

# TAILWINDS



**EAA CHAPTER  
974  
NEWSLETTER  
OCTOBER 2016**



Butler County Regional Airport  
Hamilton, Ohio



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# OCTOBER 2016 MEETING HIGHLIGHTS

Our guest speaker for the October meeting was Danny Mortensen. He shared with us his experiences as an air traffic controller and race pilot. Dan started his career as an air traffic controller in Northern California 1973 through 1981 at San Jose, Sacramento and Stockton, then moved south to Bakersfield and Edwards AFB. This overlapped with his air racing career flying a Smith Miniplane, Mong Sport and the Rutan Amsoil Racer from 1971 through 1990. Dan entertained and educated us with many amusing and hair-raising experiences from air traffic control and racing. He has also served as Master of Ceremonies at Oshkosh.

Dan is currently based at Gene Snyder Airport at Falmouth, Kentucky where he keeps a 1940 Cabin Waco VKS-7. Chapter 974 thanks Danny Mortensen for sharing his experiences with us in an entertaining and informative program!

All Photos: ed.



# HOWARD AND LINDA PLEVYAK'S BIG HANGAR PARTY

September 23 was a big night at Howard Plevyak's hangar! Howard and Linda hosted a terrific party to celebrate the completion of his Glastar and to thank those who helped or provided encouragement along the way. Howard won a well earned Bronze Lindy at Oshkosh Airventure this year. His Glastar was on display all week at the event. Our heartiest congratulations, Howard! Chapter 974 thanks you and Linda for a great evening!

All Photos: ed.



## **EAA CHAPTER 974 HISTORY**

Here is the chapter history that I presented at our 25th anniversary celebration which was held along with Kevin Gassert's Picnic. The chapter was incorporated in October of 1991, so I thought the October newsletter was the place to post this for the record. Thanks for reading!

If you wanted to belong to an EAA chapter in the Cincinnati area before 1991, there was chapter 174, based at the Clermont County Airport. That was and is a great chapter with a solid history. However, there was a small but growing group of pilots and builders at the Hamilton Fairfield Airport, as it was known then, who wanted something closer to home. Chapter 974 was born, with the first meeting held on June 2, 1991 with 25 members paying initial dues of \$6.00. The young chapter boasted a treasury of \$150.00. Some charter members whose names we still know today were Dick Simpkin, Paul Kurtz and Bill Conn.

Early chapter meetings were held upstairs in the old FBO, a building known by some as the "block house". It was a cinder block building built by the Hogan Brothers. There were usually not enough chairs, space was tight, and many members sat on the floor. During these early days in 1991 chapter by-laws were drawn up, and the chapter was incorporated by the State of Ohio on October 21, 1991 as "EAA Chapter 974, Inc." Corporation trustees were listed as Larry and Nancy King, Roger Olson, Roger Crupper, John Hess, and Michael Riechers. On the original incorporation application, Roger Olson was listed as the statutory agent and Michael Riechers was the incorporator.

During the early 1990's the chapter grew steadily. More familiar names were added to the membership roster. Brad Ankerstar, Mark Taylor, Bob Conrad, Skip Lawrence, Bob Louderback and Barry Fear, were names that appeared on rosters from 1992-1995. The 1996 roster listed more familiar names such as Tom and B.J. Graumlich, Bill Morris, Tim Morris, Robin Shaw, Steve Statkus, and George Theobald. By 1995, the chapter newsletter began to appear. The earliest issue I found was dated March 1995. It was known as EAA 974 Chronicles and was initially edited by Tim Morris, followed briefly by Dave Zwolak. Steve Statkus and Tim were co-editors for a while. Steve eventually became the sole editor through 2004. Brad Payne was an editor for several years after that, followed by Bob Dombek in 2012 to the present.

The chapter was involved in various events during those early years. Early records show that we were involved with the Hamilton Air Affair in 1995. We set up a food booth for the Aeronca Fly-in at Middletown Hook Field in 1996. Beginning in 1995 through 2004, we participated in the Wings Weekend events, by once again setting up and manning a food booth. The purpose of Wings Weekend was recurrent training for pilots. Pilots could fly with an instructor free of charge and attend ground training sessions and a banquet in the Clippard Hangar. The Wings Weekend of 2003 was memorable. Paul Poberezny flew in Saturday morning to speak later at the evening banquet. He ate one of our gourmet hamburgers and took a golf cart tour of our chapter hangar and many members' projects around the field. If that were not enough, Neal Armstrong was also a featured speaker at the evening banquet. Many of us got to meet Neal and have pictures taken with him.

As the chapter grew, the need for space for meetings and projects became a priority. The chapter moved to Mark Taylor's Hangar where he worked on his RV-4 on Sundays. This was one of the older hangar units which are now T-1, 2 and 3. At that time these units were located north and east of their current location. Mark's hangar was an end unit with extra storage space. A few members were reportedly working on a Thorp T-18 there as well. The chapter then rented a hangar for a while.

*The chapter discussed buying one of Conrad's old hangar units. Due to its heavy corrugated construction, it was decided it would be too hard to disassemble, move, and reassemble. In 1995 the idea of building a new hangar began to emerge. I found the earliest rumblings about this in the Nov 1995 edition of the 974 Chronicles. Chapter Prez, Barry Fear, announced that a steering committee had been formed to gather input from chapter members and make a presentation to the Butler County Airport Authority about the formation of an EAA Flight Center. According to the June 1996 issue, Barry presented the results of the hangar committee efforts at the May 1996 chapter meeting. Their recommendation was for a T-hangar condo approach. Barry provided some cost estimates showing how the chapter might own or rent its own hangar/shop/meeting space while providing attractive ownership options for chapter members for the long term.*

*It was known the Airport Board was interested in expanding and improving the airport. It seemed like a good time for the chapter's hangar committee to make a serious proposal. Initially, there was resistance on the part of the board and airport management, but with persistence, the committee's proposal was accepted, and on April 2, 1997 the Airport Board presented a contract to the hangar committee which was signed by both parties on April 23. It was time to put our money where our mouth was. Prospective hangar owners stepped forward with deposits for 9 units, with the EAA chapter renting the 10<sup>th</sup>. At that time the hangar committee became the HAO Hangar Condominium Inc. Although they did not all become owners themselves leaders of this effort were Roger Crupper, Tom Graumlich, Tom Hogan, Barry Fear, Paul Kurtz, and Dick Simpkin.,*

*Over the next year construction drawings were developed, contractor bids were selected, and construction materials were ordered. On May 30, 1998, a pancake breakfast and ground breaking ceremony was held. Construction was started soon after. According to the electrical inspection sticker in the chapter hangar's circuit breaker box, final inspection was completed on September 14, 1998. Hangar owners and the Chapter 974 were authorized to move in. Of course the chapter has always had a rebellious and independent streak. Legend and rumor has it that folks were moving in before that date. They rented a generator to enable opening and closing of doors. Needless to say, that had to be carefully coordinated. The generator would provide only enough amps to operate one door at a time.*

*EAA Chapter 974's vision to build a hangar has contributed to healthy growth of the chapter and the airport. The chapter's example started a movement that resulted in many more owner hangars being built, and chapter members are scattered all over the field, many in their own hangars. Of course a chapter is people, not just a hangar. EAA Chapter 974 enjoys a community relationship and fellowship that is unmatched. Long live EAA Chapter 974!*

*Submitted by Bob Dombek, Editor of "Tailwinds" and chapter historian.*

Different Prez Sez here

Book review

"Skyfaring, A journey with a Pilot" By Mark Vanhoenacker

Senior First Officer for British Airways on the Boeing 747 400  
This book is not only an interesting read for pilots, it is also A story that helps non pilots understand why we do what we do. Why we love flight.



Mark

## SECRETARY'S REPORT...OCTOBER 2016 MEETING MINUTES

EAA Chapter 974 Monthly Meeting  
Sunday, October 2, 2016

–  
Call To Order & Pledge of Allegiance: 2:03pm

Guests: Danny Mortensen – presenter

Secretary's Report: Minutes from September accepted.

Treasurer's Report:  
+\$180 income, -\$20 expenses = +\$160 for August.  
\$2,864 in the bank

Historian/Librarian/Newsletters (Bob Dombek): Thank you to Shawn Wheeler for Marion fly-in pictures, and to Dick King for his article on Howard's plane and winning a Bronze Lindy. Keep the entries coming! We also got lots of candid photos from the group "fun" that was had helping John Prince attach his wing yesterday.

Young Eagles Report (Bob Burkhardt): One request from a 16yo with health issues. Working with Bob Dombek to schedule a ride.

Hangar Master Report: Still here. Sharon has survived the great onslaught of baby spiders that appeared while weed-whacking around the benches in front of the chapter hangar. Some discussion about needing to refurbish the two wooden benches, as they are owned by the chapter. The wall will be finished in the next few weeks. The propane heater will be installed shortly thereafter.

Tech Counselor Report (Ray Parker): Bruce will be getting his RV-8 signed off by Stan tomorrow



# **MEETING MINUTES, CONTINUED**

## **Project Reports:**

Shawn Wheeler – Working on his RV-4's cowling for the near future

Gary – Continuing work on the gyrocopter, tweaking things after some taxi runs

Scott Hersha – Recently bought an RV-4, changing things up to make it his own. 2-3 planned upgrades has turned into 20+. Rebuilding instrument panel and moving the seat back, which is changing some structural things. Repitching the Catto prop also.

Lester – Had a tail wheel go flat recently with no one to call. Knifed open the tire, filled with rocks. Need we say more how well that worked out?

Mark – 750 work has slowed considerably since Caleb moved off to college

Scott Balmos – Engine is/was on, for all of one week. Found out that the oil sump has to be swapped out – the one on the engine has the throttle body too far back, where the filtered air box will interfere with the nose wheel and engine mount. New sump and intake tubes acquired, and will be swapped out soon.

## **Chapter Business:**

**2017 Officer Elections:** held next month at the November meeting

Scott Balmos nominated for Vice President

Secretary position (2yr term) is still open for nominations

Continued reminder by Bob Burkhardt to pick up and pay for name tags if you ordered them previously.

Great participation at the SWORFI fly-in this morning. Of 29 planes present, 8 were from EAA 974, and 15 chapter members attended!

Mark – Items for the RV-9 part-out chapter fundraiser auction will be available online soon. More info to come.

Some discussion on ideas on what to do with auction proceeds turned into talk of building a master list of who has what tools in their hangar, which chapter members can reference and go ask those people if they need to borrow a tool.

**Christmas Party:** Slated for Friday, December 2, dinner to be served 7:00pm-ish. Will be in the Gold Room of the Houston Inn. Full open menu, everyone pays their own bill.

**Adjourned:** 2:46 pm

Presentation afterwards by Danny Mortensen on his time as an ATC controller, Reno Air Race participant, and other outtakes from his storied career.

Submitted,  
Scott Balmos – Secretary

## ***IN THE NEST, SCOTT'S RV-9A GETS AN ENGINE***

*This month I have two reports. Below is Scott Balmos installing his engine for the second time. Many of us have been there haven't we? On the initial installation, Scott found that the oil sump conflicted with the nose gear strut on his RV-9A. So, off came the engine so a different sump could be fitted. Then the engine was reinstalled, and things appeared to line up nicely. Hopefully this will be it. Scott looks like a happy builder. Congratulations Scott!*



Photos: Al Kenkel and ed.





# ***IN THE NEST, JOHN PRINCE'S GLASAIR GETS A WING***

*For the second report we see John Prince's Glasair fuselage being hoisted into position to accept its wing. It looks like it took a village, but that's a benefit of chapter membership. When you need a village, it's always handy! I don't have the full story on this operation, but the wing was installed successfully and John's Glasair is on it's gear. This was a big step! Looks good John! Congratulations!*

Photos: Al Kenkel



## HANGAR CRAWL

**SPECIAL NOTICE: AL IS TRYING TO PUT TOGETHER A HANGAR CRAWL TO TOUR PROJECTS ON THE FIELD. THIS IS AN OLD 974 TRADITION THAT WE HAVE NOT HONORED IN A WHILE. THE RESPONSE HAS BEEN LESS THAN OVERWHELMING. COME ON CHAPTER 974! THERE ARE LOTS OF FOLKS WORKING ON VARIOUS PROJECTS AROUND THE FIELD. HERE'S A CHANCE TO SHOW YOUR STUFF! HERE ARE A SOME SHOTS FROM PAST PROJECT TOURS. THESE WERE ALWAYS LOTS OF FUN-LETS DO IT AGAIN!**



**HOGAN'S WACO RESTORATION 2006**



**MARK TAYLOR'S HATZ 2004**



**ERIC NEBERGAL'S ROTORWAY 04**



**BARRY FEAR'S TURNER 2007**



**GEORGE THEOBALD'S AMPHIB 03**



**HOWARD PLEVYAK'S GLASTAR 05**

## CHAPTER 974 CONTACTS

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[list.admin@eaa974.org](mailto:list.admin@eaa974.org) — to be added or removed from the group email list