

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
JULY 2022**



Butler County Regional Airport
Hamilton, Ohio



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JULY 2022 GATHERING

Your can feel the Airventure Fever building at the July Gathering. Unfortunately your editor caught it too late and there was no cure. That's another story to be told later. In the meantime, it was standing room only, which is a good news, bad news story. Hopefully the good news will prevail next time when we have a full compliment of chairs. Still, it's never bad to have a well attended gathering. Thanks to Joey and Brandi, we were well fed! Thanks as always!!

Treasurer Roger announced purchase of Treasury Direct T-Bonds using part of our savings account. Will provide some growth for chapter treasury. He also showed pictures of new chairs and carts about to be purchased.

Stephen Brewer informed us of new fire extinguisher and first aid kit installed in the chapter hangar. Be sure to tell Stephen or Brandi of any supply use so that it can be replaced.

Young Eagles: Scott Balmos will set up Young Eagle Rally for 9/11 at end of RC Flying Circus. This will be followed immediately by movie night.

Butler County Hazardous Waste, available for drop off on Thursdays per Scott Hersha.

Prez Tom announced purchase and set up of WIFI repeater using funds from Young Eagle Credits.

PROJECT AND FLIGHT REPORTS:

Scott Hersha's RV6 is 95% done with 95% to go, but now has Airworthiness Certification Package from Stan Fake so maybe it's just 85% to go!

Robin Kidder's tailwheel shimmy on her Clipper repaired with help from Tom Hogan.

Scott Balmos talked about wind shear alert on final approach to Daytona. Rapid drop set off his ELT! Found corroded ELT buzzer battery.



JULY 2022 GATHERING CONTINUED

Bob Dombek made the “impossible turn” with his Tiger Moth. Engine lost power on take off at 500 feet while turning crosswind due to blown head gasket. Had just enough altitude to return to runway opposite direction. Fortunate that pattern was empty.

Michael Longworth reported on his Mustang 2 right magneto rebuild, test and re-install with help of Tim and Ray.

Tim Morris announced availability of Air BNB near Oshkosh available Tues-Saturday of Airventure. Chris at FBO unable to use due to school commitment.

Jason Pratt, working on Transponder test prep. Also mentioned his Blackberry farm known as Indian Springs Berry Farm. U-Pick!

Greg Koedel announced Sporty’s 5% purchase reimbursement

Dick King has a 5 gallon can of hangar floor epoxy paint for sale/bid.

GATHERING PROGRAM—EAA CHAPTERS VIDEO PROGRAM, EAA PRESIDENT JACK PELTON

Young Eagles 30th anniversary coming up

New regulatory announcement coming up at Airventure about

- Fuel
- MOSAIC



CHAPTER BOARD BUSINESS MEETING MINUTES

06 July 2022 Board Meeting Minutes

6:03 p.m. - Meeting called to order by Tom Martin

Attendees: Thomas Martin, Roger McClure, Brandi Brewer, Robert Dombek, Scott Balmos, Scott Hersha, Bob Burkhardt, Brian Charleton

Secretaries Report –

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

Treasurer's Report –

| | |
|------------------------|--------------------|
| Income | \$ 137.00 |
| Expenses | \$ 360.14 |
| Balance: Checking | \$ 4,426.27 |
| Savings | <u>\$19,000.52</u> |
| Total | \$23,426.79 |

Young Eagles –

The International Young Eagles Day event occurred on June 11th. Details: Participants 17
 Pilots 10 Running at 50% showing up
 Next event/s September 11th and Fall

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

Mailing List – Brandi Brewer contact Local EAA members for membership donations.

The Christmas Party will take place on JANUARY 7, 2023.

New Business –

Stephen Brewer updated and installed the First Aid Cabinet and 4 fire extinguishers in proper placement.

Joey will order 10 chairs and one platform truck for the chapter hanger since the membership voted to do so at the monthly meeting on 06/12/2022.

I-Bonds- \$5,000 to be purchased for investment.

Brian Charleton to purchase casters for RC Build and Fly Work Benches.

Articles of Incorporation to be separated from By-Laws and submitted to state without By-Laws

UPCOMING 2022 MEETINGS

| | |
|----------------------------|-----------------|
| AUGUST 14 TH | |
| SEPTEMBER 11 TH | MOVIE NIGHT |
| OCTOBER 9 TH | HANGAR CRAWL |
| NOVEMBER 13 TH | |
| DECEMBER TBD | |
| JANUARY 7 | CHRISTMAS PARTY |

6:51 p.m. - Meeting adjourned by Tom Martin

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

HONEY BADGER FLIES HOME

Continued From Last Month.....

The other biggest change for me was Airspace. 40 years ago the skies were much less crowded and I just had to worry about large airport's airspace and military airspace. Now there's airspace you need permission to enter, required equipment aboard your airplane to enter, and many more restricted airspaces you're not allowed to enter at all. The airspace is depicted on the charts we use to navigate (now on Fore-flight), and as a pilot you can get violated for being in the wrong airspace at the wrong time. There is still so much I need to know and remember when it comes to airspace,. I was really hoping to get some help on the way back avoiding airspace conflicts.

Also, I was out of practice with the proper techniques for entering the airport traffic patterns at uncontrolled airports. Those small General Aviation airports across the country used by private pilots instead of the large airports used by airlines. There is a proper way to enter that rectangular box pattern we fly around the airport, that I remember being so routine in the past I didn't even need to think about it, now I was having trouble visualizing it in my head, and almost terrified to go to an unfamiliar airport and just insert myself into the busy traffic pattern to land.

The third and final hurdle for me was, and still is, crosswind landings. My plan was (and still is) to work my way up from a little wind a few degrees off my plane's nose and build my way up through practice to a limit I am comfortable with. My instructor has been drilling it into me that if I don't like the crosswind at an airport, find another airport



to land. I know that sounds odd, and it doesn't help getting home when you want to, but it is safe and sound advice I hoped to take on my long cross country flight home.

I needed a plan that would help me navigate all these hurdles, and after weeks of discussions with pilot friends, and hours of reviewing my options, I decided what I really needed was someone to fly the plane home with me. This would give me an extra pair of eyes for "see and avoiding" other planes, I'd need someone with recent General Aviation experience, and taildragger time would be nice.

Hmm. My choices were basically nonexistent. Where to turn? What to do? So I did the most logical thing I could think of. I turned to social media! Yes, Facebook to rescue. I had been messaging a woman who lived in Cincinnati and was working for a regional airline. She had told me she used to own her own plane, and I had been picking her brain throughout my journey to buy a plane. I thought her advice had seemed mostly sound, and I asked her if she'd like to meet up for a drink and maybe a proposal for an adventure. She readily agreed.

HONEY BADGER FLIES HOME

I'll call her Fran (not her real name), and we seemed to hit it off right away. She was a petite woman like me, with a short pixie hair cut. I wasn't sure of her age but found out later she was in her mid thirties. We both were safety conscious, not willing to cut any corners, she was current flying General Aviation rules, and was up for an adventure. I thought to myself, this could be the start of a great friendship, and asked her if she'd like to fly the Honey Badger back from Arizona with me. She said she'd hoped that was what I was going to ask, and the homecoming flight of the Clipper set into motion. Fran said she'd ask for a full week off work so neither one of us would have "get homeitis" and we could slowly work our way across the country. Sounded like a good plan to me!

I arrived in Tucson on a Thursday. Fran was due to arrive on Sunday, and we planned to leave Arizona on Monday. Friday I went out to the airport by myself to practice. The traffic pattern was quiet, and on that day I just did some touch and goes, left the pattern to sightsee a little bit (because I knew my days of flying around Tucson were limited), and then practiced re-entering the traffic pattern. I was satisfied after about an hour of flying. I taxied the little plane back to her hangar, gave a loving wipe down to rid her of some of the dead bugs on her windscreen and the leading edge of her wing. One good pat on her nose goodbye, and I closed up the hangar for the day. I entertained myself that afternoon driving through Saguaro National Park admiring the huge, long armed cacti that grew there.

Cathy said she was going to be around and available for a fly on Saturday, so we agreed

to meet up at the airport. That was exactly what I felt I needed. One more flight with Cathy now that I was comfortable enough in the plane to really absorb more of her wisdom as we flew around, instead of just feeling like I was playing catchup in the plane.

A good landing in a plane is totally dependent on where you are looking down the runway. It's a visual picture you just need to figure out for your plane. Once you've got it, it's always there, but finding that right attitude and the right height to just let your airplane settle to the ground is paramount for consistently good landings. I was nowhere close to the proper line of sight in the Clipper. I knew I wasn't looking far enough down the runway, and therefore I was dropping the plane, with a small thud, about 8-12 inches from the ground. That day with Cathy I finally was able to find the right landing picture, though I am still not able to duplicate it every time. It was fun flying the Clipper one last time with Cathy, and I know for a fact there were tears in her eyes as we put the Honey Badger to bed in the hangar one last time together. I still hope I can take as good care of that little plane as Cathy has for the past six years.

Next month Honey Badger's cross country flight home gets started for real. Stay tuned.....



IN THE NEST REPORT, JOEY SHREVE'S DOUBLE EAGLE

Here we see serious progress on VP Joey's Double Eagle. Upper right is Joey doing some Taxi testing. Joey reports the engine is running Well and should be ready for flight. The rest of The shots show Joey and his son working on Fabric., a sure sign of "rounding third and Heading for home" IMHO! Looking good guys!



JAMIE HICKS' COZY 4

Jamie Hicks proudly shows us his Cozy 4 . J

Jamie purchased it from previous owner in St Louis.. On July 3 Tim Morris flew Jamie to St Louis to pick it up and flew back together on same day as it was basically air-worthy.

It was originally built in 2013.

Jamie reports working on some minor issues such as improvements to nosewheel steering/tracking. Ray parker is helping.

Jamie says it basically flies like his long EZ- and it's like having a double wide long EZ station wagon.

Beautiful Jamie! Thanks for sharing with the chapter!

