

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
FEBRUARY 2014**



THE PREZ SEZ.....

Hello, my fellow 974 members. I hope everybody is dealing with the wrath of Mother Nature. It's hard to believe there's grass under all that white. With the mounds of plowed snow at HAO, it makes one wonder if it will ever go away! But if you need a warming thought, opening day at OSHKOSH is only 160 days away!

On a technical note, Eleanor's transponder is due to be inspected and tested. "Transponder equipped VFR aircraft operating in controlled airspace and all IFR aircraft must have their ATC Transponder (and altitude encoder) inspected and tested within the preceding 24 months". If there is anybody else who has a transponder check due, let's talk about it at the March meeting. We can have Pete come over from Warren County. If there are several that need to be done, Pete will usually do it for a reduced rate (normally \$130).

In my first "Prez Sez", I mentioned a newspaper article that I had written and submitted to the Cincinnati Enquirer in 2003 for the celebration of 100 years of Aviation. Lo and behold, they printed it. I thought we would print it in the January newsletter, but Bob said I was long-winded enough and we would put it in the February newsletter. As I said, it really puts to words where my love of aviation started. I would like anybody else who has a story of how they became an aviation aficionado, feel free to submit it to Bob for publication in the upcoming newsletters (that includes you, Bob!).

"A Gift From a Father"

One of the first gifts I can remember my father giving me was a plastic model of a B-25 Mitchell, a World War II bomber. It was given to me while Dad was going to the hospital with my Mom to have my brother, Jeff. That must have been the start of aviation in my life. Dad would tell me stories of his time in the Air force. Although Dad was a medic while in the service, flying was a passion. Hearing his stories made me want to make flying a part of my life. He took me up on my first airplane ride at Blue Ash Airport in 1960.

I recall one evening, during the 60's, Dad said we had to get down to Lunken Airport "right away". The reason, I soon found out, was the Ohio river was forecasted to flood, and Dad knew all of the airplanes would have to fly out to higher airfields. We sat there on Beechmont Levee for hours while the aircraft departed. My Mom thought we were crazy.

At age 6 or 7, I told Dad "Someday, I'm going to be a pilot!". He told me I could be anything I wanted to be. Sometime later Dad told me, "Just remember when you grow up, and you're up there flying, if you look outside your window and see an angel, that'll be me". We spend years together going to airshows at Lunken Airport, Wright-Patterson Air force Base, and later, Dayton International Airport.

THE PREZ SEZ.....CONTINUED

My father died in March of 1998. He is buried at Rest Haven Cemetery, right across the road from Blue Ash Airport. After Pat, a good friend of mine, and already a certified pilot, took me up for a sightseeing afternoon in 1999, I knew it was time to become the pilot I said I would. I began taking lessons at Schmidt Aviation located at Blue Ash Airport (where Dad took me on my first airplane ride as a kid).

On Nov. 15, 2000, I took my check-ride at Blue Ash, and was presented with my long-sought private pilot's license. After leaving the airport, I went straight to the cemetery, hoping somehow that Dad would know what I had accomplished. My eyes filled with tears as I knelt beside the grave because he wasn't here to share it with me. As an airplane took off from Blue Ash, I looked up and realized every time I would take off from or land there, Dad would never be far away...

Mike.

INTRODUCING THE NEW OFFICERS FOR 2014



EAA Chapter 974 Officers for 2014: Left to right:

Brian Charlton, Vice President
Mike Woods, President

Caleb Schmidt, Secretary
Roger Rose, Treasurer

SECRETARY'S REPORT...MEETING MINUTES

EAA Chapter 974

President: Mike Wood
Vice President: Brian Charlton
Treasurer: Roger Rose
Secretary: Caleb Schmidt



2nd of February 2014 Order of Meeting

New member: Sam Marlow. **Guest.** Valentine Boehm.

Secretary report: Approved

Treasurer's Report: December ending balance was \$3,479.00 Bill Conn collected aluminum cans and scrapped them for \$150.85. Dues income \$145.00. Two check deposits totaling to \$1,024.85. and after other things we ended with \$3324.51 that month. Two checks were sent to Mike Wood for meeting supplies and funding for calenders Berry Fear is working on getting. We made \$80.00 in dues for January . One check sent out for liability -\$640.00. No deposits for January. We should have currently \$2,764.00.

Young Eagles Report: none.

Tech Counselors Report: none.

Hanger Master's Report: Hanger is still there. Mike is planning on arranging a plan to install the window in the hanger.

Librarian/Newsletter Report: Bob is adding a book titled "Aviation Mechanics Simplified" to our library. Bob is putting the newsletters into a binder in the library. Bob is still looking for stuff for the newsletter. Bob expressed thanks to John Chappell for the link to "Shop Notes" which will be a regular addition to the newsletter.

Project Reports: Scott Balmos moved his RV-9 wings to the EAA hanger and just received his fuselage. Tim Morris acquired a Miller motor glider from Dave Raney and is now working on it at his shop. Mark Wyss put a new oil cooler on his RV-4 and is putting on a butterfly valve on the oil cooler and is using an electronic servo to operate the butterfly valve.

Old Business: There still are Ford Tri- motor t-shirts available.
We're looking for a new webmaster due to the out of date website we have.
We are looking for programs for future meetings.

New Business: We're looking into buying a TV or projector for the chapter.
We are planning for a large group trek to Oshkosh. More details will be released when they are created.
Mike Woods wants to thank everyone that volunteered for the Ford Tri-motor

Respectfully Submitted
Caleb Schmidt, Recording Secretary

IN THE NEST.....

RAINEY—MORRIS MILLER SPORT WM-2



Something a little different has come along this month. Dave Rainey sold his Miller Sport WM-2 Motor Glider project to Tim Morris. Many of us got our first good view of this project at the February chapter meeting after it left Dave's hangar and was placed on display at Tim's business. A little history is in order here. The Miller Sport prototype was designed and built in the early 1970's by a father and son team, William Y. and William T. Miller. It was featured in the May 1973 edition of Sport Aviation as all wood plans-built project, designed to be powered by a Continental A-65. Over the years, the Miller Sport prototype changed hands a few times. Dave purchased it from the third owner in 1985, becoming it's fourth. He and Howard Wells (many of you remember Howard) traveled to Pennsylvania to complete the purchase and trailer the project home for re-assembly. On the way home, disaster struck on the Pennsylvania Turnpike. The trailer was blown off the road by the draft from a passing semi. Dave told me Howard's pick-up truck went off the road with the trailer, and whole assembly rolled over into a roadside ditch. Needless to say, the Miller Sport was severely damaged. Dave eventually managed to get it home, and worked on it off and on for the next 20 plus years to repair the damage. Enter owner number five, Tim Morris. Tim has continued the repair process, including a new blown canopy, new wood parts fabrication and covering. Your editor has a soft spot in his heart for motor-gliders, so I hope all of you will join me in encouraging Tim to finish the project. It is "way cool"! To give you an idea how the finished project will look, see the page 6 for part of the original Sport Aviation article and pictures of the WM-2

Vital Statistics—Miller Sport WM-2:

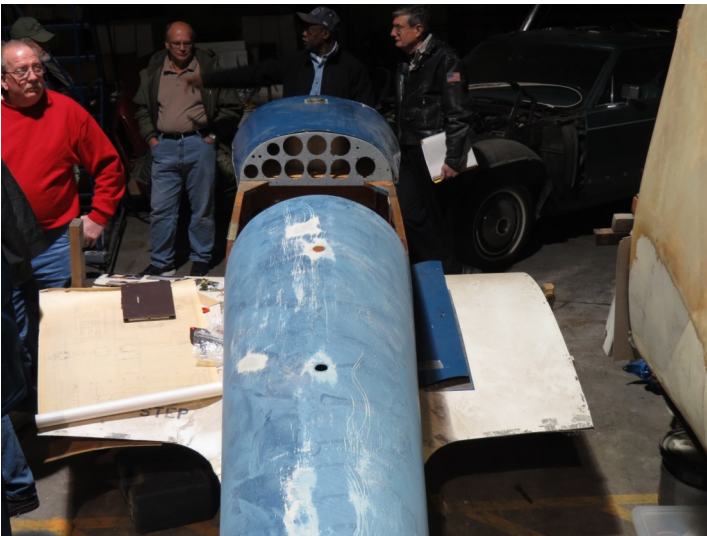
Wing Span 39' 9"
Length 20' 6"
Empty Wt. 750 lb.
Gross Wt 1050 lb.



L TO R OWNERS 5 & 4, TIM & DAVE

THE WM-2 IN TIM'S SHOP

MORE VIEWS OF TIM'S WM-2 PROJECT



Soaring News



The Miller Sport Plane at the Philadelphia Glider Council Airport just prior to its first flight. Notice the slick fairings for the wingtip wheels.

THE MILLER SPORT PLANE

By William Y. Miller (RAA 7906)

1838 W. Tremont St.
Allentown, Pa. 18104

(Photos Courtesy of the Author)

HOW DO YOU begin building the airplane you've always dreamed about? It's simple. You sit down and ask yourself what you want the airplane to do. I did just that that one October day in 1968 and this is what I said to me, I WANT . . .

1. A plane that can cruise about 120 mph indicated at an altitude that's smooth to travel — about 10,000 feet.
2. A plane that will stall around 40 mph and land at 45 mph.
3. A fair climber that won't take all day to get to 10,000 feet — an initial climb of 1000 ft./min.
4. A large comfortable cockpit with 360 degree visibility.
5. A small reliable engine to cut the cost of feeding it gasoline.
6. An assembly and disassembly time of 10 minutes to trailer it home like a sailplane.

WOW! What a dreamer, and all in one package called an airplane.

So for the next year we planned and the next 2½ years we built. By we, I mean my son, Terry Miller, aeronautical engineer extraordinaire, designer of the "Tern" sailplane, and me, little ol' dreamer and coolie laborer.

We decided "experimental" meant use as many different types of materials as possible to achieve light-weight but great strength. It was Sitka spruce and birch plywood for the fuselage, epoxy bonded fiber-glass for wing skins and cowls, aluminum for the gas tank and landing gear, and 4130 steel for the main wing fittings and engine mount. Glue, bond, weld, rivet — the whole gamut of media was used. We did just what any good homebuilder wouldn't do. He would stick to one type of construction and material — less waste, cost, and fewer tools to buy.

20 MAY 1973



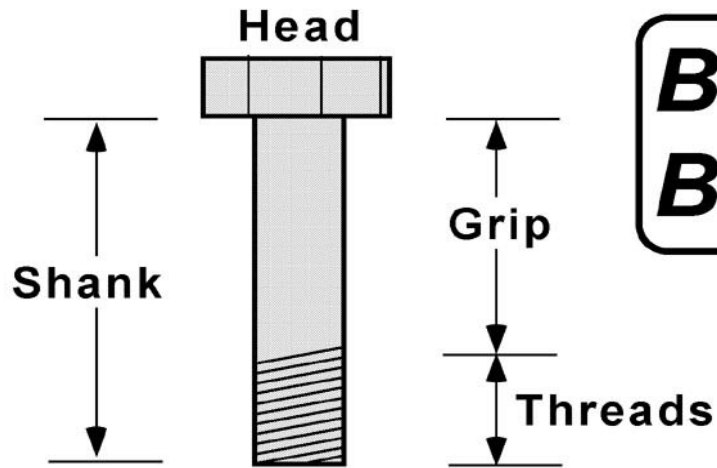
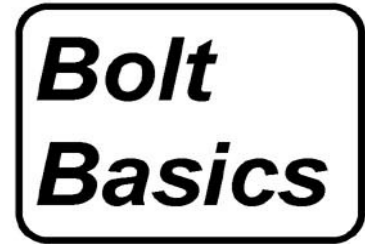
Bill Miller's Sport Plane. He likes to refer to it as "The Poor Man's U-2".



Tailwheel unit — yep, those are bicycle bearings and races. Total weight is 4½ pounds.

ShopSheet

By Ron Wanttaja



AN3-14A

Air Force/Navy Standard

A: Undrilled Shank
No letter: Drilled Shank

Diameter in 1/16ths of an inch

First Number: Length in Whole inches
Second or only number: Additional 1/8ths inches

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APPROXIMATE GRIP LENGTH

Dash Number	AN3	AN4	AN5	AN6	AN7	AN8
3	1/16	1/16	-	-	-	-
4	1/8	1/16	1/16	-	-	-
5	1/4	3/16	3/16	1/16	1/16	-
6	3/8	5/16	5/16	3/16	3/16	1/16
7	1/2	7/16	7/16	5/16	5/16	3/16
10	5/8	9/16	9/16	7/16	7/16	5/16
11	3/4	11/16	11/16	9/16	9/16	7/16
12	7/8	13/16	13/16	11/16	11/16	9/16
13	1	15/16	15/16	13/16	13/16	11/16
14	1 1/8	1 1/16	1 1/16	15/16	15/16	13/16
15	1 1/4	1 3/16	1 3/16	1 1/16	1 1/16	15/16
16	1 3/8	1 5/16	1 5/16	1 3/16	1 3/16	1 1/16
17	1 1/2	1 7/16	1 7/16	1 5/16	1 5/16	1 3/16
20	1 5/8	1 9/16	1 9/16	1 7/16	1 7/16	1 5/16
21	1 3/4	1 11/16	1 11/16	1 9/16	1 9/16	1 7/16
22	1 7/8	1 13/16	1 13/16	1 11/16	1 11/16	1 9/16
23	2	1 15/16	1 15/16	1 13/16	1 13/16	1 11/16
24	2 1/8	2 1/16	2 1/16	1 15/16	1 15/16	1 13/16
25	2 1/4	2 3/16	2 3/16	2 1/16	2 1/16	1 15/16
26	2 3/8	2 5/16	2 5/16	2 3/16	2 3/16	2 1/16
27	2 1/2	2 7/16	2 7/16	2 5/16	2 5/16	2 3/16
30	2 5/8	2 9/16	2 9/16	2 7/16	2 7/16	2 5/16