

Plane Talk



Chapter 582 Newsletter
 28329 Lemoyne Road
 Millbury, Ohio 43447
 www.eaa582.org

January 2009
Home of the PLANE FUN Fly In



From the Prez 2
Mistakes 3
Builder's Corner 4
Aeromedical 5
The Future 5
Ask the Editor 6
Falcon Photo 7

Treasury Report

Checking Activity	Month Beginning	Month Income	Month Expenses	Month Ending
December 2008	\$10045.	\$1345.86	\$612.38	\$ 10778.*
December 2007	\$	\$	\$	\$

If you have something you would like to post in this newsletter e-mail it to; wj david582@embarqmail.com
 Please keep the subject material closely aligned with homebuilding related topics. Articles submitted will not be published until the following month. Please keep the story as brief as possible and be sure to attach jpeg photos supporting the article.

582 Board Members

- President: Bill Hirzel
- V.Pres: Mike Whitescarver
- Treasurer: Marvin Homsley
- Secretary: Denise Knotts
- Past Pres: Dan Wiese
- Builders: Tony Kirk, Mike Whitescarver
- Communications: Bill David, Tony Kirk
- Finance: Tom Lawrence, Kim Strickland
- Educational: Rick Martin, Brad Burdue
- Events: vacant
- Membership: Ron Sturgill, Tony Kirk
- Plane Fun: Dave Horvath, Dan Wiese
- Cafe` 582: Ron Smolinski, Brian MacLeod
- Hangar: Todd Deal, Joe Deaton
- Shop-Restroom: Bob Robson, Wally Rojem
- Trailer Stuff: Dave Shessler, Larry Minarik
- Meeting Rm/Library: Randy Reihing, Fred Shiple

Read the Minutes from these meetings

- January 2008 <http://tinyurl.com/2hak9y>
- February 2008 No meeting
- March 2008 <http://tinyurl.com/4ngphb>
- April 2008 No minutes
- June 2008 <http://tinyurl.com/6brf7g>
- July 2008 <http://tinyurl.com/5zmyep>
- Oct BOD 2008 <http://tinyurl.com/4lyda4>



Andy Abreu thinks this is a really, "sweet," airplane I agree. ed

From the Prez
January 2009



Welcome to Chapter 582, January 2009!

As your reelected President I believe that the members of our organization have felt that our efforts for 2008 were in line with the wishes of the majority of you. As you know, my goal has been and will continue to be, to provide a sustainable organizational structure that will serve this Chapter for years to come. As I have said in the past, if each of us commits to supporting a part of this organization it will fly forward with a minimum of control.

Your past administrations have successfully created a physical structure that will serve all members in the future. I would like to thank the 2008 Executive Committee and Board for helping to define the different organizational area of this Chapter. This Board and Committee has successfully managed a number of projects and events. The Board is made up of individuals that planned and implemented the activities of 2008, with the help of our volunteer members.

The 2008 Committee/Groups were;

Communications - Bill David (newsletter), with contributions from **Gary Swan, Brad Burdue, Joe Deaton, Kim Strickland, Randy Reihing, Bill Hayes, Mike Whitescarver and Gwen deLucero**. The other part of the Communications Committee/Group was very well handled by our web master **Tony Kirk**.

Educational Event/General Meeting - Rich Martin (Chair), with contributions from **Nick Herman, Bill David, Bernie Steinbaugh, Brad Burdue and Joe Deaton**.

The Executive Committee met on January 2, 2009, and decided the Board for 2009 will be changed to allow for the responsibilities of the Chapter assets to be managed by four different groups. As of Jan 4 and Jan 5 these groups are: Hangar and Grounds, Shop and Restroom, Meeting Room/Library, and Storage Trailers. It is my hope that the members will enlist the help of others to share that responsibility. Members of our organization have been contacted to confirm their interest to participate on the 2009 Board. The Board is made up of those members that agreed to represent the many groups that make up the Chapter. These committee/groups have been defined in Policy and Procedures. At the General Meeting on January 6, 2009, the Board discussed the coming activities for 2009. The minutes of this meeting can be viewed at a different site.

Work on the Chapter building in January 2009 was done by these members: **Larry Minarik, Bob Robison, Andy Abreu, Tom Lawrence, Rick Martin, Tom Ridge, Marvin Homsley, Fred Guy, Denny Lawrence, Jim Davis, Billy David, Curt Simoyne, Jake Deaton, Chris Weise, Mike Whitescarver, Glenn Gibbs, Stubby Dominic, Dan Weise, and Joe Deaton**. Thank you all for your help.

I am happy to announce that **Mike Whitescarver**, with the Membership Committee chaired by **Ron Sturgill**, will begin to make up a 582 Membership Kit that will be given to all members at the time of 2009 Membership renewal. Remember, it is \$30.00/yr or \$90.00 for three years. Renew now and if you choose the three year option you will be entitled to a biplane ride with the pilot of your choice. This information packet is another tool to show what your Chapter does for you.

Our new Board of Directors for Chapter 582 is as follows:

Builders: Mike Whitescarver, _____

Communications: Billy David, Tony Kirk

Finance: Tom Lawrence, Kim Strickland

Educational: Rick Martin, Brad Burdue

Events: Vacant _____

Meeting Rm/Library: Randy Reihing, Fred Shiple

Cafe` 582: Ron Smolinski, Brian Macloed

Hangar: Todd Deal, Joe Deaton

Shop/Restroom: Bob Robson, Wally Rojem

Trailer Stuff: Dave Shessler, Larry Minarik

Membership: Ron Sturgill

Plane Fun: Dave Horvath, Dan Wiese

Thank you all for stepping forward to be part of the management of our organization.

We have two new members this year: **Bernie Duvall** and **Scott Riggs**. **Bernie** has a desire to build or maybe complete the Mini Max that the Chapter now has hanging in the rafters. He is just getting used to our operation and we hope to see more of him in the future. **Scott** is a long time aviator and recently has moved in to the SA Category with his newly purchased J-3 Cub. He is the Transportation Manager for First Solar, Perrysburg. We look forward to his participation in our Chapter activities.

General Meeting is the fourth Thursday of each month.

We have chosen a first class machine shop for a warm

educational meeting for January. Bring a friend! In closing, may you have in the New Year - enough success to keep you eager; enough failure to keep you humble, enough trials to keep you strong, enough faith to banish depression, enough funds to give you comfort and enough time to enjoy your passion!

INSTRUMENT “LITE”

Joe Deaton

For some crazy reason, I have the desire to get an instrument rating. Unfortunately it takes time and dedication to get the rating, neither of which I can give the task at this time. Family duties and work, taking care of a house, yard and an airplane, being at school functions and all the other things that go along with owning a business and running a household simply doesn't leave a lot of spare time to study. When I do get a little spare time, I want to do something relaxing, and I don't think instrument training falls in that category.

I've also given serious thought to what I would do with an instrument rating. It might come in handy some day when I want to get home after a trip. I know I am extremely lucky, but in the 10 or so years I have been flying, I have yet to be held up from getting to and from my intended destination. On occasion I have watched weather patterns and have either left one day early, or maybe one day later than planned, but it's certainly never been a problem. One advantage I have as a business owner is if I get delayed even a week I'm not going to lose my job. In fact, with laptop computers, high speed internet and a cell phone, I can do 90% of the tasks I do every day at the office from a motel room. I realize that everyone doesn't have these liberties, but it works for me.

Another concern for me is currency. I'm not talking about what the FAA mandates, I'm talking real world currency. How often would I have to actually go out and fly in instrument conditions? How often would I fly an instrument flight plan if the traveling weather was VFR? Probably not often enough to be competent. I think to be a good instrument pilot, capable of flying in the soup and landing at minimums safely, you need to practice often. Nothing against my friends who have their rating, but I think people, other than professional pilots who do this type of flying every day, who fly to minimums are flying dangerously. I'm sure I'll get some negative feedback from the “old, bold” pilots, but this is my feeling on the subject, and it's my turn to talk. To be competent at something, you have to practice. To be competent at something as complex as instrument flying to minimums, you have to practice a lot. Flying instruments once every two months isn't going to cut it in my book.

What I would like to see is a new rating. Call it what you want, but I'll call it “Instrument Lite” This rating would be used to get you on top of and down through a 1000 foot or 1500 foot agl overcast ceiling. Make the rating fairly easy to get so that guys like me with little time on their hands can easily get it. Passing either up or down through a 1000 foot ceiling should be a pretty easy task for most pilots. It would save a lot of trips, and, since the pilot would be working with the controllers in an IFR type environment, safety would be enhanced. On top of this, single engine, single pilot missions under IFR light rules would also be safer. With a 1000 ft minimum ceiling you at least have some chance of getting the ship on the ground if something goes wrong, and not flying in the soup, or making approaches to minimums would certainly better your odds.

Since I don't see “Instrument Lite” becoming a reality any time soon, I will keep plugging along VFR until my schedule gives me the time to dedicate myself to the training and currency requirements. Will I miss out on some trip I could have made had I gotten the rating? Sure I will. Will I be safer staying home rather than flying on instruments with questionable currency, you bet!



Builder's Corner

Next Builder's Meeting

Visit Dick Dooleys Zenair 601 with a

folding wing project. This meeting, Feb 12, 2009 from 7pm to 9pm EST, will be held at Dick's business, APConveyor Corp, 400 S. Westwood, Toledo 43609.

Contact Tony Kirk at 419.376.4536 for more information.

SHHHHHHHH it's a Silent Auction.....

Hi Everyone,

Winter Awards Banquet, February 21, at the Carpenter's Hall. Banquet details have been forwarded to all members by Rick Martin via e-mail and are on the chapter web site,

www.eaa582.org.

Our annual winter auction has been a featured event of the Awards Banquet for at least 10 years. Chapter President Bill Hirzel and former member Don Lea organized and presented the very first chapter auction way back when Bill was President the first time with items donated by Joe Cook, and others, during an elegant banquet dinner at the former Plantation Inn, Maumee, Ohio. Over the years the auction has featured weekend vacation lodging, pilot items like headsets and working radios, hand and power tools of every kind, clothing, EAA National memberships, case lots of canned food, WWII aircraft rides, CFI instruction, hats, Mary Kay make-up, baskets, computer equipment, leather flying jackets, and many other items. There has always been something for everyone and not a single item has ever been returned to the donor or thrown out. Always a good time and for many members the opportunity to go home with a bargain. The auction, because of member's and visitor's generosity, has never had an unsuccessful year, many times contributing well beyond \$1000 to the Chapter treasury. **However**, trying to fit cocktail, dinner, member recognition, an auction, and a guest speaker into one evening has often made for a *long night*. When I was asked for my opinion regarding the auction at the January Board meeting, I suggested that after more than ten years this year might be the time to try something less time consuming. Bill asked for discussion and the Board unanimously approved moving to a silent auction. So for 2009 the auction will be a silent auction.

Each member will be issued a number upon arrival and all auction items will be on display as they usual. But, each item will have a bid sheet with it and bidders will enter whatever price they think it might be worth along with their bid number. This way we virtually eliminate the 60-90 minutes the auction normally requires. At some point during the evening the winners of each item will be announced and payment will be accepted before the item is removed from the hall.

Please consider supporting your chapter by joining the partnership of members who have actively supported and participated in past auctions. These items **may** be tax deductible.

Sincerely,

Randy Reihing 419 875-6775 (Home) 419-277-1707 (cell)

Kidney Stones

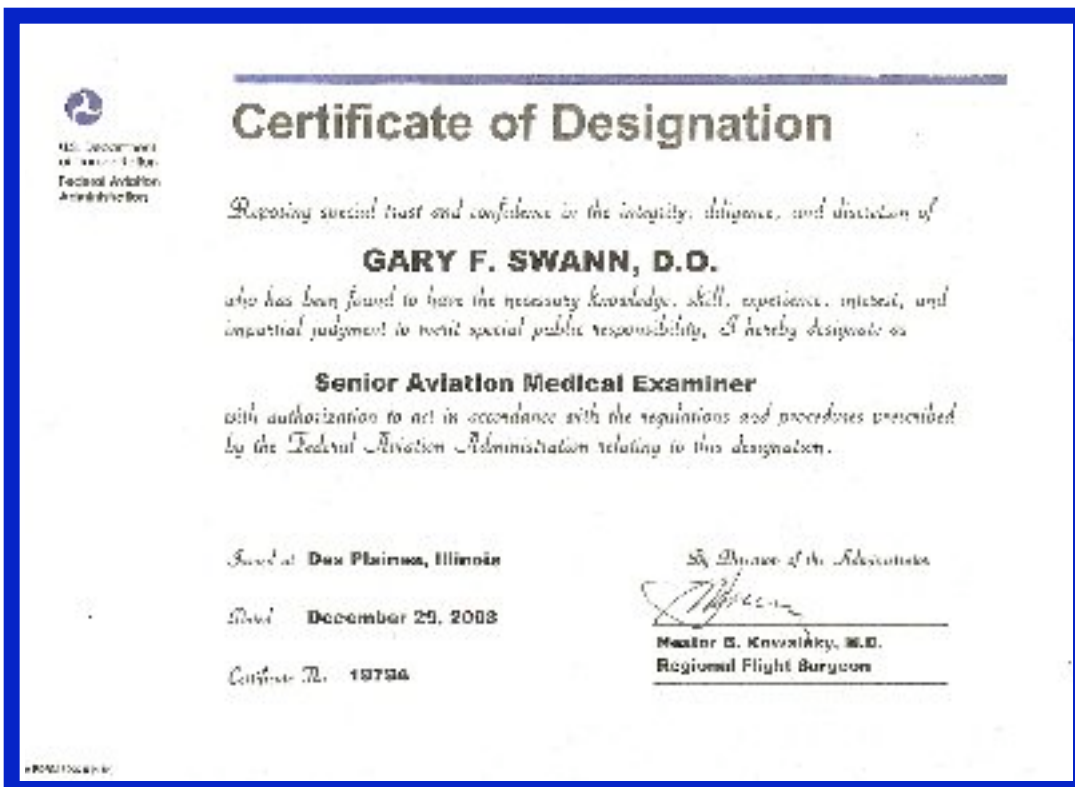
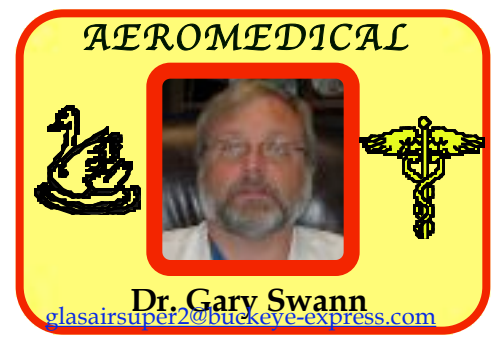
Pain due to kidney stones has been described to me as the closest to the pain of child birth that a person can experience. I have seen the toughest of individuals be reduced to a pale, sweaty, distress mass of helpless flesh with the presence of a kidney stone. Luckily I have only observed both the pain of childbirth and that of a person with a kidney stone. This issue with the FAA, kidney stones and flying is to attempt to determine the likelihood of sudden reoccurrence that would compromise air safety to the pilot and others. Kidney stones are in the top 3 areas of air safety potential problems for airman behind #1 cardiovascular and #2 eye/vision. As an AME I can't imagine much in the actual physical exam that would be of much benefit to predict a kidney stone given that the urine test in our office is the only kidney urine test. I use a test that checks for 12 different parameters good for urine screening but questionable for predicting a "new event" that would incapacitate a pilot or distract from pilot performance. Probably of more benefit is the medical history of the airman and his family history to suggest investigation studies for kidney stones / renal disease.

Kidney stones result from small hard deposits of mineral / acid salts inside the urinary tract that become concentrated causing crystallization. The most common stones are calcium and with their passing causes excruciating pain. The pain occurs in the flanks (sides) and back just below the ribs and radiates to the lower abdomen / groin area. As pain worsens, nausea, vomiting, and sweating commonly occurs. As the stone moves from the kidney into the ureters (tube between kidneys / bladder) the above symptoms begin and blood in the urine, foul smelling urine, fever / chills present with the possible urge but inability to urinate. It is not hard to imagine the difficulty these symptoms could cause on a nice Saturday morning at 2500 feet enroute to the fly in breakfast or on final approach while trying to concentrate on that cross wind correction needed in order not to scratch the paint on the aircraft.

There are several factors associated with the occurrence of kidney stones. Inadequate fluid intake / dehydration causes concentration of urine and mineral salts. A positive personal or family history increases the risk of occurrence and men between the age of 20 - 70 years old are at higher risk. Women seem to be adversely affected more when obesity is coexistent. High protein diets, diets high in sodium also increase the risk as does gastric by pass surgery or inflammatory bowel disease which affects absorption of calcium and increases calcium excretion in the urine forming stones. A sedentary, limited activity life style is suspected of causing bone release of calcium again with increase excretion in the urine. Finally a history of hypertension doubles the risk of forming kidney stones.

Testing involved for kidney stones always begins with the simple urinalysis done detecting the presence of blood / infection / crystals etc. The older KUB (abdominal xray) can see most stones, evaluate their size and position but the CT scan has become the standard of care and more accurate. Ultrasound of the kidneys / ureters also used but can miss smaller stones esp if they are in the urethra or bladder. IVP (xray with contrast dye) is still useful defining the degree if any of the blockage but again has been replaced many times by the CT scan. The highest risk comes if large stones are in the collecting system of the kidney with potential for out flow urine blockage causing kidney damage.

With airman medical certification, a history of a solitary kidney stone, not in the collecting system of the kidney, that has passed and with proof there are no retained stones the airman can be given the medical at his exam. Appropriate documentation with a normal work up and testing / statement from the treating physician will be sent to Oklahoma City. Airmen with ureteral or vesicle stone with a ureteral stent is acceptable if the stent is functioning without problems. If there has been multiple episodes of kidney stones or if there are retained stones - Special Issuance will be required after medical records with test results and report from the treating physician are reviewed in Oklahoma City.



Congratulations are in order for a fellow chapter member and frequent contributor to the NL. Dr. Gary Swann has achieved the highest level of authorization for issuing airman medical certificates. Senior Aviation Medical Examiner gives him the authority to grant all classes of medical certificates, including the First Class. This is the level that an airline pilot must be able to pass in order to fly the big iron. Next time you need a physical, you might want to look him up. Nice job Gary! ed

Pinch Hitter

This month I am pinch hitting for our newsletter editor. Bill David, better known to everyone as "Billy", is off flying airliners full of unsuspecting passengers around the country this week, and next week he starts training to fly a new airliner. That's right folks, pilot extraordinaire Bill David is going back to school to learn how to fly an airplane! I guess this proves you are never too old, and never too experienced to learn something new.

Last summer Bill learned to fly gliders. Not only did he get his glider rating, but he also became an instructor. That's an interesting fact on its own, but it's not what I found the most interesting about his accomplishment. What I found most interesting was talking to him before his check ride for the rating. I found it interesting that he had the same nervous tension that everyone gets when going for a check ride. He had "checkrideitis". Twenty five thousand hours in more airplanes than you can imagine, has flown jets, warbirds, tail draggers, ultra lights, 747's...and he still gets nervous about the check ride. I find it funny because anyone who has taken a check ride knows it's really not that awful. In fact, if you go in with the right attitude, it's a learning experience. Of course you will come across the occasional examiner that's not, let's say, the friendliest guy you have ever met. But in my experience, with three check rides to my credit, most are nice people that really, truly want you to walk away with your certificate in hand.

I guess my job this month as pinch hitter is to try to relate Billy's rather unique ideas to our members. That may be a tough one. Billy and I are the best of friends, but we don't always see eye to eye when it comes to politics and life in general. They say opposites attract. I guess that's true.

One thing we do agree on concerns his article last month. As he will do, Billy discussed the NPRM in his usual unorthodox way. I gotta say after reading last month's article, I needed a Valium to recover. But the point was made and well taken. I don't want to dwell on this, but think of the consequences if this NPRM comes to pass. One area I can think of without even straining my brain is our friends up North, the Yankee Air Force. Obviously a B-17 is over 12,500lbs. Most B-17's, B-25's and C-47's I know of are funded by the rides they sell. Should this NPRM come to pass, it will be next to impossible for these operations to make money as they are now. You don't have to think very hard to see how this will affect many, many operations. If you only fly Cessna 172's or heaven forbid an RV, you might think this PRM won't effect you. I'm here to tell you, you are wrong. It won't effect you right away, but it will in the near future. Once they have all airplanes 12,500lbs and over under total government control, who do you think is next in line? You got it, 12,500lbs and under. You don't have to look very far back in history to know that if you give an inch on this issue, our government will take a mile.

If you're like most people you're sitting there reading this and saying "what am I supposed to do about it?" Well, I'm going to tell you. Pick up any aviation publication, Flying, AOPA, or one of the many EAA publications. Look through the pages until you find the article about this NPRM. Then read on and it will tell you who to contact, who to write the letter to, or where to send the e-mail to.

The only way to beat this is in sheer numbers. If enough constituents complain about it, the politicians will take notice. They want our support and our vote.

Whew, enough about that. Take another Valium and read on!

Have you stopped by the hangar lately? There's a lot going on there. Man I get tired of praising Dan Wiese all the time, but what's a guy to do. With help from Rick Martin the water line is now run into the hangar, and the sewer line is now run to the sewer. We're closer to real live bathrooms than ever before.

A whole gang of members showed up on Saturday and Sunday to build walls in the shop and bathroom areas. Marv Homsley, Tom and Denny Lawrence, Tom Ridge, Bob Robson, Larry Minarik, Jim Davis, Glen Gibbs, and a host of others came out to put up studs, hang drywall, and install hooks to hang out barrel train on the wall. Well, I needed to do my part so I sent an electrician out to rough in the electrical so the guys can continue on with wallboard. The design is great, the workmanship impeccable, and the whole place is really starting to take shape. I'm estimating that by the time Plane Fun comes around we'll have an almost completed facility for everyone to show off and enjoy!

While all of this work was going on, President Bill was schmoozing a prospective new member, Scott Riggs. Bill and Scott stopped in the hangar while all of the work was going on. Our new member was really impressed with the hangar, and even more impressed with all of the action going on. Oh, and did I mention that he has a beautiful Piper Cub? It's a fine ship and it's based right here at Metcalf.

Hasn't the weather been nice lately? You're correct, it hasn't. I hope everyone is taking all of the normal winter flying precautions before launching. Ice, snow and frost have a way of making airplanes not want to fly very well. Oil needs to be warmed up, engines seem to take forever to come up to temperature, and most airplane heaters are not that great. Almost seems like too much trouble just to go out and bore holes in the sky, doesn't it? Well, maybe for you, but not for me. There is something about flying in the winter that I like. I like looking down on the snow covered landscape. I also like how my airplanes performance in the cool crisp air. When the sun does shine, the visibility can be outstanding this time of year. Just take the time, even when you're freezing your buns off, to make sure your airplane is ready to fly. It's much better to take the time to find a problem on the ground than to have it turn into an emergency in the air.

Last but not least, our new officers are now in charge. Bill remains as President, Mike Whitescarver is now VP, Marv Homsley is now treasurer, and Denise Knotts has taken the secretary position. I think this will be a great team. Some new blood and fresh ideas are sure to come. I'm very pleased to see more and more members are stepping up to the plate, and I'm sure a good team will surface.

Plane Fun is already in the planning stages. Dave Horvath and Dan Wiese (Dan again??) are running the show this year and some very new, and very cool ideas are being tossed around. This years fly in will be very innovative and if I can go this far, very, very cool! I believe the new concept is one of the most fresh and innovative ideas I've heard in a long time. It will surly be copied by a lot of other chapter. I'm sure Dave and Dan will soon be scheduling planning meetings. Please come to the meetings and hear about the plans.

That's all I have this month. I may be tapped to write the editorial next month due to Billy's schedule. I keep telling him that flying is supposed to be fun and not a job, but he's gotten the idea that a person can make a living by flying airplanes. Once he gets done screwing around with his job, he'll get back to the important things like writing for the newsletter. This will give him two months to come up with new material for his editorial. I expect his next writing to be, well, let's call it spirited! ...Joe Deaton



E-mail in your questions or comments
wj david582@embarqmail.com

This is the kind of airplane your editor will be getting a type rating in, an EU-190



EAA Chapter 582 Awards Banquet

presenting

MARTHA LUNKEN

Join EAA Chapter 582 members for the chapters annual banquet and awards program, silent auction and fun filled presentation by *FLYING* magazines newest author, **Martha Lunken**. Martha will be sharing stories about her escapades as an "Agent" for the FAA. Listen as she thrills us with action packed tales sprinkled with adventure, spiked with glamour, and filled with excitement around every corner!



Join us beginning at 6:00 PM on February 21st for

**Cocktails and Silent Auction
Catered Dinner with cash bar
Chapter Awards Program
Presentation by Martha Lunken**

**Carpenters Union Lake View Banquet Facility
9278 E. Arena Dr., Rossford, Ohio
near the I-75 & 795 Interchange**

Reservation deadline is Wednesday February 11, 2009. Checks to made payable to EAA 582.

Donations needed for silent auction. Dig into your stash of airplane items and memorabilia, artwork, headsets, books, or any items you think someone would like and donate these new or gently used items for the auction. 100% of fund go directly to fund chapter programs. Notify **Randy Reihing** at **rreihing@eng.utoledo.edu** or **419-875-6775** if you will be donating items.

Yes, I/we will be attending the 582 Awards Banquet. Please make a reservation(s) for:

_____ Number attending at \$20 per person Total amount enclosed _____

MAKE CHECK PAYABLE TO EAA CHAPTER 582 AND MAIL TO:

**Marvin Homsley
2835 Long View Dr.
Maumee, Oh 43537**

RESERVATION DEADLINE WEDNESDAY, February 11, 2009

Please cut this form off and mail with your reservation and check. THANK YOU



The 582 Editor
William J. David
20526 Caris Road
Bowling Green, Ohio 43402

Annual Awards Ceremony, **Saturday, February 21st**, at the Carpenter's Union Hall, 9278 East Arena Drive, Rossford. Cocktails at 6:00 pm

EAA 582
PROGRAM MEETING
January 22, 2009
6:45 pm

NORTHWOOD INDUSTRIES
7650 Ponderosa Rd
Perrysburg, OH 43551

EAA Chapter 582 Officers

President	Bill Hirzel	419-666-9029
Vice-President	Mike Whitescarver	419-893-5223
Treasurer	Marv Homsley	419-868-7956
Secretary	Denise Knotts	419-376-7100

EAA Chapter 582 meets the 4th Thursday of each month at a designated location. For information, contact the listed chapter member or view the web site at www.eaa.582.org.

Plane Talk is published monthly and is intended for Members Only. The newsletters contain ideas and data from various sources. Technical material is for reference and educational purposes only. It's use is not recommended by the Experimental aircraft Association (EAA) Chapter 582 nor by the EAA 582 Newsletter editor, nor by any member of EAA Chapter 582. EAA Chapter 582 does not sanction, nor does it accept responsibility for participation by any member or other reader, at any fly-ins, gathering or events that may be mentioned herein.

The newsletter of EAA Chapter 582 is published only to provide a common means of communication among builders owners, restorers, and historians of aircraft.