

# EAA Chapter 974 After-Christmas Christmas Party

January 4, 2004 - See main web page for details

## EAA CHAPTER 974 NEWSLETTER JANUARY 2004

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### THE PREZ SEZ

Merry Christmas chapter 974! It's hard to believe the holidays are upon us. WOW! Where has the year gone? It's been a blur for me, I can tell you. Kinda felt like flying in ground effect at 600 mph----scary!! I will say that it has been a very satisfying year for me. I feel very privileged to have had the opportunity to serve as your chapter president. The chapter has grown and so have I. I feel a little sad thinking that this will be my last Prez Sez, but I will be just as happy to be one of the guys sitting in the back row for a while. I still want to continue to serve the chapter in some way. In the meantime, you will be in good hands with your new leadership team, so look for good things to happen in 2004.

With this year being the centennial of flight, I think we have honored the memory of the Wright Brothers by continuing to build and innovate. Our December meeting was our traditional project tour. There are an unprecedented number of projects in various stages on the field, so we kept the tour close to home this year. We toured 6 projects in various stages of completion, and we still did not see them all. I'd like to use my space this month to re-live the tour.

Our first stop was Eric Nebergall's Rotorway Exec helicopter. I had heard that Eric was building a rotary wing device of some kind, but just assumed it was a gyro-copter or something. What a surprise! Looks beautiful, Eric! This will be something to look forward to!





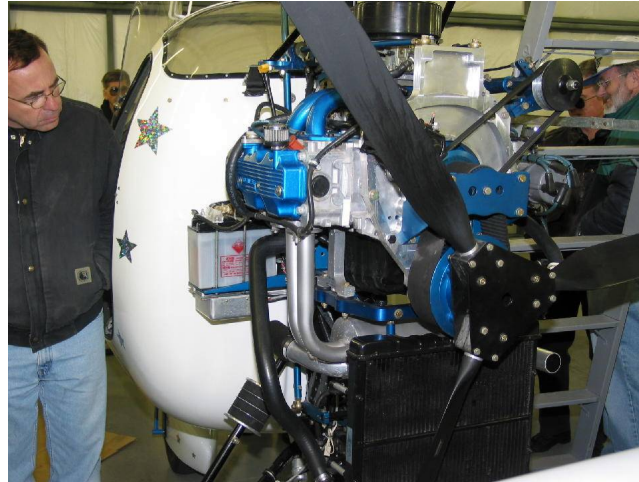
Eric Nebergall's Rotorway Exec helicopter

We then made our way to the Hogan's hangar to look at a couple of restoration projects. Joe Hogan hosted this visit and showed us a WACO Cabin UKC and the taper wing ATO, both being repaired and restored after unfortunate accidents. It seems not that long ago that we saw them flying frequently around the field, and I hope we will see them in the air again soon.



Joe Hogan and the WACO Cabin UKC and the taper wing ATO

One of our new members, Kevin Gassert invited us to stop at his hangar to see his hangar mate, Dan Reagan's, RAF 2000 gyro. Dan had been flying it earlier that day. It looks great in the air and on the ground. It's powered by a beautifully installed, Subaru Legacy engine.



Dan Reagan's, RAF 2000 gyro

We then moved down row T-6 to see George Theobald's nearly completed Avid Amphibian. It's powered by a Rotax 582, liquid cooled 2-stroke engine. George showed us the unique "docking bumper", a basketball inflated to fit tightly in the bow. When I would sometimes see that ball stuck in the bow, I thought it was a joke, but it's really meant to be there. Very ingenious!





George Theobald's nearly completed Avid Amphibian

Over in Row T-5, we viewed new member, Howard Plevyak's, Glastar under construction. It is a beautiful thing to behold with a unique blend of tube, composite and aluminum construction. Howard is working through the complexities and trials of rigging the flight controls. Howard is my "across-the-street neighbor". It's been fun watching his project take shape.



Howard Plevyak's Glastar

Last, but certainly not least, we made the trek to Ken Jones hangar way out west in row T-1, to see his White Lightning. It's a good example of a high performance composite project. We saw the fuselage lying upside down on sawhorses, and even in this position, it looked faster 'n all git out! Ken demonstrated the gear retraction mechanism for us, which made many of us think

we were looking at an F-18 replica! Awesome!



Ken Jones' White Lightning

I want to thank all of you that committed to showing your projects to the chapter. The project tour is always inspiring. It makes me want to get into something again. (Yes—I have something cooking). We were doubly blessed with a decent, if not a little chilly day, to make the rounds. We've been lucky the past three years or so. I would also like to say a special thanks to John Taylor and Tom Linfert for keeping us well supplied with goodies for the day. I think everyone got their fill of cookies and donuts. Thanks to you both!!

Well Chapter 974, I guess this is it. Please don't forget the after-Christmas, Christmas Party at Famous Dave's on Jan 4. Be sure to bring a gift for the gift exchange. The speaker will be Stan Rolfes. He was a B-17 navigator in the European Theatre in WWII and flew 44 missions. Please check your e-mail and the chapter website from time to time for details and updates. In the meantime, thanks again for a great year. It was a pleasure working with and getting to know all of you. I hope you all have a great Christmas Holiday, and may your fondest dreams come true (like a new kit under the tree or something!).

Merry Christmas and Happy Landings!  
Bob

**Chapter 974 Board Meeting Minutes -  
December 2003**

The board meeting was called to order at 1:30 p.m. by Chapter President Bob Dombek. The meeting was held at the Pro Aero FBO, Hogan Field on December 7, 2003.

Minutes of the Meeting:

The Board discussed changing the Chapter Meeting dates in 2004 due to the large number of conflicts with holidays, Oshkosh Fly-In, etc. The discussion was tabled until after 1/1/2004 and gathering further input from the membership.

The need to establish a working committee to review, revise and propose updates to the chapter by-laws was discussed. The last update to the by-laws was in 1991. A recent example high lighting the need for review was the tie vote in the November election for Chapter Treasurer – if one of the candidates had not stepped down, the Chapter 974 by-laws have no method to break an election tie.

Steve Statkus will be traveling during the next year. The Chapter Board will be looking for a replacement Newsletter Editor. Additional discussion was held on utilizing the United States Post Office mailing service to send paper copies of the newsletter to all members monthly (estimated cost \$388 per year). The Cincinnati EAA Chapter currently uses this mailing service.

The Board will be recruiting a new Young Eagles coordinator for 2005. John Taylor will continue to coordinate Young Eagles in 2004 and will coach/assist/train a new coordinator during 2004.

The board meeting adjourned at 1:55 p.m. and was followed by the December Chapter Meeting.

Respectfully submitted,

Rolf Hetico  
EAA Chapter 974 Secretary

**Chapter 974 Chapter Meeting Minutes  
- December 2003**

The meeting was called to order at 2:15 p.m. by Chapter President Bob Dombek. The meeting was held at Hangar T5-J, Hamilton Airport on December 7, 2003.

Minutes of the Meeting:

New Members/Visitors: The following new members and visitors were recognized: Mark Dornette, from Monfort Heights, has been an EAA member for about 1 year and is interested in building.  
Joe Kenning

Treasurer's Report (George Theobald): Currently the Chapter has \$2990 in the bank account. The additional fund raiser (Flying Circus food booth) and reduced spending on the Christmas Party account for most of the increase in Chapter funds this year.

Secretary's Report (Rolf Hetico): Copies of the November meeting minutes were circulated and accepted as written by the membership.

New Business:

Business Announcements: President Bob Dombek made the following announcements to the membership.

Members who ordered name tags can pick them up from Bob Dombek.

The Christmas Dinner meeting will be held 1/4/2004, 5:00 p.m. at Famous Dave's in Springdale. The dinner speaker will be Stan Rolfes, a 44 mission B-17 navigator. The gift exchange will be different this year: anyone who wishes to participate in the gift exchange should bring a wrapped gift (\$15 maximum value), any family members who wish to participate should also bring a gift. There will also be a grand prize drawing, everyone who attends the dinner will be entered in the grand prize drawing. The Chapter will purchase the grand prize.

John Taylor thanked Bill Conn and Steve Statkus for their help photographing his Ercoupe (air-to-air and ground). John also provided food and beverages for the membership to enjoy.

The meeting adjourned and was followed by the December technical program, a tour of EAA 974 Member's project aircraft. The tour included the following projects: (1) Eric Nebergall's helicopter; (2) the Hogan's WACO restorations; (3) George Theobald's Avid amphibian; (4) Howard Plevyak's Glastar and (5) Ken Jones' White Lighting.

Respectfully submitted,

Rolf Hetico  
EAA Chapter 974 Secretary

### **I JUST REALIZED...**

...that this spot in the Newsletter gives me a good place to talk about my pet gripes - but I'll keep it down to just one. It amazes me how often I see it, and how surprisingly often at HAO. To me, it's an extremely dangerous practice to cross the field at or below pattern altitude. I've even had an instructor at another field direct me to do it when we were visiting Dayton Wright Bros. one day. No doubt that on a clear day you can get away with this most of the time - but it only takes one mistake with this game of Chicken. In the same category are planes that turn shortly after lifting off, while the runway is still in front of them, and they head north or south and sometimes even into the pattern at the middle of the downwind leg. The reason we use the pattern is not just so we know when to pull the throttle back to begin our descent. It also serves the purpose of letting us know where other aircraft might (should) be in the airport area. I find it hard to believe that I'm the only pilot who has had trouble spotting another aircraft in the pattern, and that's with position reports from that pilot.

OK, I've griped enough. I feel better.

**See you at the next meeting**  
**George Deeb**  
**Contributing Editor**

**END**

