology**

Van Dusen Hall



•EAA MEMORABILIA WANTED• •SUN-N-FUN OFFER•

The EAA AirVenture Museum is actively soliciting donations of memorabilia for a planned 50th Anniversary display this year and to better document the history of EAA for the future. We are looking for artifacts relating to EAA and EAA Fly-In Conventions prior to 1980. Particularly sought are items from the very early days of EAA (1953-1970), including EAA-related souvenirs, clothing (hats, jackets, t-shirts, sweatshirts), and convention-related ephemera (pins, patches, decals, posters).

Not needed are EAA magazines/programs (unless you have some of the earliest mimeographed Experimenters from 1953), and trophies/plaques given to fly-in participants. As we cannot guarantee return of unsolicited items and are not looking for loans, please check with us to see if what you have is what we need before sending anything. Contact Curator of Collections, Ron Twellman, at 920-426-5917 or rtwellman@eaa.org.

If you are going to Sun-N-Fun, then take some time and join EAA National for the **EAA Chapter Leadership Forum** on Thurs. April 11th from 9 a.m. to 11 a.m. in forum tent #10. This forum will be a fun and interactive presentation that will allow you to take away some ideas on how to make our Chapter more effective and more satisfying for our members!

They ask that you come armed with our best ideas on **Chapter Fundraising, Membership Recruitment, Chapter Activities**, and anything else you think will be of value. EAA National is looking forward to a fresh exchange of ideas and information. No registration is necessary.

• I S T H I S Y O U ? •

(Editors note.....This article came from the Beech Chat and is written by Dave Siciliano. I read this and thought maybe it might be good for all of us to read and ask ourselves if we are this guy?. *You know what they say, there is nothing more dangerous than two pilots in an airplane!*)

Well, it happened again; my right seat friend (first ride in my plane) just started doing stuff before I could say anything. It seems others that fly their own plane a lot just think the way they do things in their plane works for everyone else too.

First there was the door slam, because he has to slam the door on his plane, you see. I spent a great deal of time working on my door so it DIDN'T have to be slammed!! Now, after it has been slammed several times by other plane owners with the handle in the incorrect position; *guess what--my door has to be slammed again!!*

Then there was the *talking on the intercom* while I was crossing through busy class B airspace while trying to listen to two radios and follow challenging directions. Holding my hand up while he was talking didn't seem to register; guess he just thought I was being animated!

Then he began *switching the radios*. See I follow a crazy procedure; I write down frequency changes and keep one radio on approach and the second either on guard or on the next frequency I will need. (Try to stay ahead of the plane and anticipate ahead) Usually, I monitor both with the one I'm not using on lower volume--that way I know what's going on ahead (or get ATIS, etc). See, he changes freqs and keeps the old one in so if he loses the current one, he can recall the old--sounds to me he is guaranteeing he is always one frequency behind!! (but what do I know!!) Anyway, several times this led to me transmitting on the incorrect freq. or not being able to listen ahead to where I was going.

Then there was *the door opening* as I turned off the taxiway and the charts flying out. See, it was a little warm and he is used to doing that--oh, yea, he promised me new charts.

The irony is this is a pilot with more than one plane and more flying time than me. I did the standard brief, but he just did things before I could react. *By the end of the trip, I just wanted to put the cargo net over him and wrap him in it so he couldn't touch anything!!!*

Have you ever met this guy??

• TRANSYLVANIA AIRWAYS WILL FLY AGAIN •



Grigski and Thompski ready for action



The rig.....can you log multi engine and complex with this?

Transylvania Airways Ltd. had a Romanian Homecoming Festival held in hangars 11 & 19/20 at Airspace Place on Saturday March 16th at 4PM. A delicious Romanian Goulash Dinner was served--which is the same nutritious meal served to Romanian Air Force Pilots prior to entering Top Gunski Training of the 356th Airborne Divisionski.

For the past 1.5 years the Transylvania crew Captain Rick Briggski, Captain Larry Thompski, and Captain Jeff Vercoeski (Editors note, I think Vercoeski did all of the work, Briggski and Thompski just gave the orders) has been disassembling, reassembling, and upgrading the IAR823 airplane purchased from the Romanian Defense Ministry and shipped over in a box. The 290hp engine is ready to go, the 84" prop has been overhauled, the brakes redone, the interior redone, the paint is stripped and ready for the top coat camo

job, the new American panel is about done with a Garmin 430, KX155, EI gauges etc etc.

The airplane was in a barn in Doylestown with the wings off. It was towed to Akron Fulton on back roads on its mains with the nose wheel on a car dolly. The 1.5 hour trip started around 2:20 PM and the grand entrance with Comrades Briggski and Thompski at the controls of the IAR-853 logging complex multi engine time into Fulton was around 4PM. Seems the the cops didn't interfere, maybe Thompski and Briggski have connections with the right people.

In celebration of the plane's arrival, Romanian music was played including "someone stole my airplane's kishka" and "I wanna hold your hand and suck your blood".

The 1982 IAR-823 was mfg in Transylvania in the heart of Romania, just down the road and around the cemetery from Count Dracula's

castle. It is a 4 seat, dual stick, aerobatic trainer that looks like a Debonair with gull wing doors, but is built like a brick poopyhouse to eastern bloc war standards. Once it arrived at AKR, 4 hefty Romanian men were to assist in bolting the wings. The wing installation never took place due to the 4 hefty Romanians never showing up. Some speculated that the men were detained after removing their shoes at a concourse security check.

The actual maiden flight is expected to take place in about 2 months. It will be kept in Hangar #11 for the time being. As an FYI, there are a few of these remarkable airplanes still available for purchase. Only about 60 exist in the world. Once the decision was made to sell the Romanian fleet because 100LL was too expensive, Dilbertski in Romania had all the

tooling destroyed. A large inventory of parts is still available.



Briggski giving the victory speech.....Thompski thinking why did I go into partnership with this guy?

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

It seems Tampa Airport security was having a field day with Jeff Vercoe and his duffel bag loaded with aviation equipment removed from the T210 purchase with Rick Briggs. There were 3 screeners trying to figure out what all this stuff was while examining the portable GPS, inflatable life vests, charts, headsets, foggles, etc. After about 10 minutes, Rick came to Jeff's rescue and presented his official Transylvania Airlines Captain's I.D. card and told the supervisor it was OK since Jeff was with him. The supervisor looked at the photo on the card, looked at Briggs (quite handsome wearing 4 bars), (fortunately the supervisor didn't read all the wording, especially the last line) and then said "O.K., you can go." Let's hear it for Transylvania Airways.....A few cows grazing near the Everglades got a close-



up view of the belly of a T210 last week on a low pass during emergency procedures training in Florida...moooooove over.....and speaking of Florida--if Lou Luttrell would leave the door open to his house on the ocean when he is in Ohio, maybe he wouldn't have to clean the pool after Ohio visitors drop in. Sorry about the prop on the boat, Lou. That was a dumb place for someone to put a sandbar...And we can see what Gary Young and Anatol have really been coming up with their quest to go SSSssssss.....And ahhhhhhhh.....last but not least, why does Gary Wheeler call Bob Kyle *Twinkle Toes*?

(Tell us about your trip! Email a photo, ohlinger@neo.rr.com, Airspace Place and EAA members are encouraged to send a synopsis or description of an interesting place they visited with their airplane).

• C O N T I N U E D F R O M P A G E 1 •

•LAST MONTHS MEETING (CONT PAGE 1)•

We need some members to chair some committees to make this event a success. The last item was about the Cleveland Airshow. We will, as a Chapter, put up a static display again. We need some airplane owners to display their airplanes for the three days. We also want to fly Young Eagles this year during the show. We will need more airplanes in order to do this. The planes on display will not be able to fly any of the Young Eagles due to the inability to get the planes in and out of the display area. We should also give some thought as to how we will handle a possible large number of kids. Do we give a number or do a lottery system of some sort?

There will be more discussion, and hopefully some decisions on these three items this month. Just remember, we can all bring good ideas to the table, but it takes action to get the good ideas implemented. So come to this month's meeting ready to have a good discussion while having a cup of coffee at Susan's Coffee and Tea House.

•OUR YESTERYEARS (CONT PAGE 1)•

The planes attracted national attention especially

because they were piloted by members of the 1st Pursuit Group, U. S. Army Air Corps, Selfridge Field, Mich. The planes flew as a fleet and gave exhibitions of formation flying besides carrying hundreds of passengers on pleasure flights at cities in the eastern half of the country.

The General fleet traveled 20,000 air miles and was in charge of Lieut. A. C. Lybarger and Earl Harvey. A. G. Maranville, company aeronautical engineer, is credited with development of the new tire.

Previously the largest hangars in the United States were those at Lakehurst, N. J., and at Belleville, Ill.

•ON THE LIGHTER SIDE•

TRAGEDY IN EASTERN CANADA.....

Gander, Newfoundland (CP)Canada's worst air disaster occurred early this morning....when a Cessna 152, a two-seater plane, crashed into a cemetery in eastern Newfoundland! Newfie rescue workers have recovered 826 bodies so far, and expect that number to climb as digging continues well into the early morning.....

• P L A C E S T O F L Y T O . . . •

Mackinac Island Trip - Akron Muni to Mackinac Island (MCD)

By Mooney Man Jim Gauer

This is an absolutely fabulous reason to use an airplane. A fun trip to a historic, peaceful, relaxing island state park. Mackinac Island is a truly "All Natural" theme park. The state park on the island makes up 80% of the island and is over 1800 acres of beautiful scenery. National Geographic once listed Mackinac Island as one of the 10 finest state parks in the country.

The island has a 3500-foot runway in good condition which is operated by the Mackinac Island State Park Commission. There is a small landing fee and there is no fuel and no services available at the airport. Horse drawn taxis' are available from the airport to town. We took the horse drawn taxi into town but walking would have been faster. We walked back in the evening but it is close to a 1½ mile up hill walk.

When you get to the main part of town, the first thing to do is visit the information and visitor center and then decide your mode of transportation to use to explore the island because there are no cars on the island. Your options for transportation are walking, biking, horseback riding, horse drawn taxi, horse drawn carriages. To see the island, bike rental seems to be the most widespread practice after walking. (There are about 1200 licensed rental bikes on the island)

Accommodations on the island need to be arranged ahead of time if you are staying overnight. There are over 1144 hotel rooms on the island plus numerous bed & breakfasts available. The famous Grand Hotel has 381 rooms available. The average room at the Grand Hotel is a lavish \$350.00 to \$650.00 per night. The Grand Hotel was built in 1887 and has a well-known 660' long porch that overlooks the bay. (At the Grand Hotel, they collect a fee to just walk in and look!) There is no camping on the island.

Things to do while on the island:

- P A historic visitation of Fort Mackinac. Great Historic Tour!
- P Dining at one of many fine restaurants and pubs.
- P Shopping in numerous gift & souvenir shops.
- P Golf
- P Sight seeing - many "Neat things to see and do"
- P Hiking & Biking - rental bikes are available in town at a very reasonable price. (All types of bikes) We biked the 8.2 mile perimeter of the island and had a great time. There are many off road trails that go thru the island for your biking & hiking enjoyment. Beautiful scenery!
- P Fudge - They are known for their fudge shops.
- P Carriage Tours with tour guides. (Or you can rent the carriage & horse and drive yourself)
- P Riding Horses



Flight routes depend on how much water you want to fly over. A direct route would save you considerable distance. Because I only have 1 engine and I am a poor swimmer, I went the long way via VOR's. I departed Akron and went to Waterville VOR and then to Lansing VOR and went VOR to VOR to Pellston Airport (PLN) where I fueled up for the final 19 mile trip to Mackinac Island (MCD) The total trip via VOR's was about 373 nm.

There is NO fuel at Mackinac Island and so you must plan your trip around fuel. I used Pellston Regional Airport to fuel up. From Pellston it is only 19 miles to Mackinac Island. The flight is a considerable distance for a one day flight, but it can be done. Fuel can be purchased at numerous airports if you lack the range for a non-stop flight. The terrain that I followed thru Michigan is good with adequate places to land if you had to land. I left early Sunday morning and returned late Sunday night. You would want to arrange intermediate stops on your way home if you came back at night to make sure airports are open to purchase fuel. This was a great trip!! I enjoyed it and I will do it again.

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THE FULTON FLYER

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THE FULTON

FLYER is copyrighted, other EAA Chapters may republish articles if proper credit of source and author is included with the article.

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.

• 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 24, Chili Fly in-Grove City (heard their Chili is the best)
- P May 18, Carrollton Aviation Days
- P April 7-14th, Sun N Fun in Lakeland Florida. Who is going? If you are going, post your name on the bulletin board.
- P April 13, 10Am to 2PM EAA 127 Spring Open House, Dick Harmon's Hangar, Loraine County Regional Airport (LPR), speaker Cliff Crabs, former NASA Test Pilot. Chilli provided, desserts welcome
- P 3rd to 4th 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
- P September 6-8, Indianapolis Airshow featuring the Gathering of Corsairs and Legends



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