

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
JUNE 2022**



Butler County Regional Airport
Hamilton, Ohio



IN THIS EDITION

JUNE 2022 GATHERING WRAP-UP

VMC CLUB WITH BILLY BIE

THE PREZ SEZ

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PROJECT REPORT

COMING EVENTS

CHAPTER GATHERING SUN JULY 10 2PM

EAA AIRVENTURE OSHKOSH JULY 25-31



JUNE 2022 CHAPTER GATHERING

Our June Gathering was the first after the big hangar clean-up. A real improvement was noted by all except for the diminished seating. Still, we should pat ourselves on the back. It was time and effort well spent, and the seating will be fixed. The chapter approved the board's recommendation to purchase 10 new chairs and 2 carts. The standing room only will be temporary. An informal suggestion was made to have an annual clean up.. No vote was taken but I saw affirmative nods.



Scott Balmos filled in for Prez Tom's absence while VP Joey served up fantastic taco bake and bread pudding. Thanks Scott and Joey!!



PROJECTS, FLIGHTS, ITEMS OF INTEREST TO CHAPTER

- Brian Charlton reported on Butler County Warbird Museum at Middletown and suggested a fly-out
- Tom Hogan announced WACO Fly-in at Poplar Grove
- Bob Burkhardt-upcoming Navion Reunion at Moraine Airpark
- Bob Burkhardt talked about the upcoming Airpower History Tour at Lunken Airport June 22-26 by CAF hosted by Cincy Warbirds. On display and selling rides, B24, B25 B29 P51 TBM , AT6's and Stearman.
- Kevin Gassert talked about Airventure Compound availability. 6 spots for Warbirds taken, Chap 974 needs to commit.
- John Labarre flew to a Mancato, Minn. Fly-in
- Joe Sabo reported on DC-3 and presidential aircraft exhibit at AF Museum
- Brian Charlton reported Josh's Champ is on it's gear. Brian has helped Josh extensively in its restoration.



JUNE 2022 GATHERING, CONTINUED

- Scott Balmos announced passing his instrument written exam and will start dual training with Billy Bie.
- Scott also reported on flying in the Flying Knights Aero Club Air Rally at Lunken Airport during the previous weekend. (6/4-5). Guess who won?
- Scott further reported on Young Eagles Rally on 6/11. 17 Young Eagles were flown.
- Bob Dombek gave a brief report on the response to the Young Eagles RC Build and Fly during the Young Eagles Rally on 6/11. A full rally report will follow later in this newsletter.
- VP Joey Shreve has installed a WIFI router in the chapter hangar. Password on bulletin board.
- Brian Charlton reported on fork lift leak. He will organize repair.

CHAPTER GATHERING VISITORS

We were graced with two visiting families who participated in the Young Eagle Rally

Right upper is the Gill Family. Left to right, Mom Cheyenne, Noah, Keilah Dad Rob, who couldn't be with us, wants to fly the Young Eagles RC ship.



Lower right: the Kessler Family
In front is Ethan with Mom Elizabeth and Dad Craig

A heartfelt welcome to all of you.
Thanks for visiting our chapter!



VMC CLUB WITH BILLY BIE

Billy's VMC Question of the Month: How do we communicate with FSS other than radio. The scarcity of FS Stations makes this more difficult.



Most of us love to share our gift of flight. What can we do to enable our passengers to become helpful crew members?

Before flight

- *Pick up water and supplies*
- *Look up destination information*

On Ramp During Pre-flight

- *Help load aircraft*
- *Pull wheel chocks*
- *Check fuel*
- *Clean windshield*

While flying

- *Change radio frequencies*
- *Watch for traffic*
- *Teach to operate displays and follow flight on Nav display*
- *Help to fly straight and level*
- *Check ATIS or AWOS*

Approach / landing

- *Find airport on ground, some airports tricky to find.*
- *Look for wildlife on runway*

Emergencies

- *Brief passenger on emergency equipment, how to make safe exit as needed.*



AIRVENTURE ASRS—Aviation Safety Reporting System

The approach to Airventure Oshkosh gets crazy and confusing and mistakes are possible. It's entirely possible to miss or confuse a landing clearance especially when several aircraft are following closely in line and abreast. FAA says if you make a mistake, report it via ASRS on line ASAP to avoid possible FAA violation and prosecution.

"THERE I WAS...." BICKERING IN THE PATTERN

Billy lead discussion of several recent incidents at KHAO where there was confusion and "bickering" over who had the right of way to the runway. The bottom line is: if you are on the runway, you have the right of way. Other aircraft must go around or hold short of actually taking the active runway.

EAA Chapter 974 thanks you, Billy for another great VMC Club session! Editor's note—and disclaimer— don't count on my note taking for accuracy and completeness. There is no substitute for being there and you can get Wings credit!

VFR Flying... IFR Pilot

Hi everyone,

You've probably heard me mention that I love to fly long cross country flights. If I had to put myself in a proverbial categorical box of "Pilot Type", I'd have to say I'm an IFR pilot.



I love the planning that comes with a long cross county... The challenge of creating a flight plan that has the necessary way-points to (hopefully) anticipate any potential challenges from ATC that cause the phrase "*N628FN prepare to copy*" resulting in a route deviation. And I love the challenges that crossing through multiple weather patterns creates as I move state to state to some desired far away destination.

What I DON'T do is a lot of, is good 'ol local VFR flying in and around the Cincinnati area. Yes, I'll get up and do some pattern work to stay current, practice maneuvers, and try to keep landings respectable, but flying the local area's various airports just hasn't been something I do much of.

As we all know, there is currency and proficiency... The latter requiring repetition and practice. I've written here before about pilotage skills and our need to keep those skills sharp. Part of those skills is maintaining situational awareness of location at all times and being able to clearly communicate those immediately when needed.

Recently during the last Young Eagles rally, it became clear that I personally need to spend a little time brushing up on my location situational awareness skills!

I picked up one of the Flying Neutron 172s for the morning up at Warren County I68. As I was coming into the area of the Butler County airport, I clicked the mic "*Butler Country Traffic, Skyhawk N737GE 8 miles to the ... (Pause) ... Northeast...*" and then finished this and the rest of my pattern calls and landed.

As I walked into the Chapter hangar I was greeted by the crew with a bit of laughter, and a well earned ribbing "*Mornin' Tom – Know where you are flying today???*" I laughed, and mentally chalked it up as the morning coffee not yet kicking in.

After our normal abbreviated ground school, I sheperded out my two YE's to 7GE and we headed Southwest towards Harrison (I67). As we returned I clicked the mic "*Butler Country Traffic, Skyhawk N737GE 5 miles to the ... (Pause) ... Southwest ...*" Clearly this wasn't just a cafnation problem.

When planning a long cross-country, I've studied the route for days (somes weeks) before the flight. Reviewed all planned airport diagrams and alternates, approach plates, directions of approach entry, missed procedures, holds, weather, and on an on. The next time I go up for "Local VFR" I'll give it the same respect it deserves, and also be sure to practice up on random position reporting. We are best at what we practice regularly!

Blue skies! Tom



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CHAPTER BOARD BUSINESS MEETING MINUTES

08 June 2022 Board Meeting Minutes

6:02 p.m. - Meeting called to order by Tom Martin

Attendees: Thomas Martin, Roger McClure, Brandi Brewer, Joey Shreve, Robert Dombek, Ray Parker, Scott Balmos, Scott Hersha, Bob Burkhardt, Stephen Brewer, Brian Charleton

Secretaries Report –

- Motion made to wave reading minutes- posted in chapter newsletter.

Treasurer's Report –

- Income \$ 522.00
- Expenses \$ 300.00
- Balance: Checking \$ 4,495.00

Savings \$ 19,000.37

Total \$ 23,495.37

Young Eagles –

- The International Young Eagles event will occur on June 11th, which is Young Eagles Day. Details to follow. We tentatively have 30+ participants and 9 pilots. Scott would like everyone to be ready to go by 9:00.

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.
- 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.

BOARD BUSINESS MEETING MINUTES, CONTINUED

- In May, EAA yearly dues increased from \$40 to \$48 per year.
- 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 Brewer to update the First Aid Cabinet and fire extinguishers and proper placement. **Items on backorder at this time (06-08-22).**
- Need to sell donated items. Will set-up in hangar to offer to members to bid on.
- Mailing List – Brandi Brewer contact Local EAA members for membership donations.
- EAA Chapter 72 is raffling off a 72 Rans for Scholarships. Each ticket will cost \$100, with a maximum of 2,500 tickets sold.

New Business –

- A hangar internet repeater for the chapter has been purchased and is in place.
- Joey will order 10 chairs and one platform truck for the chapter hangar once the membership votes to do so at the monthly meeting on 06/12/2022.
- Lessons learned from the hangar cleanout- the area captains worked well, spring is the best time, and it went well. The hangar looked great!
- The Christmas Party will take place on JANUARY 7, 2023.

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

INTERNATIONAL YOUNG EAGLE DAY RALLY

Our celebration of International Young Eagles Day produced 17 Young Eagles. We had a nice crowd of kids and parents along with 9 volunteer pilots. Each of us had the pleasure of flying at least two Young Eagles. We could not have asked for a better weather day. Three families expressed interest in the RC Build and Fly Program, including one of the dads! Hats off to Scott Balmos for putting together another great Rally. A big thanks also goes to Billy Bie for his always informative and entertaining ground school. Scott says he would like to explore another rally in September in coordination with the Radio Control Flying Circus. Thanks finally to the volunteer pilots for sharing their love of flight!



SCOTT BALMOS SETS OFF THE RALLY



VOLUNTEER PILOTS READY TO FLY



BILLY BIE'S GROUND SCHOOL



WHO'S HAVING MORE FUN?



ROBIN WITH HER YOUNG EAGLE



A NICE LINE-UP OF YOUNG EAGLE SHIPS!



Now that I owned the Honey Badger, a 1949 Piper Clipper, I needed to get comfortable in her and eventually fly her three quarters of the way across the United States to bring her home to Cincinnati. The trip would be just slightly less than 1,500 nautical miles and would take almost 13 hours of actual flight time. The Clipper has 3 hours of fuel onboard, plus the legal requirement of 45 minutes reserve. There would have to be fuel stops every 2 1/2 hours or so. I needed to start figuring out how to do it. But remember, I hadn't flight planned a trip in over 35 years. At the airlines, flight planning, weather, fuel, all that is done by dispatchers. Now it was all up to me.

But first I needed to learn how to fly my new plane. I had made a deal with Cathy that she could race Honey Badger one more time at a STOLDrag event outside of Phoenix. In order for her to do that, I agreed to keep the airplane in Tucson from last November through March. This was a good thing. The good part is that the weather in Tucson is almost always great flying weather. Honey Badger is restricted to "Day VFR Only". That's the weather in Arizona year-round. If I'd flown the plane home during those win-

ter months, I may have been stuck enroute for days or weeks, and once the plane was home the constant gray, low lying clouds of winter in the Midwest were going to hinder almost all Clipper flying for weeks at time.

So, I went to Tucson. I spent tons of money over those 5 months on hotel rooms, rental cars and dinners where I'd watch the most spectacular sunsets every night. All so I could practice in my new plane before taking her cross country



Hurdle number one. I needed to solo the plane. Now I had not soloed an airplane in more than 37 years! I had accumulated over 19,000 hours of flight time, but it was as a member of a two-person flight crew, and in airplanes that weighed 255,000lbs fully loaded, not 1,600! Everything was new and different. I'd been up with Cathy a total of 3 times at that point and had flown the Piper Cub for about 20 hours with my flight instructor, but I hadn't soloed a plane since I was hired by ComAir in 1984, and I had never soloed a taildragger aircraft.

ROBIN KIDDER, FLYING HOME, CONTINUED

With Cathy nowhere around, on a clear, calm wind morning, after fretting for about an hour at the Sky Rider Coffee shop at the airport, I finally opened the hangar doors and pushed that little blue and white Clipper out of her hangar, gave her a detailed pre-flight inspection, and climbed into her alone for the first time.

I'd run all the checklists, there was almost no one in the air, and it was time to see if I was going to kill myself, just hurt the airplane, or fly around the patch and do some touch and go landings. The apprehension was bordering on overwhelming. But I announced my intentions to the other planes in the traffic pattern, took the runway, added power, and my little plane and I began to roll down the runway.

I'll be honest with you. I was pretty sure I could get the plane off the ground. I just wasn't as sure that I could land it without incident. Around the airport traffic pattern I went. Making the standard rectangle pattern around the airport that's used worldwide. Takeoff, turn left on Crosswind, then another left turn to Downwind. Time to level off the airplane, slow it down, and run that Before Landing Checklist. I got the plane slowed, and it was time to turn for my Base leg, then one more quick turn and I was on Final. Too high, and too fast. I had more than enough runway in front of me, and slowed down the plane, kept it coming down, and to my amazement, I touched down on the centerline, about one third of the way down the runway, and the plane took two small bounces before it settled to earth. Feet on the rudder pedals to keep her tracking safe, get good control of where the plane is heading, add the power, hold

the stick steady, and I was airborne to go around the traffic pattern again and make another landing. Landing number one was safely under my belt.



Hurdle number two was navigation and the basics of General Aviation flying. I hadn't flown General Aviation in more than 35 years and things had really changed. First big change was learning about ForeFlight, an app for your phone or Ipad that literally does everything we used to have to compute by hand with a map, ruler, and a round wheel that was like the old fashion slide ruler. All this was replaced with an App that calculated wind correction, groundspeed, weight and balance and so much more. I did some online tutorials on how to use it, I asked my flight instructor how best to use it, and I fiddled with it in my spare time. Even now, after the trip home, I still don't know everything this app can do, but I'm learning more all the time.

Stay tuned for next month as Robin continues her transition from commercial to general aviation and battles wicked crosswinds and turbulence across the southwest USA.

IN THE NEXT PROJECT REPORT, SCOTT HERSHA'S RV6

Here is the latest on Scott Hersha's RV6. After over 18 months Scott's latest RV is down to the nitty gritty details of panel wiring and final firewall forward work. Note on the right engine baffling is fitted and clamped, almost ready to rivet. Thanks for continuing to share your project with the chapter, Scott! It's looking good!

