

# TAILWINDS



**EAA CHAPTER  
974  
NEWSLETTER  
JULY 2016**



Butler County Regional Airport  
Hamilton, Ohio



**NEWS FLASH! BY THE TIME YOU READ THIS THE PILOT'S BILL OF RIGHTS WILL HAVE BEEN SIGNED BY THE PRESIDENT AND WILL BE LAW!**

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## **JULY MEETING WRAP UP—SCOTT BALMOS ON ADS-B**

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Brian Deacon, Scott's Cousin flew his Cessna 182 down from northeast Ohio to visit with Scott and visit the Chapter. Brian is based at Wayne County, KBJJ. Welcome Brian! It was good to have you with us!

For our program this month, Scott presented an excellent program on ADS-B aka Automated Dependent Broadcast B. This is a corner stone of FAA's NextGen system which will ultimately replace conventional radar for tracking and separating aviation traffic. Of course many of us are struggling with the cost of installing ADS-B, even as we acknowledge it's advantages. The general aviation fleet has been hesitant to equip due to the costs involved, especially for lower value aircraft where the equipage cost can exceed a significant percentage of the value of older aircraft. Scott feels the prices have stabilized to the point that it is becoming less advantageous to wait until the Jan 1 2020 mandate for ADS-B out. Scott also pointed out that by just installing ADS-B out, you are getting only half the benefit.



Scott went on to explain the components of an ADS-B system. First there is ADS-B in. The two parts of the In portion are TIS-B, the traffic part and FIS-B, the weather part. Both come via the 978 Mhz. UAT frequency (universal access transmit). TIS-B traffic is displayed for aircraft within a 15 nm radius of the ground station and 3500 ft altitude of sending aircraft. The FIS-B weather information is updated with a 20 minute delay which is probably adequate for VFR general aviation aircraft. Scott told us that ADS-B in traffic and weather can be had without the necessity of installing special equipment in your aircraft. For example, many of us have iPads which can work with an external receiver such as the Stratus. He pointed out that most systems are designed to work with one particular format. The Stratus works only with ForeFlight software, while the Garmin GDL39 works only with Garmin Pilot. There are even home brew systems such as the Stratux which can be set up to work with handheld phones and tablets, both Android and Apple.

Of course the real kicker in all this is the looming mandate for the other piece, ADS-B out, which after Jan 1 2020, will be required wherever a mode C transponder is required now. ADS-B out uses two frequencies, the UAT 978 Mhz and 1090 Mhz ES also known as extended squitter. The 978 Mhz UAT can only be used by aircraft within the US flying below 18,000 ft. Above that altitude and outside the US, the 1090 Mhz must be transmitted which is enabled by mode S transponders. Scott emphasized that what is also needed is a WAAS GPS position source. This involves integrating a certified GPS receiver which will mix its signal with the ADS-B out transmission to let ATC and other aircraft know where you are, what you are, how high you are, and how fast your are going. Scott recommended the 1090 ES frequency as it is ultimately the most useful due to it's world-wide use and lack of altitude restriction. It can also be used for plane to plane traffic recognition.

Scott recommended that we all educate ourselves on ADS-B and NextGen. One great way to do this, Scott pointed out, is Oshkosh. There are many forums scheduled and many manufacturers to visit. Scott, Chapter 974 wishes to thank you for a very concise, and easily digestible explanation of ADS-B!

Toward the end of June I spent a week on Lake Erie in the little community of Lakeside with several family members. During that week I had the opportunity to slip away to Carl Keller Field, the Port Clinton Municipal Airport. At one time it was the base of operations for Island Airlines which operated Ford Trimotors in scheduled service to the islands of South Bass, Middle Bass, North Bass and Kelley's. Years ago I had a summer job up there and made several trips to Put-In-Bay via the Fords. My short honeymoon with my late wife also included a flight to South Bass Island and an overnight stay. (Got the right hand flight deck seat on the return flight!) Located on the field are a couple of must-visit landmarks, the Liberty Aviation Museum and the Tin Goose Diner. The museum is a beautiful hangar-type building with a B-25 and TBM Avenger. There were other goodies as well. Would you believe a PT boat? In the museum members of EAA Chapter 1247 are building a 5AT Trimotor—from scratch! I was given a private grand tour of their work. The museum previously purchased another 5AT from the Evergreen Museum in Oregon. It was undergoing extensive maintenance and inspection. Some day we will once again see Trimotors in the air over the Lake Erie Islands. My thanks go to Chapter 1247 members for making me feel welcome. All photos by your editor, this page and next.



**ERCOUPE AND ZENITH VISIT MUSEUM**



**B-25 AND TBM ON DISPLAY**



**5AT TRIMOTOR INSPECTION & MAINTENANCE**



**CHAPTER 1247'S SCRATCH BUILT 5AT-WOW!**



**SCRATCH BUILT ONE PIECE 74 FT 5AT WING!**



**AUTHENTIC VINTAGE SKIN ROLLER PRESS**



**CHAP 1247 MEMBER WORKING ON NEW SKIN**



**TIN GOOSE DINER EXTERIOR VIEW**



**TIN GOOSE DINER INTERIOR VIEW**

## **FLEDGE REPORT, KEN JONES LEAVES THE NEST!**

This just in, Ken Jones flew his restored Glasair on July 2 after a 2 1/2 year restoration effort. I have reported on Ken's progress more than once over this period. It was truly a monumental effort. Ken obtained his project as a result of an "incident" when the former owner reportedly lost control on the runway. The Glasair sustained substantial damage including a prop strike and major landing gear damage. Ken converted its original tailwheel configuration to tricycle gear. John Prince flew with Ken as pilot in command, but it was Ken who was the true test pilot. They flew for .6 hours and stated it was a good first flight. Ken, we have all watched you sweat bullets over this restoration, and the chapter admires your perseverance and hard work in bringing it to a successful conclusion. Congratulations Ken! She's a beauty! Thanks to Brian Charlton for photos!



**KEN AND JOHN RETURN FROM SUCCESSFUL 1ST FLIGHT!**



**SOMEHOW ROWDY ALWAYS SEEMS TO STEAL THE SHOW!**



**KEN LOOKS LIKE ONE HAPPY GLASAIR PILOT! CONGRATS KEN!**

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

The conversation around the airport in July usually involves talk of Oshkosh and Airventure. Where are you staying, are you camping or in a dorm, driving or flying?

Where's the Compound! I am sure that it will be another great show.

Whether driving or flying let's all get there safe and get home safe. Review and follow the Osh arrival Notam and be careful with baggage loads and CG considerations and WEATHER.



I was curious about the fatal accident rate for Oshkosh flights both inbound and outbound. It turns out that Ron Wanttaja, who spoke to EAA 974 in 2015, put together a spreadsheet for the years 1982 to 2013 reflecting all Osh enroute related fatal crashes. There were 66. Though tragic for the families involved, this seems like a fairly low number for over 30 years.

The complete spreadsheet can be viewed at the following link:

<http://eaaforums.org/showthread.php?5279-Fatal-Accidents-Related-to-the-Fly-In>

So, please, everyone be careful and see you at Oshkosh Airventure.

Mark

## **CHAPTER CONTACTS**

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## **AROUND THE FIELD—AND OTHER PLACES**

*It looks like the Ercoupe King, Kevin Gassert, found himself another one. I caught Kevin pressure washing this fuselage out behind the chapter hangar. How many Ercoupes is that Kevin?*



*Access Barry, access! How many times have we been twisted to all kinds of crazy positions and shapes trying to get to something? Our planes are notorious for this are they not?*

*Hey, Gary! You really do have a gyro! After a year in the hangar Gary Mullens' gyrocopter is seeing the light of day. I caught Gary and Ray Parker going over some fine points.*



*After the July meeting I flew out to Antique Acres Airpark to visit with Mark and Cindy Taylor. What a beautiful setting! Note Mark's beautiful Hatz Biplane in the hangar behind them. We had a nice visit and shared some lemonade. I'm happy to report Mark is doing well and has a zillion home improvement projects going.*

# SECRETARY'S REPORT—JULY 2016 MINUTES

EAA Chapter 974 Monthly Meeting  
Sunday, July 10, 2016

—  
**Call To Order & Pledge of Allegiance:** 2:04pm

**Guests:** Brian Deeken – Cousin of Scott Balmos, 182 driver, RV-4 driver wannabe

**Secretary's Report:** Minutes from June accepted.

**Treasurer's Report:**

+\$105 income (\$60 hangar rent, \$20 membership dues, \$25 misc), -\$256 expenses (\$25 meeting supplies, \$200 propane heater for hangar, \$30 hangar maintenance) = -\$151 for June.  
\$3008.16 currently in the bank account

**Historian/Librarian/Newsletters (Bob Dombek):** Not as much overlap of Sport Aviation issues as we thought. Most duplicates are during the mid-1990s. Some AOPA and oddball stuff will be ditched soon. Starting to look pretty decent.

**Young Eagles Report (Bob Burkhardt):** None

**Hangar Master Report:** Working on the wood on the wall. Next up is to hang the recently-bought propane heater for the upcoming winter.

**Tech Counselor Report (Ray Parker):** Nothing of note. Go see Mike's plane, now that it's almost finished being restored!

**Project Reports:**

Ken flew his Glasair finally! 2.5 years in the making, converting from a tailwheel to a tricycle gear.  
Bob Dombek applied to reserve N39910 for his Tiger Moth. 39910 is his Academy of Model Aeronautics license number, which he has held since the 60s.  
Scott is nearly done with wiring, and probably will power up his panel in the next week or two.

**Chapter Business:**

Mark has designed a chapter 25<sup>th</sup> anniversary celebration banner. Two (2) of the 4'x7' banners will be printed up, at \$80/ea. One will be hung on the fence near the road, the other inside the hangar. Tentatively, the celebration cookout will be combined with Kevin's annual hangar party in late August. Making sure everyone who needs to know about The Compound at Oshkosh has contact info. Keep in touch with Kevin, Mike, etc. if you're not sure. It's in the Woods 101 area as usual. Cookout will probably be Wednesday night.

Brian has opened a chapter account at Grainger, under EAA Chapter 974, for anyone who wants to order parts/supplies/misc from them.

**Adjourned:** 2:42pm

Presentation afterwards by Scott Balmos on untangling ADS-B and what to look for at Oshkosh.

Submitted,  
Scott Balmos – Secretary







**Model Aeronautics Extravaganza**  
**August 13<sup>th</sup> and 14<sup>th</sup>, 2016**  
**11:30 to 4:00 each day**  
**Butler County Regional Airport**