

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
MAY 2020**



Butler County Regional Airport
Hamilton, Ohio



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AVANTI II VISIT

DEPSTECH ENDOSCOPE

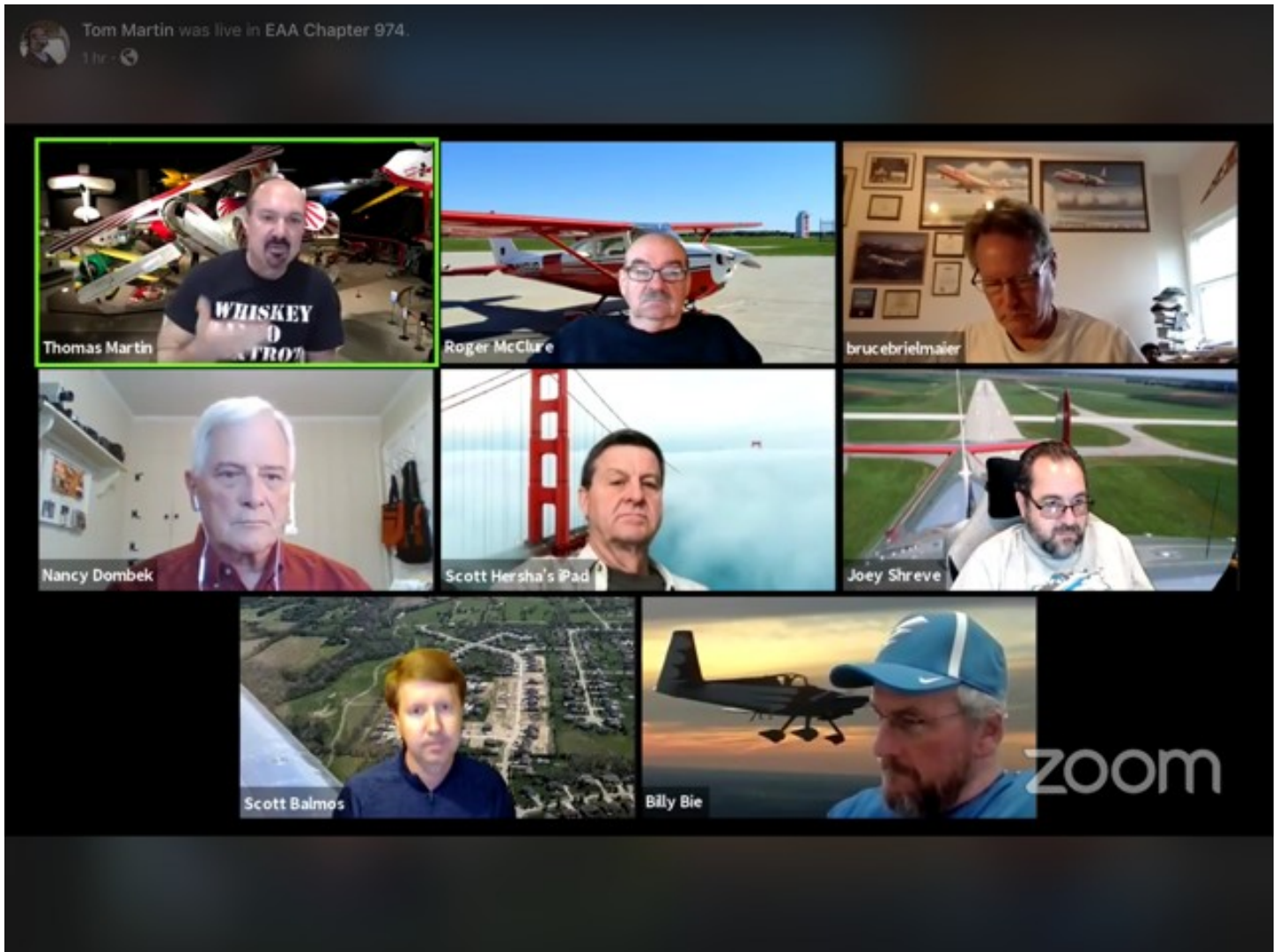
TIGER MOTH TAXI TEST

TOM MARTIN'S MERLIN

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CHAPTER CONTACTS

ZOOM GATHERING MAY 2020



Here we are gathered for May. Did the chapter shrink? Where is everybody? Has the pandemic done a number on us? Hopefully some of you were able to listen by phone. We will celebrate the day when we can meet in person again.

Here are a few notes from the May Gathering:

By now we all know about cancellation of Airventure for 2020. Needless to say how disappointed we all are.

Scott Balmos reported Young Eagles activity is on hold until at least 6/14. He has had contact with both Lakota High Schools and Mason High School. They have expressed interest in Young Eagles. It will not likely happen this year, but hopefully by the next academic year which would begin this fall. There was some short discussion about the use of masks while flying.

Photo: ed. (Zoom Screenshot)

Project Reports:

Scott Balmos reported that his paint slot reservation for his RV9A has been pushed into early July. He also talked about a problem with the castering nose wheel on his RV. He experienced episodes of his nose wheel being out of alignment on landing which would sometimes set up a noticeable shimmy. He found that the steering breakout force required more accurate adjustment.

Tom Martin reported on the successful operation of his new ADS-B system in his Merlin. The new transponder still needs to be certified by Pete York at CF Airtronics. This may have been completed by the time the newsletter is published.

Tom also reported getting his tail wheel endorsement with Billy Bie in Hogan's Cub. Congratulations Tom!

Photo: Tom Martin



Bob Dombek reports final installation of wings on his Tiger Moth, with lots of help from technical counselor Ray Parker. Thanks Ray!! PS I certify social distance Photo's ed.



Your editor apologizes for lack of graphics and pictures to illustrate this month's VMC Club summary. The chapter Facebook page stopped recording about 4 minutes into the chapter gathering. The sessions are visual and you gain a lot by logging in to the Chapter Gathering, not to mention the Wings Credits. Below is a brief summary of topics covered.



This month's pop quiz: What is the meaning of a solid line box around certain airports shown on sectional charts? The full answer can be found in the FAA Chart Users Guide FAR 93. The box alerts pilots to specific procedures to be followed at that airport.

Scavenger Hunt Tutorial:

Billy gave a short tutorial on locating landmarks on the sectional chart using lines of longitude and latitude. Draw these on the chart to establish a rough guess.

Forced Landings in the Pattern:

Billy led a follow-up to last month's discussion of decision making in dealing with power loss in the traffic pattern. This was triggered by a situation where he was working with a student, Tom Martin, in the Cub. Tom was working on his tail wheel endorsement. During take off roll in the grass at Moraine, there was a loss of thrust. The engine would not exceed 1000 rpm forcing an aborted takeoff. Billy asked us to think about how we would respond to an aborted takeoff, or to loss of thrust after takeoff. He also asked us to think about options for forced landings from various locations in the pattern. He urged us to continue to think about the "impossible turn" and the delay in our own response to power loss on takeoff. It's something worth practicing at a safe altitude.

Radio Communication in the Pattern:

How do VFR pilots interpret "IFR Speak" in the pattern at KHAO? What are IFR pilots talking about when they are passing a certain fix? How about helicopter traffic? They tend to communicate a little differently and may not always approach in ways fixed wing pilots are accustomed to. These different ways of communicating can produce confusion and anxiety for the rest of us. It's good for us to learn enough about IFR and Helicopter Speak to be familiar and know what's going on, a real boost to safety.

Stay tuned next month for another great VMC Club edition with Billy Bie. Thanks again Billy for doing this!

Photo: ed.

Aviation... Recovering Together

Hi everyone,

This past week, Barb and I decided we needed a change of scenery and headed for Myrtle Beach. We go there two to three times a year, and normally we fly one of the Flying Neutron planes; a C182, or C206. We could have done our usual, but instead chose to fly Delta. They did an amazing job... But more on that in a minute.



As advocates for Aviation, my feeling is that we, as enthusiasts, also need to be some of the first to get back in the sky with the big boys, and hopefully share our stories with others that things are just fine at 30,000 feet.

As I'm sure you have seen, the Aviation industry is suffering immensely with the latest statistics showing a 70%+ percent drop in passenger travel, and the International Air Transport Association (IATA) estimates that airlines globally will lose at least \$314 billion due to the Covid-19 outbreak.

We as General Aviation are but a part of the broader ecosystem, and while neither probably likes to admit it... We need them, just like they need us. You don't get to fly the big planes until you start in a small plane, but our broader Aviation infrastructure requires having the large carriers in place.

Back to our Delta experience.... The airplanes themselves were the cleanest I've ever seen, and they have installed the same quality HEPA filters used in hospitals with a full fresh air exchange 20-30 times an hour.

All personnel were masked, as well as all passengers. I was impressed by the behaviors I observed amongst the other passengers with everyone providing the requested 6 feet of social distancing during boarding and deplaning the aircraft.

A couple other notable items were that the plane was boarded from back to front (like they used to be), and currently they do not have beverage or food service, but did provide each passenger with a bag of goodies as they boarded, including a bottle of water, cookies, snacks, a cleaning wipe, and hand sanitizer.

We felt very safe the entire trip down and back.

So, consider giving the Lycoming a break for one of your trips this summer, support the broader industry, and advocate that others do the same. #LetsGetFlying!

Safe landings and stay well!

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Photos: Tom Martin



CHAPTER BOARD BUSINESS MEETING MINUTES

6:02PM - Meeting called to order by Tom Martin

Secretaries Report -

- President Tom Martin presented the meeting minutes. Minutes were accepted.

Treasurer's Report -

- Total Income \$145 - Space Rental / Dues / Beverages
- Total Expenses \$495.00 - Second Quarter Hanger HoA Fees
- Balance \$3,813.67

Young Eagles -

- Scott discussed postponing all Young Eagle items until possibly June or later due to current COVID -19. Mason has an Aviation Club & Lakota East/West has an Engineering club; Scott is working to get in contact with those students via the club advisors.
- Young Eagle's day is scheduled for June 14th - Will have to monitor the situation as we get closer.
- 2019 Young Eagle credits will be received in March. We will need to determine the best use of the credits, but they will need to be applied towards supplies, equipment, or other efforts tied to the Young Eagles program. - Scott to provide recommendations:
 - \$200 Young Eagles Credits have been provided to the Chapter from flying Young Eagles Printer/Banner/advertising
 - Bob Dombek mention we have a Young Eagle banner - Located in Tool Crib

Old Business -

- A member coordinator for the Chapter is still needed. Tom to connect with Brian.
- The Ford Tri-Motor has been canceled at this time. Potential dates for Fall to be discussed.
- Second annual Food Truck Fly-In - Joey Shreve recommendation to cancel at this time. May be replaced with Movie Nights, or rescheduling to the fall.
- New donation of a second Aircraft with Lycoming Engine - Scott Hersha to follow up with Phil Cady to discuss
- Kit committee to meet to discuss final disposition of the donated projects.
- There is a light out on the side of the building making it unsafe after dark. - John Prince & Bill Morris volunteered to procure a new light and fixed. Upon completion a receipt will be submitted for reimbursement.

New Business -

- Build and Fly Bob discussed; it has arrived and he has tested the simulator. - Properly stored in Tool Crib; On hold until until a later date.

6:49pm - Meeting adjourned by Tom Martin

There's a bear in the air!

Here is Doug and Elena Hurd's Patrick flying his pedal plane built by our Tech Counselor Ray Parker. Patrick loves airplanes and always loves camping at Airventure. Happy Landings Patrick! Photo: Doug Hurd

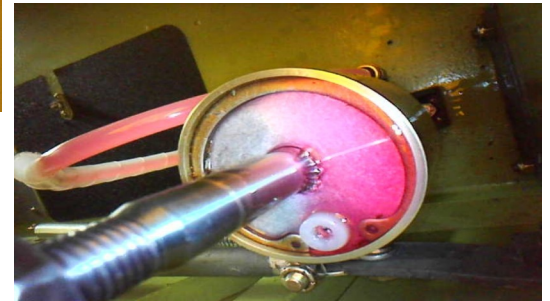


Here was an exotic visitor! An Avanti II dropped in on May 7. From a distance it looked like a Beech Starship. I ran outside later in the nick of time to catch the take off. Quite a handsome machine! Photos: ed.



AROUND THE FIELD AGAIN

I borrowed a Depstech Endoscope from Tom Martin to look for a couple of washers that I lost inside the lower wing of my Tiger Moth while hooking up the aileron linkage. I never did find the washers but ended up using it to inspect a couple of inaccessible nut plates back in the tail cone under the horizontal stab. Then I figured out a way to view my brake master cylinders in the cockpit while pumping brake fluid into the bleeder valves on the wheel cylinders. That would have been a two man job. I hung the camera cable over the edge of the front cockpit and gently clamped the camera end to the rudder pedal near the cylinder. The Depstech connects via WIFI to your phone. With it's built in light I had a perfect view of the overflow vent as I knelt down near the wheel cylinder and opened the bleeder valve. I have since learned that some of you have one of these. That was a well kept secret! What an awesome gadget! I need one of these, but in the meantime, Thanks Tom!!



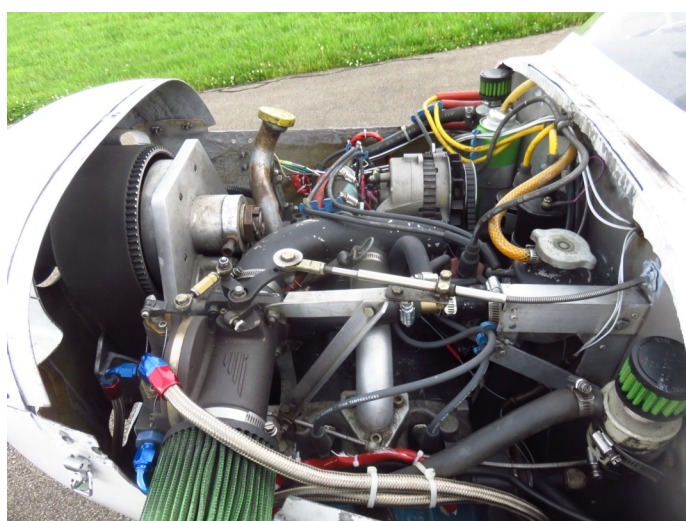
Photos above: ed.

While I'm using the page, I might as well show the results of the first taxi test of my Tiger Moth. It took place on 5/21, and was the first time she moved under her own power. Not everything went perfectly. A brake line popped loose from a master cylinder, making a big mess. The tail wheel will need some adjusting. Still, there were no big horrors. It felt like a big step. You know how it goes, 90% done and 90% to go! Thanks go to Jamie Hicks for standing by as safety observer and for photos. Thanks Jamie! Photos: Jamie Hicks



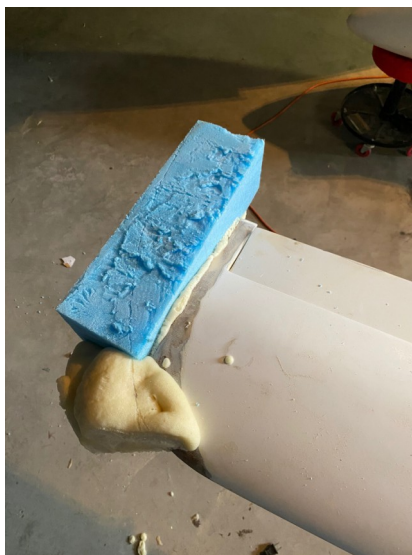
AROUND ANOTHER FIELD, I67

On this page I'm featuring Prez Tom Martin's Merlin. Tom is based at Cincinnati West, I67. Tom purchased his Merlin from another party. Tom said it needed some work to make it truly airworthy and safe. It's powered by a Subaru EA81 engine, spinning a warp drive prop. Tom made some firewall forward upgrades and recently welded up a new exhaust and muffler system. Most important has been the avionics upgrades, especially the transponder. The original transponder died as he tried to add a Uavionix wing tip beacon for ADS-B compliance. He installed a Garmin GTX 327 and made his own wiring harness. See the April 2020 newsletter. Not long after I left I67, Tom notified me that he had received clearance to fly and passed his ADS-B Performance Test. Beautiful Tom! It's just the thing for your new Tail Wheel Endorsement! Congratulations! Photos: ed.



I made some canard tips for my Long EZ last week, from scratch. First I prepped the canard tip by sanding the paint and primer down to the glass. Next I took some foam and made 2 identical cube pieces of blue foam I bought from ACS, with the width and length being the end dimensions of the size of the tips I want to carve. This made duplicating it easy. Next I used pour expanding foam to glue the foam to the canard tip and another batch of pour foam to fill the void on the leading edge. After it was done expanding I made a template of the top down view of the curve I wanted and marked both sides with a Sharpie. For the round curvature from the back side view I used a radius off a spinner I had and marked again both sides. I then trimmed with a multitool and sanded the new canard tip. Next it was time to fiberglass. I glassed only the bottom with 2 layers of bidirectional. I let it cure, then took flox epoxy mix and on the joint seam and the trailing edge put flox edge to give it a structure bond. I then glassed the top half after I layed the flox. I trimmed and filled the next day. Nothing to it.

Jamie Hicks



Photos: Jamie Hicks



How to Contact Chapter 974

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