

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
APRIL 2021**



Butler County Regional Airport
Hamilton, Ohio



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APRIL 2021 GATHERING WRAP-UP

In spite of a chilly 55 degree day, we had a great turnout for the April gathering. As more of us are vaccinated, most recognize it is still important to remain masked to protect those who are waiting for their vaccine. Chapter 974 was good about this for the April gathering. Good for you chapter! Too bad it was a chilly day. We hoped to open the hangar and let the fresh air in. Maybe next month!

Young Eagles: Scott Balmos is planning for a rally on 6/12 to coincide with International Young Eagles Day. Bob Dombek has two kids to get the RC Build and Fly project going no later than end of April. They are Milo Davis and Camden Koedel. Looking for 2-4 more.

Airventure Compound: Kevin announced plans to stake out the compound near 101 Woods. He will go up early with his camper.

Warbird Action at Hogan Field:

April 16-18 C-47 "That's All Brother" will be here on display and offering rides

April 16-17 Tri State War Bird Museum B-25 "Yankee Doodle" will be on display.

June 5 Champaign Air Museum B-25 will be on display and offering rides.

Below: Check out the wonderful refreshments provided by VP Joey Shreve and Secretary Brandi Brewer: Pulled Pork Barbeque and fantastic pudding cups! Thanks Brandi and Joey
Photos: ed.



APRIL 2021 GATHERING CONTINUED

Project Reports:

- Dick King recently had his Glastar painted Pearl White and had vinyl graphic accents added.
- Brian Charlton has been helping Josh Combs recover his Champ and reported fabric work is nearly done.
- Mark Taylor reports that the Verner radial engine he ordered for his Hatz is in the test cell and will hopefully be ready for shipment soon.
- Scott Balmos is continuing work on his new panel for his RV9A. A Completely new wiring harness is in progress.
- Tom Martin is continuing work on his engine monitoring system using a Arduino Board. He gave us a brief show and tell demonstration.
- Rolf (?) reports RV8 wings complete and is waiting for fuselage kit.
- Kevin Gassert's most recent Ercoupe restoration was purchased and went to Florida.

WELCOME NEW CHAPTER MEMBERS

Top right is Scott Brooks. Scott recently Purchased a completed and flying Cygnet light sport aircraft from a builder In Florida. He says the Cygnet has 310 Hours on it. He recently completed his Sport Pilot rating with Billy Bie. His Cygnet is hangared in T3H
Welcome Scott!



Lower right is Mike Kovasckitz. Mike is Currently flying a Cessna 140 . He has Recently purchased a completed, flying RV6. Welcome Mike!



Photos: ed.

VMC CLUB WITH BILLY BIE

Billy opened this month's VMC session with the EAA Question of the month: "What are you required to read back when given instructions or clearance by ATC?" See AIM 4-4-7-b. Read back of correct numbers, especially aircraft identification is especially important. Pilots should always use standard terminology. Communication clarity is critical.



Metal Fatigue: an important consideration in metal aircraft components. See Sport Aviation 4-2021 about a control stick failure due to metal crease, fatigue and subsequent in flight failure. A point made in this article is to have a plan B in case of in flight control failure. The author recommends simulating, at altitude, loss of pitch or lateral control and knowing how to deal with it.

"There I was....." Open forum discussion about traffic pattern problems at Butler County.

1. Turkeys and geese are a known problem on the runway and in the pattern. FBO gives warnings and often goes out to chase away groups of birds. Be alert to other pilot's warnings.
2. Pattern problems: example: C152 established in pattern for runway 29. Diamond approaching on GPS approach for runway 11. Cardinal taxiing for takeoff on 29. Be aware of runway/direction conflicts. Although aircraft on long final approaches are not technically established in pattern and don't have right away, be prepared to adjust your pattern if needed. Don't hesitate to communicate especially if you don't see conflicting aircraft or unsure of type, speed or location.

Getting "back in the saddle": Strategies for flying after not long period of inactivity.

1. Start with some "chair flying". Think through the act of flying and the act of being in control of the airplane. Be confident but have a plan for your flight. Have a plan for calming down and what you will do if your flight is less than perfect. Do this in your "chair flight" first.
2. After not flying for a long time, do a thorough inspection of your aircraft and your readiness to fly. Do you need some dual time first? Choose a good day to fly after a long lull.

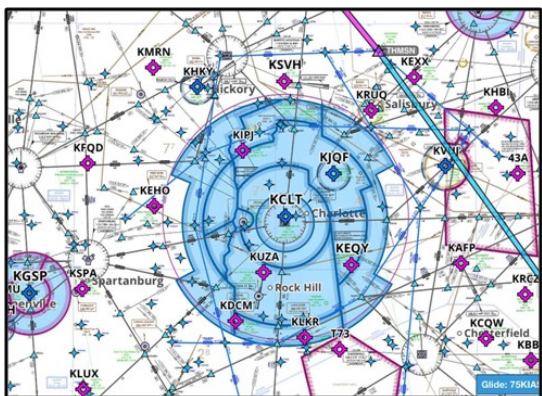
Thanks, Billy, for another great VMC Club session!! You are a terrific resource to Chapter 974! Those of you who miss chapter gatherings and Billy's VMC Club forums are getting a poor substitute from my summary. You can also get WINGS credits by being here.

Photo: ed.

Trying to control our flight destiny...

Hi everyone,

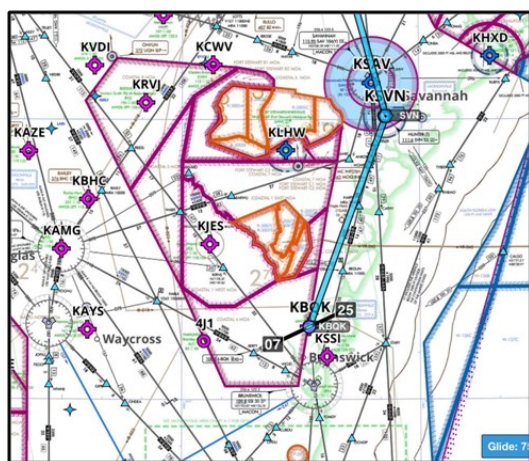
[Continued from March's Prez Says] – Some will say that long cross country flights can only be accomplished by those with their Instrument rating. I'll agree that it certainly helps, and allows you to do it on a somewhat more reliable schedule, but I can attest that shortly after getting my pilots license I flew from Cincinnati to Houston Texas in a Cessna 172 and back all VFR.



While we can't control the weather, I'd like to talk about a couple things we can do while planning long cross country flights that can assist in controlling our destiny during the trip... Specifically your planned course to the destination.

After getting my IFR ticket, I primarily filed "Direct", meaning if flying from I68 to KCRE (Grand Strand, Myrtle Beach, SC) my intent was to fly the route without any other waypoints. This direct route brings you within 8 nautical miles of the Class Bravo airspace of Charlotte, NC crossing through one of the primary flight paths to their runways. Inevitably almost every time I'd reach this point the controller would come on and say "N3537C advise when ready to copy" or "N3537C turn 15 degrees left". Unfortunately this would usually turn into a +15 minute deviation to the East before being allowed to turn back on course. After 3-4 times of this (I'm a slow learner.) I watched approximately where I was allowed to turn back on course, and found that if I simply filed I68 THMSN KCRE, it moved me to ~12.5 miles to the East of the airspace and violá, no more deviations, and this added no appreciable time to the trip. I had controlled my flight destiny!

You may recall in the March letter, I had filed I68, AIK, SVN, KBQK (Brunswick, GA) for our fuel stop. Why the extra waypoints you ask? Well, the AIK waypoint put me on the East side of Augusta's TRSA and lined me up for the Savannah VOR, but more importantly this route put me on the East side of a large block of MOA's tied to Fort Stuart. These MOA's are intermittently "hot" almost 24 hours per day, and by routing myself on the East side I avoided any potential deviation's due to activity. (Turns out these were hot that day, as I listened on the radio to a number of pilots who were routed around them.) Total time added to the flight for adding these waypoints? 5 minutes... Nowhere near the frustration and potential time that may have been added if I would have filed direct.



THE PREZ SEZ, APRIL 19, 2021, CONTINUED

Ok, ok you say... How does this relate to me the VFR pilot? I think a lot.... The next leg of the flight took us from KBQK to KPBI (West Palm Beach, FL – Which is know for it's frequent use of LAHSO... Ever accept one? That's a discussion for another Prez Sez). If you have ever flown in Florida, you'll know that there is a crazy amount of General Aviation activity. It seems like there are planes in the sky everywhere! Using cardinal altitudes, and the Victor airways connecting them, you will be the pilot that ATC appreciates (and grants) when you call up to request Flight Following.

(Tip – When requesting flight following you can say “N12345 request VFR flight following KBQK to KPBI via the Victor 3, altitude 3,500”)

Topped up the 100LL at KBQK and filed KBQK OMN V3 MORGA KPBI @ 3,000. Dinner that night was with family in West Palm Beach, then we were headed to the Bahamas the next day! [To Be Continued.]



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Screen Shots and photo: Tom Martin

UPCOMING EVENTS

IMPORTANT EVENT! SUNDAY, MAY 2—2pm—MARK YOUR CALENDARS!
The chapter gathering will be a “replacement” of sorts for the holiday party which we had to cancel due to Covid concerns. The grill will be fired up and other assorted goodies will be served, but there will be no white elephant gift exchange. Just bring your self and family, relax and enjoy!

Sunday, May 2, Funday Sunday, Moraine Airpark , I73, 8am—? Note: leave Moraine in time for our chapter gathering and cookout.

Saturday, June 5, anticipated date for Champaign Aviation Museum's B-25 visit

Sunday, June 6, EAA Chapter 974 monthly gathering

Sunday, July 11 EAA Chapter 974 monthly gathering

Monday July 26—Sunday August 1 Airventure Oshkosh 2021

07 APRIL 2021 CHAPTER BOARD MEETING MINUTES

6:03 p.m. - Meeting called to order by Tom Martin

Attendees: Thomas Martin, Roger McClure, Joey Shreve, Brandi Brewer, Scott Balmos, Robert Dombek, Stephen Brewer

Secretaries Report -

March minutes reviewed

Treasurer's Report -

Income \$958.00 (\$120.00 from Rent)

Expenses \$34.99

Balance \$4,875.71

Young Eagles -

YE Rally officially scheduled for June 12, 2021, per Scott Balmos. Chapter 974 will receive double rewards at this time from EAA for YE events. Anyone wishing to volunteer should visit <https://youngeaglesday.org/?yedetail&event=7kC98ZOJF> to review details and volunteer opportunities.

Old Business -

Donated Kits to be sold will be posted Barnstormers by Tom Martin.

Chapter By-Laws being revised. Will be sent via email for review/comment and then voted upon. Scott Hersha recommended we consider offering to other Chapters Prop Balancing for \$100 - Consider a spring workshop out to other chapters as fundraiser. Team agreed it is worth pursuing. Will need to investigate parameters around EAA Insurance as an event. THIS IS ON HOLD DUE TO COVID.

Build & Fly aspect for approximately 4-6 children in Bob Dombek's heated hangar (for Milo and friends), to allow Young Eagles, etc. to get involved in RC building has been postponed until warmer weather arrives. Bob is very excited to begin this program.

Inventory and value assessment need to be completed this Spring for all Chapter inventory.

New Business -

Insulation in Hanger needs to be rehung by the back door - A leak was discovered in the roof that needs to be repaired before the insulation can be rehung.

2021 Chapter dues should be paid by members by mailing to chapter or bringing to in-person Chapter Meeting on May 2, 2021.

Joey Schreve, Stephen Brewer, and Brandi Brewer will be preparing Grilled Hamburgers, Chicken, and serving chips and sides for the May 2nd Gathering. Please bring your family, and your appetite!

6:40 p.m. - Meeting adjourned by Tom Martin

Respectively Submitted, Brandi Brewer, Chapter Secretary

TRANSPONDER DAY AT HOGAN FIELD

Saturday, April 10 was a big day at Hogan Field. Pete York of CF Airtronics at Lebanon-Warren County Airport paid us a visit to test our transponders. This is a big deal for those of us that use the airspace around Butler County and south. We live under that big magenta circle, the Mode C veil and unless we are wearing our cloaks of invisibility like Harry Potter on his broomstick (or fly without an electrical system), our transponders must be tested and certified along with a log book entry every 24 months.

The test usually goes smoothly. A VFR test usually takes no more than 15 minutes and almost takes longer to finish the paper work than to perform the test. An IFR test is more involved and sometimes requires that you fly to his shop. Pete tests to see that the Transponder is transmitting correct codes as dialed and the altitude encoder is sending correct pressure altitude. He also tests for proper signal strength.

I never heard the final count for the day, but there were 13 of us on the list. Chapter 974 thanks you , Pete, for spending a Saturday with us. A bunch of us now have our transponders working safely for another 2 Years. Also, a big thanks goes to Roger McClure for setting this up!



Photos: ed.



TIME TRAVEL TO WWII AT HOGAN FIELD

We traveled back in time April 16-18 courtesy of The Central Texas Wing of the Commemorative Air Force and The Cincinnati Warbird Museum, Warbird Squadron 18.

The C-47, "That's All Brother" participated in the D-Day invasion and survived. Now completely restored, it travels around the country to educate us and provide rides. It is operated by the Central Texas Wing of the Commemorative Air Force. It was really something to see it coming and going, all weekend, with loads of passengers, seated along the walls like paratroopers.

The B-25 is the former "Axis Nightmare" operated by the Cincinnati Warbird Museum at Claremont County Airport. It was repainted to look weathered and battle weary to participate in the making of the Hulu movie version of "Catch 22". It was renamed "Yankee Doodle" to become bombardier Captain John Yossarian's, plane., lead character in the story.

Lower Right: Mike Wood made a fast trip from Tennessee to fire up the grill for the troops. We miss you Mike, but it was sure good to see you. Thanks for coming and thanks for the goodies!
Photos: ed.

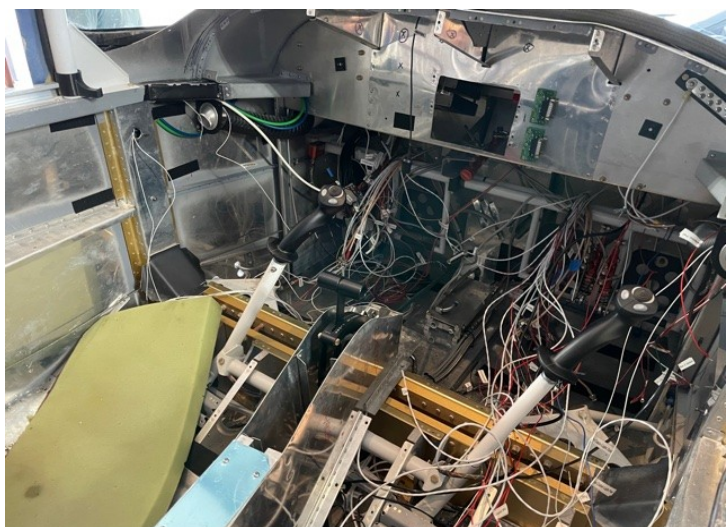


AROUND THE FIELD...MORE PANELS!

Again, this month, it's panels galore! Pictured in first row is Joey Shreve's new panel for his Double Eagle. Left, Joey does final touches including labeling switches and controls. He has installed a multifunction screen on the left side of the panel and a mount for an iPad for navigation on the right side. The right photo shows his panel installed in his Double Eagle. It is a very clean looking panel which replaces the original panel full of steam gauges. It will serve exceptionally well. Nice work Joey!



Below we see a new panel under construction for Scott Balmos' RV9A. Scott started on his new panel almost as soon as he flew his RV back from the paint shop. Scott says he has planned all along to install all new wiring. See the left hand photo. It makes my head hurt but Scott pays close attention to detail. It will be done right! The panel itself is shown in the right photo.. If you look carefully, you will see it resting in the back of his SUV. Scott has been able to work on much of the fine detail work at home such as crimping connectors and making up wiring harness bundles of specific lengths. Being able to do some work at home can really speed up the process. This is first class, beautiful work, Scott! I know you've sacrificed some flight time doing this, but it will all be worth it! Photos: ed.



YOUNG EAGLES RC BUILD AND FLY

Saturday 4-24 we were finally able to start our Young Eagles RC Build and Fly build sessions. The chapter received the kit in March of 2020, just about the time the pandemic took off. The kit was stored in the chapter tool crib until a time we all felt it was safe for us to work in close proximity. After a talk with the kid's dads, we felt it was safe to proceed. Most of us adults in the chapter have been vaccinated, but we and the kids wore masks for an extra layer of protection for everyone. Joe Sabo brought his sons Milo and Mylan. Greg Koedel brought his son Camden, and away we went! For our first build session our Young Eagles built the horizontal stabilizer of the Sig LT-40 kit. Next Saturday we will build the vertical stabilizer and start one of the wing panels. The kids took to this like ducks to water. They did a great job! I don't know who enjoyed this more, me or the boys. Hopefully we can recruit some more builders from our next rally. In the meantime, I am tickled to get this started. What a great way to teach youth the basics aircraft construction. Thanks Greg and Joe, and a special thanks to Brad Payne for pitching in. photos Greg Koedel and ed.



CHAPTER CONTACTS—HOW TO CONTACT EAA 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

AVIATION WISDOM

“The Cub is the safest airplane in the world; it can just barely kill you.”

Max Stanley, Northrup test pilot

“If you’re faced with a forced landing, fly the thing as far into the crash as possible”

R. A. Bob Hoover

“Any landing you can walk away from is a good one!”

Gerald R. Massie, USAAF photographer after crash landing of his B-17, 1944

“You’ve never been lost until you’ve been lost at Mach 3”

Paul F. Crickmore, Lockheed SR-71 pilot

“If the Engine stops for any reason, you are due to tumble, and that’s all there is to it!”

Clyde Cessna, founder of Cessna Aircraft

“When the weight of the paper equals the weight of the airplane, only then you can go flying!”

Attributed to Donald Douglas

Taken from “Slipping the Surly Bonds” by Dave English