

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
JUNE 2024**



Butler County Regional Airport
Hamilton, Ohio



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- **NEW MEMBERS AND VISITORS**
- **THE 3 DOOR AMIGOS**
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COMING EVENTS

- **JUNE 9 CHAPTER GATHERING 2PM**
- **JUNE 15-16 GCRCC RADIO CONTROL FLYING CIRCUS**
- **JUNE 22 CHAPTER MOVIE NIGHT 8PM**
- **JULY 14 CHAPTER GATHERING 2 PM**
- **JULY 22-29 AIRVENTURE OSHKOSH**



GATHERING REVIEW MAY 5 2024

May's Gathering did not disappoint! It's always so nice to have the hangar open as we enjoy good fellowship and good food. Seen on right Dr. Joe Seibert is served by Chef and VP Joey Shreve Joey's awesome Taco Bake Casserole. Joey also responsible for Margarita cake and Roger McClure supplied brownies. Thanks Joey and Roger for feeding us so well and threatening our medicals! Dr. Joe, save us! The goodies were worth the risk! The best head count between Joey and I was 43.



Young Eagles: Coordinator Scott Balmos reviewed the upcoming rally scheduled for May 18. Unfortunately, as we know now, it was scrubbed due to fog and marginal VFR conditions later that morning.



Field Closure: Scott Hersha reaffirmed that that planned runway resurfacing and field closure will begin June 3 and reopen on July 12. There will be some briefer closures in August for grooving and stripe painting.

Chapter Movie Night: Announced by Prez Tom Martin, will be June 22 at 8PM featuring "Top Gun Maverick" It will be held in the Chapter Hangar.

Taco Bake



Roger's Brownies



Margarita Cake



MAY 5 GATHERING REVIEW, CONTINUED

PROJECT REPORTS:

Steve Pollack has his RV7 back from the paint shop. It's stunning in its metallic gray with orange trim. Steve dressed for the occasion in an almost matching outfit. Beautiful Steve and thanks for sharing with us!



Robin Kidder reports her Piper Clipper is flying but she feels it is still burning too much oil. This is a work in progress. How many of us know what that means. Hang in there Robin! We're with you!

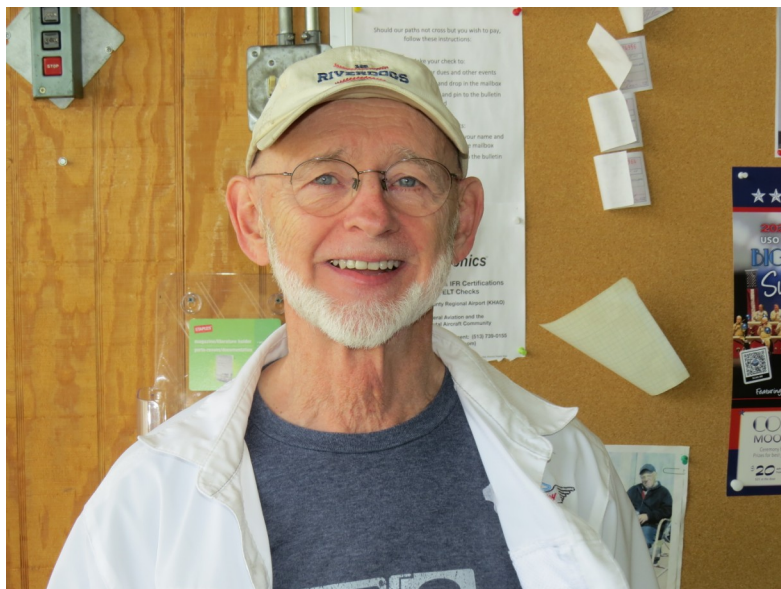
Scott Balmos and Scott Hersha shared their experiences with their reusable, washable oil filters for their RV's. They thought that a filter with medical grade wire mesh would be a great filter concept. Careful analysis after a period of use revealed that the reusable filters did not filter well and tended to clog very fast. One of the best filters they are finding is the WIX filter from O'Reilly's Auto. Amazing guys, and thanks for sharing this with the chapter!

Russ Pfeiffer shared with us an issue he was having with fluctuating oil pressure in his Rotax 912. Russ flies a Kolb Mark 3 powered by his Rotax series 9 engine from his private strip near Darrtown. He initially thought this was a problem with the oil pressure sensor. After trying a remote sensor and several calls to Rotax service reps, Russ discovered that the real problem were small particles of debris that found their way into a small orifice that is part of the oil pressure sensing system. There are several Rotax powered aircraft on the field that can benefit from Russ's discovery. Thanks Russ!!

I Aborted a takeoff with my Tiger Moth. After what I thought was a careful inspection after my Tiger Moth spent the winter on my hangar lift, I missed something small and very critical. As I approached flying speed, my Geo engine began to misfire and loose power. Fortunately I was still over the runway. I was able to land and taxi back to my hangar. I discovered one of the small screws that holds the distributor cap had fallen out allowing the distributor to shift out of time. It was too easy to miss. Ask me if I will miss it again!

Jake Jacobs

Jake is returning to flying after 37 years away. He recently purchased a Luscombe. Can't wait to see it Jake and welcome to chapter 974! Be sure to read his story starting page 9. Thanks for sharing with us Jake and welcome to the chapter!



Mike Matinez

Mike is a former member who originally joined Chapter 974 in 1999. He lives in Madison, Wisconsin and flies in periodically to visit. Welcome Mike!



Nick Stanger

Nick introduced himself as a former member, but I run into him all the time around the field. Good to have you with us Nick!



THE THREE DOOR AMIGOS!



It is important to recognize extra effort that chapter members contribute to our welfare and morale. Even though we've had nice enough weather to have the hangar door open for gatherings, I hope most of us realized that the interior of the door has become a class act thanks to the effort of Roger McClure, Bill Morris and Brian Charlton. From around May 1 through around May 16, these three worked hard to add metal paneling to cover the insulation. It looks fantastic! When you see them please thank the Three Door Amigos...and Boots too! I'm sure he helped!



I'm sorry that I missed the owner of this beautiful Falco. It's owner flew it in for the May Gathering. I apologize to the owner for not recognizing you. Your ship is stunning! Thank you for sharing it with us!



CHAPTER BOARD BUSINESS MEETING MINUTES

6:05 p.m. - Meeting called to order by Tom Martin

Attendees: Grace Hogan, Tom Martin, Bob Dombek, Roger McClure, Scott Balmos, Scott Hersha

Secretaries Report –

- Motion made to wave reading minutes- posted in chapter newsletter.

Treasurer's Report –

Income	\$ 633.50
Expenses	\$ 143.68
Balance: Checking	\$ 3,158.96
I-Bond	\$ 5,502.00
CDs	\$ 10,474.95
Savings	\$ 2,003.35
Total	\$ 21,139.26

Young Eagles –

- Next date: Spring 2024 (May 18th)
- Third Saturday of every month
- Flight Simulator in hanger
- New yard signs for directions on airport

Old Business -

- Financials-
- Increase in dues in 2024: \$25
- MAKE SURE TO PAY YOUR DUES
- Possible new chapter logo
- Changing the new address of the airport with the Secretary of State
- Runway repaving starting around June 3rd. Will be closed for about 42 days and needs 30 days to cure to put grooves in the runway.
- Chapter has been awarded the Gold Status
- Movie night on June 22nd at 8PM Top Gun or Top Gun Maverick- Bring your own chairs and popcorn

New Business –

- New Member Welcome Sheet

CHAPTER BOARD BUSINESS MEETING MINUTES

UPCOMING 2024 MEETINGS

May 5th

June 9th (Movie Night June 22nd)

July 14th

August 11th

September 8th

October 13th- Hanger Crawl

November 10th- Elections

December 8th- Chili Cook-off

6:43 p.m. - Meeting adjourned by Tom Martin

CHAPTER CONTACTS

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 (Scott Balmos)

techcounselor@eaa974.org — will reach technical counselor (Ray Parker)

general@lists.eaa974.org — group e-mail to all chapter members

JAKE JACOBS LUSCOMBE ADVENTURE

Here is the story of my new Foster Child.. N2651K - 1947 Luscombe 8E - O200

My name is John Jacobs, but everyone calls me Jake and some call me the Old Man....I have that on my helmet when I autocross my 1960 Austin Healey Bugeye

I grew up on a farm strip in Clermont county (Goshen Ohio) currently called Hickory Acres. Mark Taylor lives in an old neighbor's house and fly's off of the field to this day.

I sold the farm in 1991/2, quit flying after my dad died in 1985 as life happened (career, kids, mortgage, etc.). My dad (John Sr.) worked so he could fly, that is what we did together. Dad was soloed by Pop Muhlberger in 1934 at Mt. Healthy (Pop started HAO in 1928 and taught Tom's dad and uncles to fly as well). Dad trained as Glider pilot and later switched to Liaison (L5 pilot/mechanic) in WWII.

As for me, after a 37 year hiatus, and looking at my 70 BD coming, I decide I better get back to it or miss my window.

So last October, I took AOPA's Rusty Pilots coarse, passed a Class III and contacted Tom Hogan. Started working with Leonora in the 152 and later Billy in the PA11. Billy signed my biannual in April.

My original goal was just to be able to rent the Cub and go around the patch on nice nights. I live in Fairfield, 10 minutes from HAO.

Well... Next thing I know I am scouting out hanger space at HAO and thinking about what type of ad-diction I wanted.

So after a lot of thought, decided I wanted a side by side, stick with a starter. I really loved the PA-15 Vagabond that dad and I put the C-85 from his Smith Mini (DSA-1). I found out 30 years later, my mom made Dad get rid of the Mini after she saw me high speed taxing during my freshman year at XU.

I researched all my dad's past airplanes. Knowing

that you can not install a starter in a C-85 Vagabond swap (at least back in the day). I narrowed it down to a PA-16 Clipper and a Luscombe 8E. Dad had a Luscombe 8A when I was born and through 3rd grade. Has to be the 1st airplane I ever rode in, but my memory does not go back to being an infant.

So constant monitoring of the Trade a Plane and Barn Stormers started. I would get the CD from the FAA on potentials. I decided I would NOT buy a project, I have a backlog of LBC (Little British Car) projects (40 year in the Ohio Valley Austin Healey Club).

I really could not find very many PA-16's and was a little shy on a tube and fabric bird due to their age. Luscombe's seemed the logical choice and there were a few to choose from on the market. I re-searched Luscombe's every way possible I could. I discovered there were/is/are a Luscombe Foundation/Endowment and you can actually buy a new one if your pockets are deep enough. I discovered that a guy named Doug Combs in Chadler AZ (Pheonix) is Mr. Luscombe and has re-built/restored scores of them, holds numerous STC's and supplies parts directly and through Univar and others to keep them flying. He is very passionate about the mark

I found myself using ones he had on hand in as a bench mark. N2951K in Prescott AZ would come in and out of the market. It was a the top end of the price curve. After very close scrutiny of the FAA CD, I found that Doug restored N2951K in the late 90's and did all the major upgrades, Spar inspection access, O200 w/std crank, new jugs, etc., Ski strut gear upgrade, Gear box replaced, roller Bearing pulleys, and a few other goodies. The type of restoration I do on my LCB's. I restore to keep, not to flip.

So I finally quit doing the comparisons, decided to up the budget and made a deal. Doug later told me after I contacted him about N2851K . A a deep pocketed Grandpa bought it, brought it to him to do most of the heavy lifting with the intent of making a time builder for his grandson. It was a father and son project for grandpa's airline captain son. Doug did the bones and they finished the project.

N2951K was flown for about 400 hrs. and then sold to an older deep pocketed guy in CA in 2005. He put it in one of his hangers and forgot about until 2019. Got it out, had a professional shop go through it, brought back into license and had it ferried to Prescott where he also had hangers. The thing is he does not fly, he gets locals to fly him in his toys. He is aging and N2951K has only had very minimal hours in the last few years and has been on and off the market.

So I bought/was buying a plane 1500 miles away in the AZ mountains. After a few iterations, the plan worked down to fly Billy or Leonora out with me, fly it back, hopefully before June 3rd. I flew out on Sunday (5/19), Leonora had a wedding and came out Monday.

I met Doug Combs, he had his business partner fly us to Prescott in a 172. Early AM Monday we headed south to Chandler. We had to fly over a small 8500 foot hill and then down into the valley to Chandler/Phoenix. From there Doug took me to a rural air strip and showed me the skills he felt we needed to survive west Texas on the way home. I quickly realized that I was not capable of acquiring those skills in a few hours. Leonora got an intro flight late in the PM with Doug.

So the focus turned to Leonora acquiring as much time as need before we would leave. My time was secondary. Well on Tuesday AM with Leonora's attention to detail and a few observations from Doug on the trip down, we decided to perform maintenance that was obviously glossed over during its last few paper annuals.

I thought I bought a 90, in reality I bought a very solid 80 with a few warts. Over the next 3 days, we installed a new light weight alternator (Doug did not have a LW starter), new tail wheel tire, new tube, new spring, correct control springs and chains, disassembled/inspected the steering mechanism and re-rigged it, replace the heat tubing, the carb heat muff, replace the wrong yokes used in the disk brake and rudder cables (that did not allow the proper adjustment), adjusted them properly, thoroughly reviewed the wiring and checked the spark

plugs.

By the end of the week we had the airplane in a shape that we felt would be safe over the foot hills of the Rockies and West Texas. But there was a bad weather over the West Texas. We thought it better to come home via Delta as both I and Leonora would be running into other commitments waiting for the weather to clear.

So the plan now is to have Doug and his A&P business partner apply their skills to bring it to 95% and ferry it to Ohio sometime in the next couple of months.

In the end, we did not accomplish the direct mission, but accomplished something greater; I got in 4+ hours of flight/instruction from the foremost expert on the Luscombe (4000+ hours with 1000+ of instruction in the make/model), and the knowledge that I need to up my game to be safe in my new foster child.

Leonora received around 10 hrs. with the intent to bring those skills back and spoon feed the old man; I got to know my airplane mechanically up close and personal with what has to be the most knowledgeable A&P's in the make and model (I was in heaven wrenching with Doug and Dale);

I will have what I had planned on...A solid side by side stick tail dragger, at home, in a month or two, and a competent CFI trained by the best.

The mission was a complete success from my point of view.

The icing on the cake, Doug was more than reasonable when invoicing me for his efforts and I made a new friend.

Win, Win, Win

John (Jake) Jacobs

See Next Page For Pictures

MEET N2951K, JAKE'S NEW RIDE

