

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
OCTOBER 2019**



Butler County Regional Airport
Hamilton, Ohio



IN THIS EDITION:

OCTOBER 2019 MEETING PHOTO REVIEW
HAMILTON COUNTY SHERIFF'S AVIATION PROGRAM
THE PREZ SEZ
PROJECT REPORT: PAYNE ZENITH 701
MEMBER PROFILE AND FAREWELL, MIKE WOOD
SWORFI
OCTOBER BOARD MEETING MINUTES
AROUND THE FIELD

OCTOBER 2019 MEETING WRAP UP

The October meeting was graced by a visit from Hamilton County Deputy and Chief Pilot Koril Seperghan. Koril gave us a terrific presentation about the Sheriff's aviation program and brought over one of their heli's, an MD530F. There's nothing like some good show and tell. We all had access to walk around and touch this beautiful machine. Your editor got to do more than that. I flew from the sheriff's hangar in Forest Park to the ramp just across the taxiway from the chapter hangar. This machine was incredibly smooth and surprisingly quiet, even as I sat in an open door. What a ride! As a little background, Koril and I fly model airplanes together with the Cincinnati Silent Flyers radio control model club. We talked all summer about his presenting some sort of a program to the chapter. To his credit, he never forgot to bring up the idea and called me at different times to see if it was still on. I am very grateful to Koril for keeping this alive. Of course it didn't hurt that I got to fly over with him, but I would have been thrilled just to have him bring one of the Sheriff's machines over without me. The Sheriff uses helicopters for the expected law enforcement but also uses them for surveillance and rescue. Koril told us that he had just participated in a water rescue exercise. Thanks for your service to the community, Koril, and thanks for presenting a great program to the chapter!

Photos: upper left: meeting visitors John and Vince Tomsich; Upper right: a good crowd
Lower row: VP Joey's Czech Meatloaf and desert; Not shown Joey's wife sent mashed potatoes
Photos: ed. and Joey Shreve



HAMILTON COUNTY SHERIFF'S AVIATION PROGRAM

Upper left: one man movement in and out of hangar with battery powered Heli-Hauler.

Upper right: Sheriff's MD530F landing at KHAO

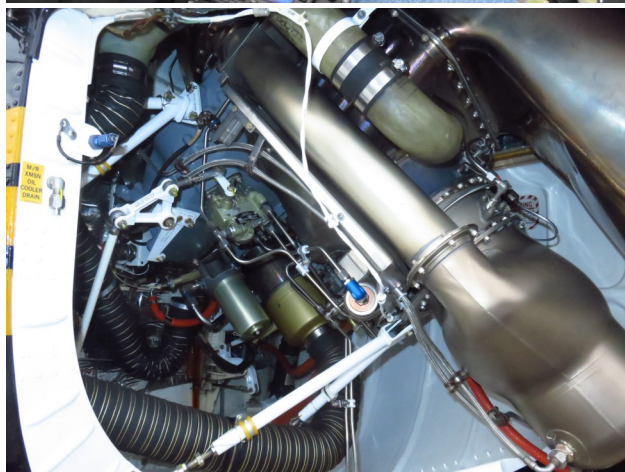
Middle left: enroute to KHAO from Sheriff's heliport

Mid Right: Some panel with Twin Garmin's

Lower Left: Good turnout to see sheriff's heli

Lower Right: 650 SHP turbine. Looks like you could just pick it up!

Photos: ed. except upper right from Joey Shreve



ADS-B Out Resources... Closer than you think!

Hello everyone,

Home stretch!!! As I write this we are T-72 days until 1/1/2020... **Are you ready with ADS-B out?**

As of yesterday I finally am!... But it has been a journey of learning, and leaning on some of the Chapter resources to help make it happen.

My uAvionix Skybeacon (As an Experimental aircraft I should have went with the uAvionix [echoUAT](#), let me know if you want to talk through why.) had been installed with two flown test flights. Both have scored just fine except for the unit not displaying my transponder code... Ugh!

Turns out my transponder unit was fried. Unrelated to any work tied to installing the Skybeacon, but its failure turned into a whole new learning, and having to reach out to our wonderful EAA technical resources... Tim Morris, Ray Parker, and Scott Hersha.



More than happy to share the long story, but bottom line the original builder installed the transponder antennae horizontally versus the proper vertical installation, with no required ground plane, and located it near other metal objects that most likely fried the transponder with heavy return signals. Yikes!

My next step was to re-install the antennae with the proper ground plane and upgrading the coax to RG400 vs the 20-year-old RG58 cabling (that had most likely has failed also). So I now own an RG400 crimper and cable stripper, so if needed, don't buy them also, just borrow mine.

After one more 15-minute test flight to ensure everything was working, I was able to fly a 30+ minute mission that provided back the all clear! N9082X is now ADS-B Out compliant!

It has been a journey, with many folks helping along the way, and here is the thing... If you still think you have lots of time to get your ADS-B installation completed, don't fool yourself. You may well be facing more complex issues to get everything in order before being able to get that "all green" report from the FAA and being able to make that log book entry that you are ADS-B Out compliant. Just know you have technical resources within the chapter that can help. Best \$20 per year in chapter membership ever spent!

Safe Landings,

Tom Martin EAA #1061241

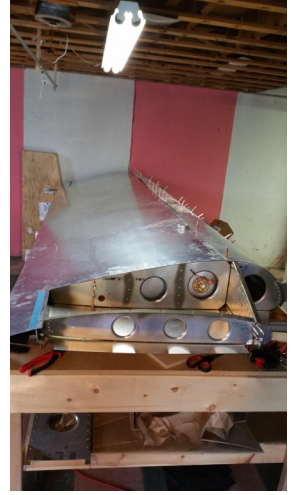
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PROJECT REPORT, BRAD AND PAUL PAYNE'S ZENITH 701

I've always admired the father-son team of Paul and Brad Payne. It's a rare and precious thing to build a plane with your dad. A number of years ago they started on a KR but in 2013 the Zenith caught their eye. Over Thanksgiving weekend they built a rudder kit. The next February a trip to Mexico, MO brought home the rest. They started with a VW engine but after 2 years of labor to make it work, they felt the need for a different engine. Brad ordered a Viking 90 which installed much more easily. Inspection on Oct 11 by Stan Faske gave N494BP its airworthiness certificate and now awaits first flight. Congratulations Guys! Can't wait to do the "Fledge Report"!



FAREWELL MIKE WOOD!

Here's a story that's tough to tell. We are losing chapter member Mike Wood. Mike and his wife Rita are moving to Whitesburg, Tennessee. Those of us that know Mike know that he has dreamed of moving to Tennessee for some time now. I have often heard him say that he wants to wake up in the morning and see mountains from his front door.

Mike is a native Cincinnati. He has been married to his wife Rita since 1981 and they have 3 grown kids. He has always loved airplanes and wanted to fly since he was 5. Long time friend Pat Flaherty introduced Mike to flying when Pat was renting a C-172 at Schmidt Aviation at Blue Ash Airport. Mike says he was smitten. He started flight training at Schmidt in 1999 and got his ticket on 11/15/2000. He figured he'd keep flying 4 place Cessnas since he had 3 kids that he would need to take flying.

Pat Flaherty also introduced Mike to the Cincinnati Warbirds, and through the Warbirds he met Kevin Gassert. One day, Kevin took Mike to a WACO Fly-in in his Ercoupe. Mike fell in love with the Ercoupe and bought Eleanor from that experience. During 2015 through 2016, Mike completely restored his Ercoupe with the help of Kevin Gassert and other chapter members. She's painted in a US Navy livery and really looks sharp. Her new home will be Moore-Murrell Airport, KMOR, Tennessee, when a hangar is available. In the meantime, we'll keep Eleanor company here.

Mike has served the chapter in too many ways to count. He was president in 2014, but no matter where we are, you can find Mike in his chef's hat planning a meal or cooking. Our compound at Airventure revolves around him. Mike, your leadership, friendship and example will be sorely missed. We hope that we will see you at Airventure—and not just to cook for us! Best wishes Mike and thanks for being a great friend and asset to EAA Chapter 974. We'll miss you!!

Photos: ed.



SWORFI 2019 PHOTO REVIEW

Over the years, The South West Ohio Regional Fly In aka SWORFI has evolved from Chapter 174's annual fall picnic and fly-in. It is held at Winemiller Farm and Airstrip, graciously hosted by Todd Winemiller and continues to be supported by Chapter 174. Thanks Todd and Chapter 174 for a great day! Photos: ed.



MINUTES, OCTOBER BOARD MEETING OCT 2, 2019

EAA Chapter 974 Board/Business meeting

October 2 6:03 PM

September Board Minutes approved as published

Treasurer's report

- Income: \$323.17
- Expenses: \$649.34
- Balance: \$5388.15

New Business

- Fork Lift Service and Repair required announced by Brian Charlton. Will be performed by Russ Minkenbaugh within next two weeks following evaluation and cost estimate.
- Proposal for chapter participation in Young Eagles RC Build and Fly Program. 6-8 Young Eagles and at least two adult chapter members with current Youth Protection Certificates. To be developed but Bob Dombek has offered his services and to be in contact with AMA RC Club.
- Discussion of Hogan Pavers. Hogan foundation is owner of pavers and historical marker. Chapter will continue to manage/sell engraving of pavers and share profit with Hogan Foundation.
- Heater has been purchased by Tom Martin and plan is to move it to Tom's Hangar at I67
- Hangar Master replacement discussion: Consensus of chapter board is that this is an appointed position that is worthwhile, valuable and replacement should be found. President to call for volunteers at next chapter gathering.
- Chapter secretary replacement discussion: Consensus of chapter board is that this is an elected position and vacancy should be replaced. Newsletter editor Bob Dombek has been serving as temporary secretary. President to seek volunteers/nominees for next election
- Discussion held as to term length for elected chapter officers for which there seemed to be some uncertainty. Chapter by-laws to be consulted and brought to next gathering and/or board meeting as needed. Election sequence:
 - Nominations October
 - Elections November
 - Officer Installations December
- Ideas for speakers and programs suggested, Stan Faske, Martha Lunken, CVG Tower Tour

Meeting Adjourned 7 PM

Submitted by Bob Dombek, acting chapter secretary

AROUND THE FIELD

This might look like a project report, and it is in a way. It was the end of almost 3 weeks installing a badly needed new windshield on my Rans S7. Part of my purpose is to talk about a benefit of chapter membership. More than that, I want to recognize the generosity of two chapter members, Lester Roberston and Ray Parker, who just happened to appear, individually, on two separate days. I'm sure they were just stopping by to see what I was up to and had better things to do. They ended up spending 2 or 3 hours helping me install the windshield at points where I needed more than just my two hands. What can I say? I guess I should say that I hope remember their example by giving my time when I see someone struggling with a tricky part of a project. Thanks Lester and Ray!

Photos: ed.



Below is another example of chapter spirit. Ray Parker is helping John Prince do a compression test on his Cherokee engine. This is another one of those jobs that requires extra hands. You will notice the same guy shows up in both groups of pictures. It's Ray Parker, our Technical Counselor. I've caught him in similar situations for as long as I can remember. Ray is unfailingly generous with his time, talent and knowledge, and a good friend to everyone. Ray, this chapter is very, very fortunate to call you our own!



MORE AROUND THE FIELD

Below is something you don't see every day. A few weeks ago I arrived at my hangar to the sound of an approaching helicopter with a very slow strange sounding rotor beat. What appeared was a K-max heavy lift helicopter. You might remember the Kaman Husky once used for firefighting on military airfields. These helicopters were famous for their twin intermeshing rotor systems. The machine pictured below has a single, center mounted seat. The pilot told me he had been lifting heavy air handling equipment onto the roof of a large building. The K-max weighs 6000 lb and can lift a 6000 lb external load. It can lift its own weight! Incredible! Once built by Kaman, they're now built by Lockheed Martin. You never know what will show up on the field ! Quite a machine!

Photos: ed.



My ADS-B in action with new Trig transponder. YeeHaw! It works! As the funny lookin' guy in the movie "Fargo" said to the cop, "I want to be in compliance." I doubt that fanning 50 dollar bills from my wallet to FAA reps would put me in compliance, but my Trig TT31 and TN 72 GPS receiver did the trick. Took a little head scratching to get it set up right.

