

# TAILWINDS



**EAA CHAPTER  
974  
NEWSLETTER  
AUGUST 2016**



Butler County Regional Airport  
Hamilton, Ohio



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# CHAPTER 974 25TH ANNIVERSARY CELEBRATION

The chapter celebrated its 25th anniversary on Aug 23 thanks to Kevin Gassert's gracious use of his hangar allowing us to combine our celebration with his annual picnic. It gave us lots of extra space for a great turnout. It would have been a shame to let this banner year go by without recognizing the achievement of a healthy growing chapter turning 25. Speaking of banners, thanks to chapter prez Mark Wyss for the great banner, and thanks to everyone for coming to help us celebrate! Even the gals from Pearls joined us! Wow!



MIKE AND TOWBOAT COOK KATHY!

A GREAT CROWD ON HAND!



THE PEARL'S CREW CELEBRATED WITH US!



Photos: ed.



# THE COMPOUND AND OSHKOSH 2016 IN REVIEW

Since many of you have seen the video, I'll just do a quick review in pictures. The DVD and player are still in the chapter hangar if you missed it. The compound was a big success, and it just keeps growing. Thanks to Mike and Kevin for keeping us fed and happy! Wisconsin threw everything at us weather wise, but we were not disappointed. 'Til next year...



All photos: ed



## ***MEETING PHOTO—CALEB GOT HIS TICKET!***

***Here's a happy guy who deserves a full page! Our airport kid turned pilot and college student, Caleb Schmidt, earned his Private Pilot's license on August 1, 2016. His examiner was Margo Brooks. Caleb will be attending The Ohio State University Mansfield Branch this fall.***

***Way to go Caleb and our best congratulations! We are so very proud of you!***



I hope everyone enjoyed the Anniversary Cookout/Kevin's Annual Bash last weekend as much as I did. Great food, lots of conversation, and capped off with Bob Dombek's chapter history presentation. A big thanks to Kevin and Mike.

Flew the RV4 down to Defuniak Springs, Florida on the Tuesday after the cookout. Easy flight at 8500 with a fuel stop at Isbell field (4A9) in northern Alabama. Out of Isbell I went back to 8500 above a layer of broken small cumulus. During the climb, I noticed a thin layer of gray haze that is probably familiar to all of us. Visibility was unlimited with absolutely no sign of precip. The ADS-B output on the Garmin 696 and on Garmin Pilot on a tablet showed a different story. It showed a large green area and I am right in the middle of it. It also showed several small yellow dots that matched up with some cumulus clouds that had started to build to my altitude of 8500 but no precip. Anomaly or system limitation?



(Pic from Vansairforce website post)

Later I found a post on the Vansairforce website. Another pilot had encountered the same situation as had I (pic above). Here is what I learned from the posts:

Turns out that the NEXRAD system has multiple modes. According to Wikipedia's info on NEXRAD, There are currently nine Volume Coverage Patterns (VCP) available to NWS meteorologists. Each VCP is a predefined set of instructions that control antenna rotation speed, elevation angle, transmitter pulse repetition frequency and pulse width. The radar operator chooses from the VCPs based on the type of weather occurring:

## Upcoming 2017 VCP changes [\[edit\]](#)

In October, 2015, the National Weather Service announced<sup>[9]</sup> that an upcoming software update would eliminate multiple precipitation mode VCPs, and replace them with a single VCP intended to combine the best features of the VCPs being eliminated. An additional clear air mode will also be made available.<sup>[1]</sup>

For more detailed information, search "NEXRAD" in Wikipedia.

So what does this mean to us pilots? For me it means checking the multiple locations along the route to see if the reporting stations jive with the radar.

Sometimes a decision not to go could change to result in an uneventful trip.

Just sayin'. **Mark**

# **SECRETARY'S REPORT...AUGUST 2016 MINUTES**

**EAA Chapter 974 Monthly Meeting**  
**Sunday, August 14, 2016**

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

**Guests:** None

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

**Treasurer's Report:**

+ \$94 income, - \$612 expenses (mostly hangar fees) = - \$518 for July.  
\$2490.16 currently in the bank account

**Historian/Librarian/Newsletters (Bob Dombek):** Nothing to report

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

**Hangar Master Report:** Still here. Packed to the gills with plane parts now.

**Tech Counselor Report (Ray Parker):** Dale got sign-off on his RV-7 Friday Aug. 12 (ed: ... and had a great first flight the next weekend by Jon Thocker)

**Project Reports:**

Scott – Moved his RV-9 fuselage over to the chapter hangar finally

Bob Dombek – Got the motor mount for his Tiger Moth ready. Lots of firewall prep work to do

Caleb and Mark – Finishing up the 2<sup>nd</sup> wing of the 750, the 1<sup>st</sup> wing is in storage now. Going to add lift rings so the plane can be picked up by a forklift, so the floats can be pulled on and off

**Chapter Business:**

Chapter's 25<sup>th</sup> anniversary cookout will be combined with Kevin's annual hangar party, Aug. 27. The chapter will contribute and buy a celebratory cake for dessert

Congrats to Caleb on finally earning his pilot's license!

Congrats to Howard for earning a Bronze Lindy at Oshkosh!

Reminder from Bob Burkhardt that Lunken Airport Days are Labor Day weekend. Aluminum Overcast will be in town for rides, free hot dogs by Cincinnati Warbirds, etc. Anyone interested in bringing their planes down to add to the static display?

**Adjourned:** 2:42pm

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

Submitted,  
Scott Balmos – Secretary





## ***IN THE NEST...MARK WYSS' ZENITH 750***

In 550 hours Caleb and I built the fuselage and the wings. I bought the tail feathers, leading edge slats, and flaperons (already completed) from a fellow near Gettysburg, Pa. Hilla, my wife, and I drove over to PA to pick up the kit parts. A side trip resulted in a guided tour of the Gettysburg Battlefield area. What a bonus!

Caleb and I usually work about 4 hours during our work sessions. Together we have logged approx. 250 hours together for a total of 500 man hours. There were about 50 hours by me alone of priming parts, as all interior surfaces will be fully primed. This has increased the build time but is necessary as eventually the 750 will go on floats.

Luckily, I was able to purchase an amphib 1340A Zenair float kit from a gentleman in Florida for about half the factory price and the kit was unstarted in original crate. I have one of the floats about half finished.

The 750 is usually equipped with a lighter engine, a Cont. O200 or Rotax in the 100 hp range. From many sources I have been warned that 100 hp is not enough power for the airplane with floats. I already have two O 290s (135 hp but heavier) so that is what is getting bolted on. Wally Wogenstahl recently bought a 750 with a Cont. O200 and put floats on it. He was very disappointed with water takeoff performance and is selling the airplane.

Working with Caleb has been a joy. I couldn't ask for a better build partner. He was available most afternoons so we consistently worked at least 3 times a week for the last year. Keeping a consistent schedule really moved the project along. Days when I might not have shown up in the hanger, I knew he would be there so off I went to pull rivets and debur and whatever else. Two sets of eyeballs on the plans and on the videos **definitely** keeps us from making mistakes.

There is still a lot of work to be done, fire-wall forward, priming parts, installing the wings, and probably some engine work.

Article and Photo: Mark Wyss



Your editor caught Tom Hogan giving the Cub some TLC, a belly wash and some maintenance . It was a hot day and I'm sure the water felt good. Who was wetter Tom, you or the Cub?

Photo: ed



Here's Scott Balmos' RV-9 fuselage finally arriving at the field via a rented tilting auto carrier. Looks like a great, secure way to make the move Scott. Several chapter members were on hand to help as Scott is shown easing her down the ramp. The fuselage joins the wings and engine which have been in the chapter hangar awaiting their mate.

Photo: Mark Wyss



Al Kenkel's new Ercoupe N93789 was delivered to KHAO on Sunday Sept 28 by Mike Wood and Kevin Gassert. Mike flew Kevin to Capital City Airport in Frankfort, Ky. Kevin flew Al's Ercoupe back to KHAO. Al says he'll name his new Coupe "Second Chance". Congratulations Al!

Photo: Nancy Kenkel





## **EVENTS CALENDAR**

**SATURDAY, SEPT 3 26TH ANNUAL FLY-IN/CRUISE-IN  
MARION INDIANA MUNICIPAL AIRPORT (MZZ)  
7AM-2PM**

**SATURDAY SEPT 3-SUNDAY SEPT 4  
LUNKEN AIRPORT AVIATION DAYS  
LUNKEN MUNICIPAL AIRPORT, CINCINNATI, OHIO (LUK)**

**SATURDAY SEPT 3-SUNDAY SEPT 4  
TAIL DRAGGER FLY-IN AND AIRSHOW  
RED STEWART AIRFIELD, WAYNESVILLE, OHIO (401)  
AIRSHOW SATURDAY EVENING, PANCAKE BREAKFAST SUNDAY MORNING**

**SUNDAY SEPT 11  
EAA CHAPTER 974 MEETING, 2PM, HANGAR T5-J**

## **EAA 974 CHAPTER CONTACTS**

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