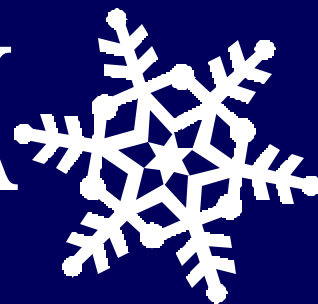




EAA CHAPTER 582
TOLEDO, OH

PLANE TALK



VOLUME 06, ISSUE 01

JANUARY 2006

SPECIAL POINTS OF INTEREST:

- New source of weather information...
- PAY YOUR DUES!
- Why you should see in color...
- Common courtesy...
- Free hotdogs and much more!

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President's Corner with Joe Deaton



Welcome to 2006! I hope everyone is well following the Holidays.

I would like to thank everyone for electing me your president for 2006. I hope I can live up to the great work done by past presidents like Larry Kisor, Ron Sturgill, Lonnie Prince, Ron Smolinski, Brian MacLeod, Bill Hirzel, and others. These are big shoes to fill and I hope I am up to the task.

2006 should be an exciting year for the chapter. We will soon occupy our new hangar. This facility only became a reality because of members like Luther Piel, Tom Quetschke, Tom Walsh, Tom Ridge, Tom Swigart, Barry and Denise Knotts, Fred Shiple, Chuck Shapler, Jerry Deaton, Bill Hirzel, Jim Lenardson, and others who made generous donations to the project.

Others, like Bob Robson, Dan Weise, Bob Gere, Kendyl Peters, Glen Gibbs, John Schramm, and others gave their valuable time to erect the building, make the phone calls, acquire the permits, and all of the other work associated with building construction. I was very happy to see so many members participate in the construction process. It sure made the whole process fun and exciting!

This is a great facility for the chapter! Grand opening will be this spring. Keep an eye out for a grand opening party which will be announced in the newsletter, and on the website.

We will be holding our annual awards banquet at Somerset Hall on Laskey Rd. February 25th.

New member Kahlil Lee Aliakbar graciously donated the hall at no cost to the chapter. We are looking for items for this year's auction. Look through your drawers, garages, toolboxes, and libraries for items that you don't use any more, or that you may want to donate. Don't forget the ladies when donating items for the auction, they will be bidding too. Along with our beautiful new hangar comes the monthly bills to keep it up and running. Proceeds from the auction will certainly help.

Congratulations are in order for Gene Swartz who on December 24th flew his beautiful Titan Mustang after over two years of building. The flight went off without a hitch! I was happy to be present to congratulate Gene and his fantastic accomplishment.

During 2005, many of the club events were put on hold while we erected our new building. In 2006, we plan to revive these programs and to hopefully implement more. I would like to see more chapter fly outs, a poker run, the fall picnic and bon fire, and other events brought back to life. After all, we became members of this group for fun!

Speaking of events, our annual Plane Fun Fly in is coming fast. Now is the time to start working in this event. This year's event will be run by the chapter board of directors, rather than putting this entire event on one person's shoulders. The many tasks will be divided among the BOD members, and they will be

contacting the membership for help. Please consider helping out with this year's event. Plane Fun profits will go to supporting our new facility and the events we all enjoy each year. I hope that by dividing the workload, no one person will have to contribute too much of their time to get the work done. If this idea works, it should make the event enjoyable for everyone.

I'd like to ask the membership to please get your dues in. As of our last Board of Directors meeting, less than half of the membership had paid their dues. This money is important to the chapter to get the newsletter printed and mailed, to pay for the events we enjoy, and to support the new chapter hangar.

Our January membership meeting will be held on Wednesday the 25th at the Toledo Public Schools Aviation center. There will be an FAA wings Program that night about maintenance of older aircraft. We will have a short membership meeting following the Wings program. Chapter 582 will also be selling snacks and refreshments throughout the meeting. This should be a fun and interesting evening for all.

Fly Safe!

Ernie Hall Pioneer Aviator *By Tom Walsh*



Ernie Hall, 1917,
Conneaut Lake, PA.

*"listen you
young peckaroo,
if you had any
brains you'd..."*

Strobel Airship over
Canada in 1909



In Northeast Ohio were I grew up any mention of flying, or learning to fly, usually lead to talk of Ernest "Ernie" Craft Hall, a well known pioneer aviator. My first airplane ride was at age 5 with Ernie in a Fairchild. I was fortunate to be one of Ernie's students, and an all round Halls Airport bum. I worked for Ernie part time, caring for the planes, mowing the runways, and doing other odd jobs. My first solo and primary training was in one of Ernie's classic yellow 1946 J-3 Cubs. It was a great time with a funny, very smart, eccentric, and very interesting guy. In all the time I worked for, and learned from Ernie, I was usually referred to by him as "hey you young peckaroo", not the worst name I've been called. Ernie had a lot of interests, but airplanes, women, and fast cars topped the list, in that order. Ernie was a colorful guy, who was full of fun. I recall his teasing me about another student, a nurse for Trumbull Memorial Hospital, saying to me "listen you young peckaroo, if you had any brains you'd hook up with that nurse and go lay some pipe." "Lay some pipe" was a favorite Hallism. Ernie's favorite joke consists

a red leather bound book the sat on his desk bearing a cover engraved in gold letters; "All I Know About Women by E. C. Hall". Inside the book had about 200 blank pages. Hanging around that Howland, Ohio grass airfield on summer evenings, listening to Ernie's mainly true stories, and flying

that old Cub are some of my most pleasant memories.

Ernie was born in Warren, Ohio on October 31, 1890. His family ran a long standing Warren music store. Ernie said he was "born with the desire to fly", was obsessed with flying, and model glider construction from a very young age. Ernie's first large glider manned was built at age 16 in 1906 in a carriage house behind the Hall's Music store. Ernie built multiple gliders from 1906 to 1909 with progress achieved by the trial and error method. Warren, Ohio offer little in the way of steep hills for gliding, despite this Ernie was able to acquire significant piloting experience similar to the Wright brothers experience prior to 1903.

In 1908 at age 17 Ernie got his first job as a professional aviator piloting a Santos-Dumont style Strobel airship. Stanley Vaughn, then a manager of an Aerial Exhibition Co., which operated a small gasoline engine powered gas filled airship, was badly in need of someone to fly his airship. Ernie had heard that the former pilot had quit due to some disagreement during a show in nearby Niles, Ohio (my home town). Ernie promptly applied for and got the job of piloting the airship. It can only be presumed that all went well as the recorded account made no mention of any difficulties. Stanley Vaughn later became known as an accomplished aviator and widely recognized aircraft manufacturing executive with the Taylorcraft Airplane Co. of Alliance, Ohio.

During the period following the Wright Brothers, Ernie was most influenced by the work of Frenchman Louis Bleriot. Bleriot's historical flight on July 4, 1909 was recognized as the first international flight, traveling a distance of 25 miles from France to England, crossing the English Channel. This particular plane was identified as his Model XI, which became quite popular, with plans and some parts for this aircraft available from the American Aeroplane Supply House, Garden City, Long Island, New York.

The first heavier-than-air type aeroplane flight which Ernie Hall made where in his homebuilt modified Bleriot on Aug. 30, 1911. This successful flight took place at the Turner Farm near Leavittsburg, Ohio. The newspaper accounts disclose that Hall probably started to build his first plane in 1909 completing it prior to August of 1911. Ernie once told me the most valuable part was the Wright style propeller he stored under his bed wrapped in protective blankets. These accounts make mention of some early difficulties requiring redesigning and rebuilding. Ernie's only description to me of the flights was of "busting her up, and hauling it back to fix it". Ernie's Bleriot is now displayed in the Air Force Museum in Dayton.

In 1913 when he got his first job as a flying instructor with the Curtiss Exhibition Co. at Newport News, Va. His flight class consisted of men from the National Guard. Late in

From The WWW *By: Tom Swigart*

New for 2006, this section of PLANE TALK is

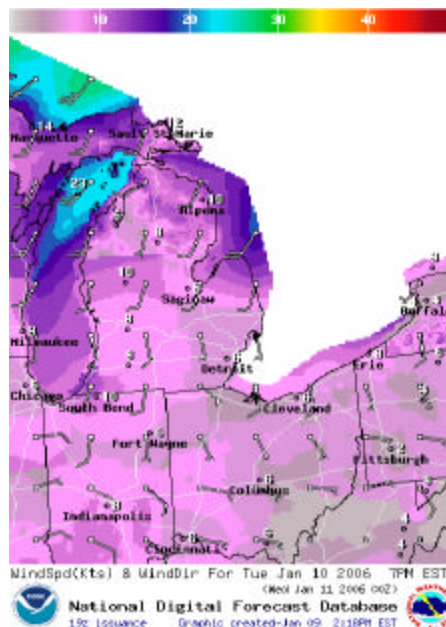
dedicated to aviation related things found on the internet. Each month you will find something new to look up, download, or help in general related to aviation. At the top of each article, a link will be presented in bold so that you can go see it for yourself on the World Wide Web!

What we have this month is a link to the National Weather Service. For those who don't know, there is an awesome tool available

<http://www.weather.gov/forecasts/graphical>

on this site which presents forecasts in easy to interpret graphical pictures like the one on the right (wind speed and direction). If you haven't tried this out yet, I strongly urge you to go to the link above and try it before your next flight.

If there's something from the WWW that you think we should know about, submit it!



'Ernie Hall' Continued...

1914 Ernie Hall acquired a Wright Flying-boat designated as a Model G, No. 2 (this is displayed in the Neil Armstrong Museum in Wapakoneta), and established his first flying school at Conneaut Lake, Pa.

This school operated until 1917, when, with U.S. entry into WW1, Ernie attempted to enlist in the Air Service. Due to his poor eyesight, in the opinion of the Army Medics, he could not meet their standards. This did not totally discourage him as he learned that civilian instructors were needed. Hall went to the McCook Field (now Wright-Patterson AFB) in Dayton, and became a civilian instructor for the Aviation Section of the Army Signal Corps. Before long it was evident that his ability to instruct was of an exceptionally high quality. Soon he was designated as their Chief Civilian Flight Instructor at a yearly salary of \$10,000. In a short time he was transferred to Call Field at Wichita Falls, Texas, one of several military fields in Texas. The aircraft

used for training were the Curtiss JN4's.

His first job was to train the officers who would become instructors, as experienced instructors were in woefully short supply. Due to Ernie's experience he was later tasked with mainly evaluations, and tutoring student aviators with problems. He trained nearly 500 WWI aviators including Generals Albert Price and Jimmie Doolittle.

Ernie continued as the "Chief Civilian Instructor" for the air corps until returning to Warren, Ohio from Texas in 1920.

Ernie resumed operating his flight school in Warren using war surplus Curtiss OX-5 power JN-4 "Jenny's". As the city of Warren grew the site of the field was moved on several occasions until in 1928 operations began in its final location on Niles-Cortland road in Howland, Ohio, about 3 mile from the current Youngstown-Warren Regional Airport (KYNG). JN4 "Jenny's" and JN-1 standard biplanes were largely the main aircraft up until the mid-1930. On the JN-1's Ernie replaced the 90 h.p. OX-5 engine with a 180 horsepower Hispano-Suiza engine. Examples of the JN-1's

owned by Ernie can be seen in both the Air Force and Henry Ford Museum.

Later, he used a Bird Biplane powered by a Milwaukee Tank engine (an updated Curtiss OX-5 engine). Training costs were less than with the Standard. By the late 1930's Piper Cubs powered by 65 horsepower engines were used for instruction.

Ernie left Warren in 1936 to take the post of Director of the Bureau of Aeronautics for the State of Ohio. His background and vast knowledge on aviation would prove invaluable to the promotion and helping Ohio to build its rapidly growing aviation infrastructure. This occurred during the administration of Martin L. Davey, Governor, 1936 - 1939. Ernie flew a Waco Cabin Model plane, provided by the state, to perform his duties.

After returning to Northeast Ohio Ernie resumed operating Hall's Flying School until midway through World War II when virtually all general aviation activity stopped.

After the war flight instruction continued at Hall's Flying School nearly until Ernie's death, at age 82, on December 5, 1972.

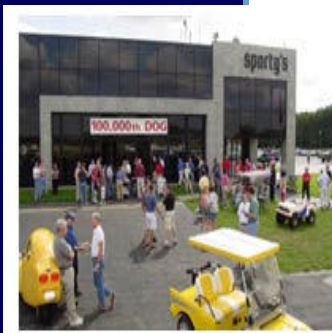
"After returning to Northeast Ohio Ernie resumed operating Hall's Flying School until midway through World War II when virtually all general aviation activity stopped."



Hall's Wright designed flying boat

Destinations

Submitted by Joe Deaton



Sporty's sports Free Hotdogs at their weekly fly-ins.

"The Tri-State Warbird Museum features a P-51 Mustang, an AT6, TBM Avenger, B-25 Mitchell, FG-1D Corsair, and a Boeing Stearman."

Are you in the need for a new flight bag, or maybe you want to check out that new portable GPS you have been reading about? Maybe you're hungry and have the urge to fly.

Maybe you would like to check out new airplanes, or old airplanes in a nice new museum.

Or, you would like to get a price on that new leather interior for your airplane.

If you're looking for a place for a day trip, check out Clermont County airport in Batavia, Ohio.

As we all know, Sportys Pilot Shop is located in Batavia. I like visiting Sporty's because when I buy something like a flight bag or GPS, I like to hold it in my hand and look it over to see if it's really what I want before buying. Sporty's Pilot Shop is by far the most complete pilot store in the world. If you want it, they have it!

Sporty's isn't just a pilot's

store, though. They also have items for the home, garage, yard, and a special catalog called Sporty's Men's Collection featuring items from shaving kits to leather luggage.

Also on the field is Air Mod Inc, and Cincinnati avionics where you can check out the latest in aircraft interiors and electronics. If you've never seen one of Air Mod's interiors, they are simply the best. They have been features in many of the AOPA Sweepstakes aircraft throughout the years. Check them out at www.airmod.com.

Across the runway from Sporty's is a new Ohio aircraft Museum. The Tri State Warbird museum features a P-51 Mustang, An AT6, TBM Avenger, B-25 Mitchell, FG-1D Corsair, and a Boeing Stearman.

I know the museums president, Paul Redlich, from his old business rebuilding, repairing and restoring AT-6 trainers. He did a lot of work on my

fathers AT-6, and I can tell you from experience, he is a master restorer. Paul is a nice guy that loves to talk about airplanes, and he was always available when we had a question.

You can check out the museum at www.tri-statewarbirdmuseum.org.

After shopping at Sporty's, looking at electronics and interiors, and checking out the warbirds, you can head back to Sporty's for one of their famous free hot dogs.

That should hold off the hunger until you return home in time for dinner.

Clermont County is a great place for a day trip on one of those nice days when you want to fly, but you want to do something more than just fly around the patch.

Clermont County airport (I69) is located just east of Cincinnati.



Hall's homebuilt Bleriot at the Wright Patterson AF Museum

'Ernie Hall' Continued from page 3..

Ernie was widely recognized as a pioneer aviator. In 1961 the congressional record sites his 50 yrs. as a professional aviator, an unmatched record at the time. He recorded of over 17,000 flying hours of flying, was a member of the Early Birds, an organization of flyers who flew solo prior to Dec. 17, 1916, and was honored by Capital Airlines (later to merge into United Airline) as a "Honorary Commander of the Fleet" for his work with

them during that companies first years. Ernie is the only civilian member of the "Order of Daedalians", a select group of early military pilots. Hall was named "Mr. OX-5 of 1958," the No. 1 spot in an organization of pilots who had flown airplanes powered with Curtiss OX-5 engines, built during World War I.

It's a real honor to have been taught by Ernie Hall. He provided a link for me to his friends, and contemporaries

with whom he helped American aviation. One of my most precious possessions is the medical certificate he signed the day of my first solo in one of his 1946 J-3's.

I'd like to thank Don Gray of EAA "Ernie Hall" Chapter 117 of Warren, Ohio for help in obtaining information. He provided a biography of Ernie written by Roy Williams in the mid-1980's. Mr. Williams was one of Ernie's former student and ran the flying school and airport for Ernie during his absence while Ohio Director of Aeronautics.

- T.W.

Out of The Way

Submitted by *Bill David*



Where do you do your run up? One answer is where everybody else does which is on the closed east west runway west of the main hangars at TDZ. But what about RSW or 01G? A better answer is into the wind and out of the way. That applies to all airports. Emphasis is on out of the way.

Into the wind. We all have heard that you should do your run up into the wind in order to have better airflow over the engine so it doesn't overheat. I suppose it's a throwback to the early days of aviation. Anybody ever have their engine overheat on the ground? If it does overheat on the ground something is wrong and it should be addressed. Besides, what if there is no wind on a hot summer day? Does that mean you can't do a run up? Isn't one of the reasons of the run up to warm up the engine?

Did I say not to point into the wind? No I just said I don't think it has a measurable effect on an engine that is already been warmed up and is not necessary if it's cold out anyway. Maybe on a real hot summer day, but run up procedures, i.e. how long does it take you to do your run up, will have a much greater effect on engine heat.

Out of the way. Now this one we can spend some time talking about. Nothing worse than waiting in a jet while some knuckle head does his run up on the parallel connector at the departure end of the active runway. Jets burn lots of fuel while on the ground so its more than irritating. My airplane burns ounces of fuel on the ground but it's still irritating. Why does this peeve me? Because its not necessary at this airport or any other. Lets start from the beginning, you're at the airport, it doesn't matter which airport, and you paid your bill and you're walking out to your airplane. Open your eyes and look around. Which way is the wind blowing? Is there any traffic? Where should I do my run up? You should have these

questions answered long before you reach the cockpit. Side bar; it doesn't matter what everybody else is doing, we will do what's best as far as active runway for our skill level and aircraft type. It doesn't matter what they say on the unicom either. Now we taxi out to the run up area. Where should it be? Most airports have a "pad", or "block" for aircraft to pull over and let others by. Most excellent place even if you cant point into the wind. If there is no place like that, (like Metcalf), Step 1, find a place that allows you to park the aircraft in a way that others can pass. It's there, you just have to look for it. Step 2, and this is a most important

His jet blast was blowing over a nearby taxi way and another guy in a Baron taxied through it. The Baron flipped over,

A few years ago a guy in a Boeing 747 was doing what they call a static engine run up at Chicago O'Hare. His jet blast was blowing over a nearby taxi way and another guy in a Baron taxied through it. The Baron flipped over, caught on fire, and the pilot burned to death. The operator of the 747 was found at fault for the accident. Now your prop blast hopefully won't kill anybody, but you should be aware that you kick up a lot of debris when your engine is revving. Don't let it blow across a taxiway. Or into a hangar. Use your head. Its just as easy to park so as not to blow people away as it is to blow them away!

One more thing. After you have done a run up and performed all your check lists, the airplane is ready to go. You should be too. Then you taxi from the run up area to the taxiway for departure and for some reason stop on the end connector 90 degrees to the runway. This is a bad

thing. Like I said you should be ready to go, but almost everybody stops. Now I don't mean to profile, but I call this the private pilot stop. I think it must be for a last minute prayer before departing. Here's what it does do. It sends a signal. An ambiguous signal. Any non radio airplane in the pattern will be wondering what your next move is. Your visibility is reduced, especially in a high winger. Even radio equipped airplanes can misinterpret your next move, due to their own complacency and reliance on poor radio procedures.

When you get to the end of the runway, take off. Don't have your head down (or should I say up your.. never mind), fiddling with some map or check list. This reduces your situational awareness when you need it to be cranked up full blast. By the way, this will have no effect on traffic flow. You don't follow this technique to improve the flow.

If you do have to stop for some reason, do it on the parallel facing *toward incoming traffic*. Do what you forgot to do or troubleshoot the problem. If it unfolds that you need to, " return to the gate" for some mechanical problem, don't turn around and taxi back on the taxiway. Somebody may come at you on the same taxiway and then you have a L.J. or (log jam). Note; also see CF. What you need to do is pull out on the runway and taxi down it until you can clear with the normal flow of traffic.

What ever you do don't get in a hurry. If it turns out you are stuck or need to go back and it inconveniences somebody behind you, don't let that influence your operation. He'll get his chance in the frying pan sooner or latter.

P.S. the worst place to learn how to fly is in the cockpit of a flying airplane

JANUARY FUNNY



During the heat of the space race in the 1960s, the U.S. National Aeronautics and Space Administration decided it needed a ball point pen to write with in the zero gravity confines of its space capsules. After considerable research and development, the Astronaut Pen was developed at a cost of about US \$1 million. The pen worked and also enjoyed some modest success as a novelty item back here on earth.

The Soviet Union, faced with the same problem, used a pencil.

downhill in your car, you check the dash for the Attitude Indicator.

You know you are a pilot when...

1. You turn on your car radio and expect to hear the ATIS.
2. Before you start your car, you reach for your checklist.
3. When you start going

4. When the road is long and straight, you are tempted to drive the centerline.

5. When your normal talking voice starts sounding like an air traffic controller.

6. When you start looking for the lean knob on your car's instrument panel.

Open up for the airplane!

Do some people act confused when you shout "Clear!"???

It happens a lot to this guy... >>>>



Would this qualify for the Sport-Pilot Category? >>>>



Ancient Aviation Wisdom of the Month

Cleave to Thy Checklist, for Lo Cruel Vengeance Lurks Forgotten

EVENTS ON THE HORIZON

- } January 10- 6:30pm EAA 582 Board of Directors Meeting at the Lake Township hall. 27975 Cummings Rd., Millbury, OH 43447.
- } January 25- 7:00pm Chapter Members Meeting/FAA Aviation Safety Education Seminar hosted by the TPS Aviation Center at Toledo Express Airport. Food and Refreshments will be available for purchase.
- } February 1- 7:00-9:00pm Builders Visit with Bill Hirzel and his N3N restoration. 5423 Ayers Rd. Walbridge, OH 43465
- } February 25- Annual EAA 582 Awards Banquet to be held at the Sommerset Hall at 2458 Tremainsville Rd., Toledo, OH (see website for details)
- } Every Saturday Morning- Come out and help us finish our new hangar at KTDZ!

JANUARY 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 BDay- Richard Ford	4	5	6	7 KTDZ
8	9	10 BOD Meeting	11	12	13	14 KTDZ
15 BDay- Dave Gray	16 BDay- Wesley Delong	17 BDay- John Kuyoth	18 BDay- Howard Orban	19	20	21 KTDZ
22 BDay- Lonnie Prince	23	24	25 Members Meeting	26	27	28 KTDZ
29	30	31				Get the picture?

"Aviation Safety Education Seminar"

Topic: Maintaining Aging Aircraft
 On January 25, 2006 at 7:00 PM
 Location:
 Toledo Aviation Center
 11791 West Airport Service Rd.
 Swanton, OH 43558

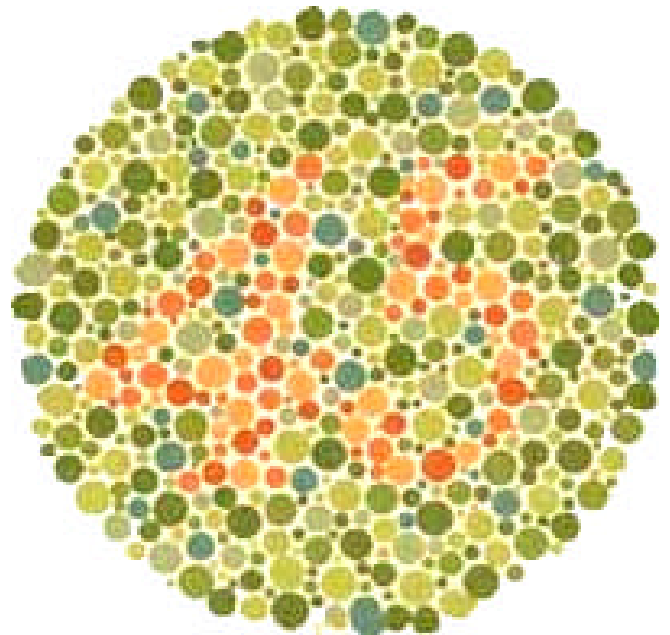


Seeing In Color

Submitted by Tom Swigart

There's more to the newsletter every month than just pictures and print coming to you printed on paper in Black and White. Look at the object to the right... What do you see? If you got this newsletter in the mail, you probably just see a circle made of smaller circles. But if you are reading this on your computer, you are seeing a bigger picture.

I have an ulterior motive with this demonstration. Before you get angry however, hear me out. When you receive your EAA582 Newsletter via email, you not only get the full color version, but you save your chapter valuable dollars that can be used elsewhere. Dollars that can be used to heat your new hangar, or ... TO BE CONTINUED...



You see (or don't you?), the object on the right contains a hidden message, but the only way you can see it is if you are reading this newsletter in full color.

See what you've been missing!
 Go to
www.eaa582.org

