

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
AUG-SEPT 2022**



Butler County Regional Airport
Hamilton, Ohio



IN THIS EDITION

AUGUST 2022 GATHERING

BILLY BIE'S VMC CLUB

THE PREZ SEZ

CHAPTER BOARD MEETING MINUTES

HONEY BADGER FLIES HOME CHAPTER 3

OSHKOSH PHOTO REVIEW

KEVIN GASSERT'S PICNIC

DONATED 601 PROJECT FIRST FLIGHT

COMING EVENTS

LUNKEN DAYS 9/2-4

TAILDRAGGER @ RED STEWART 9/3

GCRCC FLYING CIRCUS 9/10-11

YOUNG EAGLE RALLY 9/10 (AFTER CIRCUS)

WACO FLY-IN 9/16-18

SWORFI, WINEMILLER AIRPARK 9/25



AUGUST 2022 CHAPTER GATHERING

Another great gathering has come and gone. Our new chairs arrived which meant those who were standing did so by choice I think. I counted 43 chairs on their carts last week and all were in use which meant great attendance. There was good project and Oshkosh news this month. Thanks Joey for the excellent Italian Beef Sandwiches!



Project reports:

Scott Hersha did first engine start on his nearly complete RV6. There are some mag issues to work through and fiberglass work to finish. He is finishing Airworthiness Certificate Application.



Steve Pollack reported on finishing and flying and RV7 that had once belonged to Roger Burdorf, a former chapter member that had gone west.

Joey Shreve is finalizing covering and rib stitching his Double Eagle wings.

Prez Tom reported that the Zenith 601 donated by Tom and Dawna Boehmer purchased by Doug Binder was completed and successfully test flown. See final page.



Scott Balmos talked about his experience use re-usable oil filter. Reports being able to visualize carbon and other debris very well.

Bob Dombek has removed the engine from his Tiger Moth and has engine shop lined up for repair.

Other Announcements:

John Labarre talked about meeting with airport manager David Fehr with regards to proposed water tower construction near our traffic pattern and the possibility of moving the AWOS station for better exposure to prevailing winds.

Fred Hogan has drafted a template letter to the Butler County Commissioners about the water tower urging chapter members to sign and send.



AUGUST 2022 GATHERING, CONTINUED

Announcements and Reports continued:

Reminder to all—Warren County Airport now operates a left hand pattern for both runways.

Airventure Oshkosh Reports:

Several chapter members attended Airventure this year. The usual compound was established near Maple and Stits in the 101 Woods camping area. The weather for most of the week was reported to be very good with comfortable temperatures and fairly low humidity. There were wind events on the two Saturdays that bookended Airventure. Arrivals on the first Saturday reported strong crosswinds. The final Saturday brought an overnight thunderstorm with some tree and camping damage, but nothing severe.

Vans RV15 garnered quite a bit of attention. The flying prototype was on display. It is Vans' first venture into a high wing tail dragger configuration. Reported cruise speed is 140 knots. The first prototype was assembled with pop rivets. Word is that another prototype will be built with flush rivets to compare performance.

Mark Reising reported on Poplar Grove's JN4D Jenny replica. It arrived at Airventure to much acclaim. You might remember that Mark previously invited a project member to a chapter gathering to present a slide show of the Jenny's build. The Jenny flew successfully at Oshkosh.

Here are a few Oshkosh Compound photos. There will be additional Airventure photos elsewhere in this newsletter.



This month's opening topic was about checklists. We tend to think of checklists when it comes to mechanical operating procedures. Starting the engine, preparing for takeoff or landing, are familiar checklists. A checklist should include flight planning as well. Weather, airspace, terrain and alternate landing points should be part of a good preflight checklist. Have a list of alternate airports in mind, even for a local flight, in case the runway is suddenly closed due an incident.



"TALK TO ME GOOSE"—Decision Making

Think about your state of mind before flying. Are you mentally prepared to fly? Are you pre-occupied by another conflict that would affect your safety and decision making ability? Would you be prepared to deal with an adverse situation in flight, such as a rough running engine that was losing power? Do you know IMSAFE?

Billy read an example of a pilot struggling with grief over a dying family member who found himself 20 miles out over the ocean with a rough running engine and the strong smell of oil in the cabin. Good flight planning involves divert planning and knowing your engine-out glide speed and distance. Foreflight has a glide right that can be superimposed on the chart for just such an emergency. Billy frequently urges us to practice simulated engine-out glides to less busy airports such as Oxford..



Plan for stops during long flights and don't hesitate to ask for ATC help if lost or when weather deteriorates.

Brief discussion was held regarding the use of the turf at KHAO. Consensus was FAA says OK for airport manager to determine if surfaces other than the runway are safe/useable.

Editor's Note:

There is no substitute for attending Billy Bie's VMC Club meetings. Please don't rely on my notes for accuracy or completeness. This is nothing more than a rough summary based on my crummy note taking. Best of all, Billy will register you for FAA Wings Credit, but you gotta be there!

Thanks, Billy, for another great VMC Club meeting!!

It's All About Community...

Hi everyone,

Thursday July 21st, the first text came in - **OSHFUN: Look to the skies at 2:30 p.m - Oops the note was meant for Monday!**

Thu, Jul 21, 7:00 PM

OSHFUN: Flying the Presidents-Hear from the pilot's seat in Air Force one, Marine One, and other start at 7p at Theater in the Woods Reply STOP to opt-out

Whoops. We did it again. Can you tell we're excited for AirVenture? Reply STOP to opt-out

I had signed up to receive text message updates for AirVenture prior to my maiden pilgrimage on July 13, 2019. Every year I'm always caught off guard when the text updates start rolling in whether I'm able to attend or not.

I'm not sure if they had the interns testing the system that day, or if they were intentionally trying to build up the excitement of events to come, but another early text came in, and suddenly I was already wishing I was there in Oshkosh with the "extended family" for the annual reunion.

Unfortunately, Barb and I weren't able to make it to AirVenture this year. As the week went on and the text messages rolled in, I found myself daydreaming about walking the static displays and watching the air shows, but most of the time I was thinking about the conversations, the laughter, and the stories told that I was missing by not being there.

We definitely have something very special as a group... Community.

Its now been over two years that we transitioned to a Gathering format for the monthly Chapter meeting; and personally I love it. Its not only a special time because of Joey's amazing lunch, or the great deserts courtesy of Brandi, it is special because each of you come to be part of the extended family that share a bond through the passion of flight.

The August Gathering was particularly special as so many of you in attendance shared your stories of AirVenture, updates on project builds, first flights, and recent flying adventures. I may have missed AirVenture 2022, but I got my "Oshkosh fix" by hearing all about it from you!

A couple of updates and reminders:

- The next Young Eagles rally will be the afternoon/evening of **Saturday September 10th** after the Flying Circus at **5:00PM** – Pilots & Ground Crew volunteers needed. Talk with Scott Balmos (sblamos@fastmail.fm)
- The Movie Night planned for the evening of September 11th has been postponed until a later date to be announced.
- Girls In Aviation Day – US Airforce Museum September 25th – Find our More: <https://bit.ly/GirlsInAviation2022>



I can't wait to hear about all of your new adventures at the upcoming Gathering on Sunday September 11th.

Blue skies! Tom

Tom Martin EAA #1061241
President, Chapter 974
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C: 513-417-1430

CHAPTER BOARD BUSINESS MEETING MINUTES

10 August 2022 Board Meeting Minutes

6:01 p.m. - Meeting called to order by Tom Martin

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

Secretaries Report –

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

Treasurer's Report –

- Income \$ 245.00
- Expenses \$ 606.00
- Balance: Checking \$ 3,878.13
 - I-Bond \$ 5,000.00
 - Savings \$ 14,000.65
 - Total \$ 22,873.78

Young Eagles –

- The next Young Eagle's event will occur on September 11th after the Flying Circus. Contact Scott if you are participating as a pilot or would like to participate at the Flying Circus to recruit Young Eagles. Flying will begin when the Flying Circus is over. (NOTAM currently ends at 4:30).

Old Business -

- Mailing List – Brandi Brewer still plans to contact Local EAA members and former members for membership donations.
- The Christmas Party will take place on JANUARY 7, 2023.

CHAPTER BOARD BUSINESS MINUTES, CONTINUED

New Business –

- Chapter By-Laws are in final revision stage. Once complete, they will be sent via email for review/comment and then voted upon by the members.
- The 601B that was donated to the chapter by Tom Boehmer is now flying. Brandi Brewer will print a picture and send a thank you note (along with a picture to Tom for the donation to the chapter.
- Movie night will be postponed due to the Young Eagles event.
- Grace Hogan has graciously (pun intended ☐ of course) stepped up to replace Brandi Brewer as Secretary of EAA 974. This is a true blessing for Brandi, as she is unable to maintain this position at this current time. Please welcome her by voting her into the Secretary position in October.

UPCOMING 2022 MEETINGS

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

6:42 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 TO NEW HOME

Fran did not arrive on time. In hindsight, her travel plans reflected her attitude towards the trip. All will go well. Alternate plans not needed. She had this. Well, she didn't. She had originally been scheduled to arrive before noon, and I planned an afternoon fly in the Clipper, but she didn't arrive until after 3, and the winds had picked up, so there was no getting to know the airplane before our departure the next day. Instead, I took her through another part of Saguaro National Park, and then we headed over to Cathy's for dinner.

When I look back on the things I did wrong, or could have done better, the predominant one would be abdicating responsibility for navigation to Fran. I gave her all the Clipper's vital statistics—cruise airspeed, fuel onboard, how high she can fly, and I let Fran figure out the route home. All the fuel stops, the way through the Arizona mountains, where we were going to spend the night. Mind you, I reviewed the whole flight plan, entered it into my ForeFlight app, and made sure everything looked safe. But just like her travel plans to Tucson, Fran had made no "plan B" if weather or winds didn't cooperate. In the back of my mind, I could hear my instructor Billy saying, if you don't like the winds, don't land there! But we were checking wind and weather forecasts constantly and were feeling pretty confident.

We were out at the airport by 8am and airborne around 10. Our first fuel stop was in Deming, New Mexico. Just slightly over 2 hours away. It was a gorgeous flight over brown mountainous terrain. The desert may be brown, but there are so many variations of that color you can see from the air, and the only other times I'd flown over that part

of the world was above 30,000' feet, so we took turns flying the plane while the other looked outside, took pictures and went "ohh, ahh!" at the beauty unfolding below us.

It was just a quick stop in Deming for gas and the rest room. The gentleman pumping gas was funny and nice. We didn't want to stay and chat though, we needed to get flying. Next stop Pecos, TX., 2 flight hours away.

The flight to Pecos was relaxed and uneventful. But I can't say the same thing about my landing there. By the time we arrived it was midafternoon. We'd lost an hour with the time change, but my biggest challenge was my nemesis—the crosswind! The winds were about 20 degrees off the runway alignment, and at 16 gusting to 25 knots. Really out of my comfort zone. But Fran said I could do it, and she was ready for the free brisket burritos that the FBO (that stands for Fixed Base Operator, the place with fuel, bathrooms, and a pilot lounge) was known for. I set Honey Badger up on final for the landing, but I knew my airspeed was fast, and because of the wind I was carrying a lot of power. I should have gone around, but I flew it to the ground, was late getting the power off, and a gust of wind picked up the plane and pushed it sideways off the runway. That was the first and only time I was ever totally out of control in an airplane, and the first time I had ever been in a plane that left the runway. Yes, I finally got her stopped as the right wheel left the runway and ended up in the hard dirt.

HONEY BADGER FLIES TO NEW HOME, CONTINUED

Fran and I both looked at each other and assumed the plane was hurt. But the engine was still running, and the prop was still spinning, and neither of those things would be happening if the prop had come in contact with the ground. Hmm. Maybe things were ok.

I taxied the plane over to the FBO, shut her down, and jumped out to give her a thorough inspection. I couldn't find a thing wrong with the plane. I decided to call my flight instructor to find out if I needed a mechanic to look at the plane before continuing. He asked me if I was ok, was the engine and prop ok, and did I see any damage. I told him I was shaken; engine and prop were fine and that I could see no damage. He said, "well, sounds like a great landing to me! You walked away with no harm done. Well done. Sounds like you had your first ground loop." And to him and anyone else I discussed the situation with, that was the consensus. Airplane and Fran were good to go, but winds were picking up, and I was rattled. I wanted to spend the night and wait for the winds to die down.

So we got the Clipper put into a hangar, out of the blowing wind, Fran ate her burrito, and I got a courtesy car from the nice guy helping us (yes for free!), and I found us a hotel room.

We were in that room for 3 nights and 2 full days! The wind that blew through Texas over the next few days was some of the strongest winds I've ever been in. They were constantly blowing around 30mph and gusting up to 70mph! And the dust! At times the visibility was down to less than 2 miles in blowing dust! It was obvious we weren't go-

ing anywhere for a while. I was ok with the waiting. I figured we'd start to worry about Fran getting home on Saturday if at all. I did notice that Fran was on her phone almost 24/7, even falling asleep with the charger cord stretched across her body and the phone in her hand. I figured this was a millennial thing... But other than a phone habit, I didn't see any signs of trouble brewing and I thought we were enjoying each other's company. Boy was I about to be shocked.

Thursday morning dawned clear and calm, so we were out at the airport before 8am and on our way by 8:30. Fran had 2-hour legs planned for flying on Thursday ending up for the overnight in Muskogee, OK.

First leg took us to Winston Field in Snyder, TX where I did a noneventful landing, we used the restrooms, fueled up, and headed right out. Just a routine stop at a small airport in the middle of nowhere.

Next month Honey Badger's next leg to Wichita Falls, Sheppard AFB, landing in some wild crosswinds. Stay tuned.....





OUR OWN MARK TAYLOR WITH HIS RADIAL POWERED HATZ WITH IT'S WELL DESERVED BRONZE LINDY!



NOT EVERY DAY WAS PICTURE PERFECT BUT IT WOULDN'T BE OSHKOSH WITHOUT A GOOD STORM



RAY PARKER'S CAMP AT SUNRISE!



1



2



3

Photos 1,2,3 courtesy of fellow Tiger Moth builder Bruce Fischer. Thanks Bruce!

KEVIN'S GASSERT'S ANNUAL PICNIC



A GREAT TURNOUT-OVERFLOW CROWD



MASTER CHEF MIKE WOOD-THANKS MIKE!



OVERFLOW CROWD FILLED TWO HANGARS!



THANKS KEVIN FOR A GREAT DAY!!

DONATED PROJECT FLIES!

You might remember the Zenith 601 project donated by former chapter members Tom and Dawna Boehmer. It was purchased by Doug Binder of Ithaca New York. Doug sent these pictures to Prez Tom who passed them along to me. Doug wanted us to know that he completed the project. First flight was Saturday Aug 6. and it flies great! Thanks Doug!

