

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
APRIL 2023**



Butler County Regional Airport
Hamilton, Ohio



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COMING EVENTS

- **CHAPTER GATHERING 4/16, 2 PM**
- **YOUNG EAGLE RALLY 4/22 9 AM**



MARCH 2023 GATHERING REVIEW

Check out the impressive turnout for the March chapter gathering . Do you think Brandi and Stephen's Biscuits and gravy had anything to do with this? Having heat doesn't hurt either. We were ably led by VP Joey Shreve in the absence of Prez Tom Martin.



CVG Tower field trip in the works per Joey.

Young Eagle Coordinator Scott Balmos introduced Keilah Gill, our chapter Ray Scholarship Winner. See pic next page. She will be training with Billy Bie. Congratulations Keilah! Scott Announced YE Rallies for the year beginning on 3/25 for which there are already 20 signed up. Future rallies 4/22, 5/20, 6/10, 7/25, 8/19, 9/16, 10/14. Rallies will need at least 2 ground support volunteers. Be sure your Youth Protection Certificate is current.



Steve Pollack described his experiences with different static ports and their placement on his RV. Can lead to serious airspeed discrepancies when not done right.

Bill Hauck reports ordering a Rans S-21 kit.

Joe Siebert reported on his attendance at Synergy Air south Metal Working class in Neuman, Ga. as part of his plans to build an RV kit.



Scott Hersha reported on his RV6 paint now complete and back in his hangar.

George Theobald reported on Lunken Airport Rally which takes place 6/25

John Labarre stated that there is a Pitts Model 12 all wood wing kit available on the field.

Late Report—Roscoe passed his amateur radio extra class license exam. Congrats Roscoe N5AWB!!
Photos: ed.



WELCOME NEW MEMBERS AND VISITORS!

Right , Russ Pfeiffer joined the chapter in February. Welcome Russ!



Below, Curt Troutman. Curt recently acquired a beautiful Evektor Light sport in hangar T1A Welcome Curt!



Below, our terrific Ray Scholarship winner Keilah Gill. She will begin flight training with Billy Bie. Welcome Keilah and congratulations.!



Below, Joe Seibert, attended Synergy Air South Metal working class to build RV kit. Welcome Joe!



Above Amy, left (mom) and Sami, right Tokarczyk. Sami described her desire to us to begin flight training. Welcome to you both!

Photos: ed

VMC CLUB WITH BILLY BIE

Billy started off this month talking about runway safety, especially at controlled airports where air traffic control instructions must be followed. Several recent runway conflicts led to this discussion. He advised us to taxi with care and to avoid distractions, such as adjusting equipment while taxiing. We should know runway markings. He encouraged us to do our homework before operating at a complex, tower controlled airport. Know FBO, fuel location etc. When in doubt, STOP, ASK!



There was further discussion of Best Rules of Thumb especially in emergencies. Billy encouraged us to practice and explore best glide speed. Learn what speed to use for minimum descent rate and best distance. Learn how best glide relates to V_x and V_y in your aircraft. Develop and practice an emergency checklist with engine failure. Be aware that stretching your glide is the biggest engine out mistake. If engine fails, find a field and establish a pattern around it. Determine wind direction and land into wind. Shoot for middle of field to avoid landing short and use drag devices or slip if long.

"THERE I WAS".....Billy talked about a recent condition inspection on his aircraft where he found things that were hidden that could have led to catastrophic failure. One example was finding a spark plug with cracked insulation. The plug was still working and the crack was not obvious on casual inspection. The plug could have broken and been ingested by the engine. Another case was finding a working brake master cylinder that was functional but weeping fluid out the top at the shaft. The cylinder could easily have failed leading to problems, especially in a crowded, busy taxi environment.

The EAA Chapter 974 VMC Club thanks you Billy Bie for another outstanding presentation!



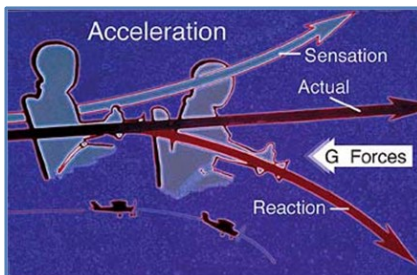
Editors disclaimer.: It is important not to rely on my memory or note taking skills for this summary of Billy's presentation. It could be full of errors or omissions!
There is no substitute for being present for every meeting of the chapters VMC club, plus you can get Wings credit.

Photos: ed.



Spatial Disorientation.... Prepared?

Hi everyone,



It was a sunny late August morning in 2011 as I climbed into N555FN, one of the Flying Neutron's Cessna 172s. The time had come after months and months of study and flying countless hours "under the hood" shooting approach after approach; it was time to take my IFR check-ride. Strapping into the right seat was Martha Lunken, my DPE, getting ready to ensure that I was truly prepared "to go Cloud flying". I had intentionally chosen 5FN because of our two training 172s it had an autopilot. Not sure if I would be able to use it at all during the check ride, I hesitantly asked Martha if I could. Her reply was a teaching moment that I hear her say in my head each time I taxi out to enter the sky... "Tom, I expect you to know how to use every piece of equipment in this plane, and all aircraft you fly. It is also expected that you will **use all equipment at your disposal to lighten the workload and avoid task saturation during flight.**" (Wise words... She of course placed the Autopilot "out of service" for the rest of the check ride after my first successful ILS approach.)

There was a recent follow-up [article on CNN](#) indicating that the fatal crash of a Cessna 501 was caused by pilot **Spatial Disorientation**:

"Flight tracking data later revealed that the aircraft had entered the clouds and made a series of heading changes and several climbs and descends before beginning a steep, descending left turn, according to the NTSB report.

The movements were consistent with the type of [spatial disorientation](#) known as somatogravic illusion, which meant the "accelerations associated with the airplane's increasing airspeed were likely perceived by the pilot as the airplane pitching up although it was in a continuous descent," the report said.

This type of disorientation typically occurs when pilots have "unreliable or unavailable external visual references," [according to the Federal Aviation Administration](#). The pilot "likely did not effectively use his instrumentation during takeoff and climb," the NTSB report note



The Cessna 501 Citation jet is one of the largest single pilot IFR private jets on the market... I **have** to believe it had an autopilot! Automation is not an excuse for a lack of proficiency, but it should also be one of first things we reach for when we get into trouble. Especially when it comes to having sensations that do not align with what we see on our instruments.

Many of you may be thinking... Oh, not me, I'd never get caught in a situation where I would be "in the clouds". In October of 2014, Barb and I decided to make a trip down to Ironton, Ohio where our oldest son was spending some time with friends. It was his 21st birthday and we wanted to take him to dinner.

It was a relatively short cross-country flight, with 1.5 hours planned in the air using another Cessna 172. Before takeoff, Barb asked me if I had filed IFR... I said that I hadn't, wanting a little more altitude and course freedom to do some sight-seeing since the leaves were still in color. She knew that the forecast was for scattered clouds near our planned altitude. I got the "not pleased" look as I entered the runway for take-off.

After a smooth take-off, we were headed from Warren County (I68) to Ashland Regional (KDWU) just across the Ohio river in Ashland, Kentucky. Clouds were scattered as predicted with nice "holes" to pop above and below as desired. I popped through one of the holes, increased altitude, and watched the clouds randomly pass below our landing gear. As we proceeded Southeast, the holes became smaller, and I knew I'd need to find one shortly to pop down below them. As I looked ahead, I suddenly realized that a second cloud layer had formed above us, and we were between cloud layers which were beginning to close in on us.

THE PREZ SEZ, CONTINUED

Flying VFR, I made the decision to turn around 180 degrees, back to where I knew there was better weather conditions. As the DG came around to the 180-degree reverse course heading, what did I see? Still a full blanket of white above and below us, and the space between the layers continued to get smaller. Fortunately, as an IFR rated pilot, my escape was a click of the mic away.... A short call to ATC resulted in a squawk code, and vectors down through the clouds. Once back in Cincinnati I was quick to tell my story to our youngest son Alex who was close to getting his Private Pilot License, with a cautious tale of VFR on top.

The phrase “Recovery from Unusual Attitude” can strike fear into many... For those who may not be aware, it is a procedure that must be performed as part of your initial Private Pilot License training where the student pilot turns the controls over to the instructor. The student pilot then closes their eyes while the instructor makes a series of ascents and descents, with turns and power changes in-between and suddenly says “Open your eyes... Your Plane!”. The student then must quickly restore all senses with eyes open and recover the aircraft.

VFR or IFR certified... When was the last time you went up with an instructor for an Unusual Attitude Recovery refresher? Not an IFR pilot? Grab some time with your instructor and get some “hood” time to practice your instrument scan and the associated inner ear feelings that go along with making climbing and descending turns while having to fully trust your gauges.

Spring is in the air and so is unstable weather with lots of clouds... **Let's be careful out there!**

A few key announcements and reminders:

Note! - Our next **Chapter Gathering** will be on **Sunday April 16th at 2:00pm**. This is the third Sunday of April and was pushed in observance of Easter.

Unfortunately, our first **Young Eagles Rally** for 2023 had to be canceled due to predicted high winds, but our next rally will be held on **Saturday April 22nd at 9:00AM**. We'll have a lot of young eagles to fly, so please connect with Scott Balmos (sbalmos@fastmail.fm) if you can help with ground operations or as a pilot.

All for now... I'm looking forward to seeing everyone at the April Gathering on **Sunday April 16th!**

Blue skies! Tom



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News Article Link:

Plane crash that killed Christian diet guru and ‘Tarzan’ actor was caused by pilot’s ‘spatial disorientation,’(23-Mar-23) - <https://www.cnn.com/2023/03/22/us/nashville-tennessee-plane-crash-ntsb-report/index.html>

EAA Announces Inaugural Learn to Fly Week – May 15 to 20

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.



Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

“Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process,” said David Leiting, EAA Eagles Program Manager. “Our goal is to show attendees how accessible achieving their dream actually is.” Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.

Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at EAA.org/LTFWeek.



CHAPTER BOARD BUSINESS MEETING MINUTES

March 7, 2022 Board Meeting Minutes

7:03 p.m. - Meeting called to order by Tom Martin

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

Secretaries Report –

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

Treasurer's Report –

Income	\$ 696.00
Expenses	\$ 103.90
Balance: Checking	\$ 5,629.61
I-Bond	\$ 5,160.00
CDs	\$10,027.01
Savings	<u>\$ 2,002.18</u>
Total	\$ 22,118.80

Young Eagles –

- 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.
- 17 sign-ups for March 25th
- 5 pilots
- Chapter received funds from last year: RC Flyer or EAA classrooms

Old Business -

- Ray Foundation Scholarship application: Kaeilah provisionally approved
- Scales are repaired- recalibrated and new wire.
- Tower tour at CVG

CHAPTER BOARD BUSINESS MEETING MINUTES

New Business –

- Purchasing new chairs
- Replacing the wind sock on the hanger after damage from recent storm

UPCOMING 2023 MEETING

MARCH 12TH

APRIL 16th

MAY 21ST

JUNE 11TH

JULY 9TH

AUGUST 13th

SEPTEMBER 10TH

OCTOBER 8TH

NOVEMBER 12TH

DECEMBER 10TH

**7:44 p.m. - Meeting adjourned by Tom Martin
Minutes Respectfully Submitted, Grace Hogan, Secretary, EAA Chapter 974**

CHAPTER CONTACTS

CHAPTER CONTACTS—HOW TO CONTACT EAA CHAPTER 974

officers@eaa974.org — will reach president, vice president, treasurer, secretary as a group

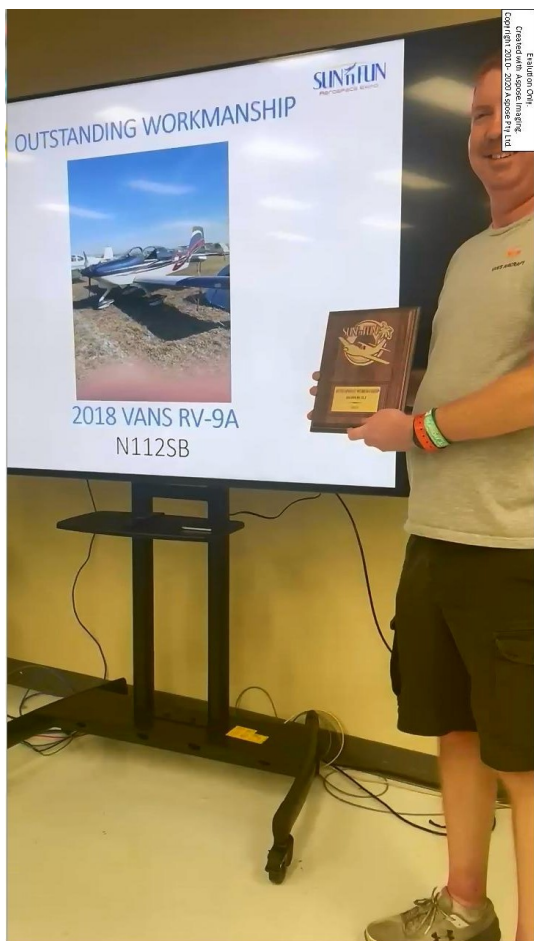
president@eaa974.org— will reach chapter president (Tom Martin)

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



You could call this a tale of two Scotts. On left is Scott Balmos receiving an award at Sun n Fun for Outstanding Workmanship for his RV9A. Congratulations Scott and thanks Scott Hersha for the photo. Sorry about the Screenshot label partially covering Scott's face.—couldn't figure out how to remove it.

Right above is Scott Hersha's RV6 just back from the paint shop. Scott was working on his condition inspection and preparing his ship for the flight to Sun n Fun. Looks beautiful Scott!!

Finally, below, a little something for you that fly behind a Rotax engine. I've been finishing a detailed condition inspection on my Rans S7. I just received my overhauled carburetors back from Lockwood in Sebring. They looked so shiny and new, I just wanted to frame them. Nah! —much better to fly them! The second picture shows my new fuel pump installed. It's not too obvious tucked behind the spinner. These are parts Rotax says to restore or replace every 5 years due to rubber diaphragms and other rubber components. Also installed new fuel, coolant, and oil lines, tedious, labor intensive, but necessary.



Photos ed.

WESTERN NORTH CAROLINA AIR MUSEUM

I had a chance to catch a short visit to the Western North Carolina Air Museum in Hendersonville, North Carolina on our way home from Hilton Head Island April 1. I heard about this via a ham radio contact with one of the docents 3 years ago. I was hoping to meet him in person, but he had a family emergency.

The museum was founded in 1989 and is located on the grounds of the Hendersonville Airport.

The building is a large and beautiful hangar, jam packed with classic aircraft. I was given a grand tour by one of the docents, Don Buck.

One of the enviable features was the incredible library. Their librarian, Al Bruce, the gentleman I was hoping to meet, has done a fantastic job!

I made it to the museum about 1/2 hour before closing, so my visit was all to brief. Hope to return next year.
Photos: ed.

