

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
APRIL 2017**



Butler County Regional Airport
Hamilton, Ohio



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APRIL 2017 MEETING PROGRAM PRESENTATION

We were honored this month with a presentation by Stan Faske, Principal Maintenance Inspector at the Cincinnati FSDO. This has become an annual event for the chapter, and many of us have had Stan perform the official final inspection of our completed projects. Stan is truly one of us with his wide experience in building, restoring and flying many types of aircraft including rotary wing and aerobatic.



Stan emphasized that the most important thing before his inspection is to start 6 months ahead of time in obtaining an N number and registration. This is done through the Oklahoma City Certification and Registration Branch and can sometimes be slow. He stated that he can't do anything until that step is completed. Call Stan 3 weeks before your anticipated inspection. He will send an airworthiness application package which is filled out and returned to him. Be as accurate as you can, but he will fix any mistakes. Do a condition inspection of your aircraft and enter it in the maintenance log with your signature before Stan does his inspection. The engine should have at least 1 hour of running time completed. Once he begins his inspection, he will look carefully for major safety concerns such as controls that operate correctly without binding or rubbing. He said that one thing that he sometimes encounters is trim controls that are hooked up backward. He will also check throttles, prop and carb heat controls for free and correct operation. For the rest, Stan emphasized it is up to us to declare that our project is complete and safe.

Once Stan's inspection is satisfactory and complete, He will issue an airworthiness certificate, a repairman's certificate and operating limitations. As part of that, we are to declare how the aircraft will be operated, whether VFR, IFR, and/or aerobatic. He will take time to go over the operating limitations and give you a radius of operation, usually 100 miles from your home field. The date that Stan signs off your project will count as the date of the first condition inspection. At that time you will enter phase 1 of flight testing. If your project has certified prop/engine combination, phase 1 will take 25 hours. With an uncertified prop or engine, phase 1 will be 40 hours. Carrying passengers during phase 1 is normally prohibited, however the program now allows for an additional pilot when done for a specific purpose such as CG and max gross weight performance and stall testing. In the past, there were some accidents due to using sand bags or other sources of weight coming loose during testing. Stan emphasized that phase 1 flight testing should be done over uncongested areas. If an incident should occur while flying over congested areas, the FAA might "slap your wrist" so to speak, but insurance companies and their attorneys could make life very difficult for you.

Chapter 974 thanks Stan Faske for his excellent presentation!

VISITORS AND GUESTS, APRIL 2017 MEETING

Pictured right is Stan Faske, Principal Safety Inspector, CVG FSDO. Stan presented the program about final FAA final inspection of our construction projects.

Thank you Stan!



Right, Steve Long who recently moved from New Mexico and is currently living in Dayton. Steve is building an RV-8 in a hangar at Middletown, Hook Field.

Welcome Steve!



Photos pages 2 and 3: ed.

THE PREZ SEZ.....

We had a great chapter meeting on 4/2. I came away from that meeting feeling very satisfied and grateful for the membership group and their dedication to the chapter's needs as expressed under "new/old business." Specifically pertaining to our new chairs, bathroom facilities and future grill out, members quickly stepped up to volunteer to "make things happen." A Special thanks goes to Mark for the closet lock. But, then again, I've come to expect that response during the 4 years of my affiliation with our chapter.



A big thanks to the many members who quickly prepared the hangar for our meeting and also for helping to clean/clear up after our guest speaker, Mr. Stan Faske, finished with his presentation.

Always good to see everyone at Pearls each Saturday. All members should always feel welcomed to share lunch with a great group of guys and girls.

Flying season is practically here. I'm excited!

So, that's it,

Al

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<http://wiki.eaa974.org> — chapter wiki page

<http://forum.eaa974.org> —chapter forum/message board

SECRETARY'S REPORT, APRIL 2017 MEETING MINUTES

April 2017 EAA 974 Meeting Minutes

Date: April 2, 2017

Location: Chapter Hangar KHAO

Refreshments: chocolate chip cookies, M candy in them, little sausages, cheese slices, crackers

2:06 pm Meeting called to order by President Al Kenkel

2:07 pm Pledge of Allegiance

2:09 pm Guest Intro: Stan Faske with FAA, Steven Long, RV8 Builder at Middletown

2:15 pm Tech Counselor Report: (Ray Parker) Nothing New to report.

2:18 pm Hangar Report: (Sharon) Income for cokes and candy is still short. New codes for doors passed on motion and we will re-evaluate income from fridge. Paid members will receive new hangar door code.

New door lock is installed on tool room.

2: 2:18 pm Treasurer's Report: (Roger Rose) Chapter has \$6601.16 in treasury. Income last month \$1033.00 from Dues \$305, auction \$600 (aproximately) and Hangar Rental Income. Expenses \$876.80 includes 14 new chairs, website registration hangar supplies.

2:22 pm Old Business

Hydraulic Crimpers are back in tool room.

Young Eagles: Clippard YMCA will distribute Young Eagles Pamphlets at several of the local schools. Bob Dombek has been invited to present the Young Eagles and Eagles Program at the Clippard Y's Summer Camp Open House on May 26th. He will turn over contact info from sign-ups to Bob Burkhardt.

2: 30 pm New Business

Chapter cookout scheduled for Saturday June 3.

2:38 pm Meeting Adjourned

Program: Stan Faske from Cincinnati Flight Standards District Office of the FAA discussed the process of certfying a homebuilt airplane. He also discussed flight testing and other FAA requirements.

Copies of FAA Advisory Circulars and other information is available at the Chapter Hangar.



IN THE NEST, A BUNCH OF PROJECT REPORTS!

Pictured below is Al Kenkel working on his Ercoupe. Al has made lots of progress and says that his first flight is not far off. Looks good Al! Photos: ed.



AL LOVES HIS COUPE!



GETTING CLOSER TO THAT FIRST FLIGHT!

Here's a project I haven't seen in a while. It's Brad and Paul Payne's Zenith CH-701. Brad says it's harder to keep things moving when a project is moved from home to hangar. Ah yes, we know how that goes. Beautiful work Brad and Paul! Photos: ed.



AIRPLANES CAN HAVE A FACE AND PERSONALITY!



STARTING TO LOOK LIKE AN AIRPLANE!



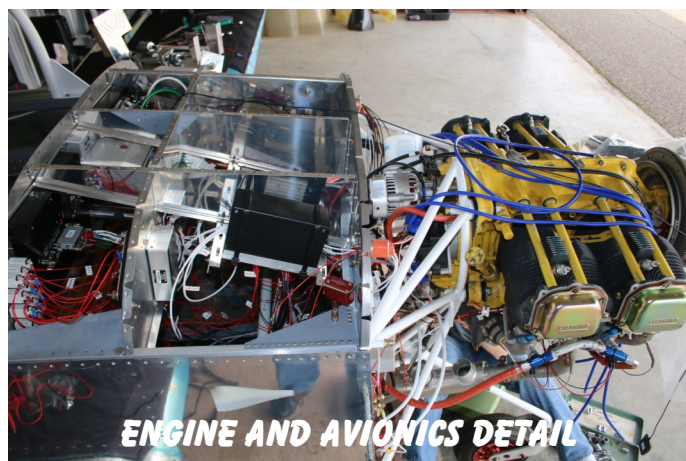
THE RESULT OF LOTS OF POLISHING!



WING ROOT ATTACHMENT DETAIL

Here we see Scott Balmos' RV9A. Scott works hard on this every weekend, and it's really moving along. It's really looking like a complete airplane with wings, empennage, engine, prop and canopy installed. Scott is finalizing wiring and some engine work. When I caught up with Scott on 3-25, he was making and installing an air intake scoop for the carburetor. Scott says he is hoping for a first engine start in a month or so. Keep up the good work Scott. It's a beauty!

Photos: ed.



AND STILL ANOTHER PROJECT REPORT

Mark is really making progress on his Zenith CH-750. The wings and horizontal stabilizer have been installed, and some of the controls have been rigged. I was there to see the wing dihedral being set with help from Lester Robertson. Mark says he will eventually install floats. When he moves to Wisconsin there will be many lakes to take advantage of float flying.

Photos: ed.



WINGS MOUNTED AND LOOKING LIKE AN AIRPLANE



LESTER HELPS MARK SET THE DIHEDRAL



ELEVATOR AND AILERON CONTROL MIXER DETAIL



COCKPIT AND PANEL ARE COMING TOGETHER



DIG THAT UPSIDE DOWN HORIZONTAL STAB!



ENGINE AND FIREWALL FORWARD DETAIL

CHAPTER MEMBER PROFILE, RAY PARKER

Ray was born in 1950 in Livingston, Texas, a town about 65 miles north of Houston, but spent his childhood in the little town of Shepherd, Texas, just south of Livingston. He graduated from high school in 1969. The Vietnam war was going full steam and of course, the draft was going on, so he enlisted in the Air Force. After training, he was sent to Thailand for his first tour where he spent a year loading bombs on B-52's. After rotating back to the states he volunteered for AC-130 gunner training then cross trained to be a boom operator on KC-135's. He rotated back to the Southeast Asian theatre where he participated in 10 combat refueling missions. Ray stayed in the Air Force, continuing service as a "boomer" or boom operator, and was in long enough to fly in the Middle East during the Desert Shield and Desert Storm campaigns. By 1994 he decided to pass the torch to the younger guys and retired from the Air Force. Ray related that when he started flying on the KC-135 tankers, they had the old Pratt and Whitney J-57 engines which used water injection for increased thrust for heavy-weight take-offs. You would see lots of smoke when these engines burned water and fuel. Since then, the engines have all been upgraded to turbo fans, and many are still flying. Ray says there are new tankers in service now, the KC-46, which are based on the Boeing 767 airframe.

Ray left active duty for the reserves for a while in 1978, and was living in Sacramento, Ca, where he learned to fly in 1983 and joined EAA Chapter 52 in 1985. During that time he was working at McClellan Air Force Base as a civilian aircraft mechanic. He started his A&P training by going to A&P school at night. There he met Renee, his wife, while living in Sacramento. She was working for P&G. Having his pilot's license when he joined EAA, he started looking for an airplane project. There were a few Vari-Eze's in the chapter. After riding in one he decided to build one. He bought a project that had been started by another member and continued working on it. Then he saw a Dragonfly for sale at an airshow. Renee was with him, and she liked it. He found another one for sale that was available, so with Renee's blessing, he bought it. It probably helped that it had side by side seating, but having a tailwheel, it required training. There was some of the usual tailwheel squirrely-ness to work through, but he got the hang of it. Ray pointed out that being a canard, you must wheel-land it; it can't be three pointed.

Ray moved to Ohio when Renee was transferred here while working for P&G. Now, there was the challenge of getting two airplanes across the country. He trucked the Vari-Eze and flew the Dragonfly. He says it was a fun flight. He flew 2 ½ hr legs along a southern route via Southern California, Arizona and Texas, a much easier flight than trying to cross directly over the higher northern Rockies. He had a chance to visit family in Texas which was an added bonus. The weather was good and the flight went well. (Continued next page)

CHAPTER MEMBER PROFILE, RAY PARKER, CONT.

On arriving in Ohio, he rented a hangar at Lunken. At that time he joined Chapter 174. He also started working at Air Tolin based at Lunken. At that time Ray completed his A&P training by attending Baker's Scholl of Aeronautics in Nashville, Tennessee. Ray then investigated Butler County Airport. He was able to get a hangar and decided to move both aircraft. That's when he joined Chapter 974 and kept membership in both chapters for a while. He had retired from the Air Force Reserve by then (1994) and continued work at Lunken Air Tolin for another 18 years. He recently retired from them, and also holds dual retirements from both the Air Force and civil service, as a result of his civilian service at McClellan and his time in the Air Force.



Ray was able to purchase one of the new condo hangars on the west end of the field. He also recently acquired a Long-Eze from an estate sale and has been actively working on it to bring it to airworthy status. The only thing better than having 2 airplanes is having 3 although it does make the hangar a little crowded. Once the wings are on the Long-eze Ray says something will have to give. He admits not flying the Dragonfly much anymore and is thinking about selling it.

Ray will not admit this, but having him as part of Chapter 974 has been a treasure. He is always there ready to help the rest of us with our projects. A helping hand is one thing, but having someone with Ray's wealth of knowledge, skill and experience is priceless. He serves selflessly and officially as our chapter technical counselor. Ray is also the social butterfly of the chapter. He may be hangared at the far west end of the field, but Ray's willing smile and personal warmth are always there. Having a golf cart, a present from Renee, doesn't hurt! Ray, you are a blessing to EAA Chapter 974 and we thank you for being there and for your continued service to the chapter. It is our good fortune that fate, circumstances and Renee brought you to us from sunny California!

Submitted by Bob Louderback and Edited by Bob Dombek, newsletter editor.

