TAILWINDS 25







EAA CHAPTER 974 NEWSLETTER OCTOBER 2025





IN THIS EDITION

- SEPTEMBER GATHERING REVIEW
- VISITORS AND NEW MEMBERS
- CHAPTER STARS AND CONTACTS
- THE PREZ SEZ
- BUSINESS MEETING MINUTES
- YOUNG EAGLE RALLY SEP 20
- WARBIRD FLYING SHOWCASE SEP 27
- SWORFI @ WINEMILLER FARM SEP 28
- MOSAIC SUMMARY, JOE SEIBERT

COMING EVENTS

- OCT 12 HANGAR CRAWL AT CHAPTER GATHERING
- OCT 18 YOUNG EAGLE RALLY
- NOV 9 CHAPTER GATHERING, ELECTIONS



SEPTEMBER 2025 CHAPTER GATHERING REVIEW

Chapter 974 had another great gathering for September. Trying to get a good attendance count is like trying to hit a moving target, but my best and third count was 51. Good job 974! Thanks to Stephen and Brandi Brewer we were well fed! Thanks guys!!There were

several project and flight reports this month so, for a

change, I'll start off with those.

PROJECTS

<u>John Wilemski</u> has completed weight and balance calculations on his Cozy and hopes for his FAA inspection and Airwothiness Certificate soon

<u>Steve Rumsey</u> has his RV back from HANGAR 74 paint shop and is very pleased with the result. He is based at Warren County.

<u>Leo Krebs</u> completed weight and balance on his Zenith 750

Manu Ramesh proudly announced the completion of her Connecticut Chapter's RV12

<u>Gary Boehm</u> reported on a flying trip to the Piper Museum in a Cessna 340

<u>Bill Hauck</u> gave us an update on Butler Tech's new building which is almost complete. He asked chapter members to consider acting as mentors for student projects.

Russ Pfeiffer has worked through carb issues on his Rotax powered Kolb Twinstar light sport aircraft. He reports

he is happy to have it flying again. He has his own strip near Darrtown.

<u>David Winter</u> continues work on his Zenith and is working on his Tailwheel Endorsement at Red Stewart Field.

<u>Randy Adams</u> won second place in major radio control scale event at Academy of Model Aeronautics Center in Muncie Indiana. See Page 5

<u>Bob Dombek</u> reports having flown 43 hours in his Tiger Moth. After 2-3 more test flights he plans to enter completion of Phase 1 Flight Testing in the aircraft log.







GATHERING REVIEW CONTINUED

YOUNG EAGLES

Chapter Young Eagle Coordinator Scott Balmos reviewed our previous rally where we flew 19 kids. Our next Rally is September 20. There will be 10 pilots to fly at least 21 kids. There will be a report in this edition.

PRESIDENT'S COMMENTS

Chapter President reminded us of the following events:

Hangar Crawl October 12

Elections November 9 along with a nominating committee that will seek candidates

Chili Cookoff December 14

Christmas Party January 10 at previous location,

Best Western Hannaford.

ACTIVITEES COMMITTEE PROPOSAL

Brandi Brewer wants to start an activities committee. It's initial purpose will be to plan and coordinate fly-in's. She is proposing an initial fly-in October 2026. It will be kept modest to start with, probably an easy luncheon. More on this to follow.



MOSAIC SUMMARY

Joe Seibert briefly summarized MOSAIC which will go into effect on Oct 22 and will have significant impact on aircraft and pilot rules for Sport Pilots. Joe will provide a more detailed summary for this edition.

<u>LIGHT SPORT AIRCRAFT INSPECTION AND MAINTE-</u> <u>NANCE</u>

Jason Pratt, chapter tool crib manager, introduced the possibility of setting up training classes for Light Sport Aircraft Inspector and Mechanic Certificate. He pointed out that many chapter members have aircraft that they did not build that will become light sport eligible. Normally a builder receives a Repairman's Certificate and can do their own repairs and inspections. A non-builder must use a licensed A&P to repair or inspect their aircraft. The Inspector/Mechanic training would allow owners to perform their own inspections. Jason says there





appears to be strong interest in the chapter to take the training..Chapter members Bruce Brillmier and Bob Oveman are already authorized to teach the inspector course.. More to come on this.

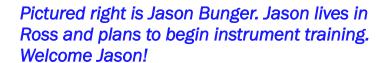
WELCOME NEW MEMBERS AND VISITORS

Please welcome Todd and Sara Schwegel. Todd and Sara are a father and daughter team. Sara recently moved here. Todd is visiting his daughter from Livermore, California where he is a member of the EAA Chapter there.





On left is James Hawkins. James is a student pilot and is interested in building. Welcome James!







On left is Clay Witmer-Gautsch. Clay is a student pilot flying with Billy Bie at Hogans. I had it on good authority that Clay is taken with yellow biplanes, my Tiger Moth in particular. I promised Billy to show him my plane. Do you think he was excited? I loved sharing it with him. Welcome Clay!

CHAPTER STARS AND CHAPTER CONTACTS





I particularly wanted to show chapter member Randy Adams Nieuport again. He won second place in Expert Sport Scale at the Academy of Model Aeronautics site in Muncie, Indiana. This was no small achievement. Muncie is the world home of model aeronautics. The competition for scale appearance and flight characteristics had to be incredible. Randy's craftsmanship speaks for itself. Randy is also a full scale pilot; doesn't it look like he could just crawl into the cockpit of his Nieuport? Well done Randy! Congratulations!!

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)

<u>youngeagles@eaa974.org</u>— 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

THE PREZ SEZ

Enjoy the Journey... and Consider Insurance!

Hi everyone,

For those of you who made the pilgrimage to Oshkosh this year, I hope you returned home safely with your notebooks full of ideas, your cameras full of photos, and perhaps - for some of you - a kit on order!



Speaking of kits on order, if you're one of the lucky folks who came home with plans to build, there's an important topic I want to address: Project Insurance. This is something you want to tackle early in your build process, not when you're ready for first flight.

I recently went through the insurance process myself again, and I want to share what I learned along with two excellent insurance agents who specialize in experimental aircraft, and understand the difference between Project Insurance, and the completed project.

In my case. I needed \$1,000,000 liability insurance with Cincinnati West Airport listed as additional insured – this was a requirement of my hangar lease agreement. While I chose not to carry hull (kit) insurance on my kit/ plane during construction, here's an important tip: the pricing breakpoint is at \$25,000. What this means is if you're looking for hull (kit) coverage, whether you ask for \$12,000 or \$25,000, you're going to get the same quoted price. So if you're going to insure the hull value, you might as well go for the higher coverage amount.



Madison Clipp

Account Executive Travers Aviation Insurance 314-963-9080

mclipp@traversaviation.com

Jim Stewart

Acrisure Aerospace

Email: jistewart@acrisure.com

Office: 866-647-4322 Direct: 830-895-6129

traversaviation.com

Key reminders this month:

Our next Chapter Gathering will be on Sunday October 12 at 2:00pm.

For those still buzzing from AirVenture, remember that the inspiration you felt walking among all those beautiful aircraft can fuel your own aviation dreams. Whether it's finally starting that kit, finishing a restoration, or simply flying more often – now is the time to turn those dreams into plans, and those plans into reality.

All for now... I'm looking forward to seeing everyone at the gathering on Sunday October 12



Blue skies! Tom

Tom Martin EAA #1061241 President, Chapter 974 E: President@EAA974.org

C: 513-417-1430

SEPT 2025 CHAPTER BUSINESS MEETING MINUTES

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

Attendees: Grace Hogan, Roger McClure, Tom Martin, Bob Dombek, Billy Bie, Brandi Bruwer, Steven Bruwer, Jason Pratt, Joey Shreve, Scott Hersha, Mark Reising, Scott Balmos, Ray Parker

Secretaries Report –

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

Treasurer's Report -

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Income $ 575.85

Expenses $ 138.47

Balance: Checking $ 4,360.00

CDs $ 16,475.49

Savings $ 1,004.40

Total $ 21,840.12
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Young Eagles -

- Next date:
- September 20th, October 18th
- Possible Young Eagles Rally for Butler Tech new students in August
- September 20th: 10 pilots, 8 flyers

Tool Crib-

- How to use bead roller
- New donation: Sheer, pop up tent

Old Business -

- Ray Scholarship- Applied and APPROVED for 2025. Applicants working in their applications.
- Windsock getting replaced
- Possible purchases for hanger: speakers for back of hanger during meetings.
- Fly-in in October 10, 2026 11-4. Brandi going to coordinate

New Business -

- Billy and Scott H. to attend Airport Users Group.
- Layout 5 year plan for Chapter
- Mosaic Course through Rainbow Aviation
- Christmas Party at the same place
- Possible new purchase: Heat Pump for hanger
- Reach out to Bob or Roger if interested in running for a Board position
- Menu: Hamburgers and Hot Dogs

SEPT 2025 CHAPTER BUSINESS MEETING, CONTINUED

UPCOMING 2025 GATHERINGS

September 14th

October 12th- Hanger Crawl

November 9th- Elections

December 14th-Chili Cook Off

January 10th- Christmas Party

7:17 p.m. - Meeting adjourned by Tom Martin

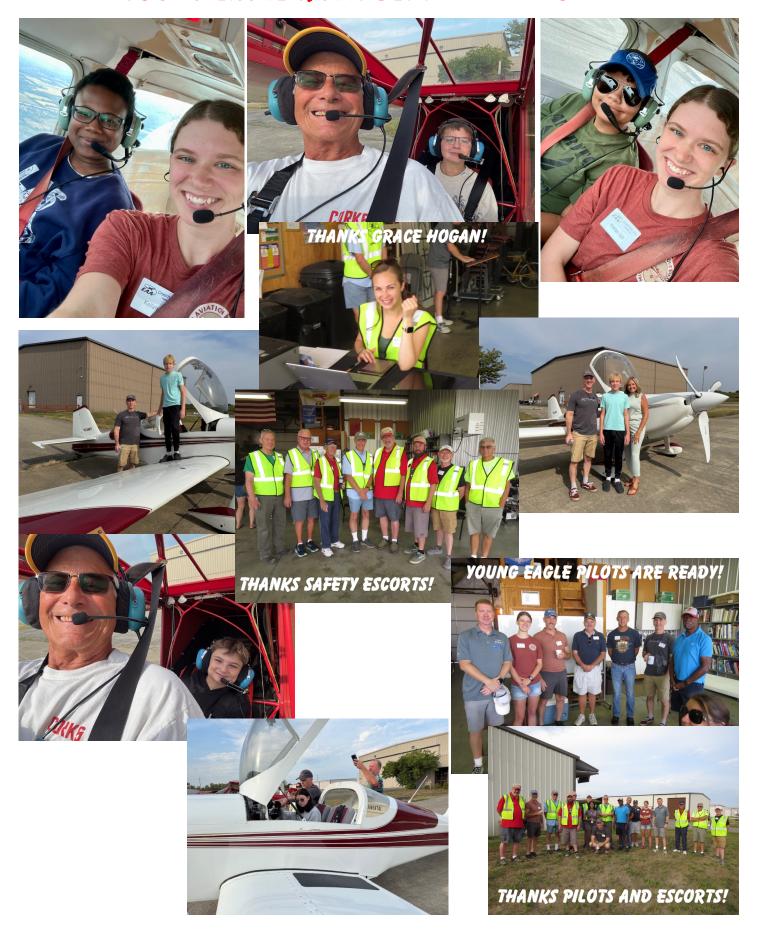
YOUNG EAGLE RALLY SEPT 20 2025

Thanks to our Chapter 974 Young Eagle Coordinator, Scott Balmos, we pulled off another successful Young Eagle Rally flying 22 kids. It could not have been done without great volunteer efforts from pilots and the ground support. There were several members of the Warbird Squadron 18 helping our chapter. See all the green vests in the pictures. Having parents and kids escorted out to their assigned aircraft has been a great safety move for our rallies. We have one more rally to look forward to this year. Lets keep fingers crossed for good weather and a good turnout. Thanks to all for making this a fun, successful rally!





YOUNG EAGLE RALLY SEPT 202 2025



CINCINNATI WARBIRD MUSEUM FLYING SHOWCASE SEP 27

Nancy and I attended the Cincinnati Warbird Museum Flying Showcase on Saturday September 27. It was held along the runway at Clermont County Airport. The audience was given the wide grass area along the runway in front of the museum hangars which put the afternoon sun nicely behind our right shoulder. The acts were the PT 17 and PT 22, two Piper "L-Birds", Two beech C-45's. A P-40 and P-51 known as Cincinnati Miss, a 16A Albatross and the Museum's B-25. Narrated by Rob Reider, the pace was relaxed which allowed time to hit the food trucks and even wander over to the museum hangars between acts. Hope these pics tell the story. Thank you Cincinnati Warbirds for a great show!

























2025 SOUTH WEST OHIO REGIONAL FLY IN SEP 28

The South West Ohio Regional Fly In, aka SWORFI made it to the history books this year after being weathered out in 2024. It has become the annual fall fly-in picnic sponsored by EAA Chapter 174 and Hosted by Todd Winemiller at his spectacular farm airfield. Several Chapter 974 members made the trip this year as well as folks from more distant points. As always, we enjoyed great food and wonderful fellowship on a specially beautiful fall day. I don't think anyone went home hungry. Thank you Todd and EAA Chapter 174 for making this great day possible.

























MOSAIC SUMMARY & HIGH POINTS BY JOE SEIBERT

- 1. The so-called "driver's license "
 Sport Pilot privileges can be practiced by any private pilot or higher.
- Have a prior FAA medical or Basic Med in place dated on or after July 2006 that is current or expired but not rescinded.
- Fly an aircraft that meets the new LSA standards and has a maximum of four seats, however only two of the seats can be occupied.
- 4. There is no weight limitation.
 Speed limitation is 250 KCAS due to the requirement that operating as a Sport Pilot mandates of an LSA category aircraft which has this restriction.
- 5. Operating as a sport Pilot must be in an LSA aircraft with a clean stall speed no greater than 59KCAS even though LSA aircraft themselves may have a clean stall speed of up to 61 KCAS
- 6. Flight in controlled airspace is permitted based on prior private pilot certification and can be signed off by a CFI for those who are seeking Sport Pilot as their first certificate.
- 7. Private pilots may operate as a Sport Pilot in aircraft with constant speed propellers and retractable landing gear with appropriate CFI endorsement as these features are now featured on LSA aircraft.
- 8. Private pilots may not operate at night or IFR under Sport Pilot privileges.. Night or IFR flight is permitted only with Basic Med or a traditional FAA Medical Certificate.
- 9. For the majority of us who are at least private pilots, the so-called "drivers license' may cover everything we need for recreational flying.
- 10. A wide variety of aircraft qualify for LSA status now. Daytime VFR and controlled airspace operations are all allowed.
- 11.If night flying or IFR is desired, or use of an aircraft that does not meet the wider new LSA criteria, a minimum of Basic Med is required.
- 12. Anyone who would like to discuss these changes with respect to their medical situation is welcome to contact me.
- 13.Please note the attached link to the MOSAIC pdf ror more details. Joe Seibert

CURRENT RULE	SPORT PILOT 2.0
1,320 pounds*	None
45 KCAS	59 KCAS
120 KCAS	None
2	4 (but only two occupants permitted
Fixed-pitch or ground- adjustable propeller, fixed landing gear*	Constant-speed propellers and retractable landing gear permitted with endorsements
Single, reciprocating	Single of any type**
None	Yes, with endorsement and current FAA medical certificate or BasicMed
	1,320 pounds* 45 KCAS 120 KCAS 2 Fixed-pitch or ground- adjustable propeller, fixed landing gear* Single, reciprocating

^{*}Under the current rule, seaplanes may weigh 1,430 pounds and may have repositionable landing gear.

^{**}Sport pilots may not receive type ratings, which practically limits their ability to fly most turbojet aircraft.

S-LSA AND E-LSA AIRPLA (must be built to industry consensus stand	7.00	
	CURRENT RULE	LSA 2.0
Maximum Gross Weight	1,320 pounds	None
Maximum Stall Speed	45 KCAS V _{S1}	61 KCAS V _{S0}
Maximum Airspeed in Level Flight (VH)	120 KCAS	250 KCAS
Maximum Seats	2	4
Propeller and Undercarriage	Fixed-pitch or ground- adjustable propeller, fixed landing gear	Constant-speed propellers and retractable landing gear permitted
Powerplant	Single, reciprocating	No restriction
Permitted Use	Personal Hying, Instruction, Glider Towing	Personal Flying, Instruction, Glider Towing, Aerial Work*

*Aerial work is commercial activity that does not involve the carriage of persons or property for compensation or hire (e.g. pipeline patrol, aerial survey). Such use must be permitted by the manufacturer and the aircraft must be operated by an appropriately rated pilot.



