

# TAILWINDS



**EAA CHAPTER  
974  
NEWSLETTER  
APRIL 2014**



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

T-102 Days to OSH



Hello everybody. I can't believe it's time for another newsletter, but here goes.

What a super weekend this past week! Weather was nice, temps in the 70's. It was great to see all of those hangar doors open and projects being worked on, annuals getting finished, and everybody getting ready to take to the skies again! It's been a long winter, which as of Monday night's snowfall, still wasn't over. I'd also like to thank Pete from CF Airtronics for spending the day at HAO. At last count, Pete had 14-16 aircraft to do transponder checks for. Kudos to Pete for keeping us legal!

As the headline states, only 102 days to OSH. But another important date, even closer, is Sunday, May 4<sup>th</sup>. This will be the annual Funday Sunday at Moraine Airpark I73. This event is generally the kickoff of the fly-in season. There is usually an award given out for the EAA chapter that has the most members in attendance. We have won this award several times in the past. Let's start off 2014 with a great member attendance from the chapter. There are also awards given out in several categories of aircraft. If any members are in need of a ride to Moraine, spread the word. There's always an empty seat somewhere.

Many of you already know that the TV has been hung in the chapter hangar, and man, does it look nice! I was tinkering with it Sunday morning with my laptop trying to become proficient at operating it for future meetings. A reminder that the TV has a VGA port (for a laptop), and also a USB port for plugging in a flash/thumb drive for picture viewing. So this year, be sure to take plenty of pix of all of the events and going-ons at HAO. And as always, be sure to keep sending info/pix/updates/bios to our beloved Bob, so he keeps busy keeping us in the know. Thanks for all you do, Bob!! Have a great week, everybody.

.....Prez

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

EAA Chapter 974

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



6<sup>th</sup> of April 2014

Order of Meeting

**New member/Visitors:** Jim Gibbs, visitor. Zach Koffman, visitor. Denny Tallman, visitor.

**Secretary report:** approved.

**Treasurer's Report:** March. We had total income of \$251.00. \$60.00 for hanger space dues. Income \$80 .00 and misc was \$31.00. Expense was \$37.34. EAA expense for registration was \$100.00 misc \$623 mostly for the TV. Total Balance is now around \$2489.70

**Young Eagles** Report: none.

**Tech Counselors** Report: none

**Hanger Master's Report:** hangers still here.

**Librarian/Newsletter Report:** no report for library. Bob is looking for anything aviation related to put in the newsletter

**Project Reports:** Ken Jones is cutting away part of his Glassair 2 ribs to bulk them up for attaching landing gear to.

**Old Business:**The TV has been bought and put up in the hanger.

**New Business:** Cincinnati Jet Center is having a pancake breakfast on Sunday April 27<sup>th</sup> . We motioned to reassess the hanger rent space. There is interest in getting WI-FI into the hanger. We are going to find out how much it costs to do that.

Respectfully Submitted,  
Caleb Schmidt  
Recording Secretary

# **GONE WEST.....AND, A SILENT KEY, DAVE RANEY**



**DAVE AND BERNIE AT A CHAPTER CHRISTMAS PARTY**

I can't believe I'm doing this two months in a row, but another chapter member has been taken from us way to early. As most of you know by now, Dave Raney died on March 20 after a battle with heart disease. In addition to his flying and building skills, Dave was an Extra class amateur radio operator, call sign WC8E. The title "Silent Key" is given to ham radio operators that have left us. He was our go-to guy when gremlins and assorted bugs invaded our radios and electrical systems. Saturdays would find Dave at Pearls and then

working on—or flying with Bill Conn in—his Champ. Still, he was never too busy to help us or contribute to the chapter.

I first met Dave in a grief support group after we lost our former wives. I have always credited him with inspiring me to purchase my Rans S7 kit. He had just purchased his Honda sports car which he called " my freedom from grief machine". That got me to thinking, and the next thing I knew I was on the phone with Rans placing my order. Sadly, there was no longer anyone around in our lives to say "no" and bring either of us to our senses. Our new toys didn't really do much for our grief, but it seemed to feel good at the time. Years later I found myself leaning on



**DAVE'S SKILLS WENT BEYOND FLYING AND RADIOS. BARRY AND DAVE TACKLE A CHAPTER HANGAR PLUMBING PROJECT.**

the open window of Dave's Champ with the engine idling and yelling that we had come a long way. Dave gave me a very knowing look and nod.

Dave, the chapter will miss you more than we can say. Unfortunately I had to be out of town during his visitation and funeral. On behalf of Chapter 974 I would like to offer condolences to his wife Bernie, his children and grandchildren.



**DAVE AT A HALLOWEEN PARTY AT MY HOUSE. DAVE WAS TRULY A WIZARD!**



## **APRIL MEETING HIGHLIGHTS**

This month we had two short programs. The first was presented by Steve Ankerstar, son of long-time chapter member and past president, Brad. Steve was an F-15 Eagle and F-117 Stealth Fighter pilot who participated in the “Shock and Awe” mission during the Iraq War flying the F-117 stealth fighter. Steve shared with us a harrowing story of something even scarier than “Shock and Awe”. He was flying an F-15 in a 6 ship flight through a thunderstorm over the continental US. The members of the flight had lost visual and radio contact with each other. At one point Steve said he felt a bump and a jolt but figured it was just associated with the extreme turbulence he was flying through. Upon landing, damage to one of the horizontal stabilizers was found. Further analysis pointed toward a probable glancing blow-type mid-air collision with another F-15. Steve pointed out that he was dutifully following his flight leader. There was also pressure to complete the mission. The fact that the mission’s end point was Las Vegas didn’t help to ease that pressure. That maybe someone should have spoken up to challenge the wisdom of flying through that kind of stuff was lost in the pressure to get there. Steve pointed out that it’s against the air force regs, even in an F-15, to fly through thunderstorms. There are lessons in this story for all of us! Thanks, Steve, for sharing it with us!



The second section of the program was presented by Scott Balmos, our new web editor. Scott gave us a tour of our new website using our new flat-panel TV. The web site is still under construction, but it shows great promise as something that will be easy to access and use. Best of all, it is linked to the “mother ship” ie the EAA Headquarters website. When someone is searching for our chapter, they can now easily find us. That should be



great for recruiting new members and sharing all the cool stuff we do. **Thank you Scott** for picking up the ball and accepting the challenge of developing our new website. At the same time, we should all recognize and thank Brett Ferrell for his long term efforts as our former web editor. Under Brett’s care we had a beautiful web site that was something to behold and to be proud of. **Thank you Brett!!**

# TOLEDO RADIO CONTROL MODEL EXPO

On the Friday and Saturday before the April chapter meeting, my friend Denny and I made a trip to Toledo to attend the Toledo Radio Control Expo. You might ask what this has to do with experimental aircraft and the EAA, but the line between the two hobbies is becoming blurred. The modeling parent organization, the Academy of Model Aeronautics, AMA, always has a booth at Oshkosh. The Toledo Show is the “Oshkosh” of the radio controlled modeling world. The word “Toledo” is understood among modelers the way “Oshkosh” is understood among EAA members. It’s the biggie! Every major manufacturer is represented. There are beautiful models on display that further blur the lines by their beauty, complexity and sophistication. The show has been put on by the Weak Signals Radio Control Club of Toledo since the mid 1900’s. It has now grown to fill the entire Seagate Convention Center. My first trip was in 1966. It was in a much smaller venue, but it was already a well established event. I know that there are a few RC modelers lurking in the chapter, myself included. Trust me when I say it’s worth the trip to Toledo. The few highlights shown below don’t give the show justice!

Bob



**A MASSIVE MEMPHIS BELLE REPLICA WITH REAL RADIAL ENGINES!**



**TURBINE POWERED BAE HAWK**



**ELECTRIC POWERED BELLANCA SCRATCH BUILT WITH 90 DEGREE RETRACTABLE GEAR—EXQUISITE!**



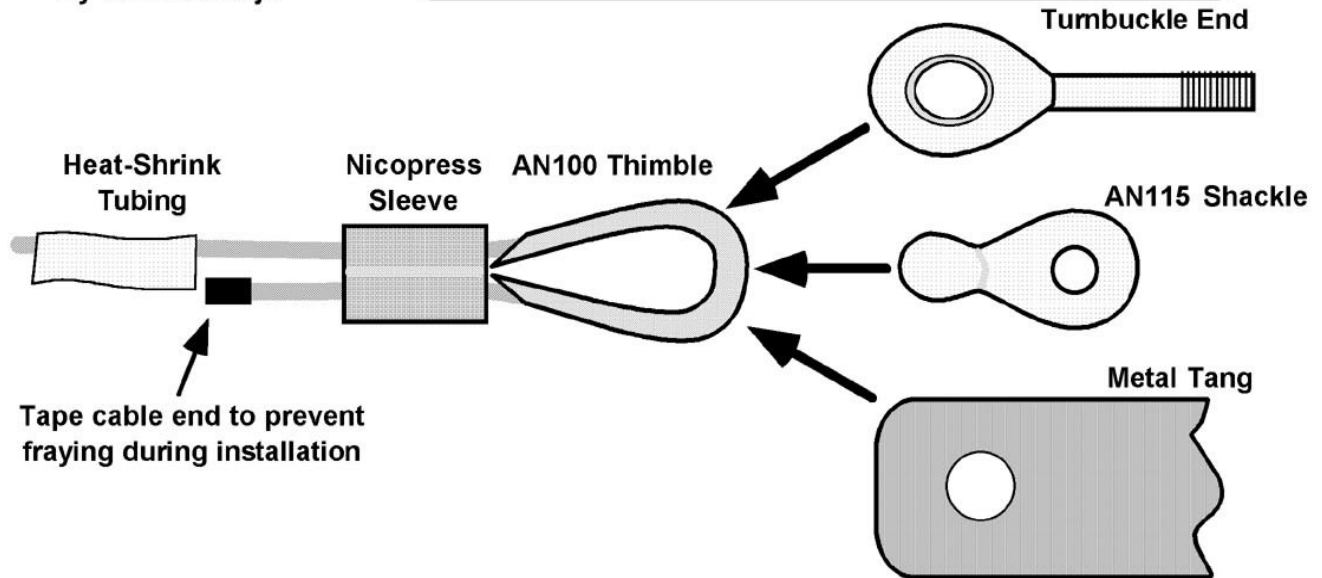
**1/3 SCALE WWI ALBATROS**



**ShopSheet**

By Ron Wanttaja

**Cable Terminations**



Cable Dia.	Material	Strength*	Thimble	Sleeve	Shackle
1/16"	Galv.	480	AN100-3	18-1-C	AN115-8
	Stainless	480	"	28-1-C	"
3/32"	Galv.	1000	AN100-4	18-2-G	AN115-21
	Stainless	920	"	28-2-G	"
1/8"	Galv.	2000	AN100-4	18-3-M	AN115-21
	Stainless	1760	"	28-3-M	"
5/32"	Galv.	2800	AN100-5	18-4-P	AN115-32
	Stainless	2400	"	28-4-P	"

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\* In pounds, for 7x19 Cable (7x7 for 1/16")

