

TAILWINDS



**EAA CHAPTER
974 NEWSLETTER
JUNE
2020**



Butler County Regional Airport
Hamilton, Ohio



IN THIS EDITION:

JUNE GATHERING/REOPENING!

VMC CLUB WITH BILLY BIE

THE PREZ SEZ

CHAPTER BOARD BUSINESS MEETING

AROUND THE FIELD

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JUNE 7 2020 CHAPTER 974 REOPENING GATHERING

Our June gathering was held outside courtesy of the Morris "Brothers" Tim and Bill's, Hangars. How about this for a re-opening! What a treat to meet in person again after 2 months of Zoom! Our social distancing was challenged somewhat due to the need for shade, but I think everyone was as careful as possible. Hopefully we managed the risk effectively. We were outside which helped to reduce the risk. I counted 36 of us, a good turn out considering the circumstances. VP Joey filled in to run the meeting in Tom's absence.



Kevin fired up the grill and we were served burgers with able assistance from Joey and Roger.



Scott Hersha reviewed the project donations . We have essentially two whole Zenith 601 projects with engines and quite a few accessories. Scott invited interested chapter members to look at the projects to see what individuals might be interested in. We need to make a decision about disposition soon.

Billy Bie told us about his purchase of a Plane Power alternator replacement after his recent in flight alternator failure .

Scott Balmos competed his BFR with Billy Bie. He related his experiences of practicing the "impossible turn during the review.



Pictured left, meet new member Rolf Brunckhorst. Rolf has ordered an RV8 empennage kit. He has a Cirrus which he keeps based at Miami University OXD. Welcome to Chapter 974 Rolf! Good to have you with us!
Photos: ed.

The main topic this month was bird strikes, almost as scary as the “impossible turn”! Here is a partial list of bird strike statistics Billy presented:

- 1) There were 142 reported bird strikes last year, with landing presenting the highest probability of encountering a bird.
- 2) The first reported bird strike came from Wilbur Wright
- 3) 31,000 feet is the highest reported bird strike altitude, but 92% occur below 3500 feet.
- 4) Greatest aircraft damage is to engines, about 32% of all bird strikes.
- 5) Greatest frequency occurs July through October
- 6) There is an increased incidence over active landfills which strongly attract birds
- 7) Probably the most publicized bird strike was Sully’s landing on the Hudson River
- 8) Tom Hogan reported a small bird strike to one of his school 172’s. Damage not serious
- 9) A Cirrus was reported to have a bird strike that required a major engine rebuild.



Second topic was a follow on to last month’s discussion of confusing or incorrect radio terminology around non-towered airports. Billy said we often hear pilots making long final approaches using the intersection name for the final approach fix. For example, the final approach fix for runway 29 is Holger which is named for intersection of two airways. Billy asked how many of us know that it is 6 miles due east of the approach end of 29? Unless we are IFR rated, which is not the majority of us, we have no idea of what that means. The correct and safest way to announce your position at a non-towered field is to state the distance, actual bearing from the airport, and the intended runway. That way all pilots regardless of their rating know where you are. On the other hand, it’s not a bad idea for us non-IFR pilots to educate ourselves. Short of that, never hesitate to ask another aircraft their location when unsure!

As a follow on to our many discussions about the “impossible turn”, your editor shared his recent experience of loss of thrust shortly after takeoff on 29. I found myself with engine losing power as I turned to the southwest to depart the traffic pattern. Needless to say the departure was aborted. I was near pattern altitude and was faced with the choice of lots of S turns to kill altitude for a downwind landing or a shortened downwind and turn to land back into the wind on 29. Fortunately I didn’t have to make the choice. As I reduced the throttle, the engine recovered. I continued downwind to make a normal pattern and landing. A series of trouble shooting sessions with the help of some chapter members revealed a clogged fuel filter. Thanks to those who helped, but mostly thanks Billy for keeping us thinking about these situations and their mighty pucker factor!

The Prez Says – June 30, 2020

Cincinnati, OH

Secondhand Ownership... A Different Building Experience

Hi everyone,

Everyone has their own passions about Aviation... Some enjoy hanger flying, talking about different planes and experiences, a few are passionate technical flying IFR cross-country addicts, some enjoy poking holes in the sky around the pattern on a “CAVU” day, and when it comes to EAA, there are many who have this burning internal passion to have created a flying machine with their own hands, and the help of many.



Today I'd like to talk about a different “building experience”... Secondhand Experimental aircraft ownership. True, there are many a “Lindy” award worthy experimental aircraft on the market that can be purchased, flown daily, loved dearly, and admired by many. But not my Merlin...

Oh, don't get me wrong... I enjoy every aspect of my bird! The fact that someone, in this case Kevin M. Kennedy, took the time and passion back in 1995 to build her in a time when almost everything in our craft was still accomplished by a mail order catalog, and letters of correspondence with the kit manufacturer or plans designer, amazes me every time I sit in the finished product. But things have advanced in our craft immensely, and so should my Merlin.

How I came to own N9082X is a story long enough to fill pages, but she came to me as a wounded bird, her wing “clipped” and damaged in botched delivery when the previous owner sold her to a pilot in Florida and didn't pack her in the trailer to ensure safe delivery. She came without Operating Limitations, without builder records, and many other items that needed to be put back in order, but she came with solid bones, a pink FAA issued experimental airworthiness certificate, and about 290 hours on the airframe and powerplant. I knew she could fly again!

What has transpired since then is a journey of learning, meeting wonderful people in this Chapter who have selflessly offered time and expertise to help me get her back in the air. The best part is that I have been able to look at this flying creation and decide what I would have done differently than the original builder and make her my own creation. This has included many repairs, upgrades, and modifications... Oh, and I did I mention, I get to fly her between all this “building” down time?

I know there are some builders that may take issue with my position, but I do believe secondhand ownership is a “building experience”, full of enriching education, personal experiences, and the pride that comes with completing something that still flies!

So, the next time you are considering a project, break open a copy of [Trade-A-Plane](#), look past the “Lindy's” and find yourself a bird that needs a little TLC. #LetsGetBuilding! Safe landings and stay well!



Tom Martin EAA #1061241
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Photos: Tom Martin

6:10PM - Meeting called to order by Tom Martin

Secretaries Report -

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

Treasurer's Report -

- Total Income \$198 - Space Rental / Beverages
- Total Expenses \$ - Drinks
- Balance \$3,888.67

Young Eagles -

- No change...Looking at options, considering open cockpit, open doors?
- Young Eagle's day is scheduled for **June 14th** - Will have to monitor the situation as we get closer.

Old Business -

- The Ford Tri-Motor has been canceled at this time. Potential dates for Fall to be discussed.
- 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. - Send email.

New Business -

- Set up movie nights, RC simulator for kids, Joey has projector and sound system, food served, masks, byod. - August / September.
- Cook outs... To be scheduled... Bags of Chips... Canned Soda
- Other donations bandsaw, drill press, lathe - either bring in hanger, or sell...Get it over to hanger... Initiative.
- Build and Fly Bob discussed; it has arrived and he has played with the simulator. - Properly stored in Tool Crib; On hold until a later date.

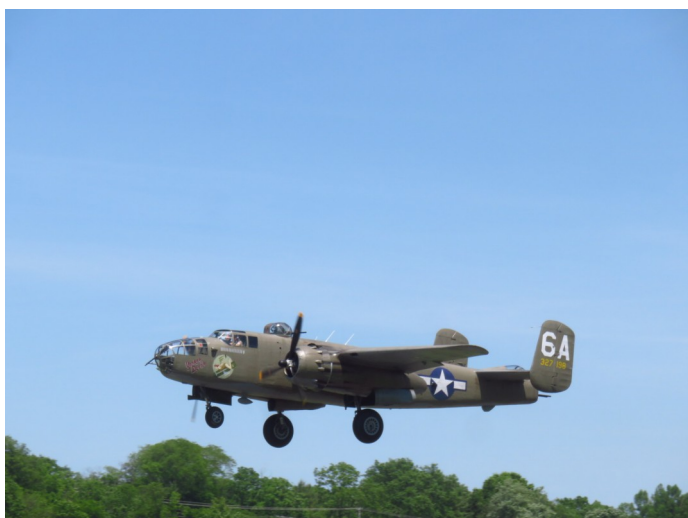
6:49pm - Meeting adjourned by Tom Martin



We get intriguing and interesting visitors at KHAO. Upper left pictures, a Pilatus PC-12.. Photos: ed.



Right and lower row is the B-25 from the Tri-State Warbird Museum, formerly known as "Axis Nightmare" now "Yankee Doodle" as it appeared in the Hulu version of "Catch 22".



Editors note: This story and pictures were sent to me by chapter member Al Kenkel. I wanted to use this to show another example of the wonderful benefits of chapter membership. Please note it's not just about the material benefits but about the beautiful intangibles of friendship, fellowship, and camaraderie. Thanks, Al, for sharing your story!

"About a month ago, I did a touch and go at Moraine and noticed some loss of thrust during climb out. Thankfully able to nurse her back to KHAO, I decided to put her down for her annual which was nearly due. I consulted with Ercoupe Guru Kevin. It became evident that #3 cylinder compression was down to 40/80. Kevin advised me to send the cylinder out for overhaul. The pictures accompanying this story were taken after the cylinder was returned. Kevin began preparing the cylinder for installation. As often happens around the chapter, Ray Parker appeared to lend a hand. It wasn't long before Tom Hogan and Joey Shreve arrived on the scene. Three of the four members of this party were licensed A&P's so what could go wrong? Well, there were a few problems getting the rings installed. It turned out the extra hands were invaluable, and their talents lead to a successful outcome. All the support, effort and time donation overwhelmed me. My heartfelt thanks go to these fellow members of EAA Chapter 974!"

Photos: Al Kenkel





I always find it fascinating to find chapter members hard at work on their projects. Sometimes it involves work on a completed, flying project. At other times it's a member working toward completion.

The upper pictures are of the former situation. Here is Scott Balmos replacing a voltage regulator on his RV9A that decided to "de-regulate". Scott's RV has a glass panel and a fuel injected engine, all requiring a stable electrical supply from dual alternators and a pair of Earth X batteries. Way to go Scott!

Below, I caught John Prince working on his Lancair with its gull wing canopies in place. I had not seen them installed and they appeared to fit beautifully. Sharp! Nice work John!



Photos: ed.

AROUND ANOTHER FIELD, NULLTOWN WINGNUTS, IN.

On 6-25 I paid a visit to a place I had not been for a couple of years, the home of the Nulltown Wingnuts. Located 5 miles due south of Connersville, In. it's a park-like country strip if there ever was one. A little tricky to find, it's tucked in between the Whitewater River and the Whitewater Scenic Railroad line. I wasn't sure if it was still in operation since the original property owner, Art Mahan, had passed away a while back. I was pleasantly surprised to find it still very active and the runway well tended. They serve breakfast on the first Sunday of summer months and throw a big hog roast on the weekend after Labor Day. At first glance the runway looks tight, but I've seen twins go in and out of there. The Wingnuts are a friendly bunch of country boys. I was warmly welcomed! Photos: ed.



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

Catching some shade, what the usual suspects do when the sun beats down and the hangars get hot!

