

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
SEPTEMBER 2016**



Butler County Regional Airport
Hamilton, Ohio



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FLY-IN CRUISE-IN MARION, INDIANA, SEPT 3, 2016

It looks like the Marion Indiana Fly-in Cruise-In was a big success. What a nice bunch of shots. Thanks Shawn Wheeler for sharing these!

All photos: Shawn Wheeler



TAIL DRAGGER FLY-IN 2016 AT RED STEWART FIELD

The Tail Dragger Fly-in was hosted by EAA Chapter 248, and the turn-out was huge! Pancakes were gone before 10:30! I was parked way out on the west end of the runway even though I was there by 8:45. It was a great day with lots to see! Thanks Chapter 248!

Photos: ed.



A BIG CROWD ON A PERFECT DAY!



A LONG LINE FOR PANCAKES!



TIM MORRIS ARRIVES AT TAIL DRAGGER



HERE COMES FRED HOGAN



2016 Oshkosh Report

Another Oshkosh AirVenture has come and gone. I did the usual Homebuilders camping while spending the week at AirVenture this year. I left Butler County Airport, Hamilton, Ohio, on Saturday morning at about 7:30 AM and landed at Oshkosh about 10:40 AM. It was an excellent flight both up and back, both directions flying above the clouds in smooth air. Of course, I had been watching the weather so as to pick days that were favorable for my flight. Some of my friends who left on Sunday were diverted to other airports because of weather.

Camping was excellent except for a heavy thunderstorm on Saturday night and another later in the week. It rained about 3" Saturday night and I expected to find a lot of standing water the next morning. However, when I poked my head out of the tent it was barely wet; where did all that water go? It was like a golf course on an early morning. The ground absorbed



any rain that we received during the entire week. They have greatly improved drainage since the great "Slosh Kosh" of a few

years ago. I am including a picture taken from inside my tent during a nice rain during one of the days. I was sitting in my chair in the tent reading and couldn't resist taking a picture as I watched the gentle rain. By the way, my Eureka dome tent did not get wet inside during the entire stay. It is 11' by 11' and 7' high; I call it the Hollydome Inn.



This year was my first time to volunteer at AirVenture. I was a Flight Instructor at the EAA Flight Proficiency Center where we manned the Redbird flight simulators. This was my first time in the simulators and I was very surprised at the realism of the Redbird. I had one pilot who had placed his camera on the shelf to his left-front. I was amused when I saw him reach to catch the camera when he had gotten into trouble during his flight; very real simulation. There were many scenarios to choose from, both VFR and IFR, all challenging different skills. These Redbird sessions were free and limited to 45 minutes so as to accommodate as many pilots as possible. The simulators were busy each and every day. The Proficiency Center was a successful event. You can give it a try next year

Of course you can't do Oshkosh without trying or buying some new products. I bought and since have installed a new EarthX Lithium battery. The new battery only weighs 4.1 pounds (currently for experimental aircraft only). I removed about 18 pounds of old battery and wiring. My battery is located on the firewall so the weight reduction drastically improved the weight and balance on N12YR. I drilled a 7/16" hole in the firewall and fed the charging and jump start wire into the cabin. Now I can charge the new Lithium battery or jump start the engine from inside the pilot's cabin. I carry the 1 pound Lithium jump pack in case I ever accidentally run down the battery at an offsite or remote airport. Of course, this could be a whole article by itself. It's amazing how lightweight and improved many of the aircraft accessories have become. If interested, Howard Plevyak has an excellent writeup on the new Lithium battery and its installation.

The real reason for writing this article is to recognize my friends Howard and Linda Plevyak for the award they received at Oshkosh. They won the Bronze Lindy Award in the Homebuilt Kit category for their beautiful Glastar. Their Glastar is a real work of art. Howard incorporated a lot of innovative ideas, some his own and some he borrowed from other builders; very impressive. Congratulations, Howard and Linda, well deserved. There was never a doubt in my mind that it was a Lindy. I enjoyed watching your progress and determination. Thank you for building such a beautiful plane; it makes me even prouder to be a Glastar builder and pilot.

Howard made his first flight on May 2, 2015. He has since logged 175 hours, visiting 9 states. His most memorable flight was to Oshkosh where he displayed his Glastar on the flight line and won a Lindy Champion trophy. He and Linda also fly animals for the charity Pilot and Paws. Howard has a background as an aerospace engineer working for the US Air Force for 10 years, and IBM Corporation for 16 years. He is now working as an entrepreneur starting up a business in alternative energy / Clean Tech. Linda is a professor in the Department of Early Childhood Education at the University of Cincinnati. Linda and Howard first discussed building an airplane while Howard worked at Edwards AFB as an F-16 Fighter flight test engineer. They decided on the GlaStar as the aircraft to build at the 1997 Oshkosh show after looking over many different kits. They looked at Kitfox, Murphy, Avid, RV, Lancair, Zenair, CompAir...you name it. After checking out 30+ aircraft at Oshkosh, they decided on a high wing 2 seater with great visibility, a nice cruise speed, and plenty of cargo capability for camping and flying adventure trips. The GlaStar was the perfect fit.



Submitted by
Richard King

All photos: Dick King





Our EAA Chapter was the fortunate recipient of a donation of aircraft parts from Garry Fishback from Fairfield whose father had passed away in 2007. His dad had begun a Vans RV 9A project and started the tail kit and also bought a considerable amount of items that would be used later in the project build. The donation consisted of approximately 65 items. Ray Parker, Tim Morris, Brian Charlton, Scott Balmos and I unloaded the items and moved them to a secure location.

Among the items were a complete interior and seats for a Vans RV9A, a Trutrak Autopilot including two servos, a B&C accessory case mounted alternator, a lightweight started, an Apollo transponder, an audio panel, complete Mapco Vacuum system, multiple round gauges and so on and so on. All of the items are new and unused.

At the September meeting a slideshow of the items was presented on our video screen. The consensus at this meeting was that we would auction the items to members via a silent auction. We will contact vendors and check suppliers such as Aircraft Spruce and Sarasota Avionics and manufacturers to fairly value the items. From that information, a minimum bid will be placed on each item. If the minimum bid is not reached then we will place the item on Barnstormers or Vansairforce for sale. This is the fairest and most transparent method to sell the items and will raise significant funds for the chapter.

The auction will be online. A domain for the auction has been created along with aauction email address. Each item will be pictured on the website with minimum bid, item info, the item number, and high bid. Bidders will send an email to the auction website with their latest bid. We will check the bids midweek and on weekends to update the bids. All bids are anonymous and you may bid as many times as you like. The auction website address and the auction email address will be announced at the October meeting and will be sent out to all members via email blast.

There are slicker ways to run this auction by using the “free” auction online sites. These sites take 5% of the bids and include whistles and bells that we just don’t need. So, this format is a bit low tech but it will work. The auction will go live on October 3 and end on October 21.

Also discussed at the September meeting was the issue of how we are going use the funds that are raised from the auction. This is a great opportunity to do further upgrades to the chapter hanger and increase the chapter tool crib. Please be thinking about tools that are seldom used and too expensive for an individual member to purchase.

At the October meeting we will set up tables so that members can inspect the items.

Respectfully, Mark Wyss

SECRETARY'S REPORT...MEETING MINUTES

EAA Chapter 974 Monthly Meeting

Sunday, September 11, 2016–

- **Call To Order & Pledge of Allegiance:** 2:01pm
- **Moment of Silence for 9/11 15th Anniversary**
- **Guests:** Fred Wannamaker

New Members: Katie Gross – Originally member of EAA Chapter 5 in NE Ohio. Down in Cincinnati area on co-op with GE

Secretary's Report: Minutes from August accepted.

Treasurer's Report:

+\$260 income, -\$42 expenses = +\$218 for August.

Historian/Librarian/Newsletters (Bob Dombek): August newsletter available. A review of “Rise of the Rocket Girls” by Nathalia Holt, on the women from CalTech and elsewhere who were the backroom number crunchers in the formative days of NASA JPL, etc.

Young Eagles Report (Bob Burkhardt): One flight request, but was in Kentucky. Ended up going to another chapter.

Hangar Master Report: Still here. Discussion on when the wall will be finished, hanging of the propane heater, etc. The wall will be finished soon, now that the weather is getting nicer (read: not as blistering hot and humid). Heater will be hung later in the fall before it gets too cold. The trailer in the back corner was previously donated to the chapter. The garage door opener is pending donation by John Chappell, as part of the demolition of a garage.

Tech Counselor Report (Ray Parker): Nothing of note

Project Reports:

Gary – Working on his gyrocopter, with help from Ray

Scott – Finishing engine work. Most likely will be hanging engine in the next few weeks.

Chapter Business:

THANK YOU Mike and Kevin for the awesome end-of-summer / 25th anniversary cookout

Thanks from Bob Burkhardt for the great success of Lunken Airport Days – 153 rides sold on the B17, 3,000 hot dogs handed out

No further name tags will be ordered by Bob until the remaining ones are picked up and paid for.

A large number of RV parts, instruments, etc. were donated to the chapter by an estate. A silent auction with reserve pricing will be held in the coming months. Proceeds will go to buying new chairs, chapter tools, and other items to benefit the chapter as a whole.

Christmas Party: Slated for Friday, December 2, dinner to be served 7:00pm-ish. Will be in the Gold Room of the Houston Inn. Full open menu, everyone pays their own bill.

Adjourned: 2:56 pm

Presentation afterwards by Bob Dombek on the history of R/C aircraft, and a quick intro to drones.

Submitted,

Scott Balmos – Secretary



SEPTEMBER MEETING HIGHLIGHTS

Pictured right above is new member Katie Gross. Katie just completed her second year at Georgia Tech majoring in Aerospace Engineering. She is in the area as a co-op student at GE Aviation. Katie earned her private pilot's license at 7G8 near Cleveland and completed her instrument rating at KPDK. She flies with the Georgia Tech Yellow Jackets Flying Club, the oldest collegiate flying club in the U.S. Katie has both building and maintenance experience, working on the C-172 she trained in and helping others with building projects. She would love to help Chapter 974 members with their projects so be sure to ask! Welcome Katie!



Pictured right below is me, your editor, Bob Dombek, with a sample display of some of my radio control aircraft. Most easily seen in the foreground is a 1/5 scale Extra 300 and a T-Rex 500 helicopter. I've been a modeler my entire life, and have been flying RC since 1964. I've learned over the years that I enjoy seeing something in flight as much as enjoy the actual experience of flight. Radio control enables me to put on an airshow for myself! The parent organization for modelers is the Academy of Model Aeronautics, the AMA. I've been an AMA member for 52 years. AMA enjoys a close association with the EAA, and in recent years has been prominently represented at EAA Airventure.

Photos: ed.



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