

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
OCTOBER 2022**



Butler County Regional Airport
Hamilton, Ohio



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SEPTEMBER 2022 CHAPTER GATHERING REVIEW

September of 2022 blessed us with another well attended gathering and a comfortable weather day in spite of threat of storms, which never materialized. We were incredibly well fed by Stephen and Brandi Brewer. Thanks Stephen and Brandi!



Young Eagle Rally Report

Scott Balmos gave a report on the Young Eagle Rally held Saturday afternoon after the Flying Circus. Scott and Greg Koedel had their ships on display which generated strong interest. The end result was 24 first-time Young Eagles flown. Scott hopes to try for one more rally, tentatively on Oct 15.



Project Reports

Steve Pollack gave an update report from last month on his RV7. Adjustments to engine timing improved engine temperatures. He also talked about his writing about drag from various shapes exposed to airflow. Amazingly, a round rod had more drag than almost any other shape, a convincing argument for using streamline braces or fairings.

Mark Taylor reported on his flight to Broadhead for their Pietenpohl reunion.

Tom Martin flew with wife Barb to Poplar Grove to see the Jenny and other attractions.



SEPTEMBER GATHERING, SPEAKER AND VISITOR

We were honored by a visit and talk by Bob Conrad. Bob is well known to many of us as the former owner/ FBO operator at KHAO. Many of us also know his son, Joe, who operates Con-Air, the hangar rental business at our field. Bob talked about airport history and his observation of the need for improvements to the airport.



First and foremost, Bob elaborated on the need for improvement to the functioning of our AWOS. Almost 180 degrees of its view is surrounded by trees, making it inaccurate and unsafe when reading winds from the southeast through southwest. He proposes either moving to a clearer area or cutting down the surrounding trees.

Another major improvement is the need for taxiway sealing and/or repaving. There have been some half-measure repairs but many cracks have reopened. This has become very noticeable when taxing and could present a safety hazard

Bob also brought out that the PAPI lights need upgrade and repair. Part of the system is out for runway 29 and completely out for runway 11.

Bob proposes the formation of a users group composed of hangar owners and renters to approach current airport manager Dave Fehr about improvements. If no response is received then he suggested that the users group go directly to the Butler County Commissioners.

Thanks for your insights and support Bob!

Pictured at lower right is visitor and potential new chapter member Mike Walpole. Mike is a member of EAA Chapter 186. He is currently living in Kettering but had heard good things about Chapter 974 and wants to participate as best he can. Welcome Mike!



Billy held an abbreviated VMC Club session following our guest speaker.

Today's topic: PATTERN OPERATIONS

We have ongoing potential conflicts in our pattern due to the mixing of simulated or real instrument approaches and VFR traffic. Tom Martin gave an example of this on his recent flight to Polar Grove. He made an instrument approach to a pattern that had heavy VFR traffic operating in near IMC.



Billy emphasized that at KHAO there is frequent mixing of heavy VFR traffic with those making instrument approaches for practice or instruction. That is often combined with jets and other corporate traffic calling into pattern from long distances thinking they have priority. The error here is that these aircraft are not really established in the traffic pattern and do not have priority. Billy related a recent potential conflict while instructing in the Cub with two jets calling in. These conflicts can be a source of irritation, but the best thing we can do is to be professional, and “play nice” in the pattern.

We should make clear, informative, brief radio calls. Billy has mentioned in the past, and again today, that it's best to pause briefly after keying the mike before speaking. Often an important syllable or an entire word or two can be cut off due to a slight delay in most radio's ability to transmit voice signals. When approaching the pattern, make initial call no less than 5 miles out. Speaking clearly, describe how you will enter the pattern.

Sorry you had to squeeze it in Billy, but thanks, as always, for another great VMC!

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

Our future... Your Airport

Hi everyone,

Back in late August, Barb and I flew up to Poplar Grove, Illinois (C77) for their 50th Anniversary Fly-In, and WOW what an airport! No, the runways weren't perfectly paved or extra long, they didn't have an ILS approach, in fact they only have one instrument approach to get in during fowl weather (RNAV GPS-A), the FBO wasn't anything special, and there wasn't a restaurant... What did they have? Passion!



This privately owned airport accepts no FAA funding. The result? No fences to keep people out. Hangars with doors open welcoming you in, homes on the field that allow you to land and park your plane in attached hangars, and over 400 airplanes that call the airport home.

I'm not against FAA funding, but it does come with requirements like fencing and access restrictions. Yes C77 has more flexibility than most, but what I found impressive was the passion this airport community had for making **their** airport welcoming, and a special place for **everyone!**

WE have the power to do this at **our** airport. We may have a few more challenges to overcome to ease accessibility, but we already are a very welcoming group.

What we do need is more group advocacy. This past gathering one of the former KHAO airport managers, Bob Conrad, joined us and spoke about the work he has been doing individually to lobby our current airport manager, David Fehr, to move forward with needed improvements like trimming the trees around the ASOS, and at the end of runway 11 for safety. Both reasonable requests. But he is only one voice... we can assist by helping to be the many.

There was discussion by our group after Bob's plea about working to create a local user's group to help get the concerns many share to the ears of David and the local elected officials. It is my hope that this discussion continues, but that it is also followed up with action. **It ultimately is our future... and your airport.**

A couple of updates and reminders:

Our next gathering on **October 9th** will be the **Annual Meeting** of the Chapter. Chapter Officers will be elected for the coming year. For those interested in running for a leadership position, please email myself or one of the other officers to have your name on the ballot. This will also be our annual Hangar crawl. I encourage all on field with a hanger to participate. Please contact Brandi Brewer if able.

The next Young Eagles rally will be the morning of **Saturday October 15th** – Pilots & Ground Crew volunteers needed. Talk with Scott Balmos (sblamos@fastmail.fm)

I can't wait to hear about all of your Fall flying adventures at the Gathering on Sunday October 9th.



Blue skies! Tom

Tom Martin EAA #1061241
President, Chapter 974
E: President@EAA974.org

HONEY BADGER FLIES HOME

By now I was pretty comfortable flying the plane, and I was able to pay more attention to everything around me. The airplane was flying beautifully, the ground below us was slowly beginning to turn from brown to green. We could almost see the line where a dry river bank turned into a flowing river, and the land started blooming green. In fact I was so comfortable, I gave Fran the airplane to fly, and started looking at where we were going for our next stop. Fran had said Wichita Falls, TX, so I picked up the iPad and started to learn about Wichita Falls.

And here is where my shortcomings started to hit me in the face. When I looked at Wichita Falls in the app, I saw in bold letters Sheppard AFB/Wichita Falls Municipal Airport. Fran had picked an Air Force Base that also allowed regional airlines and General Aviation to use one of their 4 runways. I was almost immediately uncomfortable with landing there, and to top off my anxiety, the winds, yet again, were picking up.

As we got closer to the airport I took the plane back from Fran, and she started to work the radios to get us permission to land at Sheppard. They eventually answered, gave us a "squawk" code for our transponder so they could see us, and told us to plan on runway 36. I told Fran I couldn't land on 36. The winds were from the northwest at 17 gusting to 25 (yes again, 25kts!) and the crosswind was almost 40 degrees off my nose. I told Fran

we need runway 33 which would give us gusty winds, but only 10 degrees off my nose. The controller said standby while he moved some T38 fighter jets out of the way,

and he'd get us runway 33. Now Honey Badger is flying along at maybe 100mph, and these fighter jets are going above me and below me at almost double that speed. I turned to Fran and said "I don't like this. Let's go somewhere else." And she said I'd be fine. Three times while we were being vectored around I said I was uncomfortable landing at the AFB, and 3 times Fran just talked me into continuing.

We were finally lined up for runway 33, the wind was blowing us sideways, and for a fourth time I said I don't want to land here. But Fran said, "you've got this", and she helped on the controls to keep the airplane going straight on landing and roll out. OK. We are on the ground, but I am not happy.

They give us a 3-mile taxi to get to the FBO, and at one point the wind was blowing the Clipper so hard the only way I could keep her going straight was by dragging the left brake to keep it from just moving to the right.

Finally we made it to the FBO and Fran jumped out as soon as the airplane was shut down. I stayed aboard to do some paperwork, and that was a good thing since while I was sitting in the plane, the fuel truck pulled up perpendicular to the the plane, and the wind came along and pushed that little plane almost into the fuel truck! Luckily I just stomped on the brakes, stopped the plane from moving, and waited for the fueller to put chocks under the wheels before I hopped out. I knew I was done flying for the day. And darn it, we were STILL in Texas!

HONEY BADGER FLIES HOME

I walked into the FBO, Fran walked up to me and said "I'm leaving. I'm catching a commuter flight to Dallas at the terminal and I'm leaving." And without any discussion or explanation, she went out to the plane, got her stuff, and left me. Just left me.

I felt in no way prepared to fly the plane home alone. I had wanted someone to go with me, and I believed I had found that someone. I was shaken. But the first thing I had to do was take care of the plane. The young kid working the desk at the FBO looked as stunned as I was when Fran made her exit. He gave me one of those "what do you want to do next, and can I help" looks, so I straightened up and asked him if there was a hangar I could put Honey Badger in, and what was the cost. For \$25 a night she was tucked in next to a multimillion dollar cooperate jet, her wheels chocked, and my suitcase removed. She looked so small sitting next to that immaculate jet, but she looked safe and secure from the winds for the night, and it was time to think about me before I totally lost it and broke down. Forty-five minutes later I was in a room at a Marriott, thanks to another free courtesy car, and my rewards points. After the hotel room door shut behind me, I threw open the window curtains, looked out on another unfamiliar Texas town, and began to cry. I'll admit it. I cried and screamed and howled alone for a good 10 minutes before I was able to start thinking about what to do next. No one I know would ever call me overconfident. I have had the confidence kicked out of me by many a simulator instructor over my career. I've always felt that I'm a darn good pilot, I just don't always believe it. I needed to get over that fast!

First call was to flight instructor Billy. He too was amazed at the self-centered, inconsiderate behavior of Fran, but after his attempt to calm me down, here are the questions he asked me, and my responses:

Billy: "Robin, can you fly the airplane?"

Me: "Yes"

Billy: "Robin, can you navigate it home?"

Me: "If you'll review my flight plan after I figure it out, and give it the thumbs up, yes, I can navigate it home."

Billy: "Can you land the plane?"

Me: "Not in a crosswind!"

Billy: "Then don't land it in a crosswind. Pick another airport or runway without a crosswind! You can do that!"

Me: "I guess ..."

Billy: "You've got this Robin. It's really no big deal."

Me: "Ok. Let me think about this. I'll call you back." And I hung up with Billy and called my best friend Stephanie and her husband Kent.

Same stuff from Stephanie. Here's what Kent (also a retired airline pilot I've known for almost 40 years) said: "Robin, fly the f*cking plane home!" Now Kent rarely butts into whatever Stephanie and I are up to, but if he puts his two cents in I usually listen. Oh, and he almost never swears. He was angry, but confident in my abilities.

Next
Month: On
to Kansas



JOEY INVITES US TO A "WING PARTY"

You can't say VP Joey Shreve doesn't know how to throw a party! A Couple of Saturdays ago Joey invited a bunch of us to his hangar to install the wings on his nearly finished Double Eagle. You could say it took a village, but lots of supportive hands were needed to carefully guide the wing panels into position for the bolts. It was a little tricky but the job was done. We can't wait to see your beautiful orange bird overhead Joey! It looks great!



WACO FLY-IN AT WACO FIELD, TROY, OHIO

There was much to see here at WACO 1WF. Below is just a sample of the beautiful WACO's plus a great gathering of other vintage aircraft. Take note of the rare Mooney Mite in the lower left corner. I'm sorry that I don't have more room. Troy, Ohio was the home of the Weaver Aircraft Company, aka WACO.. Every year examples of these fine aircraft come home to touch base with their roots. There has always been an open invitation to all of us to fly in but we've been told that next year will be the 100th anniversary of the company's founding. They are hoping for 100 WACO's which will fill the field.. Count on driving up!



CHAPTER PROJECT UPDATES

Now that Michael Longworth has mounted the wings onto his Mustang 2, it is really starting to take shape. As reported last month, Michael has the engine running. Cowling and wing joint covers are waiting to be installed. I don't have a projection on test flying, but how far off can it be?

It looks great Michael!



I don't have an official report on completion and airworthiness certificate, but obviously Scott Hersh's RV6 is complete and flying. I caught him taxiing out for departure at the WACO Fly-in.

Congratulations Scott on a job well done!!



MORE CHAPTER PROJECT UPDATES

You will notice I reported on Joey's "Wing Party" on page 8 of this edition. Joey can't resist a good party so he invited a bunch of us to another party, a "Wing Strut Party" couple of weeks later. We all understand that some parts of our projects take a village...or a chapter! How much better could I illustrate the benefits of chapter membership than capturing a moment like this?



Scott Balmos helps Joey drive home the final wing strut bolt. Joey says the only thing left are the jury struts and control cables.



Joey poses proudly with his nearly complete Double Eagle. I guess someone will have to bake a pie for you Joey! That pie can't be too far off!

It looks great, Joey!



GREATER CINCINNATI RC CLUB FLYING CIRCUS



Check out the young man flying a radio control model at the event. It's Camden Koedel! He won this model, an Aero Scout, at last year's circus. Along with the plane, he won a full RC flying course which he pursued over the past year and qualified to fly in the circus. I'm sure dad Greg is proud of you as we sure are! Below, left, is a small example of quality and variety of RC planes that appeared at the event. Below, right, Scott Balmos signs up Young Eagles for a rally that took place after the circus closed for the day. Scott and Greg Koedel had their ships on display. This annual event is almost the only public gathering at KHAO.

