

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
MAY 2023**



Butler County Regional Airport
Hamilton, Ohio



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APRIL 2023 CHAPTER GATHERING

Here we see another great turnout for a chapter gathering with lots of folks still standing. Don't tell me we're running out of chairs again! I'd like to think our attendance is due to great fellowship and hangar talk, but look at that food table. Joey and son Logan Shreve served up Cheeseburger Pinwheels and Éclair Cake. Wow! It was great! Thanks guys!

Sun n Fun Stories:

Scott Balmos, Scott Hersha and Bruce Brilmeier won workmanship awards at Sun n Fun. Scott Balmos attended several weather related forums. Scott shared his enroute weather adventure as part of our VMC Club session.

Ted Tracy described his trip to Sun n Fun as a passenger in a Cessna 195. Sorry, I missed pilot's name. Part of that adventure involved a flat tailwheel tire which was a challenge to fix.

President's Corner:

Prez Tom relayed message from Kevin Gassert about camping compound at Oshkosh. There might be a possibility of separate camping areas between the Warbirds Squadron chapter 974, which would help ease crowding. That would work only if enough chapter members committed in advance.

The chapter may have received slight downgrade to Silver Recognition this year. Tom is challenging that.

CVG Tower tour is still in the works but nothing definite yet. Stay tuned.

Technical Counselor:

Tech Counselor Ray announced several engine teardowns/rebuilds going on around the field.

Project Report:

Jason Pratt described working through autopilot issues with his RV6. He discovered discrepancies between pitot and static port positions leading to incorrect airspeed readouts. It led to auto pilot not holding in turns and hot bouncy landings.



APRIL 2023 CHAPTER GATHERING

Ray Scholarship:

Shown right is our Ray Scholarship winner Keilah Gill. Keilah told us about how she has started her flight training with Billy Bie. Keilah, we can't congratulate and praise you enough. The chapter is here to support you any way we can. We are proud of you!!



Young Eagles:

Scott Balmos, Chapter Young Eagles Coordinator, gave a report on our status so far. The Rally scheduled for March had to be cancelled due to weather. The April Rally is a go depending on weather. There are 12 pilots signed up for a possible 24 Young Eagles, with possibly more to come. Scott feels we should keep our flight ceiling at around 30 for most Rallies. This gives each pilot a chance to fly 2-3 YE's without over burdening anyone. Scott said that we always need ground volunteers. For all, be sure your Youth Protection Certificate is current. He offered a sincere thanks to all pilots and volunteers.



Other News:

Farzan Hashme, a flight instructor based at Middletown, introduced himself, and offered his services to anyone wishing to take advantage of his services. He made some comments about often hearing CTAF radio frequency conflicts between Butler County and Middletown. He encouraged us to make sure we are using correct CTAF frequency when flying between these two airports. He flies the jump plane for the Fast Track skydiving club at Middletown. He said monitoring the position of the jump plane is particularly important due to the steep pattern flown by that aircraft.

He also talked about pattern conflicts between fast and slow aircraft. He stated that you have the right away when getting ready to flare if a much faster aircraft is behind you on final. You should also be ready to sidestep or go around if needed.

Thank your Farzan for your important comments and input.

Photos: ed.

VMC CLUB WITH BILLY BIE

Billy Bie says “Tis The Season!” This is the season in which activity picks up, and not just our flying activity but other activities as well. Here’s how he broke it down.



CRITTER SEASON

This is the time of year for the risk of conflict with wild critters. Our chances of encountering coyote, geese, turkey, deer on the runway, and soaring raptors in the air, really go up. Our strategy should be to clear the whole runway visually prior to landing but also before taking off if able. The number one risk factor is deer on the runway. They can cause the most damage. When encountering birds in the air, roll away; birds tend to tuck and dive. Still there is always potential for collision. Declare an emergency if unable to continue flight. At a controlled field aircraft declaring emergency do not have to ask permission to return for landing.

CTAF SEASON

Problems with radio communication often arise during this season, especially for those of us who have taken on some winter rust. Most important is to use plain, clear English when describing your position or asking another aircraft’s position. If no response or confused about another’s position, leave the pattern and wait until the situation clears.

- One area of frequent confusion is sharing the pattern with a helicopter. Helicopters typically fly a right hand pattern at 500 feet.
- Rule Of Thumb: a good conservative rule of thumb when sharing the pattern with arriving aircraft. If you are ready for take off and landing aircraft calls base, it’s best to wait for aircraft to land. That can depend on speed of landing aircraft. Do a good scan of runway when you are on short final.

ASRS SEASON

Billy encouraged us to use the Aviation Safety Reporting System to report our own safety issues or violations. At our field these could arise out of conflicts from aircraft attempting to land in opposite directions. If unable to avoid conflict, either declare “unable” or leave the pattern and get out of everyone’s way. We often have a situation at Butler County where everyone assumes runway 29 is the preferred runway regardless of conditions. There is no “preferred” runway.

Scott Balmos’ Flight to Sun n Fun: Scott shared his experience working with discrepancies between ADSB and ground based radar to find a safe path through weather..He described how the 20 minute difference between these sources made a big difference in the display. He found a safe way through but had several airports selected to land in case unable to proceed.

Brief discussion of checklists: Scott Hersha described his panel mounted checklists gives fast access both for normal flight and in emergencies.

It's all about Angles! ... And Post Touchdown Planning.

Hi everyone,

Many of you know that loooooong cross-country flights are my passion. Last week we made our annual trek from Warren County (I68) to Eleuthera Governors Harbour, Bahamas (MYEM). All total 19.6 hours in the Flying Neutrons Cessna 206 (N206FN). Because the house we rent isn't available until Saturday, and because VFR night flying is prohibited in the Bahamas during official sunset to sunrise, we usually land at West Palm Beach International and spent the night before making a morning flight to the Bahamas on Saturday.



I was flying on an IFR flight plan with Alex, my middle stepson, at my side, a commercially rated IFR pilot himself. As we got closer to KPBI in Palm Beach, we grabbed the ATIS.... Winds 070 @ 12, gusting 18. Landing 10L ILS approach.

I love the Cessna 182, and 206 platforms for their useful load, and with 7 people to feed once we got to the island (the other kids were flying commercially), I had the last row of seats out (40 pounds) and we were loaded down and heavy with gear. It was a piece of cake with a 10,000 foot runway, but KPBI is notorious for Land and Hold Short Operations (LASO). Even then I'd have 3,117 feet to land before the 14-32 runway hold short point, but it would require some planning as a short field landing.



Approach gave us vectors and lined us up for the final approach course to 10L. There were numerous planes (think fast jets) in the area being vectored in and were asked to keep our speed up. As we popped out of the clouds with 10L in our sights, I slowed us to 140 knots and dropped 10 degrees of flaps. No indication of LASO, and I was pleased with our stable approach... "N206FN cleared for the approach 10L over to tower" ... "Tower N206FN on final runway 10L" ... "N206FN Palm Beach International Tower, side-step, cleared to land 10R." Yikes!!! OK... Throttled back further pulled the nose up and dropped full flaps... Time to QUICKLY plan on, what to me was going to feel like, a short field landing on 10R at 3,214 feet but heavy and gusting winds.

THE PREZ SEZ, CONTINUED.....

As we touched down, I was fully focused on the runway length, and my mind had turned around the wind direction to coming from the right... Not the left. ANGLES!!! I turned the yoke away from the wind... Not into it. While the touchdown was very smooth, my confusion of the wind angle and turning the yoke the wrong direction, allowed the left main to start to lift up... Alex, instead of grabbing the controls, calmly brought his hand over, and gently pulled on my hand saying, "Into the wind".

Task saturation can get the best of us, especially during Single Pilot IFR Operations. As part of my final approach, I should have reconfirmed wind angle on the DG and planned for post touchdown procedures. My mind flew the approach by muscle memory, but it had reversed wind direction for post touch down...

Be sure to look at that windsock and confirm wind direction before touchdown!

We had a wonderful trip over the week! Here's a picture of all of the gear that came out of the plane.

Photo: Tom Martin



A few key announcements and reminders:

Note! - Our next Chapter Gathering will be on Sunday May 21st at 2:00pm. This is the third Sunday of May and was pushed in observance of Mother's Day.

Our next Young Eagles Rally for 2023 will be held on Saturday May 20th 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 May Gathering on Sunday May 21st!

Blue skies! Tom



Tom Martin EAA #1061241
 President, Chapter 974
 E: President@EAA974.org
 C: 513-417-1430

CHAPTER BOARD BUSINESS MEETING MINUTES

April 12, 2022 Board Meeting Minutes

6:03 p.m. - Meeting called to order by Tom Martin

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

Secretaries Report –

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

Treasurer's Report –

Income	\$ 371.00
Expenses	\$ 815.00
Balance: Checking	\$ 4,583.36
I-Bond	\$ 5,200.00
CDs	\$10,016.57
Savings	<u>\$ 2,002.26</u>
Total	\$ 21,802.19

Young Eagles –

- Next date: April 22
- Having more in depth ground school for repeat flyers.
- Pilots need to remember to reapply for youth protection if yours has expired.
- 24 sign-ups for April
- 12 pilots
- Chapter received funds from last year: RC Flyer or EAA classrooms

Old Business -

- Ray Foundation Scholarship application: Kaeilah approved and had her first lesson
- Tower tour at CVG or Lunken
- Replacing the wind sock on the hanger. Needs to be placed on hanger
- Purchased new chairs

New Business –

- Silver Recognition from EAA Headquarters
- Survey Results are back

UPCOMING 2023 MEETING

APRIL 16th

MAY 21ST

JUNE 11TH

JULY 9TH

AUGUST 13th

SEPTEMBER 10TH

OCTOBER 8TH

NOVEMBER 12TH

DECEMBER 10TH

6:42 p.m. - Meeting adjourned by Tom Martin

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

DYNA VIBE PROPELLER BALANCER

The following is from Scott Hersha:

“Our newest EAA 974 Chapter member, Tony Bonser from Middletown, brought his Cessna 172 to HAO today, April 19, for a prop balanced. Between Tony, Roger McClure and me, we managed to lower his vibration (IPS) from .70 down to .05. Tony reports there is a noticeable improvement in vibration in flight.

This equipment was purchased for use by all chapter members, and there are several of us that know how to use it, and that number is increasing. It's really pretty simple, So, if you would like to take advantage of this quality tool that your chapter owns balance your prop/engine, do it.

The manual in the box in the tool room explains it all, but get some help from one of us that has done this before to make it go smoothly the first time.”

Ed. Note: The pictures upper right and lower left are of Tony's C172. Lower right sample picture shows the the Dyna Vibe Prop Balancer in use on Steve Melton's RV shortly after we purchased it. Thanks Scott for reminding chapter of this valuable tool.

Photo credit: Scott Hersha



PROJECT REPORT, LESTER ROBERTSON'S SKYBOLTS

I happened to visit Lester Robertson's hangar not long ago. He has a couple of Skybolt's, one flying, upper right, and one under construction, lower right. Check out the unique panel in his flying Skybolt, certainly unique for a biplane—not a steam gauge in sight! Sharp and clean! The Skybolt under construction has an IO 540. What a rocket that will be! Beautiful work on both ships Lester! Thanks for sharing with the chapter. Photos: ed.



PROJECT REPORT, BRAKE MASTER CYLINDER OVERHAUL

Someone, I think it was Billy Bie, mentioned brake master cylinders leaking, and making a general mess on his cabin floor. Mine were doing the same, even as they continued to work. His story inspired me to tackle an overhaul. I ordered two overhaul kits, consisting of 4 O rings and a stato-seal washer. Ray Parker coached me through one cylinder and I did the second on my own. It was a good learning experience and not hard to do. Thanks Ray!

Photos ed.

