

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
JUNE 2016**



Butler County Regional Airport
Hamilton, Ohio



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NEXT CHAPTER MEETING WILL BE SUNDAY JULY 10 (SECOND SUNDAY DUE TO HOLIDAY) SCOTT BALMOS WILL PRESENT A PROGRAM ON ADS-B

Jason Forshey from the CVG FSDO presented a terrific program on “The Electronic Flight Bag” or EFB. Jason is responsible for educational outreach and training. Jason described the EFB as any tablet, smart phone or GPS that provides current aeronautical charts, flight planning, moving map displays, weather, aircraft data and other features. These are many things that we would have once carried in a 30 pound case! In most ways this is a fantastic convenience which can contribute to improved navigation and safety for pilots. Jason pointed out that by carrying an EFB, a paper chart is no longer required. Even when not carrying an EFB a paper chart is not required, but FAA regulations require pilots to have current information for each and every flight. Shooting touch and go landings in the pattern might be one thing, a cross country flight over unfamiliar terrain to an unfamiliar airport might be another.



Some cautions he added were as follows. The EFB has it's built in complexities. Be sure to get good training and practice before using. Further, an out of date data base while not specifically a violation, may result in an FAA investigation and could be used for enforcement if it results in an incident. This applies to an out of date paper chart as well. To offset this, the EFB can be updated easily. In fact, there are 1361 paper changes that occur during each chart revision period. Imagine doing that with paper! This is especially vital for commercial carriers. While not always required for us recreational fliers, again, the bottom line regulations say that we are always required to have current information for every flight.

For student training, an EFB is not necessarily required, but if used, be sure your instructor understands it's use. A CFI needs extensive training and experience. When it comes to it's role in flight testing, you may be responsible for a procedure demonstration if you have a device in your cockpit. You should also have a current paper back-up and be prepared to do an oral and practical demonstration in event of an EFB failure.

Jason listed the top 10 mistakes in using an EFB:

10. Cutting too close to restricted airspace. It's the most common violation. Allow a mile clearance.
9. Garbage in, Garbage out
8. Failure to get a standard weather briefing
7. Data base not current, especially regarding towers, obstructions and other hazards
6. Relying too heavily on terrain displays
5. Relying too heavily on ADS-B weather—updates might be too infrequent
4. Display Zoom problems
3. Too much head-down time. The EFB is a big distraction!
2. Battery problems and not carrying paper back-up
1. Biggest mistake—No training before using!

EAA Chapter 974 Wishes to convey it's thanks to Jason Forshey for his very interesting and very relevant presentation!

MEETING GUESTS AND NEW MEMBERS

*Right: **Jason Forshey** our guest speaker who presented a program on the Electronic Flight Bag. Jason is a CFI assigned to the Cincinnati Flight Standards District Office (FSDO) for educational outreach and training. Thanks Jason!*



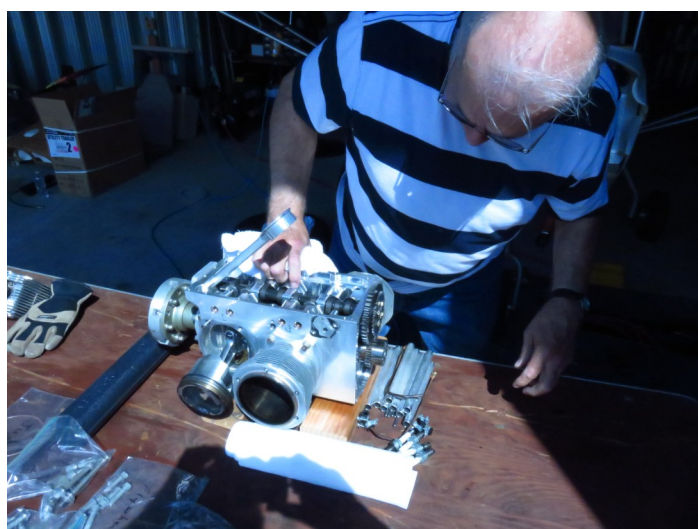
*Right: **Steve Kraft** is a new member. Steve is a helicopter pilot formerly with UC AirCare out of Butler County, now with Columbus Med Flight. Steve is also a gyrocopter pilot and has 2 gyros on the field. Welcome Steve!*



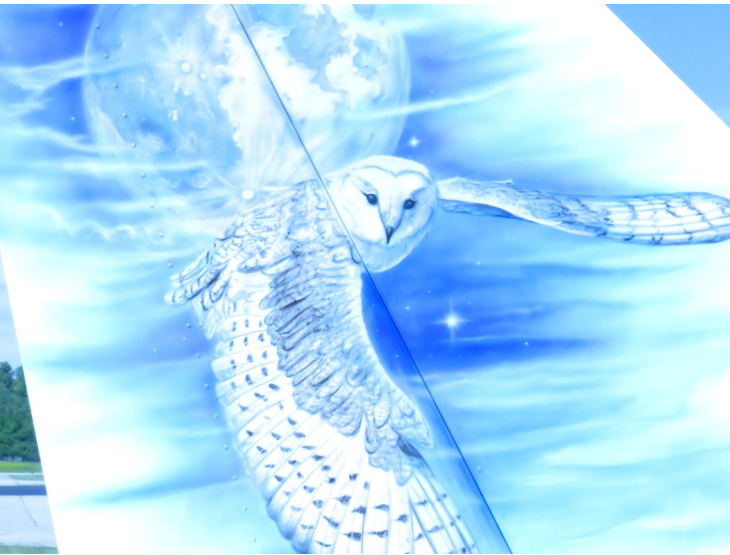
All photos pages 2 & 3 ed.

IN THE NEST, BOB FERGUSON'S SKY RANGER

It is my pleasure to present Bob Ferguson and his Sky Ranger project. Bob and his wife Brenda and I go back a long way, to the Tri State Sport Pilot days and even before that to the old Tri State Ultra Light Pilots club. Bob and Benda joined the chapter at least a couple of years ago. He started his Sky Ranger in 2002 and worked steadily on it for the first two years until some health problems slowed him down. He's all better now I'm happy to report and is going at his project full steam. The Sky Ranger is a product of Aero LTD in the UK. It's basically a bolt together kit with pull-on envelopes for the skin. Bob says one of the most difficult tasks was pulling on the fuselage fabric. Once in place it had to be laced tightly along the full length of the belly. He reports having to lie underneath while lacing and pulling the fabric tight with all his might. The power plant is a Jabiru 2000 of 2200 cc. It produces 85 hp. Bob was concerned about the engine sitting for a long time, so he has completely torn it down for a thorough inspection and replacement of some questionable hardware. Bob swears that he has only about 100 hrs in his project. Hmmmm... Oh, did I mention that Bob is a master mechanic? He has a history of repairing more engines than I can count. Congratulations Bob on a beautiful plane. Can't wait to see her fly! Photos: ed.



I caught Howard and Linda Plevyak just returning from a week-long trip to the Atlanta area. Many of you have seen the awesome paint job on Howard's Glastar. Is that incredible or what? On the heels of that trip I caught them again, a few days later, just returning from South Bass Island on Lake Erie. I have a feeling there will be little dust collecting on the wings over the coming months, but watch for trophies collecting in Howard's hangar! Photos: ed.



My Tiger Moth's engine is one big step closer to joining the mother ship. After sitting at home in the garage, for a long time, where I ran it regularly, I finally hauled it to the hangar. Next step is to remove it from the mount so I can get the mount stripped and powder coated, then onto the fire-wall. Photos: ed.



THE PREZ SEZ.....

Most of us will remember the safety call by Sergeant Phil Esterhaus (played by Michael Conrad) in the TV series 'Hill Street Blues' "Let's be careful out there."

This advice struck home for me when the news came about the death of Todd Silver who died in a Mooney crash in Tennessee along with his mother and young son last weekend. Todd and his business, Todd's Canopies, produced custom canopies for RVs and many other experimental aircraft. I was lucky to have one of his canopies on my RV4. RIP Todd Silver.



So, with all the good flying weather approaching, please take the time to do thorough pre-flights, use your checklists, and all the other tasks that our instructors drilled into us. As the Sarge said, "Let's be careful out there."

Mark

CHAPTER CONTACTS

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SECRETARY'S REPORT, MEETING MINUTES

EAA Chapter 974 Monthly Meeting
Sunday, June 5, 2016



- **Call To Order & Pledge of Allegiance:** 2:05pm
- **New Members:** Steve (?) - Helicopter and gyrocopter pilot
- **Guests:** Jason Forshey – Cincinnati Program Director, FAASteam
- **Secretary's Report:** Minutes from May (by Caleb Schmidt) accepted.
- **Treasurer's Report:**
 - + \$795 income (hangar rental, dues, split the pot), - \$518.03 expenses = + \$276.97 for May
 - \$3149.58 currently in the bank account
- **Historian/Librarian/Newsletters (Bob Dombek):** Thank you Roger for pictures in the May newsletter. Please continue to send submissions on your projects!
- **Young Eagles Report (Bob Burkhardt):** None
- **Hangar Master Report:** The next project to complete on the hangar is the hanging of the wood on the wall near the window.
- **Tech Counselor Report (Ray Parker):** Nothing of note. (Sec. Note: Congrats to Ray on retiring!)
- **Project Reports:**
 - Shawn Wheeler - Fitting the tail on his RV-4
 - Caleb / Mark – Working on the 750's wings, wiring, fuel fittings, etc
 - Ken – Ran engine again, no leaks
 - Bob – Finally got the elevator trim right in his Tiger Moth
 - Mike Wood – Kevin and Mike are putting everything back together after painting
 - Scott – Finishing up wiring and fuel lines. Hoping to get on gears in the next month or so
- **Chapter Business:**
 - Mark found a heater in Harrison. 200,000 BTU propane vented overhead heater with a fan, for \$200. Brian and Mark will pick it up Wednesday. Plan is to mount on ceiling in corner, running a propane line to the floor so it can be run by hangar users in a bring-your-own-propane fashion
 - The chapter is celebrating its 25th anniversary this year. Probable 25th anniversary cookout coming up soon. Possibly talk with Ron to make and hang a 25th anniversary banner on the airport fence near the road. Officially, June 2, 1991 was the first chapter meeting. Committee formed to determine cookout details, vignettes, etc.
- **Adjourned:** 2:30pm

Presentation afterwards by Jason Forshey on usage of Electronic Flight Bags (tablets) in the cockpit, the good and bad of it.

Submitted,
Scott Balmos – Secretary

AROUND THE FIELD, LATE ADDITIONS

Right and Below: Here is one happy Ercoupe guy! Mike Wood is proudly posing with Eleanor who is taking shape in Kevin Gassert's hangar after returning from the paint shop. Eleanor will be finished in a warbird scheme inspired by a Stearman Mike saw at Oshkosh. See the June 2016 EAA World of Flight Calendar picture. Mike's call sign, "Noodle" has been applied to the left side of the cockpit. She's a beauty, Mike!



Photos: ed.



Right: Here's how we relax at KHAO and 974 after a long hot day in the hangar working on our projects. I came upon Mike Wood, Kevin Gassert, John Prince, and Brian Charlton cooling off with some cool suds, while watching a skydiving video in Brian's hangar. Is this a picture of total contentment? I'd say so!

Photo: ed.

