

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
JUNE 2018**



Butler County Regional Airport
Hamilton, Ohio



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THE 2018 ROBERT J. COLLIER TROPHY

The Collier Trophy is the highest award given for an aviation or space accomplishment. The trophy is kept in the Smithsonian Air and Space Museum in Washington DC and only leaves the museum one time per year- for the annual awards dinner. Previous Collier winners include Orville Wright, Chuck Yeager, Elmer Sperry, the International Space Station, Mars Rover team... just to drop a few names.

This year I was in attendance for the Cirrus Jet team to receive the coveted trophy at the Ritz Carlton in Washington, D.C. on June 14, 2018. The black tie affair attendees included several astronauts (Hoot Gibson was the name most recognize), the former Secretary of the Air Force, FAA Deputy Administrator, a handful of congressmen, military generals etc. etc. It seemed to me that there were about 350 people in attendance.

Our little 9 person company in Fairfield, Moss Vale Inc., manufactures parts for Cirrus Design. We manufacture fuel lines, pitot static system, brakes and hydraulic lines for the Cirrus Jet and we were invited to attend the event. This seemed like a "once in a lifetime" event to me.

Editor's note: This is huge! Cirrus Design's SF50 Vision Jet beat such competitors as the NASA/JPL Cassini Saturn Probe. Chapter 974 congratulates you, Janet and your Moss Vale crew for being part of this. We're proud of you, Tim! Photos: Tim Morris



CIRRUS GEO DALE KLAPMEIER WITH ROBERT J. COLLIER TROPHY



TIM WITH HERBIE DILLON, CIRRUS DIRECTOR OF PURCHASING



CHAPTER 974 MEMBER AND MOSS VALE OWNER, TIM MORRIS

JUNE 2018 MEETING WRAP-UP AND NEW MEMEBERS

We had two new members join the chapter at the June meeting. Pictured at immediate right is Mike Strzok. I've known Mike since the 1980's and 90's from our Miamitown Airport days. Mike flew a Great Lakes Bi-plane there and use to wow us with his incredible aerobatics. Mike is an accomplished pilot with a long history of military and civilian commercial flying. He is currently restoring his Great Lakes. Welcome Mike!



Next is Charles Nagel. Charles is student pilot with Hogan's Flying Service and is in the early stages of his training. He would like to get involved in building at some point, but right now his main focus is learning to fly. Sounds like you have your priorities in the right order, Charles. Welcome to the chapter!



Pictured lower right is the June meeting with many of the usual suspects in addition to new members shown above. We had a good turn out on a nice June afternoon.



JUNE MEETING, VMC CLUB

VMC Club June 3 2018

A VMC Club Scenario Discussion was held by Al Fullerton. Al presented a scenario which involves making a cross country flight through the California Central Valley in clear weather. The aircraft is a Vari-eze with an O-200 engine. At 10-15 minutes into the flight at 3800 ft msl, the engine begins to run rough and loses power. The best practice in this scenario is to discontinue the cross country flight and plan for a landing at the nearest airport. If the engine continues to lose power to the point where it is no longer producing thrust, a factor to consider is whether a slowly turning prop is producing more drag than if it is stopped. It is probable that the glide ratio will be extended if the prop is stopped rather than windmilling or turning slowly with a poorly running engine. What's important here is to know how far your plane will glide without power. Al suggests learning this by experimenting with glide distance and altitude loss without useable power in your own airplane. Also check aircraft manual for published glide ratio if available.



Looking back to a recent incident at our field, Al further advocated learning how much altitude your airplane loses making a 180 degree turn without power, such as in an engine failure after takeoff. Depending on the aircraft, anything less than pattern altitude may dictate gliding straight ahead with no more than a 20 degree change in heading left or right. We must know how high we need to be in order to turn back to the runway safely. At a safe altitude, explore your altitude loss during a 180 degree turn. Learn and know your best glide speed and how far your aircraft will glide without power. If collision with ground obstacles is unavoidable, for best chance of survival, arrive at obstacle with wings level, aircraft under control at minimum controllable glide speed.

Thanks, Al, for leading a great discussion!

Ah June. Summer flying, and usually your choice of multiple regional fly-ins every weekend. For me, it's Oshkosh Eve. 34 days, 14 hours, 45 minutes at the time of writing this column, but who's counting? And yes, for those who hadn't heard yet around the airport, the day after our last meeting, Stan signed off on my RV-9A. 6.5 years later, it's flyable. I'm doing my transition training later this week, and then hopefully by the next meeting I will have beaten gravity. In the meantime, enjoy the flying season, and stay cool!



Scott

CHAPTER CONTACTS

How to Contact Chapter 974

officers@eaa974.org — will reach president, vice president, treasurer, secretary as a group

president@eaa974.org — will reach chapter president (Scott Balmos)

newsletters@eaa974.org — will reach newsletter editor (Bob Dombek)

youngeagles@eaa974.org — will reach Young Eagles Coordinator (Bob Burkhardt)

techcounselor@eaa974.org — will reach technical counselor (Ray Parker)

general@lists.eaa974.org — group e-mail to all chapter members

list.admin@eaa974.org — to be added or removed from the group email list

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

MEETING MINUTES JUNE 3, 2018

Minutes June 3, 2018

Meeting convened 2:00 PM with Pledge of Allegiance

Welcome New Members: Charles Neal, Mike Strozok

May 2018 Minutes: Accepted as published

Treasurer's Report: Cash on hand, \$5325

Hangar Master: Sharon reports new chapter hangar clock purchased and installed. Refrigerator door found ajar on several occasions. Barry Fear reports refrigerator re-leveled so that door will close properly. Be sure to check this when using refrigerator.

Young Eagles: Bob Burkhardt reports potential for as many as 3 scout troops in the works for work on Aviation Merit Badge to include ground presentations and Young Eagle Flights. Further reports will follow.

Librarian/Newsletter Editor: Bob Dombek reported 3 large bins of high quality hard bound aviation books were donated by Steve Timmons, a former student pilot on the field. Some examples were shown to the membership. An equal volume of old periodicals were removed for recycling to make room for new books. May 2018 Newsletter was circulated during the meeting and filed in library archive. It's available on the chapter website.

Technical Counselor's Report: Ray Parker reported that the chapter scales have been repaired and are back in the tool crib. Longer cords installed.

Project Reports: Scott Balmos RV9A is scheduled for FAA inspection by Stan Faske on Monday June 4.

Bob Dombek reports ongoing work on primary wiring for his Tiger Moth. Registration application was submitted only to be returned for resubmission due to his failure to include number of seats. He says to be sure to check all blanks before sending in.

Old Business: There was further discussion about the removal of the chapter hangar heater now hanging from the ceiling. Consensus of the membership is to first advertise its sale on field via chapter mailing list and notice posted in FBO. It will be removed only after a solid buyer is found.

There was brief discussion of the Hogan Field Memorial Plaque. No news at present.

Bob Burkhardt reminded members who would like to order a chapter name tag to see him.

JUNE 3, 2018 MEETING MINUTES CONTINUED

New Business: A proposal was made by John Prince to purchase a cable tensiometer for chapter use. It would be added to the tool crib. There appeared to sufficient interest to proceed. Al Fullerton agreed to research cost and source, and will present to chapter at the next meeting.

Announcement and discussion was held regarding closure of runways at local airports. The runways at Warren County and 21L/3R at Lunken are closed for construction.

Tom Martin introduced a possible chapter cookout for later this summer. He will coordinate with Kevin Gassert to avoid conflict with his annual cookout at his hangar.

A Christmas Party discussion was introduced by Bob Burkhardt. He reminded us that it is not too early to plan for this to have a good choice of date for a private room. He will be checking with the owner of The Houston Inn and will report at the next chapter meeting if not sooner.

The next chapter meeting will be held on our regular Sunday, July 1, as the July 4th Holiday will fall mid week this year.

Adjournment: The meeting was adjourned at 3:50 PM followed by a short slide show video by Bob Dombek of the new Memphis Belle exhibit at the National Museum of the United States Air Force and The Wright Brothers Flying Field at Huffman Prairie.

VMC Club Program: Presented by Al Fullerton. Description will appear in Meeting Program Wrap-up in the newsletter.

Respectfully Submitted,

Bob Dombek for Tim Morris

Addendum to Minutes:

Pictured on right is VP Tom Martin's Crockpot Swiss Chicken, served at the meeting. Wow, Tom! Was that ever good! You're spoiling us! Careful! You could be appointed VP for life! I'm sure the chapter joins me in saying **THANKS!**



AROUND THE FIELD

Here's a big moment for Prez Scott Balmos. Scott's RV9A was inspected by Stan Faske and Joe Schott from the FSDO on June 4. They awarded Scott the coveted "pink slip" ie his airworthiness certificate. What a great moment! Scott says he is about to undergo transition training in an RV6A then it's time to slip the surly bonds in his new bird. [Congratulations Scott!!](#)



Right and left below is one happy Ercoupe guy, Al Kenkel. I've been following his Ercoupe restoration done by Kevin Gassert and Mike Wood over the past few issues. It is now complete with a new interior, radio, and several electronic and panel upgrades. Beautiful Al! [Congratulations!!](#)



Sometimes flying is too much work. We resort to hangar flying, even on perfectly good flying day. Here we see some of the usual suspects doing just that. Go figure! Actually, there's nothing wrong with a little hangar flying. Who knows? We might learn something from each other, but usually we just swap stories. Nothing wrong with that! Great fellowship!



JOEY SHRIEVE'S WEEKEND FLY-IN ADVENTURES

Joey Shrieve sent me these pictures of his fly-in adventures from the weekend of June 9-10. First row is the June 9 Pope Field Fly-In, a grass strip in east central Indiana. There were some vintage tail draggers there such as the Stinson upper right. On Sunday, June 10 he checked out Sinful Sunday at Lee Bottom Field, just south of Madison, In, middle row. Joey was accompanied by Tim Morris, and both said it was worth it for the great ice cream. Lee Bottom is an awesome field known for it's mammoth fly-ins in the past. Seen in the last row things went sour as the wx closed in. Joey and Tim tried a dash for home but had to hold up in Madison, as a storm moved through. Great pictures Joey! Thanks for sharing your fly-in adventures with the chapter! Hint hint chapter 974! Follow Joey's example and send me pictures and stories when you hit the fly-in circuit!

