

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
APRIL 2022**



Butler County Regional Airport
Hamilton, Ohio



IN THIS EDITION

APRIL 2022 GATHERING REVIEW
VMC CLUB WITH BILLY BIE
THE PREZ SEZ
CHAPTER BOARD MEETING MINUTES
CHAPTER CONTACTS
PROJECT REPORTS
ORATEX COVERING
JOSH COMBS' CHAMP
KESTREL WARBIRDS T-6 AT KHAO
YOUNG EAGLE RALLY

COMING EVENTS

**MAY 1— FUNDAY SUNDAY MORaine AIR
PARK AND CHAPTER 48**
**MAY 15— CHAPTER GATHERING WITH
HANGAR CLEANUP, REORGANIZATION**



APRIL 2022 GATHERING

As the year flies by, here we are again , at a great EAA Chapter 974 Gathering ably led by Prez Tom Martin. The fellowship and camaraderie is worth its weight in gold. As a bonus, we bask in our love of aviation, learn new things and, as Marie Antoinette urged, we get to eat cake and other goodies! This month VP Joey Shreve served one of his famous casse- role bakes followed by Tiramisu for desert. Thanks Joey! See pictures 1 and 2.



Chapter 974 welcomed two visitors to the gathering this month. Below on left is PJ, who flies out of Cincinnati West Airport. On the right is Tim Coons. Tim is a member of chapter 382 and is based at Green County Airport, Xenia, Ohio. Welcome PJ and Tim!



APRIL 2022 GATHERING

Young Eagles: Upcoming Young Eagle Rally was discussed. Scott needs confirmation of pilots. We have 19 kids signed up. Our projected limit depending on pilot commitments, is 30 kids.

Annual Dues: EAA membership dues will increase to \$48 effective May 1. There are options for paying early and/or paying forward for 3-5 years for significant savings

Kestrel Warbirds T-6: Will be offering rides on Saturday 4/16. Pictures in this edition

Chapter Gold Status: Prez Tom announced that Chapter 974 has once again achieved Gold Status. Our chapter met 11 out of 11 criteria. 13 chapters had 11 out of 11 nationally and 20 chapters made Gold.

Hangar Cleanout: Chapter secretary Brandi announced that hangar cleanout event will coincide with next gathering on 5/15.

Movie Screen: Portable movie screen approved by chapter vote and will be purchased by newsletter editor Bob Dombek

Project Reports:

Caleb Schmidt and Tim Morris announced that they have completed recovering their Piper TriPacer with Oratex. Pictures appear in this edition.

Mark Taylor has started his new radial engine which he installed on his Hatz Biplane. He stated that the engine runs well but reported having to solve several engine instrumentation problems. He hopes to have it ready for the Funday Sunday Fly in.

Robin Kidder: Robin shared her adventure flying her recently purchased Piper Clipper, "Honey Badger" from Tuscon, AZ to KHAO. Robin and Honey Badger fought severe winds as they flew across Texas. Almost every stop involved landing in heavy cross winds, which she said was scary. Robin is a retired experienced airline pilot but new to tailwheel flying with less than 30 tail wheel hours. She said it was quite an adventure and is glad to have her newly acquired Clipper safely at home.

Tom Martin: Tom presented the the details of flying outside the borders of the United States via his flight to the Bahamas. Tom said that there were several pilot, passenger and aircraft requirements. Pilot and aircraft equipment documentation were important. Florida air traffic is very heavy. ADS-B is required out to 12 miles from the coast. The pilot must have a radio operators license. Flying over water meant carrying emergency floatation gear. Tom recommended the use of an iPad with Foreflight and weather. Tom stated that planning early, at least 6-8 weeks beforehand is paramount. Excellent Tom and Thanks for sharing with us!

GPS Navigation – Too Reliant?

Hi everyone,

For many of us, “Flying the magenta line” via GPS, whether an installed unit like a Garmin 430, or simply using ForeFlight on the iPad, GPS use has become the gold standard for long cross-country trips. Regardless of the device on which it is drawn, that line relies on GPS satellites to deliver the signal used to create it.



I too have become way too reliant on just expecting that GPS signal will be there on cross-country trips. So much so, that I rarely carry paper charts anymore.

The recent events in the Ukraine, and related Cyber attacks against satellite infrastructure, reminded me that we need to have a better back-up plan than just having more than one electronic device that can receive a GPS signal in the cockpit. ([Press Article*](#))

This thought was top of mind for me as I planned my recent trip to the Bahamas. Once over open water, with no land in sight, being without GPS and no paper charts would be a scary proposition. (Note: Dolphins don't make good way points!)

I know for me, my over reliance on GPS navigation carries over into the car. Many times I've arrived at a new location after listening to Google maps tell me when to turn, and what highway to take, and think to myself... How would I get back right now without my phone maps? (I lost my car in Italy once, but that is a whole other story!)



Russia/Ukraine war or not, we all need to keep our pilotage skills current, know the planned magnetic heading for the leg, what we are steering to maintain course, and in addition to current electronic sectionals, keep at minimum paper aeronautical planning sectionals (current or not) with you on cross country flights.



I truly enjoyed all of the discussion at the April Gathering! (Robin – I loved your recount of your transamerican flight! Felt like I was right in the cockpit.). I can't wait to see everyone at the May Gathering to hear what everyone has been doing to knock the winter rust off.

Blue skies! Tom

Tom Martin EAA #1061241
President, Chapter 974
E: President@EAA974.org
C: 513-417-1430

VMC CLUB WITH BILLY BIE

Billy started off with a discussion of what it means to do a thorough preflight inspection..Using Hogan's J-3 as an example, a piece of the Cub's jury strut, which had apparently broken off, was found somewhere on the field. The question was raised as to whether this would have been caught on a more thorough preflight. Fortunately, there were no spin offs, but could have been more catastrophic had a more critical part failed.



Mic Switch Technique: Billy encouraged us to follow good microphone technique. With many radios, there is a slight lag between pressing the mic button and transmitting audio. Something important could be missed by other traffic due to clipping of audio. The idea is to press the mic switch, pause, then speak.

Loss of Power Over Congested Area: Example given was an Ercoupe flying south over Chicago shoreline enroute OSH to Medina, OH. Various options were discussed about declaring emergency, transponder codes, and landing point choices. Using an emergency landing checklist which follows a logical cockpit flow is important. Wind direction and terrain options ie beach, water or highway were discussed. This particular aircraft successfully used a highway near the shoreline. Power loss was due to throttle linkage failure.

Bad Bounce on Student Solo Landing: This could apply to any of us, but what are the options? With any bad bounce, going around is almost always a best and safe option. It is possible to salvage a landing and stabilize if the bounce is not too bad. The risk for loss of control, damage and injury goes up if not managed well.

Traffic Pattern Conflicts: There is often potential for conflict with wind direction. The wind may be variable or pilots may elect to use a runway that everyone else is using regardless of wind direction. Taking off or landing downwind increases the potential for loss of control and accidents. This will often depend on aircraft type. Tailwheel aircraft typically don't handle landing in tailwinds, especially quartering tailwinds. It is important to declare "unable" to report needing to use the opposite runway. Ask for help from others using the pattern. Some will bully their way into the pattern regardless of wind direction. It is always best to wait until the pattern is clear.

Unclear and Present Danger: There is potential for other types of conflict. High wing –low wing aircraft entering the pattern and not seeing each other at a critical moment. When turning or practicing maneuvers away from the pattern, clearing turns are always a good practice. There are occasions of ATC error and/or ADSB error to be aware of.

There was recently a situation where a Cessna 172 entered the pattern unannounced. There are times when a pilot will be making calls on the wrong frequency. We can just as easily select the wrong frequency when listening. It is easy to do when frequencies are close. We should always use care in radio operation. On the other hand, it is perfectly legal not to use a radio at an uncontrolled field. The bottom line is to keep our heads on a swivel.

Editor's Note: Please do not depend on my summary of Billy's VMC presentation. I'm sure there are mistakes imbedded here. There is no substitute for attending, and you can register for FAA WINGS credit.

EAA Chapter 974 thanks you, Billy Bie, for another terrific VMC Club meeting!



CHAPTER BOARD BUSINESS MEETING MINUTES

06 April 2022 Board Meeting Minutes

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

Attendees: Thomas Martin, Roger McClure, Brandi Brewer, Joey Shreve, Robert Dombek, Ray Parker, and Scott Balmos (via phone from Lakeland)

Secretaries Report –

Motion was made to wave the reading of meeting minutes as they were posted in the chapter newsletter.

Treasurer's Report –

| | |
|-------------------|---------------------|
| Income | \$ 396.00 |
| Expenses | \$ 1804.00 |
| Balance: Checking | \$ 2,436.13 |
| <u>Savings</u> | <u>\$ 20,000.04</u> |
| Total | \$ 22,436.17 |

Young Eagles –

YE event on April 23rd has 18 participants already signed up. This Will begin at 10:00. Any participants are asked to contact Scott Balmos and are asked to arrive before 9:30. Kolaches and donuts will be provided for members.

We will also have an event on June 11th, which is Young Eagles Day. Details to follow. We tentatively have 27+ participants.

Old Business -

Chapter By-Laws are being revised; progress is being made. Will be sent via email for review/comment and then voted on upon completion.

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.

CHAPTER BOARD BUSINESS MEETING MINUTES

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.

Extra 100-pound propane tank that are full to use for the next three meetings.

In May, EAA yearly dues will increase from \$40 to \$48 per year.

Reminders will be sent for all of our items to maintain Chapter Gold status by Tom Martin.

Planning events to maintain Gold status for Chapter. Movie night, FlyIn & Cruise/In, Grill Out.

Hangar Cleanout will take place during our May 15th gathering. We will also have a grill out that day.

Need to sell donated items. Will set-up in hangar to offer to members to bid on.

Mailing List – Brandi Brewer will handle this item by contacting Serena from HQ. Local EAA members to contact for membership or donations.

Any event for our chapter will need to be insured and marked as a public event for points to count toward our Gold Status with EAA. All events need to be insured!!!!

Stephen and Brandi Brewer are going to update the First Aid Cabinet and move it closer to the fire extinguisher so it will be more accessible.

Respcetfully submitted, Brandi Brewer, Chapter Secretary

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

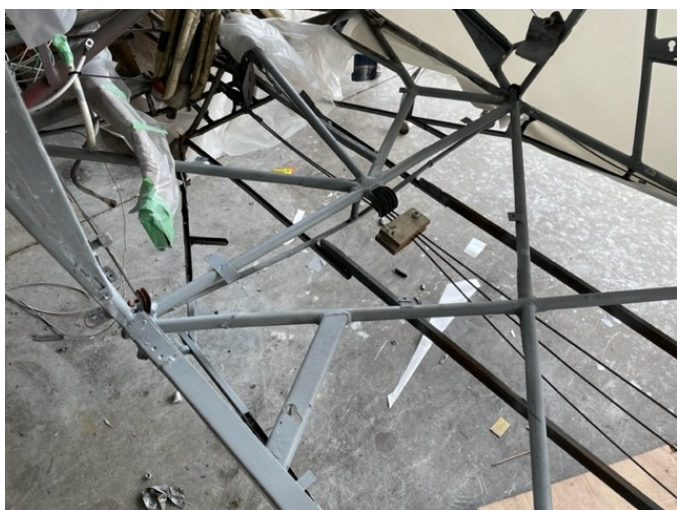
list.admin@eaa974.org — to be added or removed from the group email list

PROJECT REPORT—COVERING WITH ORATEX

Caleb Schmidt and Tim Morris have nearly completed an extensive restoration of their Piper Tri-pacer. This included several welded repairs of the fuselage seen below, right. A more noteworthy aspect of their project is the use of Oratex to completely recover the aircraft. It is a pre-finished material that is glued to the airframe then shrunk with an iron.



Seen above, Caleb uses an iron to shrink the right fuselage side. Caleb and Tim report the covering material is nearly twice as expensive as conventional fabric. The labor savings is significant, allowing an aircraft to be covered in half the time with no toxic solvents.



The views right and below show the Tri-Pacer restoration nearly complete. We see Caleb working hard to resolve some remaining squawks. Test flying may occur by the time the newsletter is published.



Tim has promised a detailed article for application of Oratex. Watch for it in a future edition of Tailwinds. In the meantime, thanks Caleb and Tim for sharing your restoration and covering project with the chapter.



JOSH COMBS CHAMP PROGRESS REPORT

Josh Combs started the restoration of his Aeronca Champ a number of years ago. It seemed to go slowly for Josh at first until Brian Charlton stepped forward to help. This is a true example of chapter spirit, and I can't offer enough praise. On the right is the famous twosome posing to display their work. Covering is tradition Poly Fiber and is essentially complete through final coats of paint.



To the left, Brian shows the left wing in the paint booth. In this view the wing has been finished through the Poly Spray UV protectant. Below is Josh showing us a hint of the very appealing final color scheme.

There are a myriad of details to finish, as we all know. You've done beautiful work guys! Keep up the good work!



KESTREL WARBIRDS T-6 EVENT APRIL 16, 2022

The Kestrel Warbirds from Middletown sold rides in their T-6 Texan Trainer on Saturday April 16 at Hogan Field. Although not a chapter event, we were invited and encouraged to display some of our aircraft on the apron. The day started chilly with low overcast which lifted as the day went on. Kevin Gassert opened his hangar for a cookout and grilled burgers for all. Thanks Kevin!



KESTREL'S T-6



T-6 READY TO TAXI



NOSE ART ALWAYS ADDS COLOR!



CHAPTER AIRCRAFT ON DISPLAY



KEVIN FED THE TROOPS!



SHARP T-34 ARRIVED LATER

YOUNG EAGLE RALLY APRIL 23, 2022

This edition of Tailwinds would not be complete without a photo recap of the chapter's Young Eagle Rally on April 23. Eight pilots volunteered with their aircraft. 27 Young Eagles registered which was near our limit of 30. Unfortunately, a strong, gusty, southerly cross-wind developed which kept us from flying everyone. Young Eagles Coordinator Scott Balmos worked hard to organize the event and will try for a makeup day. Thank you Scott!!



EAGERLY AWAITING YOUNG EAGLES!



COLORFUL LINEUP WAITING TO FLY!



QUITE A CROWD OF YE'S AND PARENTS



GRACE AND SCOTT, REGISTRATION



BILLY BIE'S GREAT GROUND SCHOOL!



WHO'S HAVING MORE FUN?