

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
NOVEMBER 2022**



Butler County Regional Airport
Hamilton, Ohio



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**NOVEMBER 13 CHAPTER GATHERING
DECEMBER 11 CHAPTER GATHERING WITH
CHILI COOKOFF
JANUARY ? CHRISTMAS PARTY TBA**



OCTOBER 2022 GATHERING ROUNDUP

A perfect weather day and VP Joey's Chicken Piccata Pasta and Peach Ice Box Pie made for another terrific Chapter 974 Gathering. Thank you Joey!! Several members were able to fly in with zero concerns about weather for the day. See poorly exposed (ed note: sorry!) picture lower left.

Announcements:

- Dues to remain at \$20 per member
- Next Young Eagle Rally 10/15 – took us to 64 YE's flown for the year!
- Roof repair completed
- Roger, Tom , Bob Conrad med with Dave Fehr about tree cutting for ASOS; a time issue for Dave. Requires 200 ft clearance per FAA
- Runway resurface possible for next year
- PAPI lights discussed with no decision.
- Motion detector switch to be installed for bathroom light and fan
- Current Board of Directors to remain in place for 2023 except chapter secretary who will be Grace Hogan
- Chapter By-laws Restatement discussed. We just made quorum at this gathering. This allowed the membership to accept By-laws.

Chapter Visitor Pictured immediate right is visitor and possible new member Scott Hauck. Scott is undergoing flight training with Billy Bie
Welcome Scott!



OCTOBER 2022 GATHERING, CONTINUED

Project Reports:

Michael Longworth has begun taxi testing with his Mustang 2. Michael has been attending A&P school. Wing fairings are waiting to be installed. Avionic setup needs to be completed especially ADSB.

Gary Boehm announced the starting of both engines on Hogan's DC-3 down on the west end of the field.

Rachel Cogen ? Announced having completed her Commercial Pilot Oral Exam.

Mark Taylor told us about flying his Hatz down to Triple Tree in South Carolina. He said it was a terrific experience.

Dave Gallagher told chapter he has an assortment of Piper Cub parts in his hangar that are available if anyone needs them.

Meeting was adjourned for the annual hangar crawl featured in this edition.

CHAPTER CONTACTS

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)

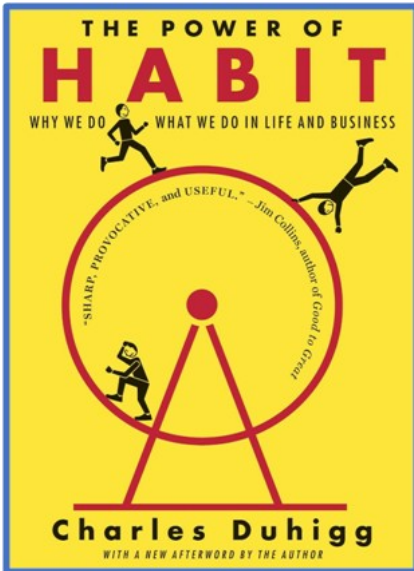
general@lists.eaa974.org — group e-mail to all chapter members

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

The Power of Habit as Pilots & Builders

Hi everyone,

It's been a few years, but I remember reading the book *The Power of Habit* by Charles Duhigg and not only learning many of "keys" to what drives the routines of our lives, but also wanting to change many of mine. The results have been mixed, but that is because changing habits is hard personal work.



For each of us, **time** is our most treasured possession. The "things" in our lives come and go, more money can be made, but time is finite and equally the same for each of us.

How we **spend** our time is personal decision. One of the things I have been trying to do is to simplify my life from the aspect of the number of activities and organizations to where I want to commit my time.

One of my early leadership mentors provided me some advice that I have carried forward throughout my career... "*Work will expand to the time allotted*". Meaning, if you have a 2 hour block to complete something it will take the full two hours, even if it could have been accomplished in 30 minutes.

Many times we go through our days without intentful focus on how we are spending our time regardless of the endeavour, be it time with family, undisciplined pilot currency, or erratic spurts of focus when approaching our project build.

Traditionally January tends to be a time when we each take stock of the year that has passed, the year ahead, and set personal goals for the year at hand. This year, I'd like to challenge each of us to spend some time reflecting and planning for the year ahead as we come into the last two months of 2022. For me, items that make it to my planning calendar have a much higher rate of completion than those things that are "hopes of getting done". What if we laid into our personal calendar 30 minutes of scheduled time three or more times a week to plan/work on our airplane builds, how much more would get accomplished? What if we laid out a more structured approach to maintaining currency, placed it on the calendar and kept those commitments... How much safer would each of us be as pilots?

There is an great paradigm model that Stephen Covey introduced back in the early 90s... In summary, it tells us to focus on the most important things in our lives first (Big Rocks), and all of the minor items (Sand) will fill in around it.

<https://resources.franklincovey.com/the-8th-habit/big-rocks-stephen-r-covey>

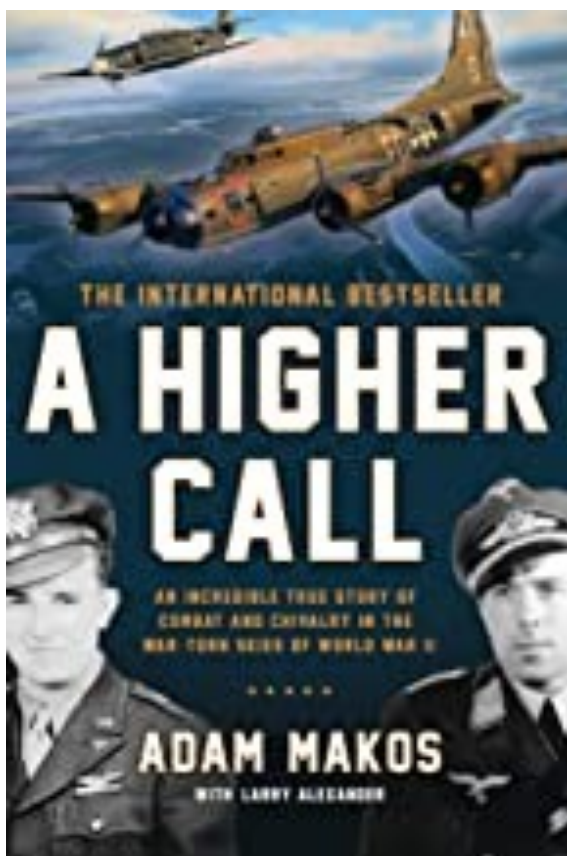
Our habits generally keep us focused on the sand that clutters our lives, and keeps us from focusing on what is most important. I'm encouraging each of us to determine the "Big Rocks" in our lives and to put those first in 2023. But it will take changing our habits to do it.

Looking forward to seeing everyone at the November Gathering on Sunday November 11th.



Blue skies! Tom

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As chapter librarian and avid reader of aviation history, I should tell you about a couple of books I read over this past month.

First, on left is “A Higher Call”, a story of unparalleled chivalry, by Adam Makos. I actually listened to this as an audio book that I downloaded from Blackstone Audio. A BF109 flown by German Ace Franz Stiegler encounters a badly crippled B-17 called “the Pub” flown by Charles (Charlie) Brown over northern Germany. Instead of finishing off the B-17, Stiegler escorts the bomber past German anti-aircraft gun batteries, allowing it to escape over the North Sea. It barely makes it back to England. They both survived the war, but for different reasons, both pilots had to keep their story a secret. There’s much more to the story about both pilots, so I won’t spoil it here. It is also available as a hard bound or paper back from Amazon.

Pictured on right is “Wings On My Sleeve” It’s the story of probably the greatest test pilot ever, Eric “Winkle” Brown. Brown joined the Royal Navy’s Fleet Air Arm during the Second World War and went on to become the greatest test pilot in history, flying more aircraft types than anyone else.

During his lifetime he made a record-breaking 2,407 aircraft carrier landings and survived eleven plane crashes. One of Britain’s few German-speaking airmen, he went to Germany in 1945 to test the Nazi jets, questioning Hermann Goering and Hanna Reitsch among others. He flew the suicidally dangerous Me 163 rocket plane, the Me 262, and tested the first British jets. “Wings On My Sleeve” is “Winkle” Brown’s incredible story.



THE GREAT 2022 CHAPTER 974 HANGAR CRAWL



First stop was hangar T6J to see Brian Charlton's Y-X . Brian keeps her polished and covered. Looks great Brian! Thanks!



On to Hangar T5I is Jason Pratt's RV-6. Jason has been working through some prop issues and reports probably needing a new prop. Ouch! We know you will work this out, Jason. Great Airplane!



Next is Jamie Hicks' Cozy in hangar T4B. Jamie's Cozy is a fairly recent acquisition. He's getting in lots of good flight time in her. It's keeping company with his Long EZ and a few other projects. Looks great Jamie!



Working west toward Dave Griffith's hangars, T2 D and E we see Dave with his recently acquired Arrow. The engine had been removed since I first saw it after arrival on the field. Your editor failed to get the story here. Dave works hard on his projects. I'm sure we will see it in the air before long.

In T21 we find Joey Shreve with his nearly finished Double Eagle Light Sport. There will be more pictures later in this edition showing a complete project waiting to be weighed, balanced and inspected by the FAA.



YOUNG EAGLE RALLY OCTOBER 15 2022

Thanks to our Young Eagle Coordinator Scott and our ever present volunteer pilots, Roger, Dan, Billy, Bob and Ray, We squeezed in another rally on October 15. For a moment it looked like we would have no young Eagles, but low and behold everyone arrived, and away we went. The day was a little breezy but that breeze was almost right down the runway. In spite of the wind, the air was surprisingly smooth and the visibility was outstanding which gave our Young Eagles—and pilots—a terrific view of the near peak fall colors.

Scott reports that we have flown a total of 64 Young Eagles for the year, most of which were first timers. It looks as if this might be our final rally for the year as the weather starts getting a little unpredictable around this time..

Thanks Scott and all volunteer pilots for a great year of Young Eagles!





Above and right is Joey Shreve's Double Eagle which is now complete and waiting for its FAA Inspection. Joey has been taxi testing. Looks ready to fly Joey!

Below is Kevin Gassert's aircraft lift. While not a construction project per se, it's been on display at Sporty's since forever.



They were happy to sell it to Kevin and help transport it to his hangar. It took a village (chapter) to reassemble, another example of the benefit of chapter membership. Congratulations Kevin. It will certainly be put to good use!



With my friends and instructor's words echoing in my ears, I decided I needed food before I could make good choices. So I walked down the street, with my Ipad, phone and a notebook, to a Texas Roadhouse. I got seated immediately, ordered an adult beverage and a steak, and I spread out all my resources in front of me and attacked my problem.

First thing I did on the Foreflight app was draw a straight, direct line from where I was to where I was going. This line said I was 747 miles away from home base, Butler County Regional Airport, just north of Cincinnati, OH. And the app said it would take me 6:46 to get home, with very little wind behind me, at 5,500'. Ok. I could handle that. I would need two fuel stops though, about 2 ½ hours apart. So I picked Fayetteville, Arkansas, and Perryville, Missouri both right on my straight line. They each had a long runway, other airports around if I needed to go elsewhere, and most importantly, fuel. There was some military use airspace I would have to either go under or around, but if the military wasn't using it, if the airspace was "cold" I could fly my straight line. I sent the whole thing to Billy to look, ate my steak, and waited for his response.

It took a while to get Billy's answer, and in that time I finished dinner and walked back to the room. Billy called and said it looked great to him. He added that if I couldn't make it home for any reason, Evansville was on the way, and that would be a good place to stop. A plan was developing.

Next I called Cathy and sent her the flight plan and told her the story. She was pretty

pissed off at Fran too, but she was the first to say this could be the best thing for building up my confidence and my relationship with the Honey Badger. She spent over an hour with me on the phone looking for any surprises, illegalities, any kind of issues with my proposed route of flight, and eventually gave it her two thumbs up. All right. If things went the way I was planning, I would fly almost 7 hours the next day, from legal sunup to legal sundown, and I'd be at my home airport by 8:00pm the next evening. So much for needing someone to fly with me. I was feeling better, but exhausted, so I said good-bye to Cathy, and fell sound asleep by 10.

Sleep didn't last too long. I was up by 3. I reviewed the flight plan, took a shower, got dressed, packed, and dozed off, but still it wasn't light out. I couldn't move the plane until 7:20, official sun rise, and I needed to be on the ground by 8:02pm. I watched some TV until the sky began to lighten, then I checked out, got some caffeine, and set out for the Air Force Base.

The Clipper was right where I'd left her, and the young man working told me that there had been a steady stream of visitors coming to look at the plane. Someone even sent a picture of her to Cathy!! I packed my stuff back into her, gave her a quart of oil, and together the young man and I pushed her out onto the ramp and into the dawning day.

The early morning winds were calm, the taxi out not as long as that taxi in, and just after sunrise, the Honey Badger's wheels broke ground, and I was now off on my solo adventure.

I asked the controllers at Shepard if they could arrange "flight following" for me, and they willingly complied. They set it up so that I was talking to Air Traffic Control all the way to Fayetteville. This gave me the added protection of someone watching me, something to listen to on the way back, and readily available help for anything I might need should something go amiss. I was in my comfort zone now, and I was heading in the right direction.

The day was clear and the visibility was unlimited. I could see to the horizon. The view was incredible. It's literally awe inspiring to watch the countryside unfold below you. Lakes, rivers, small towns, all looking fresh and inviting in the morning light. All I had to do was keep my little plane flying along the magenta line showing in Fore-flight, and in 2 hours and 45 minutes I would be landing for fuel in Arkansas. I relaxed and enjoyed what I love best about flying. The view.

Ft. Worth center handed me off to Kansas City center, who eventually passed me off to the tower at Fayetteville Regional Airport. This is hard to admit, but my first attempt to land at Fayetteville turned into a go around because I was too high and too fast to land. I wasn't going to make that mistake again, so I went around, set myself up better on the downwind, and did a great landing on my second attempt. I taxied over to the FBO and hopped out.

Oh my goodness! This FBO was opulent! Chandeliers, TVs, free food and drink! I wasn't sure why that place was so gorgeous until Stephanie reminded me that Fayetteville,

AR is the home to the Walmart family. This was corporate jet headquarters and the place just dripped of money.

The tower at Fayetteville set up the handoff to Kansas City Center for me, and I was once again on my way. The Clipper was clipping along at about 110 miles an hour at 5,500' as planned. I was burning about 7 gallons of fuel an hour, better than the 8 gallons I had planned on. The air was mostly smooth, and the view breathtaking. I was coming up on the Ozarks, and I was pleasantly surprised by the vast number of lakes on the west side of those mountains. The water was blue from the air and the lakes were many different shapes and sizes. It's a part of the world I'd like to get back to someday.

This leg of the trip had some of the military airspace I was concerned about, and as I got closer, I asked the controller if he could find out if the area was "hot". He got back to me immediately with a "no. It's cold today" and I knew I was ok to stay on my direct course home. So far so good.

Kansas City Center followed me all the way to Perryville< Missouri. I'd only picked this airport because of it's convenient location along my route. The airport info said it was a paved runway and that there was fuel at the airport. I guess I missed the part where it said self-serve only.

Next Month: Honey Badger arrives at new home!