

# TAILWINDS



**EAA CHAPTER  
974  
NEWSLETTER  
OCTOBER 2013**



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

The October meeting has come and gone and another year is winding down. Hopefully we will have some info to share at the next meeting regarding the Christmas party. That also means it is time for the chapter officer musical chairs. We will need someone for the vice president and treasurer position so don't be shy if you can fill one of these needs. The weather is cooling off and it is getting that time of year to go inside and work on those winter projects. I know my hangar is busy during the winter so stop in.

Sent from my Dick Tracy Watch,

Kevin

## ***EDITOR'S NOTE***

As your newsletter editor I feel it's my place to stay in the background and let others contribute. I do have a couple of things I want to acknowledge this month

Please take note of the auction on Nov 9 for some of Gary Collins' equipment and tools. I sent an earlier email alert to the chapter. The address is 6889 Goshen Rd. Time, 10 AM. I have no financial interest in this. I'm just trying to help the guys from chapter 174 who are trying to help Gary's family.

I'd like to say a special thanks to John Chappell for his Lunken Days "newsletter fodder" (aka photos). This is the kind of thing I was talking about at our last meeting. Hint, hint 974! Keep the fodder coming!

Happy Landings!

Bob Dombek

EAA Chapter 974 Newsletter Editor

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

EAA Chapter 974

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

6, October 2013                      Order of Meeting

**New member:** Al Kenkel, Steve Marsan    Guests: Roger Kesal.

**Secretary report:** September meeting minutes approved

**Treasurer's Report:** None.

**Young Eagles Report:** On September 7 we had 17 kids fly, Bob Burkhardt thanked Mike Wood and Kevin Gassert and all the other volunteers. One child's parent thanked Ray Parker for being so helpful. Chuck Less, Charlie Rule and Fred Herzner still need to give Bob the young eagles paper work.

**Tech Counselors Report:** None

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

**Librarian/Newsletter Report:** Bob Dombek is looking for project reports for the newsletter. Bob also wants pictures of the SWORFI fly in. Bob also wants feed back from the members about the newsletter.

**Project Reports:** Ray Parker put an auto pilot in his Vari-Eze and is still working on flying it. Ken Jones replaced the cylinders and heads in his Sonex. Mark Wyss is fixing up a trailer for the chapter. Its 12' long by 83". Brad Ankerstar is buying an Aerosport Quail this Wednesday. Scott Balmos will move his wings to the chapter hanger in about 2 weeks.

## **Old Business:**

We profited \$170.00 off of the Ford Tri-Motor..... a slight misunderstanding is what caused the loss of profit ( the tickets sold online did not count to our profit.)

141 paid rides were sold at the Lunken airports B-17 Lunken airport days.

Brad thanked the volunteers for helping with the Tri -motor.

Bob Dombek wants to know what we are going to do with the counter top material.

## **New Business:**

Gary Collins' auction for his things will be hosted in his hanger on November 9<sup>th</sup>. More details will be posted as they come.

Kevin Gassert wants to know if anyone is interested in EAA calenders.

Brad Ankerstar will look into the Christmas party for December 14<sup>th</sup> or 15<sup>th</sup>.

Respectfully Submitted,

Caleb Schmidt

Recording Secretary

EAA Chapter 974

# IN THE NEST...PAUL KURTZ'S LANCAIR ES



I visited Paul Kurtz's hangar, T8-1, to check out his project after the last meeting and all I could say was "WOW"! Paul is over 6000 hours into his Lancair ES project. He told me that he purchased the kit in 1996 but did not get rolling until 1997. "That was before the days of fast-build kits" Paul said. When I last saw it, it was still at home in his garage in a rough, early stage of construction, with the wings still open. Now it sits proudly up on its gear awaiting a 300 hp IO-550, a prop, some of the plumbing and wiring, and an interior. Still, it has a very complete look to it, and it is something to behold! It was professionally painted by his grandson in a metallic silver-blue. The paint job is exquisite. (The labor and skill involved in just that piece of a project is something I can appreciate after having to re-do my Tiger Moth fuselage twice—still looks like crap!) Not to take anything away from Paul's prep work, his attention to detail is obvious in the surface prep and the way everything fits together. The next big thing is to hang the ailerons. Keep up the great work, Paul! It's keeping you young! See next page for more.





Above and below, right and left, interior shots showing controls, some plumbing and wiring completed.



Above left: wheel pants and strut fairings ready to install. Should make it go like greased lightning!



Above, right: You could throw a lot of stuff in there Paul!

**LUNKEN AIRPORT DAYS...PHOTOS BY JOHN CHAPPELL**





9/13/2013



9/13/2013



## B-17

### Aluminum Overcast

**FACT SHEET**

<p><b>DESIGNED BY:</b> Boeing Company, Seattle, Washington</p> <p><b>BUILT UNDER LICENSE BY:</b> Vega Aircraft Company (now Lockheed)</p> <p><b>MODEL:</b> B-17G Flying Fortress</p> <p><b>ARMY AIR CORPS SERIAL NUMBER:</b> #44-85740</p> <p><b>DELIVERY DATE:</b> May 18, 1945</p> <p><b>REQUIRED CREW:</b> Ten — Pilot, Co-pilot, Navigator, Bombardier, Flight Engineer (top turret gunner), Radio Operator, 2 Waist Gunners, Tail Gunner and Ball Turret Gunner</p> <p><b>POWER:</b> The B-17G is powered by four 1,200-horsepower Wright Cyclone Model R-1820-57 engines. These engines are nine cylinder, radial, air-cooled type with a 16:9 gear ratio. The propellers are three-bladed Hamilton Standard propellers, 11 feet, 7 inches in diameter.</p> <p><b>WEIGHTS:</b> Basic Empty Weight 34,000 lbs. Gross Weight (War-time) 65,500 lbs.</p> <p><b>FUEL CAPACITY:</b> 1,700 gallons</p>	<p><b>RANGE:</b> 1,850 miles. Range could be extended when equipped with "Tokyo tanks" which provided a total capacity of 3,630 gallons.</p> <p><b>WING SPAN:</b> 103 feet, 9 inches</p> <p><b>LENGTH:</b> 74 feet, 4 inches</p> <p><b>HEIGHT:</b> 19 feet, 1 inch</p> <p><b>SERVICE CEILING:</b> 35,600 feet</p> <p><b>ARMAMENT:</b> Thirteen Browning M-2 .50 caliber machine guns. Fire rate approximately 13 rounds per second. No gun on a B-17 carried more than one minute's supply of ammunition.</p> <p><b>BOMB LOAD:</b> Depending on types of bombs, maximum normal load could go to 8,000 lbs. If B-17 was fitted with special external racks, maximum normal short range bomb load could go as high as 17,000 lbs.</p> <p><b>NUMBERS BUILT:</b> 12,722. Production peaked at 16 airplanes a day in April 1944. Today there are about a dozen B-17's still flying.</p>	<p><b>SPEEDS:</b> Maximum 300 mph, at 30,000 ft. Maximum continuous 263 mph, at 25,000 ft. Cruising speed 170 mph. Landing 74 mph. Rate of Climb 37 minutes to 20,000 ft.</p> <p><b>COLORS:</b> 398th Bomb Group</p> <p><b>ALUMINUM OVERCAST</b> is owned and operated by EAA and is based at EAA's Airventure Museum in Oshkosh, Wisconsin.</p>
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Cover photo taken by Mitch Dowers in imagines



All photos courtesy of John Chappell. Thanks to you, John, for the great addition to the newsletter. Beautiful shots! That B-17 ride makes my mouth water. Sorry I missed the event, but spent the weekend with a spray gun!—ugh! Ed.