

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
JANUARY 2019**



Butler County Regional Airport
Hamilton, Ohio



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JANUARY 2019 MEETING PHOTO WRAP-UP

Chapter 974 kicked off 2019 with our traditional meeting in terminal building. Most years the weather drives us out of the chapter hangar, but this year we could have easily met outside on the ramp with temps near 60 degrees. Some of us even went flying after the meeting. Who knew we'd have a day like that? We were thoroughly spoiled by VP

Joey's treats: Greek lasagna aka Pastitsio followed by his incredible éclair cake. The meeting program consisted of early planning for the year's programs. The new slate of officers were introduced as shown below: Left to right, Roger McClure, treasurer, Joey Shreve, vice president, Tom Martin, president, and Al Fullerton, secretary. Photos: ed



AL DIVES INTO JOEY'S PASTITSIO



THE CHAPTER IS IN CAPABLE HANDS!



VP JOEY SHREVE'S PASTITSIO-WOW!



A NICE CROWD TO KICK OFF 2019



VP JOEY'S AWESOME ÉCLAIR CAKE!



THANK YOU JOEY FOR GREAT TREATS!

ADS-B - A critical club objective for 2019

Many of us have done it, including myself, convincing ourselves that the looming deadline to install the needed equipment in our airplanes to meet the FAA requirements for ADS-B is SOoooo far away.

We are now less than one year away (345 days to be exact) before each of us with flying aircraft must meet the following requirements:

*“Effective **January 1, 2020**, aircraft operating in airspace defined in [91.225](#) are required to have an Automatic Dependent Surveillance – Broadcast (ADS-B) system that includes a certified position source capable of meeting requirements defined in [91.227](#).”*

And for those with active builds in process, there are also many questions about how the certification process will occur post 1/1/20, and what will be required prior to first flight.

Add to this the many questions tied to the various equipment options on the market, and the time crunch to go with it, and I think we have a critical objective for us to work through as a club in 2019.

I’ve asked Ray Parker to assist in pulling together a list of some of the more popular ADS-B solutions for the experimental market for discussion, and once the government shutdown is behind us, I’ll ask Stan Faske to come in and speak to the club about the latest information related to ADS-B, and to get our questions answered.

Here is where each of you come in... What do I need from of you? Your participation!

I want to get a list pulled together of those members who have completed their ADS-B install, the solution you chose, and for those willing I’d like for volunteers to speak about their install journey, and their happiness with the results. To get us kicked off, [Rolf Hetico](#) has volunteered to share his RV install experience at the March meeting.

For the rest of us, I’d like to get a list of your ADS-B plans... Type aircraft, active flyer or build in process, equipment chose or still deciding, and the questions you still need answered.

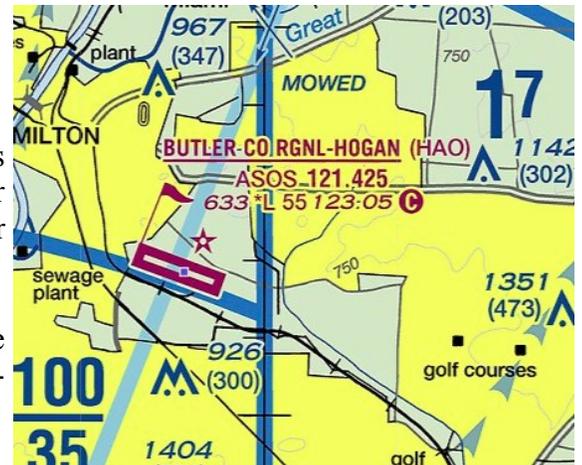
Let’s make 2019 the year of ADS-B for the club and get this done together. Please send us your input on the above and we’ll get it consolidated. Email me at president@eaa974.org

Looking forward to a great year ahead!

Safe Landings,

Tom Martin

C: 513-417-1430



will you be ready to fly here 1/1/2020?

CHAPTER SECRETARY'S REPORT, MEETING MINUTES

EAA Chapter 974 Meeting Minutes, January 2019

Meeting called to order at 2:00 pm Sunday January 6, 2019 by President Thomas Martin.



Treasurer's report: Starting report for 2019: Income 380.00, Dues 65.00, Misc. 200.00. Payments 8/4 294.58, EAA Membership, Balance 4532.32

Hangar Report: both the door seal on garage door seal, and windsock will be scheduled for repair/replacement in early spring.

Library Report: While much improved it's a challenge to thank, but not accept duplicate copies of Sports Aviation and other magazines. The chapter was offered another collection dating back several years.

Tech Counselor's Report: no new activity.

Young Eagles: Nothing to report.

Projects: Scott Balmos RV saga continues. The Bear Hawk in the Hogan hangar is still in progress. Bob has started to accumulate hours on the Tiger Moth engine. Tom did a show and tell on a brake lining failure on his Merlin. And Ray has completed a refresh on his Long EZ panel and preparing to do a new weigh and balance calculation.

Old Business: Approved the meeting minutes for Nov 2018

New Business: Meeting schedule/Fly in Calendar for 2019:

5 May, Lorain Fly in. Sept 2nd Meeting has been moved to Sept. 8th.

SWOFI dates have not been published but should be the first weekend in October.

Items: The President outlined some challenges and topics the chapter for 2019 (details will be covered elsewhere in the newsletter)

Make 2019 the year for ADSB equip. Start the discussion for solutions and ideas to determine best way forward.

Food Truck Fly In, interest in the chapter and Airport Management to coordinate and organize a fly in this spring/summer.

The meeting adjourned at 2:29 pm.

Respectfully Submitted,
Alan Fullerton, Chapter Secretary



Details of OE-0710: Information about the glider from log books and paperwork. OE-0710 is a K 10 serial number 11. It was built By Alexander Schleicher Co. in Poppenhuasen West Germany in 1964 and was purchased by a glider club in Innsbruck, Austria. Flying since 1965 it had amassed a total of 1011 Starts (take off) for a total 2112 hours when it was exported to the US in 2000, since then its bounced between a storage hangar and an exhibition hanger in Fairfield PA. . While I have all the registration and inspection certification paperwork I only have the second "Brodbuch" Journey Log Book (its a glider thing, a log that allows the pilot jot down thoughts, conditions, and experienced during the flight). The last flight was in January of 1974. Leafing through the pages I found the most notable entry of 9 hr. 15 min on May 28, 1977 in and around the Czechoslovakia border near Bratislava (no comments in the Brodbuch). So why soooo long? The FAI governing board of air sports accepted time aloft for the Diamond duration is five hours, and why so close to at the time a hostile border? who knows.....

Lineage of the K 10: The predecessor Ka 6 was designed by Rudolph Kaiser of Schleicher. <https://www.alexander-schleicher.de/en/> During WW2 Alexander Schleicher primarily built training gliders and small subassemblies for other military projects. and thus was spared the wrath of the 8th Air force. After the war they built wheelbarrows (Needed a lot of them after the war) and then furniture. On April 28, 1951(a day still celebrated around those parts) the Allied control commission

relaxed the restriction of Sailplane construction and allowed the general population to only fly gliders. It didn't take long to reestablish a sailplane racing league and full scale national racing became the sport of the day. (by the early 60's the restrictions for GA were lifted but power flying was an expensive endeavor).

Rudolph Kaiser designed an all around spot and racing ship with the designation Ka 6. It was an inexpensive glider with fairly good performance that used locally sourced materials. From 1956 to 1972 the company made numerous modifications producing over 2000 examples (The American analog was the Schweizer 1-26 with 700 examples made). The K 10 was designed to fly faster racing between thermals at speeds up to 125 mph vs 95 mph in the early Ka 6 series. Strength came in thicker plywood skins and doubling up wing ribs and a smooth fiberglass coating around all the complex curves (didn't know that till I did some more digging). Unlike most gliders of its day it was well equipped with battery full electrical system and a multi channel radio. This cost of production and additional weigh gain of 55lb did not offset the speed advantage in the lighter conditions of Northern Germany, these factors put it out of the range of the average German glider owner/pilot so production was stopped at 12 ships. Kaiser went back to refine the original taking design cues learned from the K 10 to build the Ka 6 CR with an additional 850 ships produced.

From what I can discover of the 12 K 10's there is only 1 active in the US. 3 in Germany and mine OE-0710. Surprisingly when I contacted Schleicher not only were they glad to hear the glider still exist they sent me the list of parts they still manufacture to support the Ka 6, Ka 7, Ka 8 and K10 series gliders. Very Cool.

Before I can start serious restoration I need to register the glider in the US. This in and of itself is becoming a challenge., and worthy of another update.

See more pictures next page
Story: Al Fullerton Photos: ed.

AL FULLERTON'S K 10 DETAIL PICTURES



I was invited by Martha Lunken to attend a ground school for the DC3 in early November sponsored by Remote Area Medical (RAM), which is a charitable organization that provides medical aid to people in need. RAM was founded by Stan Brock in 1985 and headquartered in Knoxville, TN. They started missions in Guyana, South America which is where Stan was the general manager until 1968 of the largest cattle ranch in the world with over 25,000 acres and 30,000 head of cattle. He wrote a book titled "All the Cowboys were Indians". Stan was also a co-host with Marlin Perkins on the Wild Kingdom show for about 15 years.

early 1980s thru about 2004. This DC3 had not been used in past couple of years and the pool of pilots dispersed. Unfortunately Stan's health was deteriorating and one of his last wishes was to fly this aircraft one last time. So the RAM staff got the aircraft into flying condition but Stan was not healthy enough to get onboard. He did get to hear it pass over his rest home about 2 weeks prior to his death about 2 months ago. But RAM's goal is to continue using this DC3 whenever possible and so that brings us to the need for a group of volunteer pilots. The photos show the group in this training and we spent 2 and half days in the class room and on the airport for the exciting part of getting 3 take-off and landings to get current. For me I did not have any flying time in a DC3 so I was a bit apprehensive when my turn came on Nov 8. I was following Martha's flight in which she greased the first one on and the following 2 were just about as impressive. You talk about pressure! Taxiing is a challenge to keep it on centerline when you're sitting 15 feet up with a wheel spacing of about 30 feet and wing span of 95 feet. My first take off was pretty interesting. We lined up on center line, held the brakes and ran the engines up to 30 inches manifold pressure to make sure the engines were producing good power and pulling equally. I released the brakes and advanced the throttles up to 48 inches which produces 1200 hp on each engine and pushed forward on the stick to get the aircraft to level flight as we accelerated. The instructor kept telling me to push the nose down more and more until we finally got to V1, V2 and Vr (all are at 85 k). It was almost like looking straight down at the pavement. At rotation he pushed my hand off the throttles and onto the control wheel. With the way the trim was set I don't know if could have rotated with just one hand (I didn't feel too bad when he did the same thing for the next pilot in line). Once in the air the pitch control was pretty good but I used the trim a lot when adjustments needed to be made.

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ALL THE COWBOYS WERE INDIANS



Left: At the controls of the DC-3 I fly on Remote Area Medical expeditions. The DC-3 is the same World War II aircraft type that first flew me to the Dadanawa in 1953. Photo courtesy of Chick Patrizio.



Trusty 982Z transports people and supplies— then serves as a base of operations and shelter to volunteers during the mission. Photo courtesy of Chick Patrizio.

RAM operates several aircraft including a Cessna Caravan, Beech Kingair, Cessna 206 and a DC3 and covers most of the Appalachian Mountains, Caribbean islands and Guyana . The DC3 is owned by my cousin Mike who had operated a fleet of them out of Hamilton and Middletown from the

We headed away from the field for a few turns to get used to the airplane and aileron control was about as stiff as the elevators and rudder. On the ground the controls move easily but in the air the aerodynamic loads are difficult to overcome. So back we come into the pattern for the landing. We set the power at 21 squared on downwind leg, lowered the gear and a notch of flaps abeam the numbers at 95k, second notch on base at 85k and full flaps on final at 85k. On final you want to keep it lined up on center line from the time you turn final. With as massive as this airplane is (23,000 lbs on this flight) and



the controls as stiff as they are you don't want to be moving the aircraft left or right close to the threshold. I had it lined up pretty well and coming across the threshold I started pulling the power and yoke. I'm trying to concentrate on holding the aircraft just

above the ground and hearing the instructor telling me not to let it touch about 10 times, which is what I tell a lot of my students in the cub. I squeaked it on in a wheel landing configuration. It felt a lot like flying my brother's WACO cabin. The next two landings



were a bit bumpier but were as good as Martha's. Pressure was off but boy was I drenched. My next goal is get enough time in it to get a type rating, hopefully by next spring.

Story and Photos:
Tom Hogan

TIM MORRIS AT PIMA AIR MUSEUM, TUCSON, AZ.

Tim Morris recently visited the Pima Air Museum, Tucson, Az. While there he stopped to see Ken Jones. Ken has a new hangar but no plane—yet. The museum had some fascinating exhibits. I wish I had room for all of Tim’s shots, but below are some of the highlights. The right column shows Ken with his hangar. Lower left is the remains of a Budd RB-1. Tim says it’s all stainless steel with no rivets. The right column are from the Titan Missile display including an engine, a firing control room and a missile in its silo. Awesome! Thanks Tim!

Photos: Tim Morris



How great is it to take your kid flying! My son Mark was in town for the Christmas Holiday. The day after Christmas was perfect, and away we went. It's been a long time since we had a chance to do this together. We followed up with a trip to Skyline. There's nothing like a little father-son bonding, especially when it comes to flying. He enjoyed it thoroughly! So did his dad!

Photo: ed.



Seen at left and bottom row are Kevin Gassert and Mike Wood working on Kevin's Ercoupe restoration project. Mike reports Kevin is working on new side windows. Mike is pressing the heat gun into service to remove old wing walk material in preparation for replacing it with new.

Photos: Mike Wood

