

# TAILWINDS



**EAA CHAPTER  
974  
NEWSLETTER  
JUNE 2013**



## **THE PREZ SEZ.....**

I was late for the last meeting but came in during the Tri-Motor discussion. It seems that project is moving along but as usual Brad and the team can use any help you can give.

I offered to look into the group camping at OSH. I did and I don't know how they can find any chapter to do it. The chapter has to have at least 20 members commit to sites for the entire time the camp is open. It opens around July 1 so that means paying for about 38 days. We will plan on picking out a spot where we have been about the last three years off Stitts in woods 101. You can prepay and if you print out your camping receipt and give me that and a copy of your EAA card I can try and get you a spot there. I will get there on Saturday weather permitting but we probably will have a couple members there a day or two earlier so if you want to do this start your camp site on Friday or Saturday. If you don't there is always room throughout the week to put a tent anyway.

Spring is here so get out there and fly something!

Kevin

## **EDITOR'S NOTE**

I just saw another use of the expression "Tailwinds" One of the members of the Rans S-7 e-mail group that I belong to uses it from time to time. Maybe I got the idea subconsciously from him and not from my friend's e-mails. Ah, the mystery of the subconscious mind.

Bob

# **SECRETARY'S REPORT....MEETING MINUTES**

EAA Chapter 974

President: Kevin Gassert  
Vice President: Mike Wood  
Treasurer: Berry Fear  
Secretary: Caleb Schmidt

2 June 2013

Order of Meeting

**New members:** Bob and Brenda Ferguson, Steve Kraft

**Secretary report:** meeting minutes approved

**Treasurer's Report:** Berry Fear thanked Ken Jones for acting as treasurer. \$376 deposit, \$56.46 for meeting supplies our current balance is \$3,075.56

**Young Eagles Report:** there have been no requests for young eagles. Bob Burkhardt ordered new forms for eagles and young eagles.

**Tech Counselors Report:** Ray Parker and Brian Charlton helped Paul Kurtz with hanging the rudder on his Lancair.

**Hanger Master's Report:** Hanger is still here

**Librarian/Newsletter Report:** The newsletter had been named

**Project Reports:**

Scott Balmos is sealing the wing tank for his RV.

Ken Jones leased his propeller balancer to Mark Wyss for his RV-4.

Bob Dombeck has painted the fuselage of his tiger moth. It orange peeled at the last coat. Any advice to fix this would be excellent.

Bob Burkhardt thanked Brian Charlton, Ken Jones, Howard Plevyak and others for helping on the Navion's annual.

Brad Ankerstar has decided to change projects ( due to a slight mishap.)

John Mason is planning on running his engine today.

Tim Morris has put new fuel tanks in the Avid Flyer he will commence flight testing soon.

Robin Shaw finished covering his control surfaces on his plane, a French Flea

Mike Wood and Kevin Gassert put in a new interior into Mike's Ercoupe.

**Old Business:** Clippard Industries is letting us host the Ford Trimotor at their hanger. We still need hotel rooms for the pilots. If interested in helping or learning more about the tri-motor go to [flytheford.com](http://flytheford.com). It will explain what to do and how to do it. We still need advertising items. If EAA does not send us some we will have to get our own. The flight to Lunken is not going to happen due to regulations, however we will have an evening trip where passengers would fly over downtown Cincinnati and come back for pizza. We still need volunteers.

**New Business:** none

Respectfully Submitted,

Caleb Schmidt  
Chapter Secretary

# JUNE MEETING HIGHLIGHTS



**DARYL'S KIDS CHECK OUT RAY'S DRAGONFLY**

The June program was presented by Dr Daryl Smith, a retired airforce officer. He was a KC-135 pilot and an instructor at the Airforce Academy. Daryl spoke to us about Controlled Flight Into Terrain, CFIT, which is the topic of his book of that title. While the book is about flying, the concepts presented can be found in our everyday lives. He talked about the "Swiss Cheese" model of accident investigation. The holes in pieces of Swiss Cheese represent various failures in supervision and attitudes, and unsafe acts. When the holes in the slices line up, a mishap occurs. In aviation, many mishaps are irrevocable. I have read Dr. Smith's book twice and have both hard copy and Kindle versions. It is jam packed with aviation case studies and is written in a light and readable style. It's an enjoyable read (maybe not right before flying commercially!). I highly recommend it. It's available from Amazon.



**DARYL'S KIDS.....FUTURE YOUNG EAGLES?**



## **IN THE NEST...JOHN MASON'S VW SINGLE SEATER**

Featured this month is John Mason's VW powered scratch-built project. It's John's original design and he tells me that he did all the calculations related to



aerodynamics and stress analysis. John is a mechanical engineer by profession, and he says it was easy for him to do this. ( Ha! Easy for him maybe!). John says he started work in 2002, and, like many projects, it moved along quickly at first, then in fits and starts. He estimates he has between 4 and 5 thousand hours of construction time. As he worked out the design, it began to resemble one of Hummel's designs,

but John tells me this was purely unintentional. It has a single seat, but the structure is all wood with some fiberglass at critical points as opposed to the

all aluminum construction in Hummel's aircraft. It is powered by a 4 cylinder VW 1835cc engine. Empty weight is 425 pounds. John test ran the engine on June 2 and he said that it spun up with good power. It's been registered and has an N number. According to John, there are a few hardware details to finish such as the pitot-static system, but the basic airframe, including plumbing, wiring and instruments, is ready to



go. The airworthiness inspection should not be far off. It's a slick design and it should be fast. Nice Job John! Thanks for sharing it with the chapter! It's in hangar T9D.

## HAPPY 75th BIRTHDAY!

AUGUST 21, 2004

FORD TRI-MOTOR 4AT-E #69

### HISTORY:

1929 - 1930	EASTERN AIR TRANSPORT (LATER BECAME EASTERN AIRLINES)
1930 - 1949	CUBANA AIRLINES & 'AIR FORCE ONE' FOR DOMINICAN REPUBLIC
1949	RETURNED TO USA FOR BARNSTORMING
1950 - 1963	USED FOR CROP DUSTING & SMOKE JUMPING
1964 - 1973	USED FOR BARNSTORMING
1965	STARRED IN JERRY LEWIS MOVIE "THE FAMILY JEWELS"
1973	SEVERELY DAMAGED IN A WINDSTORM. WRECK PURCHASED BY EAA
1973 - 1985	RESTORED BY EAA TO AIRWORTHY CONDITION
1985 - PRESENT	PASSENGER OPERATIONS FOR EAA

A historical marker located in the cabin of EAA's 4AT describing its interesting life.



As EAA's 4AT appeared in revenue service fresh from the factory in 1929!



Tod Winemiller at the extinguisher for start-up, one of the many volunteer jobs that will need to be filled during the Ford's visit to Hamilton.



# **SOLAR IMPULSE STOPS AT LUNKEN FIELD**



On Friday June 14, we were treated to something pretty special, a stop-over by Solar Impulse. The Cincinnati stop was not part of the original flight plan as I understand it. It was intended to fly from St. Louis to Washington, D.C. non-stop, but bad weather in DC forced the Cincinnati stop. According to the early news reports, it was scheduled to land at 9 PM. Nancy and I figured if we were there by 8:30 we would have plenty of

time to find a spot to watch the landing. Ha! The best laid plans of mice and men.....it landed shortly after 8 and was already on the ground when we arrived at Lunken. There was already quite a crowd gathered there. We did have a good view from the fence near the tower of it “taxiing” by. Taxiing meant being gently pushed and guided by lots of man-power. It was parked near the terminal for the night, and was scheduled to leave the next morning at 7 AM. According to Bertrand Piccard, in an in-flight interview on EAA Hotline, the craft was “filled with water” as he described it, due to early morning fog. It took several hours to remove the moisture. By take-off time, thermals were forming and the ride was rough. I was disappointed to miss seeing it in flight but it was still an impressive sight on the ground and worth the trip to Lunken. The thing is huge! Too bad they didn’t stop at KHAO. We could’ve helped them out , and they would have less chance of dealing with heavy fog.! I heard on an NPR interview on Thursday, that they do not plan to be at Airventure 2013. Shucks!

