

TAILWINDS



EAA CHAPTER
974
NEWSLETTER
JUNE 2014



Butler County Regional Airport
Hamilton, Ohio



THE PREZ SEZ.....

T-42 Days til OSH

Yep, that's right. As of this writing, there are only 42 more days until the kick-off of OSHKOSH! This year's calendar of events looks to be another stellar performance by the EAA. The USAF Thunderbirds will be doing several performances this year during the final weekend. It's good to see them and the Blue Angels wowing audiences again! Remember, please let any other members who are going to OSH if you will be able to provide a ride, or perhaps be able to haul some supplies up there for those who are flying. Again, it looks like we will have an outstanding representation from our chapter. It certainly looks to be a great week!

A week ago Saturday, was the hangar sale at Dave Raney's hangar. I had mixed emotions. It was sad to think that such a good friend was no longer with us. Tim Morris reminded me that Dave lived a good life and lived it the way he had wanted. Tim also said that Dave would be honored that so many people revered his aviation memorabilia. It looks as though most of the items that were sold, were sold to members of the HAO community, and they wouldn't be very far away. There were also several items that were purchased by the chapter for the use of all members. I have to believe that Dave would be pleased. And a special thanks to Tim for providing hot dogs for the attendees. Good thinkin', Tim!

One final note. Remember that the July meeting will be held on SATURDAY, JULY 12th at NOON for the COOKOUT, and the MEETING @ 2:00. I have been sending out reminders to the email list, and I will continue to do so on a weekly basis. If you cross paths with any other members, please keep the reminder going. Have a great week, and Safe Flying!.....Prez

MEETING MINUTES...SECRETARY'S REPORT

EAA Chapter 974
President: Mike Wood
Vice-President: Brian Charlton
Treasurer: Roger Rose
Secretary: Caleb Schmidt (filling in for Caleb, Mark Wyss)

1st of June 2014
Pledge of Allegiance



New members and visitors: None

Secretary report: May minutes read and approved as read

Treasurers report: May:

Income was \$ 315.00

Expenses were 119.81

Resulting in account balance of \$2472.13

Expense detail: meeting expense \$ 7.98

Hanger maintenance \$ 29.78
Misc. \$ 82.05

Tech Counselor: Ray: Ray Parker help Doug Hurd with nosebowl on Aircoupe

Hanger Master: “hanger is still here”

Librarian/Newsletter Editor: Bob Dombek has binders for newsletters for 2012, 2013, and 2014. Bob encouraged folks to keep sending him material for the newsletter.

Project Reports:

Mike Wood got the fabric for his Aircoupe and will start the recover in the next few weeks

Al Kenkel expressed his appreciation for all the help he got from chapter members in securing his new (to him) Aircoupe

Old Business: Hanger policy will be finalized by July meeting

New Business: Brian Charlton expressed the need for more shelving and that if the large wood crate that is next to the southeast wall of the hanger were removed, that some shelving could be installed there. Brian proposed that we get rid of the wood crate and also sell the Shopmate radial sander. There were no objections.

Mike Wood brought up the installation of the window on the north wall of the hanger. He is committed to getting this done during his tenure as President.

Bill Conn recounted a meeting that several members had with the FBO regarding the new WiFi installation. The general feeling was that it would be an easy switch over to the new system.

General Comments: Tom Hogan brought up the situation concerning cars that are parked for extended periods of time. The airport administration had three cars towed recently (at considerable expense to the owners) Caution was advised. The issue of folks leaving cars parked while on an extended trip was brought up and whether or not they were vulnerable to being towed.

Oshkosh: folks are looking for someone who is driving to Osh that would be willing to haul their gear that they cannot fit into their airplanes

Garage Sale next Saturday in Dave Ramey's old hanger: Tools, a new in the box radio and other misc. items

Cookout for July discussed: Date for Cookout is July 12, Saturday and the July meeting will be held at 2:00 pm Cookout at 12:00 noon

Meeting adjourned.

Respectfully Submitted,
Mark Wyss for Caleb Schmidt

JUNE MEETING PROGRAM HIGHLIGHTS

Thanks to Brian Charlton, we were treated to a video interview of Don Brandt. Don is a local WWII vet who flew F4U Corsairs and F6F Hellcats off the USS Hornet CV-12. He had quite a interesting and harrowing story to tell about being shot down near Iwo Jima, floating for several hours with Japanese gunners taking pot shots at him, and finally being rescued by an “Operation Lifesaver” submarine. Rather than go into detail here, paste this link into your browser. It will take you to a great article with pictures written by the TriState Warbird Museum. You will see the whole story.

<http://www.tri-statewarbirdmuseum.org/documents/TSWMTakingFlightMar2009.pdf>

A LITTLE FAMILY HISTORY FROM YOUR EDITOR

I thought I would share a little family history with you while talking about vets from previous eras. I have learned that my wife's youngest uncle, LT Jg Tom Ries, flew F3H Demon's off the carrier USS Ranger CV 61. He was a member of Squadron VF-82 "Iron Men". He and his squadron joined the Ranger for its shakedown cruise during the fall of 1957. On November 4, he and his fellow pilots were shooting qualification take offs and landings or "cat shots and traps". On uncle Tom's third launch, he experienced a "cold cat". Either some failure in the catapult itself or wrong steam pressure setting did not give Tom's Demon a clean launch. Add to that , the Demon was notoriously under-powered and never really lived up to the performance promised by its manufacturer, McDonnell Aircraft. As a result, his Demon launched over the bow of the flight deck into the water and sank immediately. The crew was unable to rescue him before the F3H sank out of sight. Neither his body or aircraft were ever recovered. Uncle Tom was a newly wed, having married just 4 months before his death.



I became fascinated with the story and did a little research on the F3H Demon. Being underpowered, it had only a single Westinghouse engine, known for frequent flame-outs. Allison engines were substituted later with only marginal improvement. It was developed as a supersonic all weather fighter, one of the first of that type. You could say the Demon lived up to its name in a perverse way, killing more than its share of pilots, partly due to engine problems and partly due to its inferior McDonnell ejection seat. Later models were fitted with British Martin-Baker seats, permitting "0-0" ejections. Its use was short for a fighter, about 8 years, but its successor, the F-4 Phantom, was a very successful fighter of the Vietnam Era and beyond.



CAN-DO PLANES...ANOTHER VETERAN STORY

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I've had the pleasure of meeting Shao Lin and Sompit Xia at several Summerfairs, including this year's at Coney Island. Summerfair is an art show and Shao Lin is truly an artist. He fashions exquisite model airplanes from discarded aluminum beer and soda cans. These are not your ho-hum novelty store "tin can" models. You will instantly recognize the planes they are meant to represent.

Shao Lin graduated from Hua Zhon Industry Institute in the Peoples Republic of China in 1962 according to His Website candoplanes.com. What the website doesn't say but he happily



shares with you, is that before earning his mechanical engineering degree, he flew Mig 15's during the Korean War. He was actually trained by the Russians and flew for the communist Chinese when they slipped in to help the North Koreans. He loves to talk about airplanes! He will quickly tell the story of how he chased a P-51 but was never able to get a shot at him. The P-51 was slower but much more agile. He is a delightful, cheerful gentleman. When ever I talk with him, it's hard for me to imagine him as an enemy fighter pilot!

Shao Lin and his wife Sompit emigrated to California where he worked for California Avi-Tron as a project engineer. He was involved with subcontracting on several Boeing commercial airliner projects. In retirement he came up with the idea of making computerized airplane patterns, initially out of paper, then aluminum. He has earned several awards for his beautiful models. He and Sompit keep a heavy art show schedule during the spring and summer months. I talked with him a few years ago about selling his planes in the Fly Market at Oshkosh. I gave him contact info for EAA. I think he would leap at the chance, but his wife seems to be reluctant, wanting to stick with art shows. I'll bet she's afraid she would lose him to Airventure!! (Did I mention he loves airplanes?)

You can order their planes on-line. They also show up here in Cincinnati at Summerfair about every other year or so. Be sure to look for their booth and introduce yourself to Shao Lin and Sompit. They are a delightful couple. Their models are something to see. You won't be able to walk away without one! Ask me how I know! Check out my growing collection to the right.



ShopSheet

By Ron Wanttaja

Drill Sizes

SIZE	DECIMAL EQUIVALENT	SIZE	DECIMAL EQUIVALENT	SIZE	DECIMAL EQUIVALENT
1/16	.0625	32	.1160	3/16	.1875
52	.0635	31	.1200	12	.1890
51	.0670	1/8	.1250	11	.1910
50	.0700	30	.1285	10	.1935
49	.0730	29	.1360	9	.1960
48	.0760	28	.1405	8	.1990
5/64	.0781	9/64	.1406	7	.2010
47	.0785	27	.1440	13/64	.2031
46	.0810	26	.1470	6	.2040
45	.0820	25	.1495	5	.2055
44	.0860	24	.1520	4	.2090
43	.0890	23	.1540	3	.2130
42	.0935	5/32	.1562	7/32	.2187
3/32	.0937	22	.1570	2	.2210
41	.0960	21	.1590	1	.2280
40	.0980	20	.1610	A	.2340
39	.0995	19	.1660	15/64	.2344
38	.1015	18	.1695	B	.2380
37	.1040	11/64	.1719	C	.2420
36	.4065	17	.1930	D	.2460
7/64	.1094	16	.1770	1/4	.2500
35	.1100	15	.1800	E	.2500
34	.1110	14	.1820		
33	.1130	13	.1850		