

# TAILWINDS



**EAA CHAPTER  
974  
NEWSLETTER  
MARCH 2021**



Butler County Regional Airport  
Hamilton, Ohio



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We were able to pull off an in person chapter gathering. We had a pretty good turn out, and it was good to see everyone. The original plan was to open the hangar for some better ventilation, but the weather did not cooperate. Members were masked and we did our best to keep safe distance. VP Joey Shreve conducted the meeting in the absence of Prez Tom. Joey wore a lot of hats for this gathering. Prez, VP, VMC and Chef. Thanks Joey! Business details can be found in the meeting minutes published in this newsletter.

### Project Reports:

Scott Balmos reported on his work on his RV9A panel upgrade. He also passed around a jar of fuel with a considerable amount of sediment. He said it came from his fuel filter. He urged all of us to check fuel systems frequently.

Bob Dombek reported on his Tiger Moth project. After moving the battery to just aft of the fire wall, another weighing showed it to be just within the CG envelope. He is working on reconnecting the battery in it's new position.

Ray Parker reported that he has his Long EZ flying again

### Young Eagles:

Scott Balmos reminded us that our Youth Protection Certificates must be current to participate in the planned rally on 4/10 as pilot or ground crew. Be sure to check status at Young Eagles on EAA Website.

### Secretary's Report

Brandi reported that Moraine Chapter 48 will hold their Funday Sunday Fly-in on May 2 Sun and Fun and Airventure are on. She stated she will be volunteering in the Aero Mart again this year.

Champaign Air Museum is planning a possible visit to KHAO with their B-25 on June 5. Volunteers will be needed.



# **MARCH 2021 GATHERING CONTINUED**

## VMC Club

Our VMC instructor, Billy Bie was unable to attend this gathering. VP Joey passed along a brief summary of Billy's presentation.

1. Update your training and refresh your skills by getting some time with a CFI. You don't need to wait for your biennial flight review. In fact, it's better to get some refresher training more often, especially after not flying as much. FAA has extended some BFR's due to Covid, but don't count on this to let your BFR date slip.

2. Inspections: A condition inspections becomes especially important if your aircraft has been sitting unflown for an extended period. If someone else has done your annual or condition inspection, even if it was an A&P, do your own inspection after your aircraft is returned to you.

Joey put on his chef's hat and treated us to meatballs! Thanks Joey!



## Visitors:

Left is Connor Sage. Connor just got his instrument rating over the holidays and currently flies out of Lunken Airport. He is planning to join the Victory Aero Club. He's interested in a build project, possibly an RV14. Welcome Connor!

On right is Martin Grant. Martin is in the process of acquiring a partially completed velocity kit and is looking for a hangar, hopefully at KHAO. Welcome Martin!



## THE PREZ SEZ

Oh, the places we'll go!

Hi everyone,



As Leonardo Da Vinci said... "Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."\* It is our passion for aviation that binds us, and for those members who have obtained their Private Pilots License, I hope that as the clock has sprung forward and the days are getting longer, that you have scheduled some time with your favorite instructor to go up and knock some rust off of your stick & rudder skills, especially if you stayed grounded over the winter months.

I know that the Freedom of Flight means something different to each of us, and for most of us it means many things. For me, while I love slow and low, trail dragging off a grass strip, my true flight passion is flying cross-country to some new and mysterious location with a runway my wheels have never touched.

Oh, the places we can go!!! Rolling off less than a mile of asphalt and anywhere within a tank of low lead (or bladder comfort) is in reach! A quick top off, and yet another tank distance is ahead in the wind-screen.

I find watching our great country from altitude an awe inspiring sight! The rolling hills and mountains, expansive farm land and wide sandy beaches... Truly an amazing place. Beyond the sights, there is nothing like walking into a new FBO. Always different, always the same. Most have coffee that has been on the burner too long, generally a couple friendly folks milling around wanting to know where you are from, and where you are headed... But always a warm welcome, and a wish for safe travels as you depart. As the wheels touching down at destination there is the excitement of exploring a place you've never been before. A modern explorer, if only adding to your personal list of GPS coordinates where you can say your feet have trodden.

This trip, Barb and I grabbed a 182 from the Flying Neutron's fleet, and filed I68, AIK, SVN, KBQK @ 9,000. Launching into a perfectly blue spring sky we pointed the nose South.

We have just crossed the east of Asheville North Carolina's Class Charlie airspace... We are VFR on top over the cloud deck with tops about 1,500 feet below us, but I can't help daydreaming of strolling through the halls and walking the beautiful gardens of the Biltmore Mansion... A prior "cross-country" getaway. More thoughts on the dinner we'll have yet this evening with family and friends in West Palm Beach Florida, our destination tonight.

For those that get the "cross-country itch", I'd like to encourage you to make this be another year that you scratch off a new destination. For those who haven't flown further than the long cross-country before your check ride, give a longer one a try. It's just another 50 nautical miles to plan... and then another. Uh oh... just heard Center on the headset... Time to change frequencies! [To Be Continued.]



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# **SECRETARY'S REPORT BOARD BUSINESS MINUTES**

04 March 2021 Board Meeting Minutes

6:04 p.m. - Meeting called to order by Tom Martin

Attendees: Thomas Martin, Roger McClure, Joey Shreve, Brandi Brewer, Scott Balmos, Robert Dombek, Tom Hogan

Secretaries Report -

No report this month

Treasurer's Report -

Income \$170 from Rent

Expenses \$34.08 – Keyless Entry Pad

Balance \$4,529.70

Young Eagles -

YE Rally officially scheduled for April 10, 2021, per Scott Balmos. Anyone wishing to volunteer should visit <https://youngeaglesday.org/?yedetail&event=7kC98ZOJF> to review details and volunteer opportunities.

Old Business -

Donated Kits to be sold will be posted Barnstormers by Tom Martin.

Insulation in Hanger needs to be rehung by the back door - Request to complete.

Chapter By-Laws being revised. Will be sent via email for review/comment and then voted upon. Scott Hersha recommended we consider offering to other Chapters Prop Balancing for \$100 - Consider a spring workshop out to other chapters as fundraiser. Team agreed it is worth pursuing. Will need to investigate parameters around EAA Insurance as an event.

Build & Fly aspect for approximately 4 children in Bob Dombek's heated hangar (for Milo and friends), to allow Young Eagles, etc. to get involved in RC building has been postponed until warmer weather arrives.

New Business -

New entry pad for roll-up garage door was installed, as the previous pad was intermittently working.

2021 Chapter dues should be paid by members by mailing to chapter or bringing to in-person Chapter Meeting on March 7, 2021.

Inventory and value assessment need to be completed this Spring for all Chapter inventory.

Joey Schreve will be preparing meatballs for the March gathering, and Sharon has kindly offered to provide dessert. Many thanks to both of you!!

# **SECRETARY'S REPORT CONTINUED**

*Tom Hogan joined the meeting and proposed that a board member attend a meeting with the KHAO FBO to discuss a Fly-In and B-25 Bomber Rides. Brandi Brewer attended the meeting and after quite a bit of research, calculating, and a board discussion, we are unable to host the B-25 Fly-In on June 5th. We, the EAA Chapter 974 Board, did not come to this decision lightly, and there were many factors leading to this decision.*

*First, and foremost, is the fact that we are unable to plan any event at this time due to state CDC guidelines, per our EAA regulations and would not be covered under the EAA insurance for the event. As you know, these times are difficult to plan anything when it is still unknown to us when the state will fully reopen.*

*The other major factor is the actual cost and physical manpower of the event falling on the chapter. Even with Business sponsorship, I have calculated the cost for the event to be over \$4,000.00, and I am certain there are items I have not yet considered. Even the Civil Air Patrol requires a donation to attend the event. Five hotel rooms with transportation, additional insurance, parking, security, dumpster, portalets, tents, banners, posters, snow fencing and supplies, as well as obtaining enough volunteers to help with the event is extremely costly.*

*I believe we should revisit a B-25 Fly-In in the future (once CDC restrictions have been lifted), with the understanding we would need at least 6-8 months to plan the event, and perhaps other chapters could share some of the responsibility*

6:42 p.m. - Meeting adjourned by Tom Martin Respectfully submitted, Brandi Brewer Chapter Secretary

## **CHAPTER CONTACTS**

### **CHAPTER CONTACTS—HOW TO CONTACT EAA CHAPTER 974**

[officers@eaa974.org](mailto:officers@eaa974.org) — will reach president, vice president, treasurer, secretary as a group

[president@eaa974.org](mailto:president@eaa974.org) — will reach chapter president (Tom Martin)

[newsletters@eaa974.org](mailto:newsletters@eaa974.org) — will reach newsletter editor (Bob Dombek)

[youngeagles@eaa974.org](mailto:youngeagles@eaa974.org) — will reach Young Eagles Coordinator (Bob Burkhardt)

[techcounselor@eaa974.org](mailto:techcounselor@eaa974.org) — will reach technical counselor (Ray Parker)

[general@lists.eaa974.org](mailto:general@lists.eaa974.org) — group e-mail to all chapter members

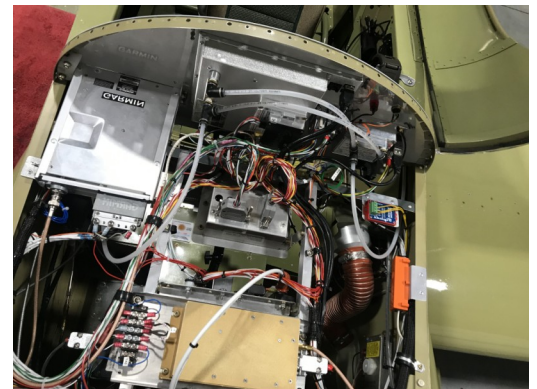
[list.admin@eaa974.org](mailto:list.admin@eaa974.org) — to be added or removed from the group email list



## **RV4 PANEL UPGRADE BY SCOTT HERSHA**

I did many upgrades to my RV4, starting last year, shortly after buying the 15 year old airplane. One of the more involved upgrades was the installation of a new instrument panel, new wiring, and new lighting. Recently (this month) I added a two axis autopilot. During the instrument panel upgrade last year, I replaced every wire in the airplane, except for the EGT/CHT thermocouple wires. It was just easier to start over. I cut the new panel with my handheld jig saw and it worked out very well. I painted the panel with rattle can Ford Gray from Tractor Supply. It is a higher solids paint than typical rattle can Rustoleum, and takes longer to cure, but I think it's more durable. My goal with my wiring harness was not only to keep it neat, but to allow access to my rudder pedals, battery, primary wiring harness, etc located between my feet. My boot cowl is removable and this made wiring a breeze. The autopilot installation, which I just completed today, involved fabricating autopilot servo brackets to suit my airplane. The RV4 is a little different than newer RV's and there are no install kits for it. Fortunately, I had a picture of an installation by another builder, and I basically tried to copy it. My roll servo bracket took 4 attempts before I got one that I considered perfect. The pitch servo was also a modification of what is done on RV8's. I have to say, I am very pleased with the results. I still have to flight test it, but everything moves the way it's supposed to and I don't even come close to an unsafe over-center condition on the servo arms. The autopilot is controlled through the primary EFIS and powered through a switch panel I added near my throttle quadrant. I can't wait to do the testing. I'm heading to Sun N Fun in three weeks, and this will be a welcome addition for the flight down.

Scott Hersha



## **MIKE MCKOSKY'S CORVAIR ENGINE REBUILD**

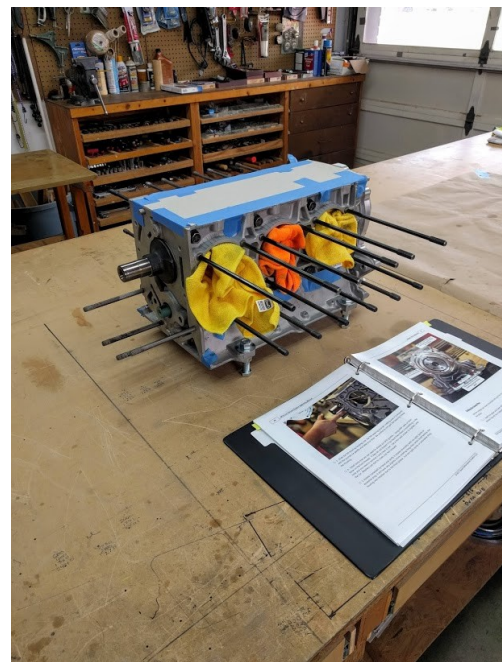
Attached, two photos of engine build.

This is new segment of project, having finished building the flying surfaces (rudder, horizstablizer, elevator, wings(less tanks), slats and flaperons).

I will also start build of tanks along with engine.

The fifth bearing is in process of mounting, need to receive it's install kit for alignment pins.

Some time later I will begin build of fuselage, have yet to order materials for it.



## **LLOYD BRUMFIELD'S HIGHLANDER PANEL UPGRADE**

Below is Lloyd Brumfield's Panel upgrade for his Rotax powered Highlander





## **JOEY SHREVE'S NEW PANEL FOR HIS DOUBLE EAGLE**

Joey Shreve is working on a new panel for his Double Eagle. He reports getting some able and valuable assistance from Kevin Gassert and Bill Morris. This illustrates a great feature of chapter membership, members helping each other and teaching each other. The upper left photo is Joey's old panel which is full of steam gauges. The lower left photo shows Bill Morris cutting openings for new stuff going in the panel. That includes a new GRT EFIS and a Flight Line 760A radio. There will be new switches and circuit breakers added as well.

Take notice of the upper right photo. This is how his new bird will look when completed. Joey says he will start fabric work on the tail soon. Looking good Joey!





# TRIBUTE AND GOOD BYE TO BILL CONN

*I wanted to take this opportunity to pay special tribute and say good bye to hangar neighbor and founding chapter member Bill Conn. Bill has sold his hangar and Flybaby to a new chapter member and has moved to new digs in Fort Wayne, Indiana to be near his son. Bill sent a picture of his new home and had earlier shown me a picture of the floor plan. He has a beautiful 2 bedroom one story house in a new development where he can live in comfort, be near family and yet have privacy. Bill has had a tough year with the loss of his wife and all the care she needed before that. He deserves his new home and the new life it represents. Thank you Bill for the many ways in which you contributed to the life of the chapter. We will miss you but please don't be a stranger!*





## **A SPECIAL STINSON VISITOR FROM WISCONSIN**

We had a special visitor Tuesday, March 30. Bruce Fischer, of Sun Prairie Wisconsin, accompanied by his son Christian, flew his Stinson Voyager from Gilbert Field, 94C Rio, Wisconsin to KHAO. Bruce is a fellow Tiger Moth builder. We've been in regular contact via email for the past year, but this was our first in-person meeting. Bruce's Stinson appeared in December 2020 Sport Aviation, appearing on the cover and accompanied by an in depth feature article about Bruce and his 1948 Stinson. Bruce is retired from the Wisconsin Air Guard where he flew f-16's and was a T-37 instructor while in the Air Force. He is now a Boeing 737 Captain for American Airlines. He flies with the Rio Aero Club at his home field.

Bruce had a dual purpose in flying to our area. Primarily, he wanted to see my Tiger Moth . He decided to combine the trip with a visit to The Air Force Museum and to share the experience with his son who is an F-16 crew chief with the Air Guard. It was great to meet them in person and share Tiger Moth building experiences. Thanks to chapter members who stopped by to say hello.

