

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
JUNE 2021**



Butler County Regional Airport
Hamilton, Ohio



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JUNE 2021 GATHERING REVIEW

It was a good thing Chapter 974's hangar was cleared of everything. We filled it with great attendance at the June 2021 Gathering. I'd like to think we were there to talk about building and flying airplanes, but the word must have spread far and wide about VP Joey's Kabasa Bake. Wonderful! Thanks Joey!



Prez Tom started by handing out chapter service award certificates for officers and volunteers. These are normally awarded at the Christmas Gathering which of course we missed this year due to "that which shall not be named"....(a frequently heard quote in the Harry Potter novels).



Airventure Oshkosh Update:
Secretary Brandi Brewer announced that camping spaces were still available in the chapter compound. She will need money and commitment soon to reserve a spot. Brandi and Stephen will be camping in the utility hookup area and she will be volunteering in the Aeromart 70+ hours during the week.



Photos: ed.

Young Eagles Rally:

Young Eagles Coordinator Scott Balmos reminded the chapter of the Young Eagles Rally scheduled for June 12. He asked for volunteer pilots and ground crew. As seen later in the newsletter, the rally was a great success!

Speaking of Young Eagles, Our Young Eagle RC Build and Fly team, seen right, proudly showed off their progress on the kit. They have nearly completed the wing and empennage. Great job guys!



Aeronca Fly-in:

Brandi reminded everyone of the Aeronca Gathering at Middletown Hook Field June 16-19

Project reports:

- Joey Shreve is beginning to cover his Double Eagle Empennage
- Ray Parker reports that Shawn Wheeler did first engine run on his RV4
- Bob Dombek's Tiger Moth is scheduled for FAA airworthiness inspection June 8

Donated Projects Summary:

Tom offered special recognition of the efforts of the chapter in the successful sale of the donated projects. Not to fail to recognize all chapter members who were involved, he gave special thanks to Scott Hersha. He emphasized that Scott was instrumental in coordinating the pickup, storage, sale and eventual delivery to the buyers. Chapter Treasurer Roger McClure announced that a very significant amount was added to the chapter treasury. Over the coming months, the chapter board will hold discussions and make decisions about how to use our account to benefit the chapter and the spirit of the organization. Chapter input sought.

Pictured below, Scott Balmos showed us his First Place Award, won in the Flying Knights Air Rally at Lunken Airport. Scott Hersha won 3rd place and George Theobald was navigator on the second place aircraft. Looks like Chapter 974 was well represented. Congratulations all!

Photos: ed.



VMC CLUB WITH BILLY BIE

For the June 2021 VMC Club, Billy led off with the EAA question of the month. How you would set up a landing at an unknown field with no visual or electronic cues about wind direction and speed? The best answer is to know the prevailing winds in the area based on flight preparation. A more detailed answer would come from circling while noting drift, followed by apparent ground speed and drift on final approach.

It is also good to know your best glide speed. It is that airspeed that allows you to go the greatest horizontal distance at minimum vertical speed and the least altitude lost. It is important to know this for your airplane for emergencies. Billy urged us to practice glides at different speeds to see what works best for your airplane. As you practice, work on emergency procedures by using your checklist.

Billy advised thinking about off field landings as we work out best glide speed. When you pick a field, aim for the middle. After being sure you have it made, aim for the first third by using drag devices such as slips or flaps. He counseled that too much speed is the biggest killer. For an emergency off field landing work toward minimum airspeed that allows full control. Practice and develop this skill using a runway. This practice will help overcome surprises and overreaction.

As a further thought on landings, landings with a tailwind can be tricky. Often conflicts in the traffic pattern will force you to make a downwind landing. Your groundspeed could be significantly higher, so ask yourself what your personal limit should be. If you want to land on runway 11 because it favors the wind and everyone else is using 29, it might be best to leave the pattern briefly and wait for everyone else to leave or



land.

Question: Can a VFR pilot file IFR? If you intend to file and fly IFR, you must be legal, capable and current. If you file IFR intentionally without the requisite skills and rating, you would be in violation. If ATC issues a clearance or command with which you are unable to comply, the correct response is "unable". The controller might be mad, but you are legal.

Finally, Billy reviewed aspects of the Basic Med Program for everyone to be aware, aka Basic Med Basics. He went over aircraft characteristics such as weight and speed, and also pilot imitations. He pointed out that your drivers license is the limiting document and the physician cannot add any limitations beyond that. If your driver's license is revoked, you cannot fly. There are two documents that you must have in your possession, to be kept with your log book. These are the Comprehensive Medical Exam Checklist, CMEC, and the Basic Med Course Completion Certificate.

Thank you Billy for another terrific, informative VMC Club session! Note to chapter: my summaries are a poor substitute for Billy's VMC Club sessions. You get the full benefit by attending in person and hearing experiences of others. You can also qualify for FAA Wings Credit. Photo: Ed.

Shifting Sands & Keeping Our Skills Sharp

Hi everyone,

I'm not great at keeping up with all of the aviation magazines I receive. Between the AOPA Pilot, EAA's Sport Aviation, and KitPlanes, it can be months before I have an opportunity to start reading through them.



I'd love to be able to mindlessly flip through them, but I have this desire to read just about every article. Well, it just so happened that I flipped through the most recent July issue of AOPA Pilot and found some great articles! (Flying the Appalachian Trail for one, but that's another story). The one that really caught my eye was "[Shifting Sands](#)" by Richard McSpadder. To quickly sum it up, as pilots our best skills may be called upon at any given time.

A recent example of this for me was on our arrival back to Warren County (I68) from the Bahamas. We had stayed the night in Asheville, North Carolina to break up the trip home. We departed on an IFR flight plan from KAVL to I68. As Indy

Center handed us over to the controllers at Cincinnati, I checked in... "Cincinnati Approach, N628FN level at 5,000". The call came back from Cincinnati – "N628FN, advise when you have weather at I68 and advise intentions". Well, I already had the weather at I68... Wind 270 at 20kts, gusting 24-27, 90 degrees to the runway. I had a plan, we'd fly the full RNAV approach to runway 1, hoping for a break in the crosswinds, and if not we'd go missed for Hamilton (KHAO) where the runway direction was more favorable. I indicated my plan to Cincinnati, and they said they would let Columbus approach know, and shortly sent us over for the approach. Once handed over to Columbus they acknowledged my plan and said they would be there if we needed to go missed.

As we dropped in on final, I was in a significant crab, and as we crossed the threshold the winds close to the ground subsided to a reasonable landing crosswind. I kicked in the rudder to line up and we began to prepare for touchdown. Unfortunately, I was "hot" coming in and had to bleed off some excess airspeed. We floated down the runway fighting the gusting wind but ready to go missed at any moment. Finally settling down, we landed and exited off the last exit. No easy crosswind landing, but one within my capabilities because of proficiency and practice. Keeping better tabs on my approach speed would have reduced the stress of the landing.

Our Chapter members have experienced various mechanical issues over the years from engine outs, to failed brake lines on landing, and tailwheel "liberations". Ensuring we are always at the ready for any potential mechanical failures, and maintaining a sterile cockpit during critical flight operations, as well as nailing our approach numbers every time will make us all safer pilots. Stay vigilant, stay safe!

Blue skies! Tom



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CHAPTER BOARD BUSINESS MEETING MINUTES

02 June 2021 Board Meeting Minutes

6:07 p.m. - Meeting called to order by Tom Martin

Attendees: Thomas Martin, Roger McClure, Joey Shreve, Brandi Brewer, Scott Balmos, Robert Dombek, Ray Parker, Scott Hersha

Secretaries Report -

March minutes reviewed.

Treasurer's Report -

Income \$18,728.00 (\$120.00 from Rent)

Expenses \$282.00

Balance \$23,900.16

Young Eagles –

YE Rally officially scheduled for June 12, 2021, per Scott Balmos. Chapter 974 will receive double rewards from EAA for this event. There are currently 26 children signed up to attend.

Billy Bie has graciously volunteered to give his 10-minute ground school prior to take-off.

Old Business -

Chapter By-Laws being revised. Will be sent via email for review/comment and then voted upon.

The need for an Operational Policy was brought up and discussed.

Scott Hersha recommended we consider offering to other Chapters Prop Balancing for \$100 -

Consider a spring workshop out to other chapters as fundraiser. Will need to investigate parameters around EAA Insurance as an event. THIS IS ON HOLD DUE TO COVID.

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

Insulation in Hanger needs to be rehung by the back door – A leak was discovered in the roof that needs to be repaired before the insulation can be rehung. For this to be repaired, roofing tar and adhesive needs to be purchased.

New Business –

A new hot water heater will be ordered and installed by gracious members of our chapter.

It was decided to order a new grill. However, after a discussion, Joey Shreve altered the current grill, and we will wait to see if the current fix will work.

It has been discussed that the Chapter photograph needs to be updated, as we have so many new members. A Chapter Meeting will be scheduled for this event.

The question was brought up about the possibility for an investment committee to explore possible investments for the Chapter with a portion of the recent income.

7:04 p.m. - Meeting adjourned by Tom Martin

Respectfully Submitted, Brandi Brewer, Secretary, EAA Chapter 974

INTERNATIONAL YOUNG EAGLES DAY RALLY

We celebrated International Young Eagles Day, June 12, with a great rally. Seven volunteer pilots flew a total of 28 kids, and each pilot got to carry at least two Young Eagles and some even more. The weather was kind to us and our passengers with light winds, smooth air and moderate temperature. A special thanks goes to Scott Balmos for recruiting the kids and families and organizing the event. Special recognition and thanks to Billy Bie for his always entertaining and informative pre-flight ground school. See middle right photo. What a great day! Scott hopes to plan for another Rally in September. Photos: ed.



YOUNG EAGLES RC BUILD AND FLY REPORT

I am so proud of our RC Build and Fly Construction Crew, Myan, Milo and Camden. In these pictures they just completed their 9th build session on the Sig Kadet by assembling and gluing the basic fuselage structure together. The basic airframe is essentially complete. These young men are really learning the components of aircraft structure and how everything fits together. It is a model but a true and accurate representation of the components of a full scale aircraft. If I ask them to point out a wing rib, fuselage bulkhead or wing spar, they know exactly what I'm talking about. Thanks to Brad Payne for providing an extra hand, and thanks to the dads for faithfully bringing the boys to all the build sessions. Flight goal: end of August.



Upper Photos:
Ed.



Photo lower
left
Greg Koedel



AROUND THE FIELD

Special Report: Two projects on the field were awarded their Airworthiness Certificates by FAA Inspector Joe Schott. Below, left Bob Dombek's Tiger Moth was awarded its certificate on Tuesday June 8. On Wednesday June 23 Shawn Wheeler's RV4, right received its certificate. Congratulations to both members after years of hard work. Thanks go to Joe Schott for making our inspections a memorable and reasonably painless experience! Stay tuned for phase one flight test reports!



Photos:
ed. and
Shawn
Wheeler



Below, Chapter VP Joey Shreve has begun covering his Double Eagle. Joey is using the Stewart's System. Here we see him applying Ekobond Fabric cement followed by heat with a sealing iron. Joey chose the Stewarts for its low toxicity and ease of application. Looking good Joey!

Photos Joey
Sheve



Just when you think there is nothing new to see around the field, Kevin Gassert shows up with a 1941 Plymouth. Assisted by Bob Burkhardt and Brian Charlton Kevin hauled it from Clearwater Airpark which was formerly owned and operated by Charlie Standerling. Charlie was an avid collector of military memorabilia including jeeps, a Mig 15 and a complete MASH unit. Charlie has gone west. His sons are trying to find new homes for his collection. The airport is still in operation near Owensville. Kevin reports the Plymouth, painted to look like an Army staff car, is currently not running. If we know Kevin, it will be!

Photos:
Al
Kenkel



CHAPTER CONTACTS—HOW TO CONTACT EAA CHAPTER 974

officers@eaa974.org — will reach president, vice president, treasurer, secretary as a group

president@eaa974.org — will reach chapter president (Tom Martin)

newsletters@eaa974.org — will reach newsletter editor (Bob Dombek)

youngeagles@eaa974.org — will reach Young Eagles Coordinator (Bob Burkhardt)

techcounselor@eaa974.org — will reach technical counselor (Ray Parker)

general@lists.eaa974.org — group e-mail to all chapter members

list.admin@eaa974.org — to be added or removed from the group email list

COMING EVENTS

**CHAPTER GATHERING
SUNDAY JULY 11
2 PM**

**AIRVENTURE OSHKOSH
JULY 26- AUGUST 1**

AVIATION CLICHÉS

"FLYING IS HOURS OF BOREDOM PUNCTUATED BY MOMENTS OF STARK TERROR"

"IT'S BETTER TO BE DOWN HERE WISHING YOU WERE UP THERE, THAN UP THERE WISHING YOU WERE DOWN HERE"

"A CHECK RIDE OUGHT TO BE LIKE A SKIRT, SHORT ENOUGH TO BE INTERESTING BUT STILL BE LONG ENOUGH TO COVER EVERYTHING"

"THERE ARE OLD PILOTS AND THERE ARE BOLD PILOTS, BUT THERE ARE NO OLD, BOLD PILOTS"

"IT ONLY TAKES TWO THINGS TO FLY, AIRSPEED AND MONEY"

"FAA REGULATIONS FORBID DRINKING WITHIN 8 FEET OF THE AIRCRAFT AND SMOKING WITHIN 50 HOURS OF FLIGHT. OR IS IT THE OTHER WAY AROUND?"

TAKEN FROM "SLIPPING THE SURLY BONDS, GREAT QUOTATIONS ON FLIGHT" BY DAVE ENGLISH.