

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
NOVEMBER 2015**



Butler County Regional Airport
Hamilton, Ohio

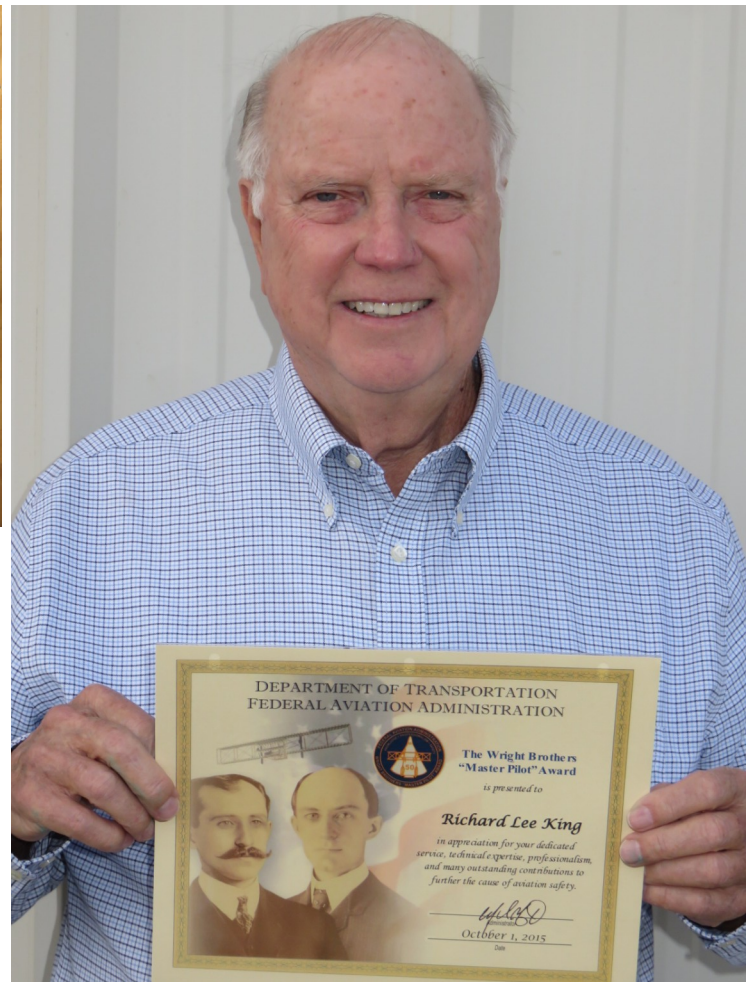


*A Not So Subtle Reminder From Last Year
Don't Forget!
EAA Chapter 974 Christmas Banquet
Houston Inn
Sunday, December 13 2015
5 PM*

Dick King Receives Wright Brothers Master Pilot Award



CHAPTER MEMBER HOWARD PLEVYAK PRESENTS MASTER PILOT AWARD TO DICK



Chapter member Dick King received the Wright Brothers "Master Pilot" Award. The FAA recognizes pilots who have conducted 50 consecutive years or more of safe flight operations. Dick's name has been added to the "Roll of Honor" at: <https://faasafety.gov/content/MasterPilot/RecipientList.aspx>.

Dick's first solo flight was on July 8, 1965 in a Cessna 150 at Kent State University Airport, Stow, Ohio. After graduating from Kent State in 1967 Dick taught flying at the Freedom Field Airport in Medina, Ohio

Currently, Dick holds a Commercial Pilot License with Instrument rating, a Flight Instructor Certificate, and a Repairman Experimental Certificate for his experimental aircraft, a Glastar, N12YR, which he flies for pleasure. He started building his Glastar in 2000 and made the first flight on July 21, 2012. He keeps his Glastar in a hangar at Butler County Regional Airport.

Over the years, Dick has owned several single engine airplanes, logging a total of 2900 flying hours. 245 of those hours have been during the last 3 years while flying his Glastar. He is a member of EAA Chapter 974 at Butler County, and he was a member and past president of EAA Chapter 174 at Clermont County Airport.

Dick has attended the EAA Airventure Fly-In at Oshkosh, WI, every year (missed one due to bad weather) for the last 25 years. Next year, for the fourth time, he will flying N12YR to Oshkosh, and will be camping with his Glastar in the Homebuilders Camping area.

Dick, Chapter 974 would like to congratulate you on your award and your flying achievements. We are proud to call you one of us, and we look forward to many years flying with you!

Photos: ed.

OCTOBER 2015 MEETING.....CONTINUED

Chapter member Tim Morris gave an excellent presentation on Owner Operator Aircraft Maintenance. Tim is the owner and CEO of Moss Vale which manufactures highly specialized aircraft parts for the aerospace industry. Tim's presentation focused on what we can and cannot do when working on our aircraft. He emphasized that as owners of experimental or production aircraft, we can do quite a few things. However, the final inspection and sign-off must be done by someone is authorized do so. For a production aircraft, that must be done by an A&P with Inspection Authority. For an experimental aircraft, the inspection must be done by someone with a Repairman's Certificate. That is usually the builder of the aircraft. If an experimental aircraft was built by someone else, then the owner must have an A&P with IA perform the inspection. The other option would be for the original builder, who is the holder of the Repairman's Certificate for that aircraft, perform the inspection and sign-off.

Tim pointed out that all maintenance, especially inspections, should be documented. He further pointed out that an A&P isn't necessarily qualified to work on just any aircraft. He or she must have training for that specific aircraft.



Our thanks to Tim for a great program!

Below and left: Bill Conn gave a demonstration of weight and balance to some chapter members. Bill is in the process of restoring his Fly-Baby. He has installed a new engine and other upgrades. Unfortunately, some of us missed this due to conflicts with other programs. All the same, thanks for sharing your weight and balance adventure with us Bill!

Below and right: A large crowd at the October meeting.

Photos: ed.



FLEDGE REPORT.....BILL MORRIS' SONEX



Fledge: To leave the nest; to fly away from parental support (Well, in this case, the parent flies along with the youngster! Bill Morris

is the parent!)

Any of us that have been around the field for any length of time know that Bill Morris has been working on his Sonex for a long time. Bill's Sonex is plans built, ie from scratch, which is quite an accomplishment in this age of pre-fab kit built projects. Bill started his project in 2000. He reports that life and career changes extended the build time significantly.

This is one of those stories of perseverance. Bill kept at it in spite of life's little curves and twists. He admitted that his flying skills had gotten rusty and he needed recent tail wheel time. The Hogan's Cub took care of that (a familiar story to many of us!), and after about 5 hours of dual Cub time with Cliff Hogan, he felt he was ready for the Sonex.

The first flight took place on 10/18/2015 and lasted about 40 minutes. Bill reports it flew hands-off.

The engine is a VW/Great Plains conversion. To my ear, it sounds great, and Bill confirmed that it is a nice little powerplant.

Congratulations Bill on a successful completion and a great looking and great flying Sonex!

Photos: ed.





THE PREZ SEZ

THIS IS THE LAST "PREZ SEZ" FROM ME. MARK WYSS WILL BE TAKING OVER AS THE NEW "PREZ".

I THANK YOU ALL FOR THE COOPERATION YOU HAVE SHOWN OVER THE YEAR. YOU HAVE MADE IT EASY TO BE THE PRESIDENT OF CHAPTER 974.

HAPPY THANKSGIVING AND I'LL SEE YOU-ALL AT HOUSTONS!!

BLUE SKYS

BRIAN

CHAPTER CONTACTS

officers@eaa974.org will reach president, vice president, treasurer, secretary as a group

president@eaa974.org will reach chapter president (Brian Charlton)

newsletters@eaa974.org will reach newsletter editor (Bob Dombek)

youngeagles@eaa974.org will reach Young Eagles Coordinator (Bob Burkhardt)

techcounselor@eaa974.org will reach technical counselor (Ray Parker)

general@lists.eaa974.org group e-mail to all chapter members

EAA Chapter 974 Monthly Meeting

Sunday, November 1, 2015

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Call To Order & Pledge of Allegiance: 2:03pm

Guests:

Mick – EAA member for about 10 years. Recently purchased an RV-4 project, at his house in Maine-ville.

Ross & Kathy Howitt – Looking into the RV-9A, possibly purchasing one from Canada. From Lima.

New Members: Bob Lauderbach – Member of the chapter when it first started.

Secretary's Report: Minutes for October were approved

Treasurer's Report:

\$384.20 in income (hangar rent, etc), -\$610 in expenses (supplies, hangar condo fee) = -\$225.80 for the month

\$2606.05 in the bank

Now accepting \$20 yearly chapter dues for 2016

Tech Counselor Report (Ray Parker): Nothing to note.

Young Eagles Report (Bob Burkhardt): Nothing to note. Chapter 174 at Clermont County held their 2 YE flights, and are now done for the year.

Historian/Librarian/Newsletters (Bob Dombek):

No news library-wise. PLEASE send ANYTHING of remote interest for the newsletter

Oshkosh video will be played at the chapter Christmas Party

Hangar Master Report: The hangar is still standing. East wall insulation installation is finished. Thanks Brian!

Project Reports:

Howard – Since first flight on May 2, flown 94 hrs total. Took 18 lbs off by switching his PC680 for an EarthX lithium battery. Over an hour of battery-only operation. Working on Trutrak pitch servo, sensor went out. Also working on CHTs.

Bob Dombek – Had a lot of work on Tigermoth done. Bill John bent tailwheel spring back into submission. Rest of life is taken up by the condition inspection on his S-7.

Mark – 750 rear fuselage mostly finished, working on the forward part now.

Scott – Definitely broke now, paid for avionics, arriving Tuesday. So begins the mad dash to finish...

Bill Morris – Scratch-built Sonex from plans, first flight was two weeks ago. Big congrats!

MEETING MINUTES, CONTINUED

Old Business:

Bob has a bunch of nametags for people to pick up if you ordered one. If you want one, let him know.
\$5

Christmas party reminder, Houston Inn, 5pm Dec. 13. We have the larger middle room, trying to get TV for playing of Bob Dombek's Oshkosh video. \$10 gift exchange for those who want to participate.

New Business:

2016 Officer Elections: Al is confirmed as next year's VP

Howard presented Dick King with the FAA's Wright Brothers Master Pilot award. A VERY high honor. Given to pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years. CONGRATULATIONS!!!

Adjourned: 2:43

Afterwards, a presentation by Tim Morris on Owner-Operator Aircraft Maintenance, and weight & balance on Bill Conn's Flybaby

Submitted,
Scott Balmos – Secretary

HAPPY LANDINGS!

A grease –job landing is 50 percent luck; two in a row are entirely luck; three in a row and someone's lying!

There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.

It's a good landing if you can still get the doors open.

Everyone already knows the definition of a "good landing" as one from which you can walk away. But very few know the definition of a "great landing". It's one after which you can use the airplane another time.

Try to keep the number of your landings equal to the number of your takeoffs!

You know you've landed with your wheels up when it takes full power to taxi!

The last thing every pilot does before leaving the aircraft after making a gear up landing is to put the gear selection lever in the "down position".

All cliches were taken from "Slipping the Surly Bonds" by Dave English. Purchased at Airventure 2001 at Author's Corner. No book credit was given to the quotes.

SOME IN-THE-NEST QUICKIES



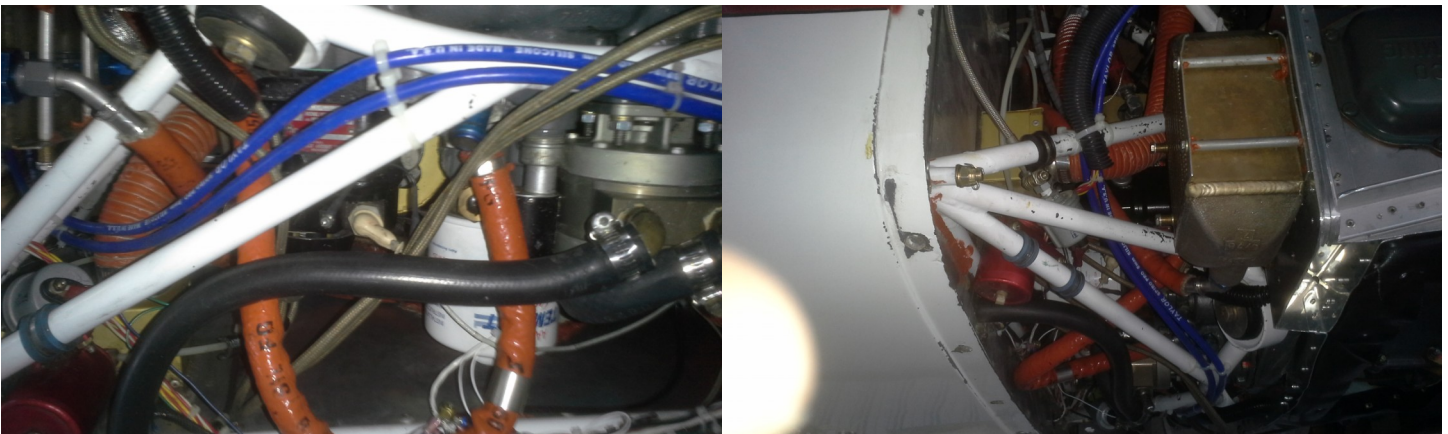
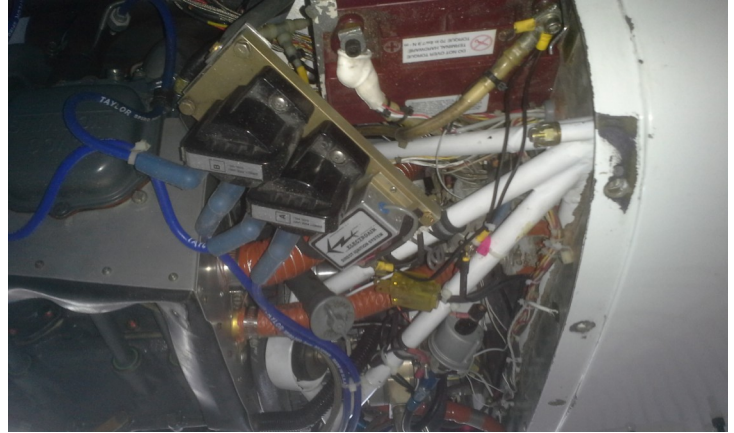
Pictured here are some shots of Scott Balmos' RV-9. Right and counter clockwise are forward fuselage, canopy and cockpit with seat. Looking good Scott!

Photo Credits: Scott Balmos



Pictured next are some firewall forward shots of Ken Jones's Glassair. Ken says "If I had just one more inch". It's crowded in there Ken, but great workmanship! (I thought my S7 firewall forward was tight!....ed)

Photo Credit: Brian Charlton



MORE IN-THE-NEST QUICKIES

Pictured here are Brad and Paul Payne working on their Zenith 710. The engine is a Great Plains VW conversion with reduction drive. It should be a great performer!

Photo Credits: Brian Charlton



Pictured last, but certainly not least, is Bill Johns' Sky Ranger. These shots are from last fall so they may not represent current progress. Keep up the great work Bill!

Photo Credits: Brian Charlton

