

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
MARCH 2023**



Butler County Regional Airport
Hamilton, Ohio



IN THIS EDITION

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FEBRUARY 2023 CHAPTER GATHERING

Here are shots from the February gathering. I'm sorry that I don't have more information to go with these photos, but it was fun to enlarge these as much as possible to fill the pages. The result was less text but a better view.



Photo credits:

Joey Shreve
Rolf Hettico
Greg Koedel

Many thanks to you all for taking these in my absence and sending them to me!



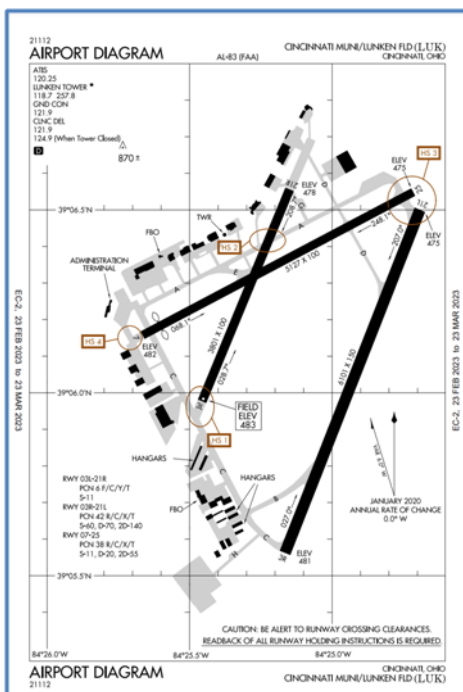
FEBRUARY 2023 CHAPTER GATHERING



THE PREZ SEZ

Runway Operations.... An important part of maintaining pilot proficiency.

Hi everyone,



We had information Foxtrot for Lunken Field (KLUK) and were handed over to Tower. We were inbound for a full stop landing on 21L, with plans to taxi around and take back off on the same runway. After (greasing the) landing, tower calls out, “ground point 9” ... Over to ground on 121.9 and on the rollout, we hear “Stationair N628FN, exit right, taxiway Bravo”. Clear of runway 21L, ground calls back... “8FN right on taxiway Charlie, **blah blah**, hold short runway 25”

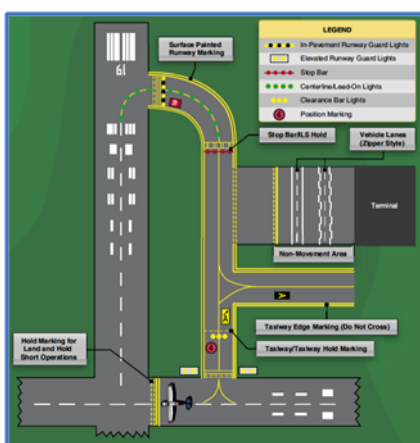
It had been a while since I had landed at KLUK. My stepson Alex, also a pilot, was flying right seat with me, and working the radios. During the pre-flight I had briefed all the practice approaches we were planning to do that morning, but I had **not** briefed the taxiway diagrams.

Once clear of runway 21L, my hands were busy securing the plane to taxi, (cowl flaps open, lean for taxi, landing flaps up), but my mind was fully engrossed with studying the airport diagram as I turned right on taxiway Charlie. My **mind** heard ground say “8FN right on taxiway Charlie, hold short of runway 25” but it was on the **assumption**, that we would be taxied to taxiway Alpha and back around for takeoff on 21L. There was a regional jet that I could see in front of me heading down taxiway Alpha to runway 21L, so my **mind** said I’d be going that way also.

What ground **actually** said while I was fumbling with the airplane and looking at the airport diagram, was “8FN right on taxiway Charlie, **right on runway 21R**, hold short of runway 25”. **Fortunately**, Alex had copied the instructions correctly and instructed me to turn right onto 21R as we approached the runway. (Note – I trusted that Alex had copied the instructions correctly, but as PIC and with questions in my head, I should have stopped and confirmed with Ground.)

He was correct, the remaining ground operations were uneventful, and we ended up taking off runway 25 and avoided the jet wash of the regional that had just taken off 21L. Back at I68 later that afternoon and debriefing, we both agreed that better pre-flight preparation and a clear assignment of pilot/co-pilot responsibilities would be required for future flights to prevent any possibility of a ground runway incursion.

We talk so much about pilot proficiency, which always brings to mind flight operations and maneuvers. **How little we talk about ground operations, runway signs and placards.**



We are only two full months into the new year, yet 5 close call runway incidents have already been reported involving a commercial airliner. I’ll put the links to the news articles at the end of my letter, but as we brush off the rust of winter and re-establish our flight proficiency, I’d like for all of us to put a special focus on ground operations being a key part of our proficiency plans; always.

I realize that many general aviation pilots avoid the use of air traffic control and avoid towered operations completely. If this statement hits home, I’d like to also encourage you to spend some time, either personally or with an instructor, brushing up on both phraseology and towered operations. Just because you don’t “plan” to land at a towered airport, doesn’t mean that you won’t “need” to land there: Weather, unexpected fuel needs, passenger discomfort... You get it.

THE PREZ SEZ, CONTINUED

Considering the numerous close calls, the acting FAA administrator, Billy Nolen, recently wrote in a memo to the organization:

*"We are experiencing the safest period in aviation history, but we cannot take this for granted. Recent events remind us that we **must not become complacent.**"*

If our early "Spring" weather continues, we should have some amazing flying weather ahead. Let's all be sure to do our part in making sure this flying season is a safe one. In the air, and on the ground!

A few key announcements and reminders:

I am super excited to announce that **Chapter 974 has been selected to receive a Ray Scholarship for 2023!** We are finalizing the documentation to select Keilah Gill as the recipient, and we hope to have her up flying by April 1st.

Check your email, but EAA HQ is asking for member feedback. Survey takes ~10-15 mins to complete, but the questions were meaningful. [Survey Link Here](#)

Our first **Young Eagles Rally** for 2023 will be held on **Saturday March 25th at 9:00AM**. Please connect with Scott Balmos (sbalmos@fastmail.fm) if you can help with ground operations or as a pilot.

All for now... Unfortunately, I'll be out of town for the March gathering, but look forward to seeing everyone around the field.



Blue skies! Tom
Tom Martin EAA #1061241

President, Chapter 974

E: President@EAA974.org

C: 513-417-14 **News Article Links:**

- **FedEx, Southwest Planes May Have Come Within 100 Feet of Each Other During Close Call** (06-Feb-23) - https://www.wsj.com/articles/fedex-southwest-planes-may-have-come-near-100-feet-of-each-other-during-close-call-11675731063?st=glgpw2ts5on40lm&reflink=desktopwebshare_permalink
- **FAA to conduct sweeping safety review after multiple incidents** (15-Feb-23) - <https://www.cnn.com/2023/02/14/business/faa-safety-review/index.html>
- **Close call between two planes on runway at Burbank Airport under investigation** (24-Feb-23) - <https://www.cnn.com/travel/article/burbank-airport-runway-close-call/index.html>
- **FAA is investigating a close call between 2 aircraft at Boston Logan** (01-Mar-23) - <https://www.cnn.com/travel/article/boston-logan-airport-runway-close-call/index.html>

REMEMBER: Never cross a hold line without explicit ATC instructions. You may not enter a runway unless you have been:

Instructed to cross or taxi onto that specific runway

Cleared to take off from that runway, or

Instructed to "Line Up and Wait" on that specific runway

If in doubt, ASK!

CHAPTER BOARD BUSINESS MEETING MINUTES

07 December 2022 Board Meeting Minutes

6:10 p.m. - Meeting called to order by Tom Martin

Attendees: Roger McClure, Grace Hogan, Robert Dombek, Scott Balmos, Scott Hersha, Tom Martin, Joey Shreve

Secretaries Report –

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

Treasurer's Report –

Income	\$ 329.00
Expenses	\$ 2150.17
Balance: Checking	\$ 5,047.51
I-Bond	\$ 5,118.00
CDs	\$10,024.85
Savings	<u>\$ 2,002.10</u>
Total	\$ 22,192.46

Young Eagles –

- The next Young Eagle's event will occur in the spring of 2023.
- Monthly rallies starting in March.
- Having more in depth ground school for repeat flyers.
- Pilots need to remember to reapply for youth protection if yours has expired.

Old Business -

- ASOS and airport users group:
- Runway to be resurfaced in 2023 and taxiway to be resurfaced in 2024
- PAPI - 29 repaired, but 11 has yet to be repaired
- Trees to be cut down sometime November/December.
- Tool Crib Committee- donations to chapter
- Chapter Survey 12/31 was due date. Waiting on results

CHAPTER BOARD MEETING MINUTES, CONTINUED

New Business –

- Kaeilah submitted the Ray Foundation Scholarship application
- Hosting the Ford Tri-Motor
- Scales are repaired- recalibrated and new wire. After testing it may have to be recalibrated again
- Warbirds requested to have a meeting at the hanger in March.
- Tower tour at CVG

UPCOMING 2023 MEETINGS

FEBRUARY 12TH

MARCH 12TH

APRIL 16th

MAY 21ST

JUNE 11TH

JULY 9TH

AUGUST 13th

SEPTEMBER 10TH

OCTOBER 8TH

NOVEMBER 12TH

DECEMBER 10TH

6:57 p.m. - Meeting adjourned by Tom Martin

SCOTT HERSHA'S RV6 AT THE PAINT SHOP

As I reported a couple newsletters ago, it starts with removing things from the airplane, like flaps, ailerons, tail control surfaces, cowlings, covers, etc, which I did Dec 13th when I took the airplane to them. The first thing the shop does, which didn't start for a week or so after my arrival there, is to scotch BriteBeam the entire airframe and removed aluminum parts. This revealed some areas that required a little body work in a few places, which is completely normal. The next step is to etch and alodine the unpainted airframe and aluminum parts. This gives the aluminum a conversion coating to help the primer to adhere, and the primer give the compatible paint - Sherwin Williams JetGlo - a chemically compatible system to "tooth" into. This paint has to be applied within three days or less from the time the primer was applied, lest they have to sand the primer and start over. They accomplished this process on January 16th and here's what it looked like:



The small parts were painted in the booth. The large part - the airplane - was painted in front of the booth with the booth doors open and the very large exhaust fan sucking every molecule of air out of the hangar. That seems like it might kick up some dust, maybe..... Anyway, before they take this step all the other airplanes in the hangar need to be moved outside, obviously.



One step I didn't mention is, I had to go pick up my two cowl halves and refinish them to hide pinholes and fiberglass honeycomb weave. I had thought he told me they would take care of that, but was apparently mistaken. I took me four days old sanding 4-5 coats of epoxy filler and high build primer-surfacer.

If you are ever going to do this kind of project, make sure you make your fiberglass parts look perfect before taking it to your painter. And then they will still have to do some filling and sanding. They did on mine. A couple pics of the small parts painted - there are many.

As I've reported before, my RV6 is being painted at Warren County Airport. That is the name of the airport, and I think it is also the FBO. That is an educated guess on my part, but whenever you have work done there (avionics, paint, maintenance), you make your check out to "Warren County Airport". This makes me think that everyone that works there is either paid hourly (likely), or they are salaried. Read into that whatever you want. I only mention that because my 3-4 week paint job starts it's 9th week tomorrow (Valentines day). While I told Kendal, the shop manager, that I wanted a good paint job no matter how long it takes, I didn't expect it to be this long. Anyway, here's the process and where I am today, Feb 13th. I'll include a few pictures, but we still have a ways to go.

They are painting a 172 at the same time). Looks pretty good, although there were some issues not apparent in the pictures that had to be addressed - a big run on the rudder, and some flicks of dust that got on the tops of the wings and horizontal stab that need to be buffed out.



I've started putting some of the airplane back together again. Cowling, spinner, ailerons, wingtips, inspection covers. I'm holding off on the flaps and tail feathers until they get around to painting the colors because I don't want them to be in the way, or subject to overspray because of close proximity to the colors being applied. The paint scheme is actually a paint mask, and I'll be helping to lay that out.

All photos: Scott Hersha



JOHN WILEMSKI'S COZY

Thanks to Joey Shreve, we are treated to some great progress photos of John Wilemski's beautiful Cozy. Joey paid a visit to John's shop early this year and shared these with me to share with the chapter. I don't have any specifics, but as the saying goes, a picture is worth a thousand words. The last pictures posted were those of John in the midst of painting his Cozy, 2 years ago. As we can see, he has made significant progress since then. Beautiful, John! We can't wait to see it on the field! Thanks for sharing!

Photo credit: Joey Shreve.



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