

# TAILWINDS



**EAA CHAPTER  
974  
NEWSLETTER  
JANUARY 2017**



Butler County Regional Airport  
Hamilton, Ohio



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# **JANUARY 2017 MEETING PHOTOS**

*Thanks to the hospitality of our FBO, we were warm, dry and cozy in the mezzanine of the Cincinnati Jet Center terminal.*



*Presenting the 2017 board of officers for EAA Chapter 974: Left to right, Al Kenkel, president, Roger Rose, treasurer, Scott Balmos, vice president, Tim Morris, secretary*



*Welcome new members! Left to right, Andy Vogel, Greg Morrow, Tom Martin*



*All photos: ed.*

## **HAPPENINGS AROUND THE FIELD**

**Right:** How's this for an early Christmas present? Here's Rolf Hetico just back from the paint shop in Pittsburg the week before Christmas with his freshly painted RV-8A. It's a beauty Rolf!



**Photo:** Rolf Hetico



**Above left and right:** Howard Plevyak moved from rented hangar T4B to purchased condo hangar T6C with AC loft. Quite a layout, Howard! Congratulations! **Photo:** Howard Plevyak  
**Below left and right:** Scott Balmos' RV-9A has wings and now lives in T4B. Pictured with Scott is his father, Bill, who is often seen helping out. What a team! **Photo:** ed.



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

*It feels like EAA Chapter 974 is off to a good start. We had a good turn out on a very cold day during our 1st meeting of the year. Three guests thought enough of our chapter to visit us as well as 1 new membership on that day.*

*Speaking of memberships, I'd like to request that all members pay their fees by April. I'm sure that Roger would appreciate a complete accounting of our membership as would I.*



*My view of our meetings and activities are that Scott and I generate 6 programs/speakers for our membership. Along with a more detailed explanation of individual project descriptions from our membership, I hope that the year will be enjoyed by all of you.*

*I'm looking forward to our February meeting and hope to see a good and energetic crowd at Tim's business. He has graciously offered to host us as well as keeping the tradition alive.*

*See you there.*

*Al*

### **CHAPTER CONTACTS**

[officers@eaa974.org](mailto:officers@eaa974.org) — will reach president, vice president, treasurer, secretary as a group

[president@eaa974.org](mailto:president@eaa974.org) — will reach chapter president (Al Kenkel)

[newsletters@eaa974.org](mailto:newsletters@eaa974.org) — will reach newsletter editor (Bob Dombek)

[youngeagles@eaa974.org](mailto:youngeagles@eaa974.org) — will reach Young Eagles Coordinator (Bob Burkhardt)

[techcounselor@eaa974.org](mailto:techcounselor@eaa974.org) — will reach technical counselor (Ray Parker)

[general@lists.eaa974.org](mailto:general@lists.eaa974.org) — group e-mail to all chapter members

[list.admin@eaa974.org](mailto:list.admin@eaa974.org) — to be added or removed from the group email list

## Meeting Minutes

Location: FBO second floor Hamilton Fairfield Airport, Hogan Field (HAO)

Refreshments: Cake from Brian Charlton's wife, chocolate chip cookies, cookies with M&M candy in them, little sausages, cheese cubes, crackers

2:05 pm January 8, 2017 Meeting called to order by President Al Kenkel

2:06 pm Pledge of Allegiance

2:07 pm Guest Intro: Greg Morrow (building Mustang 2), Tom Martin (Merlin GT, member of Flying Neutrons), Andy Kogel (Van's RV).

2:10 pm Tech Counselor Report: (Ray Parker) No recent Tech activity.

2:10 pm Hangar Report: (Sharon Burke) Nothing new.

2:12 pm Treasurer's Report: (Roger Rose) Income 3453.50. Auction brought in \$3233.

2:17 Project Report:

Barry Fear: RV9 wing is finished. Scot Balmos RV 9A years still going. Al Kenkel still scrubbing fire-wall on Ercoupe.

2:22 pm Old Business

The garage door opener activity is stalled. Heater is partly installed.

2:30 pm New Business

Discussion was held about programs for 2017 that may include speakers from FAA: Cincinnati Tower, Stan Faske etc.

2:38 pm Meeting Adjourned

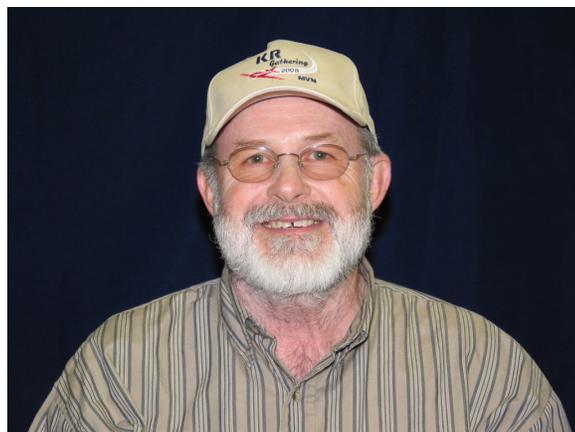
Respectively Submitted, Tim Morris, Recording Secretary



## **CHAPTER MEMBER PROFILE...KEN JONES**

**Every time Ken Jones saw a plane overhead as a child in Alabama, he always looked up. He says he feels "born to aviation." He lived about halfway between Birmingham and Tuscaloosa in a very sparsely populated community.**

**Born in the middle 40's, he has lived in several places, including Kentucky, Georgia, Oklahoma and the central highlands of the Republic of Viet Nam while in the Army [lots of aviation there] and six years in France as a General Electric engineer with GE's partner SNECMA (now SAFRAN) in two three-year assignments. During this time, he shelved flying regretfully for 18 years.**



**Ken had electronic training in Birmingham, in the Army, and at the University of Cincinnati night school, but counts himself a proud graduate of the school of hard knocks.**

**Locally, Ken soloed with John Lane and flew off hours in a Mississippi posting as a GE field rep. During a GE assignment in New Jersey, he further trained at a Philadelphia-area flight school featuring Grumman American trainers, which he described as "lively." A work stint in Norfolk, Virginia, saw him get his license at a sod airport in 150's that rented for twelve dollars per hour.**

**He started building a White Lightning after retiring, and simultaneously restored and improved a non-flying KR-2 (Some may remember The Porkopolis Flying Pig). He admires the KR-2 builders' communications and help network (KRnet). He is proud of having served as his own test pilot on the ship. Ken sold the White Lightning project and the KR-2 due to the 2008 financial downturn.**

**In 2011 Ken returned to home-building and found and repaired a Sonex from Phoenix that had suffered an emergency landing in the desert. The plane had had the 40 hours flown off, but due to an incorrect log entry, he had to repeat a portion of the 40-hour requirement.**

**Ken's current pride and joy is a Glasair-2 tail-dragger that he bought from the third owner after severe ground-loop landing damage. It flew with the help of CFI John Prince, last July following a complete rebuild of the Lycoming O360-A1A, replacement of the Hartzell constant speed prop, and [he wants you to know] conversion to a nose-dragger!**

**Ken currently plans a move to sunny Phoenix with its CAVU flight conditions and a better climate for his arthritis-stricken wife of 48 years, a definite loss to Chapter 974. Ken says that the previously mentioned successes would not have happened without lots of help from many members of Chapter 974 and others at KHAO and elsewhere in the aviation community.**



**Submitted by Bob Louderback Photos: ed.**