

TAILWINDS



**EAA CHAPTER
974
NEWSLETTER
MAY 2025**



Butler County Regional Airport
Hamilton, Ohio



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CHAPTER GATHERING REVIEW APRIL 13

Here we are again with VP Joey Shreve serving a wonderful mildly spicy stew to 55+ of us. Michael demonstrates his courage by sampling Joey's stew. He may never need to prove himself in any other way! Seriously, Joey's stew was terrific and was enjoyed by all. Thank you Joey!



Young Eagles Rally:

Young Eagles Coordinator Scott Balmos announced that there are 12 pilots, 10 ground crew for only 8 kids signed up so far for our next rally on May 17. We will begin using ground marshallers who guide returning flights to parking. Each will manage up to 6 planes. The Warbird Squadron and the Greater Cincinnati Radio Control Club hope to have some planes for static display. The flight simulator is undergoing some repairs and is a work in progress.



May Gathering:

Prez Tom Martin announced that the May Gathering will be one week late, on May 18, as Mother's Day will fall on our regular second Sunday.

Butler Tech:

Bill Hauck and Randy Adams, who work as volunteers with Butler Tech, are seeking additional volunteers to assist students with the school's RV12 project. They are currently working on the empennage. Tango Flight is the sponsoring organization. See Tangoflight.com to see their progress and additional information.

Projects:

Howard Plevyak announced that he is selling his 2016 Glastar and hangar, T6C..

Steve Pollack changed his Hartzell Prop to a Whirlwind 3 blade and thanked Jason Pratt for his help

Steve Rumsey has finished building his RV-9A. It is being painted by Hangar 74 in Mt Vernon. It will require 6 weeks

Robbin Kidder's Piper Clipper "Honey Badger" is now flying after test flying by Tom Hogan. She reports oil pressure OK at cruise but low at flight idle. Making progress!

APRIL CHAPTER GATHERING REVIEW CONTINUED

Keilah Gill is applying for an internship to qualify as a missionary pilot. More to follow.

Scott Balmos told us about his experience flying to and from Sun-N-Fun. He got some IFR time going and coming. He reported lower numbers in homebuilt camping. He stated he saw nothing new to report in vendors.

Welcome to our guests this month. Seen below is Kaden Brashers and Julie Balvien. Kaden earned his private pilot certificate on March 25 and will be working toward an instrument rating. Congratulations Kaden and welcome to Chapter 974.



Check the great crowd at the April Chapter Gathering. We used all our chairs again with some folks standing. It seems that using all our chairs after just having purchased more says we are growing!



CHAPTER BUSINESS MEETING APRIL 9 2025

6:05 PM Meeting called to order by President Tom Martin remotely via Zoom 4/9/25

Attendees: Tom Martin, Billy Bie, Bob Dombek, Scott Balmos, Mark Reising, Roger McClure

Income from March:

Total amount: \$663.00

Hanger Space A: \$112.00

Donations: \$138.00

Dues: \$380.00

Beverages: \$ 33.00

Expense: \$ 43.96

Checking: \$ 4,479.23

Savings: \$ 1,004.19

CD's : \$16,378.95

Total: \$ 21,862.37

Young Eagles

- Next Rally Scheduled for April 19. So Far 12 Pilots, 10 Ground Crew, 8 kids registered Airport Manager may attend. Will be cancelled in event of rain.
- Flight Simulator working partially, a work in progress.
- Randy Adams to bring RC exhibit

Old Business:

- Tool Crib leadership - Jason Pratt has agreed to take on the role of "Crib Manager"; Tom Martin to follow-up with Jason to establish plan
- Thank you gift card for Christmas Party venue \$150.00 - Follow-Up with Joey to obtain status
- Butler Tech RV Mentors - Follow-up with Randy Adams to establish organized plan for Chapter
- Mark Reising was unable to attend the virtual Leadership training; Is going to try to attend the one at Oshkosh

New Business:

- EAA HQ has reported that we are ranked as Bronze Chapter for 2024 activities. They have missed two points which should put us at Gold; Tom Martin to follow-up with HQ
- Billie Bie to speak at the April Chapter Gathering about the fire he experienced in his RV7
- Jason Pratt to speak at the April Chapter Gathering about his engine rebuild completed on his RV6
- No further discussion; Motion to end the meeting; Motion by Billie Bie, 2nd by Roger McClure

Meeting Adjourned 6:45 PM

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

GATHERING PROGRAM

The next two pages are devoted to a combination of project report and meeting program. Chapter members Billy Bie and Jason Pratt are RV owners/ pilots who presented programs on different situations with their aircraft which will be educational and beneficial to all of us.

First, Billy Bie told us about a recent engine fire on start up after stopping at KOXD. On cranking his engine, He noticed smoke coming from under the cowl and entering the cockpit. He immediately shut down, shut off fuel and quickly exited the aircraft. The engine had caught fire but as the fire had not completely enveloped everything he was able to extinguish. Still, there was extensive damage to several components such as wiring, fuel lines, and interior of the cowl.

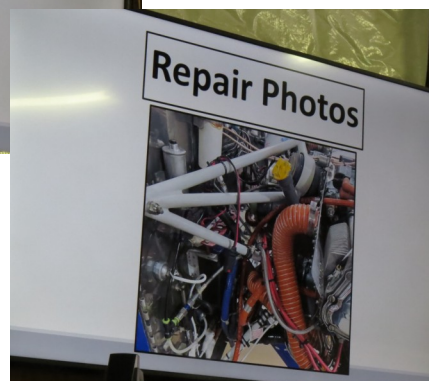
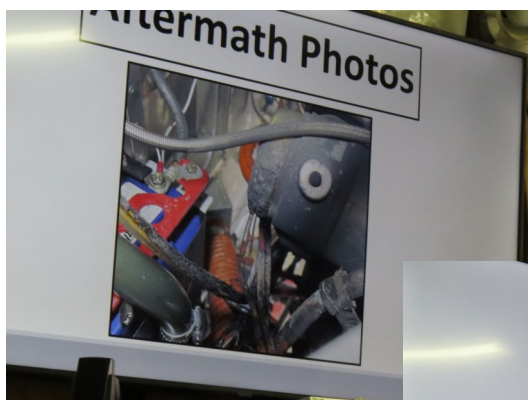
He had just completed a condition inspection which really added to the puzzle. On inspection, Billy discovered a fuel line had come loose, apparently due to insufficient torque to the fitting. Over the next weeks, extensive repairs and inspections were made especially to wiring, electronics and fuel lines.

Billy emphasized lessons here. First, doubly inspect everything after a condition inspection. Ask for other eyes to look at your work. Next, in the event of an engine fire:

1. In the air, land ASAP and get out!
2. On the ground, as in his case, shut down fuel and exit aircraft immediately.

Below are some photos captured from the screen

Thank you, Billy, for sharing this experience with the chapter. We are grateful that you were not injured and your beautiful RV7A was repairable with reasonable ease.

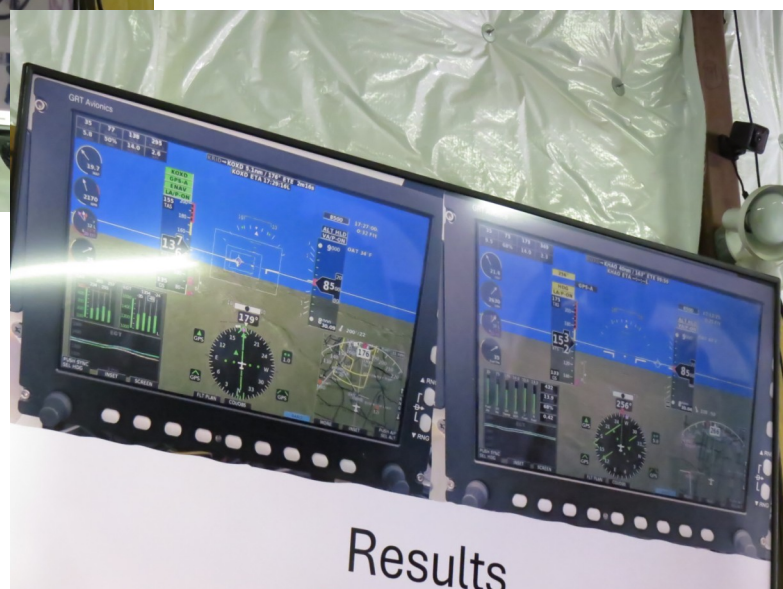
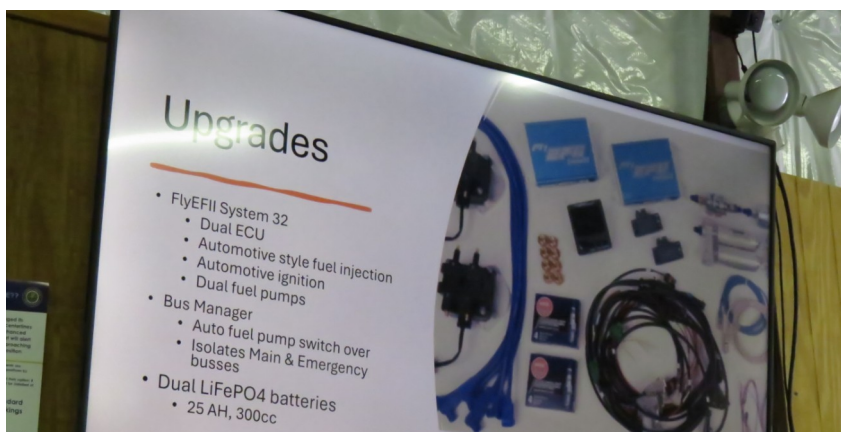


GATHERING PROGRAM, CONTINUED

Next we visit Jason Pratt's RV6. In March of 2024, Jason was at wits end fighting with oil leaks in his IO-360 engine. There was a particularly bad leak from the #2 cylinder. After almost constant trouble shooting, Jason decided it was time for a complete rebuild. At that point he decided on an automotive kit that is adaptable to Lycoming engines. This kit is known as the Fly EFI 2 System 32. This converts the engine to an automotive type fuel injected electronic ignition system. It uses a computerized system that uses dual batteries and dual fuel pumps. The system will sense a fault in the fuel pump and /or battery alerting the pilot and allowing the engine to keep running with the good battery and pump until a safe landing can be made.

Hopefully the pictures below will give some extra details about Jason's new system. Note that Jason completed a total panel upgrade which graphically showed the results This required 11 months of detailed and continuous effort. Note that in last month's newsletter his first flights were documented.

Jason, Chapter 974 salutes your example of hard work and perseverance. Thank you for sharing your effort with us. The chapter wishes you many happy and safe flying hours ahead!



LEARN TO FLY WEEK MAY 13-17 2025

EAA Learn to Fly Week Returns May 13-17, 2025

There is no doubt, whether it was at the barbershop or doctor's office, when you've talked about your love for aviation, you've been met with this response: "I have always wanted to learn to fly, but...." Or "I started my ground school years ago and took a few lessons, but..."

It is a story as old as time: Aspiring aviators have the desire, but there are extenuating circumstances that are preventing them from pursuing their dream of flight. Here at EAA, we know there is an opportunity to turn these dreamers into doers.

EAA's mission is to "grow participation in aviation by sharing The Spirit of Aviation." This mission is fully embraced by EAA's 300,000-plus members and 900 local chapters. Though we can't break down every barrier, it is hard to find an organization and group of members more well-equipped to help aspiring aviators find their place in the sky.

Through EAA's vast library of educational materials and local chapter advocates, the organization is perfectly placed to help grow the pilot population.

To further the efforts of growing the aviation community, EAA Learn to Fly Week, supported by Sporty's Pilot Shop, is returning on May 13-17, 2025!

The week will consist of three straight days of educational and interactive webinars. Topics will range from how to get started in flight training to tips for passing the FAA written exam, how to save time and money in flight training, strategies for the checkride, pinch-hitter presentations, and so much more!

Representatives from EAA, Sporty's Pilot Shop, Redbird, TakeFlight Interactive, and designated pilot examiners from across the country will be presenting this wide range of webinars. Following each presentation, attendees will have time for Q&A with the presenters.

The final day of Learn to Fly Week, May 17, 2025, will play host to chapter Flying Start events across the country. Flying Start events are open house-style activities that introduce local aspiring pilots to the local knowledge, tools, and connections that they need to accomplish their goal of becoming a pilot.

During the Flying Start event, chapter members will break down the perceived barriers common to the nonaviation community that prevent people from pursuing their pilot certificate.

LEARN TO FLY WEEK MAY 13-17 2025

Following a short presentation from the chapter and local flight instructors about learning to fly, Flying Start attendees are paired with an Eagle Flight mentor pilot for a free introductory flight. At the conclusion of the flight, the attendee will be provided with a free six-month trial EAA membership!

Flying Start participants will walk away from the event with an “I can do this” point of view, and a clear understanding of “how flying can fit into my life,” and “what I can do with this hobby.”

Whether you’re in the midst of your flight training journey, or just thinking about getting started, we know you’ll value in EAA Learn to Fly Week

You can learn more and register at www.EAA.org/LTFWeek



HOWARD PLEVYAK'S GLASTAR

Most of us know by now that Howard Plevyak is parting with his beautiful Glastar. I felt compelled to include pictures and some history in the newsletter before it's gone. I felt a special bond with Howard and his Glastar as we occupied hangars directly across from each other and were working on projects at the same time. There were many weekends that I would see Howard and his wife Linda, working together. Linda was a real help by pitching in to buck rivets., something I witnessed many times.

I first intended to fill this page with pictures of the finished aircraft as we now know it. Then I decided to tell a story, in pictures, of Howard building it. Howard's completed his Glastar in 2015. In 2016 he flew it to Airventure where he earned a Lindy.. It is fully IFR equipped, making it a superb cross country aircraft.

Here are pictures from almost before digital, at least for me, from 2003 to the completion celebration party in his hangar in 2016.



EDWARD T SCHNEIDER, NASA TEST PILOT



Edward T. Schneider was a research test pilot at NASA's Dryden (now Armstrong) Flight Research Center in Edwards, California, from 1983 to 2000.

During his 18-year career at Dryden, Schneider was best known for his work as project pilot for the [F-18 High Alpha Research Vehicle \(HARV\)](#) during a nine-year span, becoming the first pilot in history to conduct multi-axis thrust vectored flight.

Schneider also served as project pilot for the F-18 Systems Research Aircraft, the [F-8 Digital Fly-By-Wire](#) research program, the [Boeing 720 Controlled Impact Demonstration](#), the F-14 Automatic Rudder Interconnect and Laminar Flow research programs, the [F-104](#) Aeronautical Research and Microgravity programs, the F-15 Advanced Control Technology for Integrated Vehicles (ACTIVE), the [SR-71](#) high-speed research project, the NASA [B-52B](#) launch aircraft and the [F-15B](#) aeronautical testbed aircraft.

Schneider took on additional management functions during the latter part of his tenure at Dryden. From July 1998 through March 2000, Schneider served as the acting chief of Flight Operations' Flight Crew Branch, heading a team of 13 research pilots. He then served as deputy director of Flight Operations from March through September 2000. In this position, Schneider helped to manage the Avionics, Operations Engineering, Flight Crew, Quality Inspection, Aircraft Maintenance and Modification and Shuttle and Flight Operations Support branches.

In September 2000, Schneider transferred from Dryden to NASA's Johnson Space Center in Houston, where he was a staff pilot and T-38 instructor pilot. When he left Dryden, he had accumulated more than 6,700 flight hours in 84 different models of aircraft and had flown "first flights" on five unique aircraft configurations. Schneider retired from NASA in 2004.

Prior to joining NASA, Schneider served on active duty with the U.S. Navy from 1968 to 1983. Following squadron service, he graduated in 1973 from the U.S. Naval Test Pilot School in Patuxent River, Maryland, as the youngest graduate in the school's history. He then served as an engineering test pilot and test pilot school instructor at the Naval Air Test Center in Patuxent River. He also served as the F-4 program manager and senior test pilot at the North Island Naval Air Station in California.

Schneider received a bachelor's degree from Thomas More College in Crestview Hills, Kentucky. He is a distinguished graduate of the U.S. Naval War College's College of Naval Command and Staff and earned a master's degree in 1978 from the Naval Postgraduate School in Monterey, California.

An active member of the Society of Experimental Test Pilots since 1974, Schneider became Fellow of the Society in 1993 and served as its president from 1993 to 1994. He also served as a director of the Warbirds of America. In 1996, he received the NASA Exceptional Service Medal and the American Institute of Aeronautics and Astronautics Chanute Flight Award for the conduct of hazardous F-18 High Angle-of-Attack flight testing. In 1998, he was inducted into the James B. Taylor Jr. Memorial Room and Carrier Aviation Test Pilot Hall of Honor onboard the USS Yorktown (CV-10). Schneider was honored with the NASA Distinguished Service Medal in 2004, and was inducted into the Aerospace Walk of Honor in Lancaster, California, in September 2005.