

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
FEBRUARY 2019**



Butler County Regional Airport
Hamilton, Ohio



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FEBRUARY 2019 MEETING PHOTO WRAP-UP

The idea of meeting in the terminal is to avoid a cold day in the chapter hangar. The Jan and Feb meeting days were both beautiful! How often does this happen? Go figure! Turn out was great, and several members were itching to fly after adjournment. Everyone hung around for VP Joey's beef stew, boule bread and deep dish strawberry cheese cake. Hangar Master Sharon treated us to carrot cake and cupcakes. Thanks to you both! You're spoiling us rotten, but you are putting our medicals at risk! Business meeting was followed by an excellent VMC Club presentation by Al Fullerton. See page 4. Photos: ed.



GREAT TURNOUT, GOOD FELLOWSHIP!



WHAT ARE OFFICERS PLOTTING NOW?



DOUG DIVES INTO JOEY'S CHEESECAKE



VP JOEY'S AWESOME BEEF STEW



VP JOEY'S TERRIFIC CHEESECAKE



DOUG HURD TOOK WIFE ELENA FLYING

NEW MEMBERS AND VISITORS AT FEB 2019 MEETING

New member Jim Clark moved to the area from Boston in November 2018. Jim brought his rock star war bird , a T-34, to hangar at KHAO. It's a beauty, painted in US Air Force livery. Watch for it in a future report. Welcome to 974, Jim!
rock714@hotmail.com



Dick Huskey EAA 707920, reports that he is part owner of a Cirrus CR20 hangared in C6 that that killed 6 geese on the runway in 2016. He is a member of Ceasar's Creek Soaring Club. Ratings are private pilot, instrument, ASES, and is working on glider and commercial ratings. Dick plans to turn in membership application at the March meeting. Welcome to 974 Dick!
huskey@fuse.net



Visitors Keegan Smith, left, and Shohn Johnson spent an afternoon with us for the February meeting. Keegan works at the University of Dayton providing aircraft repair for Wright Patterson AFB. Shohn is an engineer for Standard Aero Turbine Engine Repair. Keegan and Shohn are also in business together operating a machine shop. Welcome Keegan and Shohn!



Photos: ed.

VMC Club, Feb 2019, Al Fullerton

How Not To Get Your Wings Clipped

We often go tearing off into the wild blue on a perfectly beautiful day for a nice VFR flight which may involve a flight to a nearby airport for a \$100 hamburger or just shooting some landings at home. How often do we do this without getting briefed on the weather, NOTAMS, TFR's, familiarity with aircraft performance, airport procedures etc? The FAA says we are to be briefed on all of the above. FAR 91.103 says: "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight". More often than not we get away with it, but Al told us of a pilot who had a relatively minor incident on a taxiway, was charged with "Careless and Reckless Operation" (FAR 91.13), and lost his ticket for 120 days. He was apparently unable to show that he was familiar with procedures at that airport. The simple stuff can get us into trouble!



We should always get a briefing that gets recorded in some way. Al gave some examples of ways to do this:

Make the traditional 1-800-wx brief call.

Put the FAA.gov/TFR map on your phone. It will record on the .gov site.

Subscribe to ForeFlight, or other Electronic Flight Bag app, file a VFR flight plan, get the required info, make sure it's recorded, and it will qualify as a briefing.

The weather briefing is an important part of this. The types of weather briefings listed in order are:

Outlook Briefing, One day before departure

Standard Briefing, within 24 hours of departure.

Abbreviated Briefing, an update right before departure which will include changes since the standard briefing.

It doesn't take an incident to get our wings clipped. A ramp check could do this just as well. An FAA inspector could ask to see all aircraft documentation such as weight and balance, aircraft handbook, current airworthiness certificate, current registration, and a current sectional chart. The chart could be a paper or a current map downloaded to your electronic flight bag. Be prepared to show that you received a briefing for your flight, especially one away from the immediate vicinity of your home airport. One chapter member told of us of being ramp checked twice in the same flight at two different airports.

Al concluded by urging us to set a good example for others, especially student pilots. We can do this by flying professionally, flying a good pattern and crisp, professional radio communication.

Chapter 974 thanks you, Al, for your insights and an excellent VMC Club presentation!

Photo: ed.

Take off roll...



Charlie Becker & Tom Martin at EAA HQ

It's a short field, so you add 10 degrees flaps, press the brake pedals forward, and add full throttle until the brakes almost won't hold. Your feet release, and the plane lurches forward on that take off roll; anxious to see the airspeed come alive, and looking for Vr as the pavement quickly speeds past you...

That short field strip is 2019 and we are off to a great start. It may only be February, but we are definitely well into our take-off roll for the year, and it is going to take all of us to reach Vr!

It has been a busy January and February isn't slowing down. The [Member Data Roster](https://goo.gl/eWcFX3) (<https://goo.gl/eWcFX3>) collection form was launched which will greatly help all of us, but especially new members, to get to know one another better, speakers

are being lined up for ADS-B talks to help educate, and motivate everyone to finalize this important initiative, your Board leadership have attended webinars and are set to attend a planned EAA leadership forum in Indianapolis to be better leaders of our chapter, and the Airport Founder Day event committee is in the process of being established with Joey Shreve leading the charge.

Our application for the [Ray Aviation Scholarship Fund](#) was submitted, and we will hear back in early March if we have been approved.

We are set to have our first ADS-B install presentation by Rolf Hetco who will be taking us through his install on his RV-8A at the March gathering.

As I mentioned to those in attendance at the February member gathering, I attended the TIG EAA SportAir Workshop in January. This is just one of 11 different [SportAir Workshops](#) that are offered and the second that I have attended. Both were great experiences, and if you haven't had the opportunity, I highly recommend attending one in the near future. I'll work to pull together a talk and "show and tell" in the near future.

The TIG workshop was held in Oshkosh at EAA HQ. Although it was my first visit there, it really felt like coming home. I had the opportunity to meet with Charlie Becker, EAA's director of Chapters and Member Community. I had asked for a 20-minute meeting as a get-to-know and Charlie graciously spent over 2 hours with me, learning more about our individual chapter, and mentoring me on ways to ensure we remain a vibrant growing team. While I was there, I did tour the museum. Definitely worth the time! Here are a [few pictures](https://goo.gl/QrCnTd) (<https://goo.gl/QrCnTd>) I snapped as I walked around.

Lastly, it is that time of year... If you haven't yet paid your 2019 dues, please get with Roger McClure and get things settled up. One of the things I have come to realize over the past month, in speaking with other EAA members from across the country, is what an amazing chapter we have, and how fortunate we are to have our hanger to call home. Our dues are an important part of our vitality as a chapter and ensuring that we can fulfill our mission to grow participation in aviation.

Safe Landings,

Tom Martin EAA #1061241

President, Chapter 974 c:513-417-1430

Photo above and photos in links: Tom Martin

SECRETARY'S REPORT, FEB 2019 MEETING MINUTES

EAA Chapter 974 Meeting Minutes

Meeting called to order at 2:00 pm Sunday February 3, 2019 by President Thomas Martin.

Treasurer's report: Income 882.00, Dues 65.00, Misc. Payments 60.00 admin and 37.00 food. Balance 4944.82

Hangar Report: Time to reset the door code. TBD

Library Report: Joseph Heller Catch 22.

Tech Counselor's Report: no new activity to quote Ray "Too Cold".

Young Eagles: Nothing to report.

Projects:

Scott Balmos RV saga; currently putting the finishing touches on the over engineered cowling, Scott provided a show and tell on cowling seals and what was available from where it appears the stiffer Teflon back seal from McFarland is the one he intends to go with.

Tom did a show and tell on the welding course he took the previous week at EAA HQ.

There was the report of a new completed RV 9A on the field.

Old Business:

Approved the meeting minutes for January 2019; Food Truck Fly In, going forward with discussions by the chapter, Hogan family, and Airport Management to coordinate and organize the Food Truck fly in, Dedication of the Hogan Field marker, and the visit by the EAA Ford Trimotor. Approximate time frame mid to late summer, Watch this space.

New Business:

A motion was approved for the chapter to apply for the Ray Scholarship (see details in the newsletter). There was a donation offer of some equipment from the estate of Mr. John Thocker.

The meeting adjourned at 2:40 pm.

Program: VMC Club presentation by Al Fullerton

Respectfully Submitted,
Alan Fullerton, Chapter Secretary



ADVENTURES IN PLANE SPOTTING

You never know what a day at the field might turn up. While working in the hangar I heard this clankety-clank noise coming from the parking apron. My investigation told me it was the wind blowing through the fan of this beautiful Dassault Falcon 2000EX belonging to the Smuckers Co, the jelly folks. While walking around taking pictures, I was invited on board. The captain and first officer were waiting for the bosses to return from a meeting. They allowed me a quick self tour. The plane is based at Akron Canton. What a treat! This doesn't happen every day!

Photos: ed.



SMUCKER DASSAULT FALCON 2000



ELEGANT DEEP METALLIC GRAY



BEAUTIFUL WINGLETS!



NO STEAM GAUGES HERE!



THIS IS THE WAY TO TRAVEL!



WHEELS UP, HEADED HOME

MORE ADVENTURES IN PLANE SPOTTING

One of the members of the RC club I belong to is a pilot for the Hamilton County Sheriff. I happened to be at a business right across the road from the sheriff's aviation unit's hangar and I spotted his car. I walked across and knocked on the hangar door, hoping I wouldn't be arrested. My friend Koril was there and invited me in for a grand tour. He said his favorite machine is the MD530F. He calls it the Ferrari. He calls the 520N NOTAR a station wagon, quieter & safer due to no tail rotor, but no hot dog. Thanks Koril! Photos: ed.



MD500E UPGRADED TO MD530F



MD520N NOTAR-NO TAIL ROTOR



ROLLS ROYCE RR 250 C30 600 SHP



KORIL SEPHERGHAN, PILOT



GARMIN G500H DUAL FLIGHT DISP.



EDITOR "ARRESTED" BY BEAUTY!

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 (Tom Martin)

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

MARCH 2019 MEETING PROGRAM

*March 3, 2019
Chapter Business Meeting
2:00 pm
Technical Program
Rolf Hetico
ADS-B Installation
RV8-A*

What's In a Name? Fun Facts about Lunken Airport (LUK)

- *The area was originally known as Turkey Bottom. There was an adjacent polo field.*
- *Embry Riddle began at Lunken*
- *In 1928, Aeronca Aircraft started at Lunken, later moving to Middletown, Ohio*
- *In the early years it was known as "Sunken Lunken" due to frequent flooding.*
- *"Sunken Lunken" had a reputation for being difficult to find due to surrounding hills.*
- *The original family name was Lunkenheimer. The family made its fortune in the 19th century by building brass valves for the steamship industry.*

Courtesy of Bob Luken, Chapter 248