

TAILWINDS



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MEETING PHOTO AND VISITORS

The September meeting was conducted by VP Scott Balmos filling in for Prez Al. There was no program other than the usual hangar talk and great fellowship, but the weather was great and the meeting was well attended.



Pictured on right, visiting the chapter, is one of the new arrivals on the field, Alan Fullerton. Alan moved from Baltimore, Md about 1 1/2 weeks before the meeting. He has done some building and currently has a Cherokee 140 tucked away in hangar T3F. Welcome Alan!



The other new arrival, visiting the chapter, is Chad Hedrick. Chad moved to the Cincinnati area from Portsmouth in July. He has a Cessna 182 in hangar T2D. Welcome Chad!



All photos: ed.

KEVIN GASSERT'S ANNUAL PICNIC

Kevin Gassert once again hosted a picnic in his hangar on August 26 for Cincinnati Warbirds Squadron 18 and EAA Chapter 974. He was ably assisted by Mike Wood, our master chef! The weather smiled on us and the picnic was a huge success. There's nothing like hosting an event to motivate a good hangar cleaning, right Kevin? Thanks Kevin for a great day!

Photos: ed.



THE PREZ SEZ.....

Heading for October already! Love anticipating the cooler weather without the many limitations of summer flying. With a little luck, the fall weather will not bring so much wind to discourage flying during the season.

I want to express my thanks to Scott for running last month's meeting. Looks like a lot of good stuff was discussed.



Elections are right around the corner and I hope everyone is giving thought about continuing to advance our chapter in 2018. Scott is great to work with and, of course, he will need a VP next year. Next month's meeting will include a program focusing on restoration of aircraft. That topic is right up the chapter's alley of interests. Scott has also set up another hangar crawl and our Xmas party is now scheduled.

Look at all the work that gets accomplished when I'm gone. Maybe I should take the hint and abdicate to Scott for the remainder of the year!

*Happy flying,
Al*

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WORLD WAR 2 HISTORY MUSEUM, NEW ORLEANS, LA

Brian Charlton sent these pictures of the WW2 History Museum in New Orleans. He and Bob Burkhardt visited the facility on August 26. I don't have much information on the museum itself but Brian says it was fantastic. I think everyone would agree! Thanks Brian for sharing these great shots!

Photo credits: Brian Charlton



Plane and Simple

Watch those sharp edges.

Posted on Shop Talk September 2017 Issue, by Jon Croke

Sometimes neglecting small details can bite us on the backside when Murphy is on the prowl. One such detail is making sure that sharp edges on structures within our airframes do not abrade wire and fuel lines that cross their paths. The repetitive high-frequency vibrations from an engine can cause harm when they are transmitted to metal edges even when they don't feel sharp to our fingers.

Most of us are familiar with the concept that any small hole through a metal structure should always have a grommet or bushing installed to protect passing wires or fuel lines from abrasion. Other sharp edges we may encounter belong to larger lightening holes in wing ribs, bulkheads or other structures in the aircraft. Our cables and wires need protection from all challenges to their well-being as they traverse the lengths of our airframe.

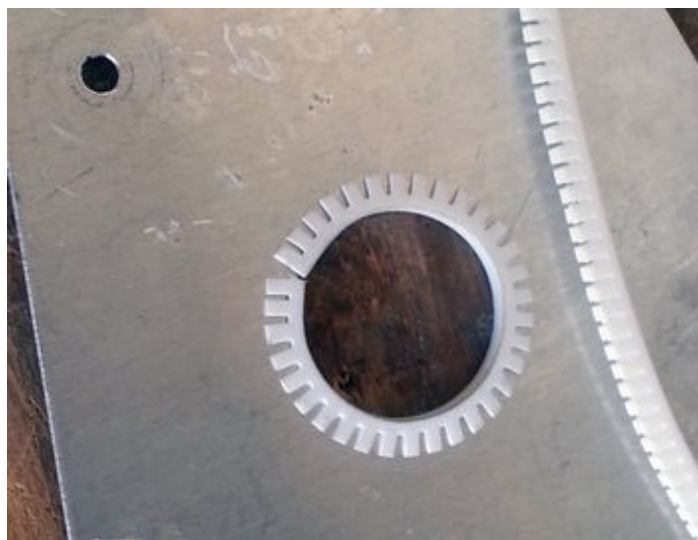
Rubber grommets are available from aircraft suppliers using the AN931 part number in a wide range of sizes. These grommets conform to a military spec such that their material is resistant to hot oil and coolant. Silicone grommets are best for high-temperature locations.

Nylon snap bushings offer a wonderful alternative to rubber and are also available in many sizes. These can be purchased from electronic and auto parts suppliers. Some builders consider bushings superior to their rubber grommet counterparts as the nylon is not so prone to deterioration over the life of the aircraft.

If grommets and bushings have the smaller holes covered, what should be used for the larger holes and irregularly shaped sharp edges?

Flexible grommet edging can fit the bill. This is a general term for the thin, flexible strips that are designed to cover thin edges of a structure (within the edging's design limits) to offer a protective, blunt covering. Since we often work with formed metal sheets in our aircraft possessing a thickness range of .020 to .040 inch, a single size of flexible grommet edging will usually have us covered for most any application in our aircraft

Submitted by John Chappell. Originally published in Kitplanes



MID-EASTERN REGIONAL FLY-IN, MERFI, GRIMES, URBANA

I arrived at MERFI late morning Saturday to find attendance very light. Mark Taylor was there with his Hatz and Charlie Corder with his C-140. Kevin Carroll was there with his Stearman. The day was beautiful but scattered rain showers in other areas may have kept some folks away. Hopefully the turnout was better on Sunday. Fly-ins always serve at the pleasure of the weather! Photos: ed.



TAIL DRAGGER FLY-IN, RED STEWART FIELD, WAYNESVILLE

Chapter 284 did it's usual great job of hosting the Tail Dragger Fly-in and Pancake Breakfast at Red Stewart Field. The day was near perfect with a light breeze out of the south-west. My wife Nancy accompanied me this year after which we flew on to Springfield to attend a family reunion. It's always nice to use your plane for transportation for other events rather than boring holes in the sky!
Photos: ed.

