



BRAZOS AREA RECREATIONAL FLYERS BRAGGING AND GOSSIP

EAA Chapter 983 Newsletter
July 2003

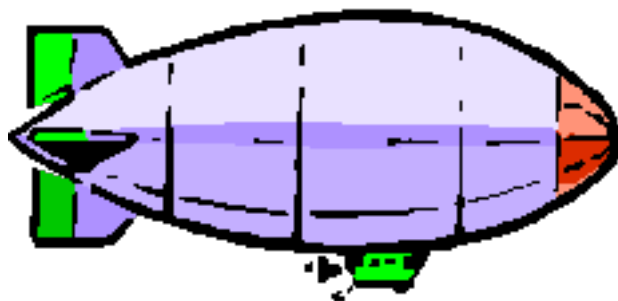
EAA Chapter 983, P.O. Box 5191, Granbury, Tx. 76049
Website <http://www.eaa983.org>

Chapter 983 meets on the second Saturday of each month at 10:00 AM. in Ken houseman's hangar. N.E. corner of Pecan Plantation Airpark.

Air Salvage of Dallas

<--Click!

July Program: "Certification of Amateur Built Aircraft" Jim Watkins FAA



June Meeting Minutes

Jerry Winfield made a DVD of the Fly-in and it was shown at the meeting. Thanks Jerry.

The party to honor Gary and Maxine Green was a great time and the Chapter presented them with a plaque in appreciation of their many years of service.

Charles Williams and Ray Stewart have the RV6 inspected and are now awaiting the first flight.

Rob Zboril will be our recipient for the EAA Air Academy at Oshkosh this year. The chapter has paid \$861 for session #2 from August 2 - 11. Rob's age and experience will allow him to be placed in the "Advanced Aviation Leadership Camp"..

Presentation of the Spring Fly-In spot landing trophy to Gary Brandon was marred by sour grapes from the absent second place participant.

Dave and Donna Chrisman will be the coordinators for the Fall Fly-In this year.

Standing room only at the June Chapter meeting prompted Prez Gary Bricker to ask for a show of hands to vote on the purchase of more folding chairs. Discussion then migrated to our folding tables. They are almost at the end of their useful life so the result was a purchase of 20 more chairs, about \$150 and 3 molded plastic tables (lt. wt. type, can I have an “Amen”?), about \$270.

Chapter finances. Current June 1st balance \$5,273.11. Income from Spring Fly-In \$1255.06

Received a letter from Chapter 914 inviting us to their Fly-In at Majors Field, Greenville, Tx. Sept. 27 from 10:00 till 2:00.

Evening cruise on the Granbury Rose. July 13th. \$20 includes appetizers, wine and soft drinks. Call Marilyn Satterwhite or Karen Jensen to reserve a spot.

June Program: Mack Angel and his tour as an Air Force Thunderbird

Mack began his Air Force career like a lot of guys during those years, heading over to Viet Nam to fly F-105's. After his tour in S.E.Asia , a Thunderbird requirement in addition to 1500 hrs. of jet time, he was selected to join the team for the '68 and '69 seasons.

When he joined the Thunderbirds they were flying F-100's and soon after transitioned to the F-4. Some of the more interesting points of Mack's presentation were how close the formation flew, the wing overlap in the F-100 was four feet and with the F-4 it was an amazing six feet. Trim usage was unusual as well, with the entire show being flown with FULL nose down trim. There simply wasn't time to trim the aircraft when continuously going from 100 kts. at the top of a loop to 450 kts. on a pass. They wore G suits during the shows but didn't hook them up because when flying with your stick arm on your thigh, the inflation would change hand position enough to affect a/c control.

In those years they were on the road most of the year, doing up to three shows a day during the season. Mack's wife Connie put up with that schedule, raised the kids and is still keeping him right side up after 40 years of marriage.

Thanks Mack for a great program and we're lucky have the two of you as chapter 983 members.

Brain Fog Strikes Editor!

Frequently a malady known by its technical term “brain fog” strikes many hundreds of people around the world. You've seen it on the freeways, in checkout lines, in the traffic pattern and yes, even in your own homes. Most commonly afflicting your children or spouse.

This past edition of the newsletter demonstrated that even editors are not immune from this debilitating disease. While expressing our thanks and appreciation for the numerous people who help put on the fly-in I “fogged” a group who spent almost the entire fly-in in their airplanes. Paul and Margaret Siedschlag, Bruce Wilson, Gene Chiappe, Bonnie Lewis, Bill Scanlon and Peter Coltman. Bruce, Bill, Steve Wilson and Don Saint also flew the most recent Young Eagles event organized and staffed by Barb Wilson and Gloria Wilson.

These folks are part of a small group and they are always the same ones, giving neighborhood and Young Eagle rides. They ask for nothing even though they spend hours in the air and donate thousands of dollars in fuel and plane time. Thank you seems a small return and when they don't even get that it's a sad thing, fog or no fog.

Thank you many times over.



Tom and Bonnie Lewis flew into Valley Airpark, Arkansas, to have lunch with Gary and Maxine Green during the return trip from New Hampshire. The Green's have a beautiful house on an airpark just down river from Gaston's Resort in northern Arkansas. The approach to runway 10 is interesting as you turn a right base, you lose sight of the runway but as Gary had explained to us, just turn final over the river and follow it, making a slight left dogleg as you approach the runway. Valley is located a mile west of the Flippin VOR with coordinates of 36 18.85N, 92 32.51W. Gary and Maxine would enjoy other visitors from EAA983.

Tom & Bonnie Lewis

Advertisers Corner: WAGON YARD

My bride Donna, who spends lots of time behind the scenes getting this newsletter out, visited the Wagon Yard and co-owner Aaron King. They have been supporters of ours with their advertising in the newsletter for years. If you haven't been to the Wagon Yard, it's a treat you shouldn't miss. Located behind the Nutt House Hotel on Granbury Square, it houses the most unique collection of, well, everything! They have antique, western, fifties and reproduction furniture. If it hangs on a wall and it's unusual they have one. A whole room of old time music on cassette and CD's. Hundreds of LIFE Magazines. Another room of lighting fixtures and one of clocks. Probably of most interest to us is an area devoted to flying paraphernalia. Best of all, when former chapter member Jim Hyde was building our house he told us to shop there because the prices were very good.. If you know Jim, that's high praise. Aaron's father, Ray moved here from Iowa in 1977 and started the business in that building. It was a wagon yard and feed store back in the 1800's so Ray picked The Wagon Yard for the name.. Best of all it's an old time family business, with Aaron, three brothers, nieces, nephews, in-laws and cousins working there. Stop in, say hi and thank them for their support of our chapter.

BUGS and ICE

reprinted from Cincinnati EAA Chapter 174 newsletter by Bob Porter

I recently completed a damage assessment on a Cessna 208B, Caravan. Let me set the scene for you . The pilot of the 208 was descending from 10,000 feet into Standiford field at Louisville, Kentucky. The contract

flight, hauling cargo for UPS, had originated in South Carolina and was terminating in Louisville. Shortly after beginning a descent the pilot heard a “pop”. A few minutes later he heard another “pop”. The plane had a slightly different feel but nothing that would constitute declaring an emergency. The controls felt a little different but he couldn’t physically locate any problem. The landing went without incident and when the pilot exited the aircraft, he began looking around. Then he climbed up on the pilots door ledge and looked at the top of the wings. Imagine his surprise when he saw that it looked like the Jolly Green Giant had stepped on the tops of the wings. The right wing was worse than the left. But the tops of both wings were sucked into the fuel nacelles. An inspection of the underside of the wing revealed fuel leakage and some slight deformation.

I traveled to Standiford to inspect the aircraft. I have not seen anything remotely close to the type of damage I saw when I stood on the doorsill and looked down the wings.. Imagine looking down the top of a wing and seeing the top skins sucked down to the bottom skin. Not a very technical way of putting it, but the visualization is there. The company that owns the aircraft sent their mechanics to help determine the cause and Cessna was also contacted. The inspection of the fuel system found the debris of a mud-dobbers nest in the main vent line that affects both tanks. Keep in mind; the caps on these tanks are non-venting. Now the interesting point is that this flight was conducted long after mud-dobber season. The plane is normally based in Georgia. This plane is a workhorse and flies on a regular basis. So what happened and why on this flight and not other flights? A check of the aircraft flight logs revealed that this plane normally flies very short and low altitude flights of less than an hour. On the flight in question, the plane had been full of fuel and on a long flight at an altitude of 10,000 feet. As the descent was started the tanks were now low on fuel, the plane was descending from thin air to thick and the fuel pump was working like a machine possessed to keep kerosene to the burner. The result, the tanks and structure could not withstand the negative pressure and the wings collapsed. The wings suffered extensive spar, rib and skin damage. The header tank at the pump was also sucked in. Cost to repair: \$123,101.48. The Cessna Tech Representative told me that this is the second example of such damage. The system is designed with a small secondary opening deep in the vent line plumbing in case such a blockage occurred near the wing opening. But in this case, the little buggers climbed past the secondary opening to make the nest. The owner inspected his fleet and found three more planes with vent blockage.

Don Reasoner keeps very simple plugs in his tank vents while the RV6 is parked. They have red flags on them to make sure they are pulled during pre-flight. This is a very good practice to follow any time of the year. The next time you are on a flight line, notice how many pitot covers you see. Now think about how many fuel vent line covers you see. I can keep a plane in the air without a pitot system. Without fuel, the glide path is determined in the POH.

NOTAMS

Kim McCristian has hangar space available. If you know of someone interested, contact her at 817 279-6882.

Christmas in July??? No, not really; but it’s only 5 1/2 months to the EAA Christmas Party. Mark your calendars: Saturday, December 13, 2003, Pecan Plantation Country Club. Same format as last year - cocktails, dinner and dancing. Ticket and reservation info will come later.

Door prizes: I am looking for donations from members for this year’s door prizes. Anything you can provide will be gratefully accepted. Please contact Gloria Wilson 817 579-9353.. Thank you.

“Get some back” Department :If you use auto fuel for your aircraft, request form 06-106 from the Comptroller of Public Accts. 111 E. 17th St., Austin, Tx. 78774-0100, 800-252-1383. I forget the return per gallon but it is worth the time.

Who were the founding members of the Mile High Club? *from USA Today* The first couple to couple in the air was probably flying ace Lawrence Sperry and a married New York socialite. The two apparently accomplished the feat in 1916 over Babylon, N.Y., aided by Sperry’s invention: the automatic pilot. When the plane plunged into the waters of Great South Bay and duck hunters discovered the pair naked as jaybirds, Sperry gallantly explained that the crash stripped them of their garb.

Karla and Kevin Ross report that the Fredricksburg Airport (T28) has a new 50-room hotel on the airport in a WWII motif complete with a 40’s era diner and an officers club.

Young Eagles Update Barb Wilson

Young Eagles rally on June 18th here at Pecan was a success. We had a wonderful turnout of 11 aircraft, many ground helpers, and flew 28 kids from Pecan Plantation Youth Association. Thanks to Bob Satterwhite, Bill Eslick, Debbie Dewey, Karen Woodward, and Donna McQuay, who helped with parking aircraft, photography, escorting kids, and the paperwork. [Check out the photos on the web site.](#)

Young Eagles rally on June 28th at Granbury Airport was also a success. We had 7 aircraft, 3 ground helpers, and flew 21 kids. We had a reporter and photographer from Hood county news so keep an eye out for any article in the paper. Thanks to Karen Tucker and my son, Ben Wilson, for their help escorting the kids and with paperwork.

Thanks to all the pilots that volunteer. Congratulations to Bruce Wilson who has flown over 10 kids so far this year. Flights I have recorded to date are: Steve Wilson 9, Sid Tucker 9, Margaret Siedschlag 7, Bill Scanlan 7, Bonnie Lewis 7, Gary Bricker 5, Billy Rose 4, Marv Jensen 4, Gene Keyt 4, Roger Lessard 4, Andy Shane 2, Joe Sasser 2, Gary Brandon 2, Gene Chiappe 2, Dale McCormick 2, Tom Woodward 2, Paul Siedschlag 1, Dave Chrisman 1, and Don Saint 1. Each pilot that flies at least 10 kids per year earn a certificate of credits. These credits help the chapter with the expenses of sponsoring a deserving kid each summer to the EAA Air Academy. Please volunteer to fly as often as necessary to get at least 10 flights before the end of the program. Especially those who are already well on their way to 10. Next dates are: July 26th, August 23rd, September 27th, and October 25th.....Barb Wilson, Young Eagles Coordinator 817-279-1379

“Now, approaching this thunderstorm front, which is neither larger nor smaller than any other common to the season, our comfortable world is lost and no effort can bring it back again until we are either in the clear or cannot see at all. We are suddenly so puny we belong on glass, beneath a powerful microscope. The sensation is shocking, the escape of conceit from our being, instantaneous. How can such infinitesimal creatures presume to trouble the heavens with our mewling hopes and complaints? For here alongside mightiness, we are nothing. Earnest Gann

Chapter Projects

Dick Jones

RV-9A

Gary Green

Thorp T-18

Lee Clements	Glstar	Ray Stewart/Charles Williams	RV-6
Bill Orcutt/Jim Erskine	RV-7A	Gary Bricker /Jim Matlock	RV-7A
Dick Keyt	Thorp T-18	Jim Erskine	RV-9A
Marv Jensen	Lancair 4	William Bird	RV-6
Bill Stepling	Rans S-7	Mike Monninger	Shoestring
Eddie Meier	F-1 Racer	Tom Lewis	RV-6
Jimmie Cash	RV-6 & T-18	Nathan Capps	Seawind
Gary & Susan Brandon	RV-6	Gary Cotner	CUBY
John Darby/Arnie Schecht	Waco UBF-2	Jay Pratt	North Star
Wes & Millie Ragle	RV-6A	Andy Shane	Republic RC3
Les Staples	BD 4	Sid Tucker	DHC-1
Roe Walker	Murphy	Barbara Wilson	Swift
Tom Wood	Midget Mustang	Bill Scanlon	RV-7
Gene Chiappe	Aeronca Chief	Ray Naspany	RV-8
Gwen & Jason Hutchinson	RV-6	Jim Matlock	RV-4
Steve Mottin	RV-9A	Ron Schuster	Mustang II
Brian Sowell	RV-9A		

*Call me and I'll add your project to this list. Experimental or not. **Bold** letters mean completed projects.*

[Classifieds](#)

[Schedule of Chapter 983 Events](#)

[Chapter 983 Officers and Contacts](#)