

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
DECEMBER 2025**



Butler County Regional Airport
Hamilton, Ohio



IN THIS EDITION

- **CHAPTER GATHERING REVIEW**
- **BUSINESS MEETING MINUTES**
- **CHAPTER CONTACTS**
- **JOHN LABARRE'S WACO RESTORATION**

COMING EVENTS

- **DEC 14 CHAPTER GATHERING AND CHILI COOKOFF**
- **JAN 10 CHAPTER CHRISTMAS GATHERING @ BEST WESTERN HANNAFORD 5900 E GALBRAITH 5PM**



CHAPTER GATHERING NOVEMBER 9 2025

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The weather for our 40+ November gathering meant a closed hangar door for the first time since April. I guess it had to come eventually, but fortunately, with the door down, we were comfortable without the heater's roar. As always Joey and Brandi took good care of us with Joey's chicken and dumplings and Brandi's superb cakes. Thanks guys!!



ELECTION DAY!

Chapter officer elections were held. Jason Pratt was elected president and Robin Kidder vice president. Congratulations Robin and Jason! Since Robin was working and unable to attend, I will wait for a future edition to publish pictures of our new officers.



YOUNG EAGLES

Young Eagles Coordinator Scott Balmos was unable to be with us until late in the gathering but he has scheduled all of next year's rallies which can be found in the business meeting minutes. Total flown for 2025 was 71 which Scott said was pretty amazing considering our first 3 rallies were cancelled. Thanks Scott for your efforts and thanks pilots and volunteers!



PROJECT REPORTS

Tech counselor Ray Parker reported on Joe Seibert's RV3 and RV9 projects. He has had a good chance to look over Joe's 3 and Joe told us he is waiting for his 9 panel.

Steve Pollak has been working on an on-going overheating problem with his RV7 which he hopes to have solved. He has installed a new set of magnetos.

Bill Hauck reported the Butler Tech RV12 project is suspended until after the holidays.

Leo Krebs has worked out a fuel flow problem on his Zenith 750 Cruiser.

NOVEMBER 2025 CHAPTER GATHERING, CONTINUED

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OTHER NEWS

Leonora Pallotta will start First Officer Training with PSA Airlines at their Dayton headquarters on Nov 19. She has been a flight instructor at Hogan's for several years now. I have done a couple of flight reviews with her. I know her to be a terrific instructor. Congratulations Leonora! We could not be more proud of you!

Leonora's friend, Rachel Cogen, visited with her and told us about her experience flying as a Captain with Dynamic Aviation. It sounds like she is developing a great career. Thanks for sharing your story and experience. Good to have you with us!

Jason Pratt has been researching a heat pump system for the chapter hangar which will provide both heat and air conditioning. The chapter took a preliminary vote as to whether to proceed. Jason will present the systems to the chapter board at the next business meeting. A final presentation will be made to the chapter. Then the chapter membership will take a final vote.

Mark Reising attended the EAA Chapter Leadership Academy on October 23-24. A report will be forthcoming.

Chapter secretary Grace Hogan requested volunteer help for Brandi as she organizes the Chili Cookoff. Volunteers will be needed for set up, serving, and cleanup. This will take place at the December Gathering.

Seen right are father and son duo Steve and Jackson Blight. Jackson is a junior in high school and is very interested in aviation. He wants to become a naval aviator. Jackson, Chapter 974 will do everything in our power to help you toward your goal. Welcome Steve and Jackson!! Please come back!



CHAPTER BOARD BUSINESS MEETING MINUTES

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6:04 p.m. - Meeting called to order by Tom Martin

Attendees: Grace Hogan, Roger McClure, Tom Martin, Bob Dombek, Mark Reising, Scott Balmos, Brandi Brewer, Steven Brewer

Secretaries Report –

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

Treasurer's Report –

Income	\$ 1,097.76
Expenses	\$ 81.12
Balance: Checking	\$ 4,787.17
CDs	\$ 16,840.23
Savings	<u>\$ 1,004.48</u>
Total	\$ 22,631.88

Young Eagles –

- Total for 2025: 71 kids flown
- Next date:
- Spring 2026

Old Business -

- Ray Scholarship- No candidate for this year. We will reapply for next year.
- Possible purchases for hanger: speakers for back of hanger during meetings and heat pump (getting estimate)
- Fly-in in October 10, 2026 11-4. Brandi going to coordinate
- Layout 5 year plan for Chapter
- Mosaic Course through Rainbow Aviation
- Reach out to Bob or Roger if interested in running for a Board position
- Dues for 2026 \$25
- Chapter Recognition for 2025. Gold.
- Scheduled 2026 Chapter Gathering and Young Eagles dates
- New member information packet
- Migrating the website to the new system

New Business -

- Christmas Party: \$30 per person, Same Place
- Elections this meeting
- Chili Cookoff participants need to tell Brandi
- Menu: Chicken and Dumplings

CHAPTER BUSINESS MEETING MINUTES, CONTINUED

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UPCOMING 2025 MEETINGS

November 9th- Elections

December 14th- Chili Cook Off

2026 January 10th- Christmas Party

February 8th

March 8th

April 12th

May 17th

June 14th

July 12th

August 9th

September 13th

October 11th- Hanger Crawl

November 8th

December 13th

2026 Young Eagles: April 11th, May 16th, June 20th, July 11th, August 15th, September 19th, October 17th

6:35 p.m. - Meeting adjourned by Tom Martin

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

JOHN LABARRE'S WACO 10 RECONDITIONING

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Here is a great story sent to me by chapter member John Labarre. John flew his WACO 10 model ASO to Broadhead, WI, with his wife Linda as copilot on Oct 11, for partial reconditioning of some of the fabric and finish. He plans to make several trips over the coming winter to participate in the work. Chapters of John's story will appear in future editions.



"My Waco 10's restoration was finished in 2000. After 25 years, the butyrate dope finish on the top of the center section, the portion of the wing above the fuselage, was cracking and something needed to be done to remedy it."



According to Consolidated Aircraft Coatings, the manufacturer of the Polyfiber and Randolph/Ceconite covering systems, fixing the cracked butyrate dope is best done by either recovering the structure or application of new finishing tapes over the cracked areas. Either method was going to require removal of the center section, so we opted to recover. Since it would be unlikely that the final topcoat of the center section would match the color of the adjacent wing panels,, and since the wings were removed to do the center section work, we will lightly sand the wings and apply a new topcoat to everything so that all will match. Here are some pix of the airplane and wing removal.



Left is the uncovered center section, careful inspection revealed no condition issues.



Below, right Two wing racks made on day one, using EAA's design. Biplane has four wing panels, so two racks were required. This design is very good, but did need a modifications to keep wing from resting on the lower outside plywood gusset near the bottom of the rack. (See lower right on next page)



Seen left a mechanical fork lift. A drywall lift could be modified for supporting the wing. The tail is raised to level the wing to the forklift.



JOHN LABARRE'S WACO 10 RECONDITIONING

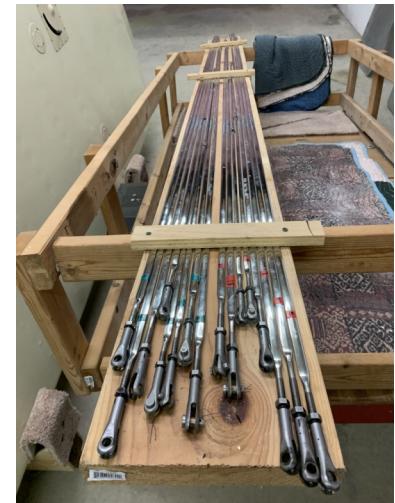
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Ailerons were removed first, then removal of all cotter pins (lots of them!) followed by marking wires and struts with colored tape. Red tapes=port side, green tapes= Starboard side. Tape is placed on lower portion of wire or strut to aid in orientation.



Lots of wires and hardware secured for safekeeping!



Seen left, besides struts and wires, the pitot/static lines had to be disconnected on both ends from fuselage and from pitot/static tube and aileron pushrods had to be disconnected at fuselage and at lower ailerons.

On right: was the fix for keeping the wing from resting on the wing rack gussets: Removal of gussets and replacement of "L" brackets.

