

# TAILWINDS



**EAA CHAPTER  
974  
NEWSLETTER  
MARCH 2014**



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

T-minus 135 days to OSH

Hello, everybody. Could it be that warm weather is encroaching upon us? With temps in the 50's, and Spring only a week away, it looks like we have survived yet another winter. Time to think about getting those hangar doors open, and getting those projects and aircraft outside.

What a great meeting last week! A lot of discussion on various topics. Looks as though we are moving forward on the website updating. Again, enough can't be said for all the time and effort spent by Brett in maintaining the current website. Thanks, Brett!

We voted \$500 to be spent on a TV for the chapter hangar. That TV has been bought (50"), and has all of the input jacks we will need to use for a number of presentations. We will be able to download EAA chapter videos, bring in flash drives with photos and chapter events, etc.. Perhaps we can also show a Young Eagles video when we are having a group of first timers out on a weekend, or show pix of previous Young Eagle flyers in a slideshow presentation. The possibilities are endless. As soon as we have determined how to best hang the TV, we'll put it up. We are also looking into acquiring a wi-fi signal, and/or an antenna.

V.P. Brian in his eagerness to move up the ladder, has agreed to be the one to go up that ladder and hang the new windsock which was donated by George Theobald. Hat's off to George!

We found out that several members are in need of the transponder two-year certification. It was decided to see if Pete can come to HAO on the 2<sup>nd</sup> Saturday in April, the 12<sup>th</sup>, and get everybody done. As of this writing, I have not contacted Pete, mainly because I don't have his phone number anymore. So if anybody has it, and would pass it along to me, I will contact him.

Again, thanks for the spirited input at the meeting. Be proud of the things we have accomplished, and look forward to the great things to come. Bravo,974....Prez

# SECRETARY'S REPORT——MEETING MINUTES

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EAA Chapter 974

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



9<sup>th</sup> of March 2014

Order of Meeting

**New member:** none.

**Secretary report:** Approved.

**Treasurer's Report:** February we had income of \$659.34 dues \$345 income of dues \$110 calenders. Hanger rent income of \$420. we now have \$2699.05 in the bank account.

**Young Eagles Report:** None

**Tech Counselors Report:** Ray Parker repaired Doug Hurd's nose bowl for his Ercoupe. Sam Marlow had his RV-7 first flight.

**Hanger Master's Report:** none.

**Librarian/Newsletter Report:** Several books were donated by Andy Garon

**Project Reports:**

Dave Raney is putting the baffles back on his champ.

Marks Wyss is putting a new air box on his Starduster 1, he bought a new welder to do it.

Berry Fear and Tom Grumlich are finishing the skin on their RV-9 wing.

Ken Jones Glassair II is being dissembled.

Mike Wood opened up the ailerons on his Ercoupe, hes getting a fabric kit for it as well.

Gary Mullen's camper is finally out of the Chapter hanger.

**Old Business:** Scott Balmos has been working on our website and found out that there is a chapter website supported by EAA national. Its free! He is expecting to get one started in the next month. [Http://974.eaachapter.com](http://974.eaachapter.com) is the website.

Mark Wyss found out that it would be much cheaper to get a TV and hook it up to a laptop rather than get a projector. We made a motion to use \$500 for the TV and it was approved.

Rodger rose's EAA Calender most wanted list: Bob Burkhardt, Darryl Habbit, Don Hensley, Bob Ferguson and Charlie rule. These are members who are listed to buy a calender but have yet to pick it up.

Ron Forsythe passed away on March 2nd.

There's still tri-motor shirts available!! as well as EAA 974 shirts, they are \$15 apiece.

**New Business:** George Theobald has volunteered a windsock to replace our old one... Brian Charlton is going to put it up.

We are arranging a day for a guy from warren county to do the biannual check on our transponders. Contact Mike Wood if you're interested.

Respectfully Submitted, Caleb Schmidt, Secretary

The following is an e-mail that I received from Mary Hammersmith regarding our efforts to revise and update the chapter website. I hope it represents the spirit of what we are trying to do and the future of the chapter. My thanks to Marty for his comments and willingness to help.

Bob, ed.

“I came to the March meeting in part to discuss the current Chapter 974 website. I was very happy to hear we are in the process of cleaning up and updating our presence on the Internet. A website for a group such as ours can be a tremendous recruitment and communication tool.

I have investigated the EAA Chapter website program that Scott Balmos alluded to at the Chapter meeting and I think it is a good way for us to go. Please go to [www.602.eaachapter.org](http://www.602.eaachapter.org) and see what this chapter has done for their EAA sponsored website. I think this would be an excellent template for us to model our web space after.

For search purposes we probably should try to get control of the web address [www.eaa974.com](http://www.eaa974.com) and [www.eaa974.org](http://www.eaa974.org) because I do see that the chapters using the EAA Website program that do not have their Chapter number's .com and .org domain names pointing to the EAA sponsored website can be difficult to find. We want to make the Chapter as easy to find as possible.

I encourage everyone to support Scott in a timely migration to this website. I can't speak for Scott but I would imagine he would appreciate all the help we can give him. Having taken the time to research this a little and then the time to write this for the newsletter, I'm willing to help. You don't have to know anything about website creation or programming to get involved. EVERYONE can help by gathering together a current roster picture, project pictures, progress reports, and general pictures and info from any club or member related activities. The greatest asset of any EAA Chapter is it's members. The next greatest asset is access to and accurate info about those members. Lets create a standout presence on the Internet.”

Marty Hammersmith

## **GONE WEST, RON FORSYTHE**



As most of you know by now, we lost one of our members, Ron Forsythe, on March 2. Pictured here is Ron with his wife Barb at the chapter's 2010 Christmas banquet. Ron and his son Kent, also a chapter member, made chapter activities a family affair. Ron was chapter president in 2006 and built a light sport kit called the Hornet, through which his workmanship and attention to detail really shined. Ron's gentle demeanor, sense of humor, and willingness to listen will be missed by us all. The chapter

wishes to express it's heartfelt sympathy to Barb, Kent and family.

## MARCH MEETING PROGRAM...STEVE MARSAN



Our program for March was a presentation by Steve Marsan, Founder and President of Innoviator Flight Science. His company was founded in 2007 for the purpose of analyzing fatigue damage tolerance, developing military-like aircraft defense systems, and providing specialized services for VIP aircraft. Steve talked to us about his company's **CAMPS** project which stands for Civil Aircraft Missile Protection System. This consists of a fiberglass aerodynamic pod which can be installed on a civilian airliner, corporate aircraft or other civilian aircraft. It dispenses chaff to provide a decoy for air or ground-launched missiles. Steve's explanation of the detailed testing that must be done when developing something like this was fascinating..... and mind-boggling! For example, detailed analysis must be done to ensure that chaff won't be ingested into engines when released. Also, the pod cannot adversely affect the aerodynamics of the airframe in all configurations of flight such as landing gear or and flap deployment. This has be done at varying speeds and flight attitudes. All this requires multiple computer simulations and tests.



Pictured below with Steve are Doug Hurd and Caleb Schmidt. Doug has been a long time advisor to Steve about fiberglass and other composite materials. Caleb has started to work part time at Steve's company. Thanks, Steve, for a very interesting and unusual glimpse into an aspect of "homebuilding" that most of us never get to see!



## **IN THE NEST....KEN JONES' GLASSAIR**

Featured this month is Ken Jones' Glassair project. Ken acquired his project in December of 2013 after a landing incident put the conventional geared Glassair on it's nose. It was built several years ago by a Connecticut A&P, passing through other owners in New York, and finally, Iowa. There was some moderate airframe damage, but the real harm came from the prop-strike when the Glassair went up on it's nose. Ken told me that the last owner cut the ignition but things were happening fast. The engine was still rotating by inertia, and being a constant speed prop, added a bunch to the repair estimate.

The engine is a O-360. It will need a new crankshaft. Ken plans to replace the constant speed prop with a fixed pitch. He will also reconfigure the landing gear to fixed tricycle. The airframe is tucked away in the loft of Brian Charlton's hangar while Ken works on the engine rebuild. That's were the real work will be. Let's all encourage Ken to hang in there and stick with it. It's a really nice looking piece of flying hardware!



Top Left: Ken's Glassair fuselage in Brian's Loft

Top Right: Ken with fuselage...Careful up there , Ken

Lower left: O-360 split showing case and shaft

Lower Right: Ken says "Some adult assembly required"

# GOODYEAR'S ZEPPELIN NT ROLLOUT

News flash! Through my sources at the Lighter Than Air Society in Akron, I received these photos of the first of Goodyear's new Zeppelin NT airships being rolled out at the Wingfoot Lake hangar just outside of Akron. Goodyear will be retiring its 3 non-rigid blimps one by one as each Zeppelin is completed and flight tested. Mind you, these are true Zeppelins. Their construction consists of a rigid airframe covered with fabric, with individual internal gas cells for buoyancy. This differs from a blimp which has no internal framework but gets its shape from the pressure of the lifting gas inside a bag-type envelope, a balloon if you will. If you attended Airventure 2011, you saw a Zeppelin NT flying around the show that week. It was the Farmers Insurance Airship. Your editor bought himself a ride. In case you are wondering what this has to do with homebuilding aircraft, the Zeppelin NT's are



Above: D-LZGY, soon to be N1A, inside Wingfoot Lake Hangar



being shipped in "kit" form from ZLT Zeppelin Luftschifftechnik in Germany for final assembly at the Wingfoot Lake Hangar. Some kit, eh? I think it looks great in Goodyear's color scheme. I'll update the chapter when flight testing begins. Watch for a Zeppelin in your neighborhood!

Photo credit: Many thanks to Alvaro Bellon, treasurer, and Dave Wertz, Trustee, Lighter Than Air Society, Akron, Ohio



Above: Not your grandfather's airship!  
Left: Swiveling engines for incredible maneuverability

**ShopSheet**  
By Ron Wanttaja

**Bolt Installation**

