

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
JANUARY 2014**



THE PREZ SEZ.....

Well, my term is off to a great start! My first official act as president was to cancel the January meeting! White Death! Save the women and children! Hoard the milk, bread and water! Yeah, right! Although I was erring on the side of caution, I felt like a fool, when on Sunday at 2:00, as I was suffering through the Bengals game, there was nothing going on weather-wise. My concern was for the members of the chapter, so my intentions were good.

It is an honor to be president of such a fine chapter, even though the V.P. is next in line. And my thanks to Brian Charlton for stepping up to be my V.P. , and to Roger, as my Treasurer. I have spoken with pilots and aviation buffs from other chapters about what they do. For some of them, getting together for lunch is all they do. Heck, that's a weekly function for us! We are truly blessed with the members we have. I mean, wow, we even have a member who's MOM comes to Oshkosh with him! To campout! Thanks, Julie, for supporting such a fine lad in his aviation ambitions.

As I was saying, we are a great chapter. There are so many members who regularly show up at the airport to fly or maintain the aircraft that we all love so well. And everybody is always willing to share their talents, techniques, (and tools) to help a fellow aviator in their endeavors. Be proud of the comradery we share. By the way, vocabulary.com defines comradery as "the spirit and friendship of community as a group". See what I mean? I was asked by Bob Dombeck to let people know a little bit more about myself, other than being the "grill master". Here goes.

I received my private pilot's license on November 15, 2000, thanks to the pushing and mentoring of my fellow aviator, Pat Flaherty. After spending the next 7 years on the dark side of aircraft rental (at a place formerly known as ISZ), Kevin Gassert brought me to the light of Ercoupes. "Eleanor", N94176, and I have been involved in a wonderful relationship ever since. So much so, that she is commonly referred to at home as "my other woman". My love of aviation began at a very young age. The best way to describe it is to reprint an article that I submitted to the Cincinnati Enquirer in July of 2003, when they published articles of people's love of aviation. I hope you enjoy it.

My ambitions for 974 this year is to make sure the members have a good list of the fly-ins that will be scheduled throughout 2014. I will post info and dates as they become available. I hope to get a good membership to do the annual northern migration to Oshkosh (only a short

192 days away). The compound was well attended last year, and even “annexed” two additional compounds. We will work towards a timeline to have somebody stake out our grounds this year to accommodate any members (and Moms) who wish to be a part of it. We are considering a re-visit of the EAA Ford Tri-Motor, IF we can get a selection of weekend dates available. I will also work with the carpentry experts of the chapter to get the window installed in the chapter hangar.

I’ll close for now, and rest assured that following newsletters probably won’t be as long. But keep sending Bob any articles or pics that can be used in the newsletter. Remember, the February meeting, scheduled for Sunday, February 2nd (Groundhog Day) will be at fellow member, Tim Morris’s shop. See you there...

...Prez

FROM THE EDITOR

Through a strange set of circumstances, I did not publish a December “Tailwinds” at the end of 2013. We had no meeting and so no minutes, so I figured I would just wait and publish everything in January. Then, due to weather concerns, there was no January meeting. I didn’t want to let another month go by. Hope I didn’t cause any confusion. In the meantime, some fun stuff has come in to the editor’s desk along with the banquet pics. Owing to the limited space left on this page, I’ll share just a couple of pics taken with the cool toy Santa left under my tree this year, a GoPro Hero 3 camera. It took a serious letter writing campaign to Santa, plus leaving a few Best Buy Ads on his (her) pillow to get the message through. A fairly nice weekend right after Christmas gave me the chance to try it out. I clamped it to the right jury strut of my S7, and using the wireless remote that came with the camera, I was able to shoot a couple of dozen stills and several minutes of hi def video of takeoffs, landings and a flight over my neighborhood. Enjoy!.....Bob



On short final for 29, taken from a series of time lapse shots taken automatically at 5 sec intervals.

A selfie taken while turning onto downwind for 29.

2013 CHRISTMAS BANQUET



UNBEATABLE SALAD BAR!



MIKE, OUR NEW PREZ



SECRETARY CALEB HITS THE SALAD





CHANGING OF THE GUARD!

974, ALWAYS GREAT LOOKIN'!

Here's a little gem sent to me by John Chappell. Thanks John!! It's called Shop Sheets by Ron Wanttaja. To learn more about him see his website at www.wanttaja.com. These were published several years ago in Kitplanes. I will publish these great little nuggets from time to time in "Tailwinds" as space allows.

ShopSheet

By Ron Wanttaja

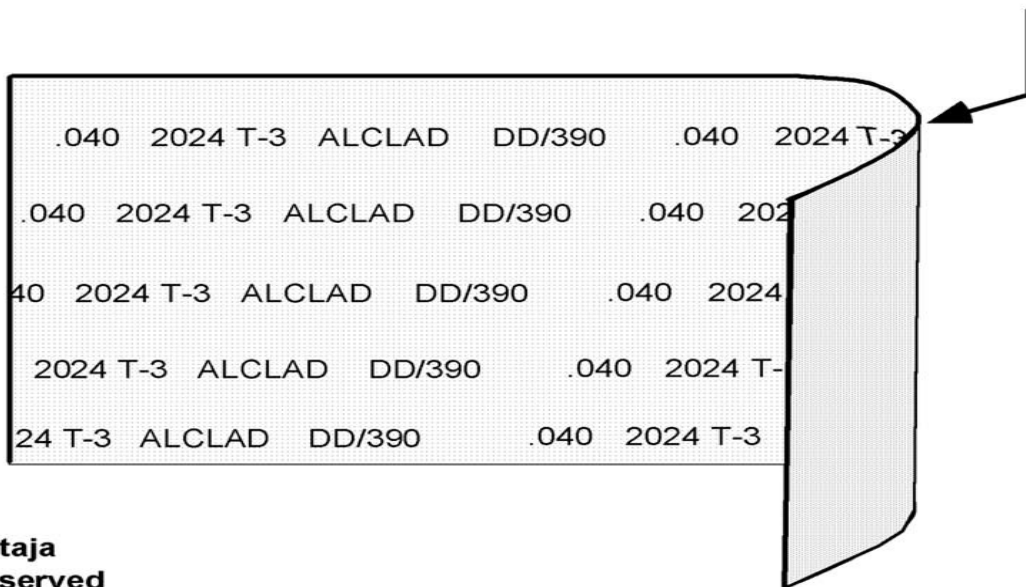
Bend Radius

Metal Thickness	2024 T-3		6061 T-6	
	Normal	Minimum*	Normal	Minimum*
.016	.050	.025	.016	0
.020	.064 (1/16**)	.032	.022	.002
.025	.094 (3/32)	.044	.031	.006
.032	.128 (1/8)	.064	.48	.016
.040	.168 (3/16)	.088	.064 (1/16)	.024
.050	.227 (1/4)	.128	.089 (3/32)	.039
.063	.315 (5/16)	.189	.126 (1/8)	.063
.071	.362 (3/8)	.220	.150 (5/32)	.075
.080	.420 (7/16)	.257	.178 (3/16)	.090
.090	.486 (1/2)	.306	.216 (1/4)	.108
.125	.750 (3/4)	.500	.375 (3/8)	.188

* Absolute minimum bend radius. Difficult to achieve without cracking or tearing the metal. Use the "Normal" value unless tighter radius strongly justified

** Fractions shown are approximate

All Bends Vertical to Labeling



I had the chance to do something that I have wanted to do for a long time and that was to visit the Kennedy Space Center. I especially wanted to see the new Atlantis Space Shuttle exhibit. Nancy and I did a little Disney Trip and we were able to spend a day at Kennedy—a very cold day I should add. There were freeze warnings posted for the first week in January. Fortunately, most of the exhibits are indoors, but I also wanted to see the early manned space vehicles, which were all outside. BRRRR. Here is a small sampling of pictures from my visit. It is well worth the trip to the KSC if you are ever in that part of Florida



EARLY MANNED VEHICLES



SATURN 1B —APOLLO ORBITAL FLIGHTS



ATLANTIS—AMAZINGLY WORN LOOKING



VEHICLE ASSEMBLY BUILDING



SATURN V FIRST STAGE — HUGE!



SHUTTLE LAUNCH PAD BEING MODIFIED