

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
OCTOBER 2018**



Butler County Regional Airport
Hamilton, Ohio



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OCTOBER 2018 MEETING—VMC CLUB PROGRAM

VMC CLUB Discussion

This month we opened with the VMC question supplied by Radek,

The question: What is the proper way to depart the traffic pattern? Can you depart straight out, or do you have to or can you turn? If you are turning, are you going to follow the traffic pattern (i.e., the crosswind leg)? When would you start your turn?

(Ref: AC 90-66B)

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The answer: When departing the traffic pattern, airplanes should continue straight out or exit with a 45-degree turn (left or right, depending on traffic pattern direction) beyond the departure end of the runway and after reaching pattern altitude.

This led to a discussion of emergency procedures in case of loss of power after take off. Al pointed out that it is important to be familiar with the ability of the aircraft we are flying to execute a return to the runway, ie how high is high enough. We are usually not thinking about this during initial climb-out. If the engine quits, we are faced with a rapid decision making process. This is something Al says is usually not emphasized in current training. He encouraged us to experiment with our aircraft so that we know it's rate of climb with power and it's altitude loss during a 180 degree or more turn without power. We should do this at a safe altitude away from the immediate airport vicinity.

There was a discussion of Roscoe's forced landing earlier this year. There is now a YouTube video featuring Roscoe showing the remains of his Grumman Tiger. Here's a link to the video: <https://www.youtube.com/watch?v=pOktd6vJIwo&t=11s>

Al says: "After the meeting Joey Shreve and I went out in my Cherokee to do a rather unscientific series of take offs to validate performance numbers from the POH and check various check list I have accumulated over the years for the Pa 28 140/160 series aircraft. Departing 29 at HAO in various configurations we has some interesting results, I have rough data (provided by Joey) but intend to do more test before drawing any conclusions and should have results before the October meeting."

Here's a point Al made for correct radio procedure in the pattern. Identify AC by type/ make and n number, not color ie not "yellow piper" or yellow cub Say type and N number ie Piper or Cub 6337 Hotel etc.

Submitted by Al Fullerton

For this month's Prez Sez, I am at a loss for words. Two titans of this airport, past and present, gone within the same week.

Paul was one of our founders, and I am sure many of you know him well... A lot better than I could hope to. I think I met him once, maybe twice. One of those faces I never fully put with the name, because of the fleeting meetings. But his passion and dedication to founding our chapter is clearly part of the reason why we are still here today, with the great hangar we have.



Jon was... indescribable. The perpetual kid, the permanent smile, the very definition of The Authority on RVs. Always buzzing around on his bike, seeing how things were going. And like me, his tongue was always in his cheek. I know when I moved my 9A to the airport finally, he was one of the first to stop by with a mix of serious and smart-aleck advice. I, like so many across the nation, loved what Ken and Jon displayed - a show that, in a way, was accessible by "the regular backyard aerobatic", unlike the purpose-built over-powered planes of the other mind-boggling, hanging-on-their-prop, flipping-more-directions-than-a-NASA-gyro performers. And the fact that I could say I was from the home airport as a major airshow team. Blame me for being an RV'er, but losing him hits me very personally.

Let us remember them both for who they were and what they gave to all us. We are forever in their debt.

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

SECRETARY'S REPORT, SEPTEMBER 2018 MINUTES

EAA 974 Meeting Minutes

October 7, 2018

Call to order: 2:00

Guests: None

Treasurers report: income \$167, hangar rent and other expenses \$495, current balance \$4546.53.

Hangar Report: Rubber strip on bottom of hangar door is getting worn (garage door). It will be researched to be replaced.

Young Eagles: Mark McCormick from Mason Schools has seven kids to fly young eagles flight. The flight will take place Saturday October 13.

Newsletter Editor: Thanks to Joey, Tim, Al, Scott H. for more pictures. Library report: cleaned out old periodicals.

Tech Counselor: quiet month from builders.

Projects:

Bob Burkardt: thanks to Ray, Kevin for help on the Navion annual.

Jamey Hicks is ready to cut the fiberglass nose off of his Long EZ and install an extended carbon fiber nose to the aircraft. This will allow removal of 35 lbs. of ballast.

Greg Bricking needs help installing the wings on his Bear hawk. located in T6 on the end in the Hogan Air airplane.

Scott Balmos has flown another 45 minutes on his RV.

Next month is the Hangar Crawl. We will be going hangar to hangar to look at projects.

Old Business:

SWORFI fly in was last week.

Heater is still at hangar. No bids on the unit.

Fly in at Clinton County on Saturday October 20, breakfast and seminar on survival.

New Business

Tom Hogan is recommending a contact to get a control tower tour. Scot Balmos is planning on a trip but has had trouble getting contacts organizing the trip.

Chapter Elections

Al Fullerton was nominated for Secretary. Elected unanimous.

Joey Shreve was nominated for Vice President. Elected unanimous.

VMC Club Topic for the day was Departures from uncontrolled airports

Meeting adjourned at 2:47.

Respectfully Submitted, Tim Morris, Chapter Secretary



SWORFI 2018

Thanks to our generous host Todd Winemiller, Chapter 174, and the weather gods, we all enjoyed a terrific weekend at the Southwest Ohio Regional Fly-in, aka SWORFI held at Todd's farm. I did not count the airplanes in attendance on Sunday, but I heard the number 70 tossed around. Might be a record! Thank you Todd and Chapter 174!



WINEMILLER'S BEAUTIFUL FARM AND AIRSTRIP



OUR HOST TODD WINEMILLER



A BIG CROWD WAS ON HAND FOR LUNCH



A LINE UP OF SOME OF THE MORNING ARRIVALS



NO ONE WENT AWAY HUNGRY FROM THIS TABLE!



MIKE AND KEVIN AT THE GRILL AS ALWAYS!

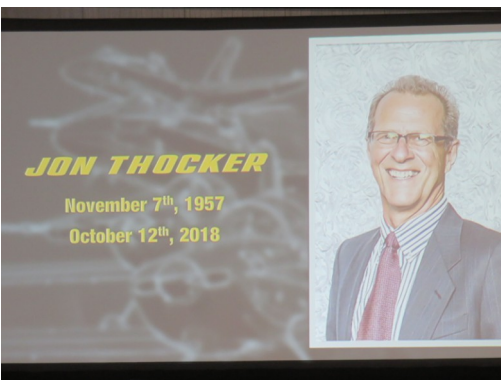
GONE WEST—TWO OF OUR BEST, TAKEN TOO SOON!

First, pictured below is Paul Kurtz. These are two of my favorites of Paul. Left is Paul with his beautiful Lancair project. It was a real testament to his knowledge, skill and perseverance. On the right is Paul at our 2005 chapter picnic. The shirt testified to his fun loving spirit. Paul was a founding member of Chapter 974 and an inspiration to us all!



Second, pictured below is the memorial held for Jon Thocker at Waypoint Aviation at Lunken Field on Oct 23. A huge crowd held tribute to Jon. The event was highlighted by a nine ship RV flyover and a missing man formation. It was a testament to the many people that were touched by Jon's presence among us. Jon was memorialized by Ken Rieder, Jon's daughter Hailey and host Rob Reider among others.

All Photos: ed. Except lower left which was sent to me by Andy Vogel



WW1 DAWN PATROL RENDEZVOUS

Al Kenkel attended the WW1 Dawn Patrol Rendezvous at the Air Force Museum and sent me these beautiful photos of some beautiful WW1 replica aircraft. The top two are large scale R/C models. The others are full scale flying replicas. I always manage to miss this event. I need to get my act together, but it's only held on alternate years so I'll have to wait. Thanks Al!

Photos: Al Kenkel

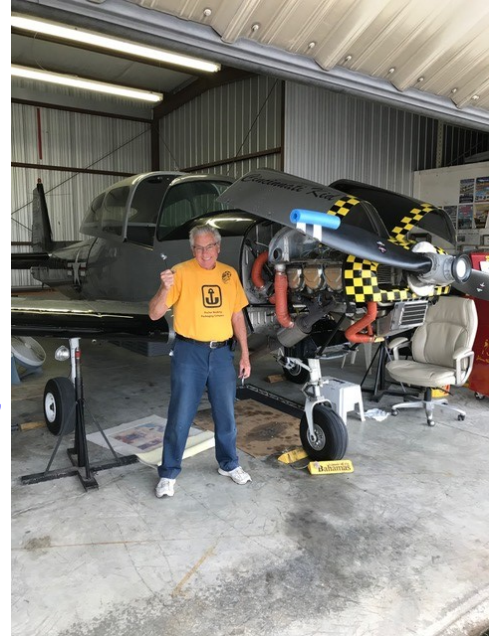


AROUND THE FIELD



Left, Al Kenkel and son Joe flying together. How great is it to fly with your boy!

Right, Bob Burkardt working on his Navion annual inspection. His Navion was on jacks for a new set of wheels.



Photos: Al Kenkel

Below, Greg Bricking's Bearhawk gets its wings. Some projects take a village—or a chapter! Greg acquired his project painted with engine installed. The chapter gathered to do wing installation on Saturday, Oct 13. After some tugging and fiddling, the wings went on. We worked up an appetite, but Greg was prepared and fed us well from crock pots of chili and other goodies. Beautiful project Greg! Can't wait to see it fly! Photos: ed.

