

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
DECEMBER 2022**



Butler County Regional Airport
Hamilton, Ohio



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COMING EVENTS

- **CHAPTER BOARD MEETING DEC 7**
- **CHAPTER GATHERING WITH CHILI COOKOFF DECEMBER 11**
- **CHAPTER CHRISTMAS PARTY JAN 7 BEST WESTERN PLUS KENWOOD TOWNE CENTER**



NOVEMBER 2022 CHAPTER GATHERING

November's gathering was another one with great attendance, unbeatable fellowship and wall to wall plane talk. VP aka Che' Joey was on duty with terrific beef stew and apple crumble desert. It almost looked standing room only. That's a good sign! Yikes! We'll need more chairs!



YOUNG EAGLES REPORT

Scott reports 64 Young Eagles flown this year. With the advent of winter weather there are no more rallies scheduled but that does not preclude individual flights by chapter members. Scott reminded us to be sure to check your Youth Protection status.



CHRISTMAS PARTY

Joey announced final plans for chapter Christmas party. Location same as last year: Best Western Kenwood Mall, Sat. Jan 7 starting at 5 pm. Catered by Maggianos and gift exchange is on.

CHILI COOKOFF

Chapter chili cookoff will coincide with Chapter gathering on Dec 11.

LIBRARIAN REPORT

Librarian Bob Dombek announced two books donated by Roger McClure. They were "93 Bravo" and "Once Around the Patch" by Don Fairbanks. He also reviewed two historical novels he has read, "Wings on My Sleeve" and "A Higher Call" They are not in our library but easily found on Amazon and other outlets.



COFFEE MUGS

Joey Shreve announced that he has received enough commitments for chapter coffee mugs to reduce the price to \$15 each. Treasurer will need payment by end of November.

PROJECT REPORTS

Dan Roysdon reported a vibration and partial decrease in power on takeoff with his Rotax powered RV12. As he began an emergency return to the runway, the vibration ceased and the engine resumed normal power. See the VMC Club summary for how this fits with topic.

NOVEMBER 2022 CHAPTER GATHERING

PROJECT REPORTS, CONTINUED

Jason Pratt gave a special report on the near failure of his constant speed prop on his RV6. Engine and prop were overhauled in 1996 well before he purchased the aircraft. During a recent flight to New Hampshire, he began noticing vibration, which seemed to worsen at idle. Anxious to return home, he continued the flight. On returning home, he sent the prop to several shops to learn that blade failure was imminent. Prop had apparently been on other aircraft and log book noted suspected prop strike of one blade. Damage and cracks were missed on subsequent inspections. Jason's conclusions: 1) If your prop won't statically balance, don't try to dynamically balance 2) If your prop doesn't meet spec, don't use. 3) Get home-itis affected his decision to fly with a prop that could have failed catastrophically. Prop is being replaced with a Whirlwind Constant Speed Composite.

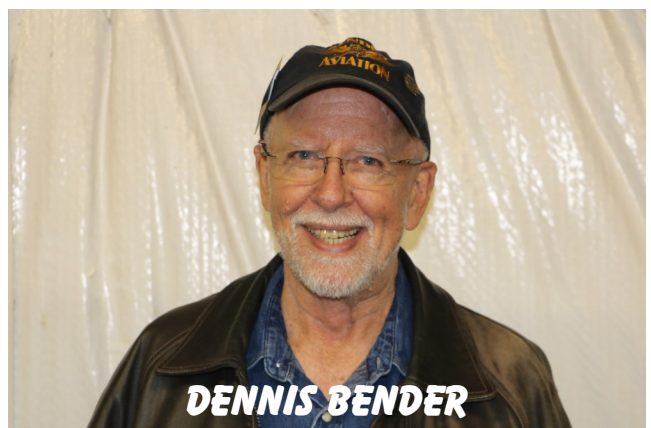
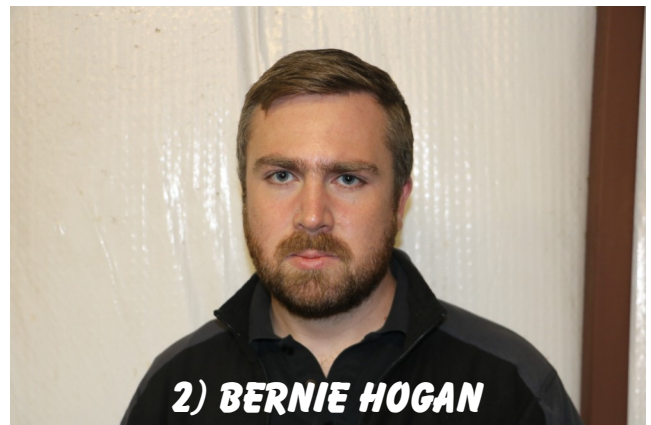
Joey Shreve reports having received his Airworthiness Certificate for his Double Eagle Light Sport. Stan Faske said this was first time he had awarded airworthiness certificate to an aircraft with a horn! He has begun careful taxi testing with gradually increasing speeds.

Dave Griffith reported on flying his Arrow to CVG. Correction note: in last month's newsletter I called his newest plane an Arrow. It is an Archer.

VISITORS AND NEW MEMBERS

- 1) Allen Lepinski: flew as a Young Eagle this past summer
- 2) Bernie Hogan: Student pilot with Billy Bie in Roger McClure's Cessna 172
- 3) Dennis Bender: Member of chapters 174 and 114 in San Diego. Has special interest in EV-TOL ultralights for Young Eagles

Welcome to you all and good to have you with us!



This month Billy delved into the topic of maintenance and repair. He talked about some quick field repairs. For example, during your preflight you discover a crack in your windshield. To prevent the crack from propagating, you should stop drill each end with a #30 or 1/8" drill bit. The crack can then be laced with #40 safety wire.



Flight Training and Flight Reviews

This month's topic had to do with two fundamental aspects of flying, take offs and landings. Critical decision making skills are required for both.

Take offs:

How do we know if we have sufficient runway length or power to complete a safe take off? What happens when we run out of one or both?

The Advanced Qualification Program or AQP is an alternative data driven system of flight training that reaches for higher standards of training. Billy stated that AQP standards can be used for our flight reviews. Example: AQP takeoffs require weight and balance assessment, winds, runway conditions and the use of an acceleration performance check. During take off run we should rapidly determine that our aircraft is accelerating normally. Here he says we can use the 50-70 rule which says that at no more than 50% of the runway, we should have 70% of normal takeoff speed. This can be critical on short runways with obstacles. Billy recommended practicing rejected takeoffs and knowing when and how to abort.

Landings:

Landings are another area that require critical decision making skills. He encouraged us work to toward stabilized approaches. Good landings come from stabilized approaches. A stabilized approach comes from constant airspeed and constant rate of descent. Know your glide slope and practice being able to determine your aim point. Knowing when to abort a landing depends on length of runway and whether you have missed your aim point. "You Can Always Go Around"

"There I was".....Personal Stories from Chapter Members

Robin Kidder told us how she hurt the Honey Badger. On Middletown's sod runway she nosed over gently in an animal hole of some kind resulting in a prop strike. She had to buy a new prop, a Sensenich, and the engine was pulled for inspection. Honey Badger was not damaged and Robin was unhurt.

Bob Dombek talked about his experience in a busy pattern at Waynesville with 5 aircraft in the pattern and none using radios. It was good training in alertness and keeping ones head on a swivel. After 2 landings it was time to leave!

Thank you Billie for another great VMC Club session!

Young Eagles... Our Seeds Foster Future Pilots

Hi everyone,

Often times we wonder if our efforts yield actual results. This can be true of many volunteer efforts, including flying our Young Eagle youth. While we may never know the number of pilots that experienced their first taste of aviation through the Young Eagles program, I'd like to introduce the Chapter to a special young lady who started her aviation journey at one of our own YE rallies



Keilah Gill (pronounced Kyla) found her love for aviation through the Young Eagles program. She caught the aviation bug, and decided she wants to become a commercial pilot. She recently completed her individual application for the EAA Ray Scholarship program, and will be obtaining her Class II medical soon.

As a Chapter, we are applying to sponsor Keilah as a Ray Scholarship recipient. It is my sincere hope that we receive the scholarship grant, and we can help Keilah fulfilling her dream.

You will see more of Keilah at our Chapter gatherings. Please be sure to introduce yourself. If you have an active build, invite her to come by to buck a rivet or iron some fabric. If going up for a flight, take her back up for some time in the air... Watering seeds is just as important as planting them.

Keilah, welcome to the Chapter family! Know that you have a big family of pilots cheering you on, and ready to help you reach your goals.

A few reminders as we wrap up the year and welcome in 2023:

- We will have our December Chapter gathering **Sunday December 11th at 2:00PM** at the Chapter hangar. This will be our **FIRST** annual Chili Cook Off, with 12 members signed up to compete their best recipes. Come out to help judge the submissions... VP (Head Chef) Joey is laying it on the line that he'll be a top contender. Will he?
- Our annual Christmas party will be **Saturday January 7th, 2023**. It will be held at The Best Western Plus Hannaford Inn & Suites (5900 E Galbraith Rd, Cincinnati, OH 45236). Tickets are \$25.00 per person. Please contact Roger at roger@n18hr.com to purchase the tickets or connect with him at the December gathering.

For those who may have missed the November Chapter gathering, it was one our best yet! Jason Pratt shared a presentation on the potential implications related to an imbalanced propeller (scary!), and so many other members shared plane maintenance issues and piloting moments they wish hadn't occurred. We become better pilots by sharing our experiences and learning from others. Let's keep the discussions going!

I look forward to seeing everyone at the December gathering! For those who may be traveling, or can't be there, I want to wish you and your family all the best this holiday season. We should all take a moment to reflect on what a special Chapter we have.

Blue skies! Tom

Tom Martin EAA #1061241
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C: 513-417-1430



CHAPTER BOARD MEETING MINUTES FROM OCTOBER

09 October 2022 Annual Meeting Minutes

2:00 p.m. - Meeting called to order by Tom Martin

Attendees:

Secretaries Report –

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

Treasurer's Report –

| | |
|-------------------|---------------------|
| Income | \$ 265.50 |
| Expenses | \$ 46.00 |
| Balance: Checking | \$ 3,997.61 |
| I-Bond | \$ 5,000.00 |
| Savings | <u>\$ 14,000.88</u> |
| Total | \$ 22,873.78 |

Young Eagles –

- The next Young Eagle's event will occur on October 15th at 9:00. Contact Scott if you are participating as a pilot or ground crew.

Old Business -

- Roof Repair
- ASOS and airport users group:
- Runway to be resurfaced in 2023 and taxiway to be resurfaced in 2024
- PAPI to be repaired
- The Christmas Party will take place on JANUARY 7, 2023.

OCTOBER BUSINESS MINUTES CONTINUED

New Business –

- Chapter By-Laws: changes made to be more in line with the EAA recommendations. By-laws are now separate from the Articles of Incorporation.
- Motion to accept changes to the by-laws: 1st David Griffith, 2nd Scott Balmos
- Possible movie night on October 21st.
- Chili Cookoff at the December Gathering. Open to members of the public.

UPCOMING 2022 MEETINGS

NOVEMBER 13TH

DECEMBER TBD

JANUARY 7 CHRISTMAS PARTY

2:42 p.m. - Meeting adjourned by Tom Martin

CHAPTER BOARD MEETING MINUTES, NOVEMBER

09 November 2022 Board Meeting Minutes

6:01 p.m. - Meeting called to order by Roger McClure

Attendees: Roger McClure, Grace Hogan, Robert Dombek, Scott Balmos, Scott Hersha

Secretaries Report –

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

Treasurer's Report –

| | |
|-------------------|---------------------|
| Income | \$ 237.00 |
| Expenses | \$ 311.89 |
| Balance: Checking | \$ 3,846.84 |
| I-Bond | \$ 5,000.00 |
| Savings | <u>\$ 14,001.00</u> |
| Total | \$ 22,847.84 |

Young Eagles –

- The next Young Eagle's event will occur in the spring of 2023.

Old Business -

- ASOS and airport users group:
- Runway to be resurfaced in 2023 and taxiway to be resurfaced in 2024
- PAPI to be repaired
- Trees to be cutdown sometime November/December.
- The Christmas Party will take place on JANUARY 7, 2023.
- Space for 50 people.
- Chapter By-Laws: changes made to be more in line with the EAA recommendations. By-laws are now separate from the Articles of Incorporation.

CHAPTER BOARD MEETING MINUTES, NOVEMBER

- Motion to accept changes to the by-laws: 1st David Griffith, 2nd Scott Balmos
- Chili Cookoff at the December Gathering. Open to members of the public.

New Business –

- Open a business bank account and put some of the savings into CDs. Possibly at GE credit union.
- Propane tanks will need to be filled for the winter.

UPCOMING 2022 MEETINGS

NOVEMBER 13TH

DECEMBER 11th

JANUARY 7 CHRISTMAS PARTY

FEBRUARY 12TH

6:38 p.m. - Meeting adjourned by Roger McClure

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

FLYING HOME—HONEY BADGER COMES HOME

When I was lined up for final approach at Perryville I saw the long single runway had not had new pavement in years. Grass was growing on the runway and the whole place looked dormant. I touched down anyways, taxied to where there was a giant fuel pump, did my shut down checklist, and jumped out. I went to the little FBO building—nothing like the place in Fayetteville, and tried the door. It was locked! I went around and tried another door. Locked too! I was turning away when a door opened and a man around my age said, “are you ok?” I thought that a strange question, but I said yes and that I need the restroom. He held the door open for me and I ran to the bathroom.

This gentleman turned out to be a corporate pilot flying the twin engine airplane that was the only other plane in sight on the ramp. He said he was waiting for his passengers, and that he was at that airport often enough to know the door code for the FBO. I asked him about fuel, and it was then I learned I had to pump it myself.

But, to my surprise it was time to hurry. I forgot about the time change. It was 3:00 in Missouri, but already 4 in Ohio. I had 3 hours of flying left and four hours of daylight. It was time to get in the air.

A lot went on the last leg. I talked to the controllers all the way home, but the cloud layer was getting lower and lower as I headed further east, so I had to fly at 3,500' instead of 5,000'. There were almost no tail winds at that altitude, so I was going slower than I'd planned. And it was getting colder by the minute. There was a knob to pull out for Cabin Heat, but I had it all the way out, and eventually I could see my breath it got

so cold. But I was only hours away from my final destination and getting closer all the time.

I was watching the time closely the last 45 minutes. Foreflight was giving me an ETA (estimated time of arrival) of 7:45 and sunset was at 8:02. I was cutting it close.

Luckily for me Indy Center get me a handoff to Cincinnati approach, and at that point I did a sigh of relief. My straight-line home went through their airspace, but if they had denied me flight following it would have added 20 more minutes to my flight to stay out of their airspace. But they cleared me direct to Butler airport, and I knew I was going to make it home just fine.

And I did. Landing at 7:48pm. 14 minutes before sunset. I'd not approached Butler County airport from the west before, but my magenta line took me right to the familiar traffic pattern area where I made sure to slow myself down early, and I announced myself in the pattern and touched down mid field. I cleared the runway and taxied to where I thought I was supposed to meet the owner of my new hangar. When I got there, there was no open hangar door to be found, and no hangar owner to be seen. And now it was dark. I couldn't even move the plane.

FLYING HOME—HONEY BADGER IS HOME!

I left Honey Badger on the ramp alone and walked the ¼ mile in the dark back to the FBO. By then I was shivering. Both from the cold and from my nerves finally relaxing. I got inside and the young man working took one look at me and asked if I was alright. I told him I was freezing, and that nice young man found, and made me some hot chocolate, while I called and text trying to get the

plane into a hangar. At this point let me just say, Honey Badger got safely put away, and I finally got to my house by Uber at 11:15pm. It was a long, very successful flight home. I had done just fine.

ROBIN WITH HONEY BADGER AT HER NEW HOME

