



BRAZOS AREA RECREATIONAL FLYERS BRAGGING AND GOSSIP

EAA Chapter 983 Newsletter
August 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](#)

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August program: Peter Coltman Restoring a Model 18 Beech

“De Plane! De Plane!”

Ray Stewart and **Charles Williams** started this RV-6 project in 1999 and this past July 10th saw the culmination of that endeavor. A first flight that went off without a hitch with chase flown by **Kevin Ross**. The lack of problems was the result of meticulous attention to detail and the wonderful RV program. There were few teething problems evident on the flight and only the requisite RV rudder/aileron adjustment was needed afterward. The airplane is flying with a factory Lycoming O-360, constant speed prop and an IFR panel. Ray says he's going to have to get rid of his RV-4 now. Congratulations guys! It's great having two first flights in the same month.





Another Chapter 983 First Flight by Bill Orcutt

The first flight of my RV-7A was July 8 and went well. It has the

AeroSport 0-360 engine and a constant speed prop, which ran very smoothly, with some minor carburetor problems (a replacement is on the way).

Overall, it flew very straight, with minor squeezing required on the right aileron to eliminate a slightly heavy left wing. The big differences I noted in the way the -7 flies compared to my almost 10-yr-old RV-6A, include the bigger engine, and the added climb capability it gives, compared to my older 160 hp RV, and the greater yaw stability with the big vertical tail that now comes with the newer RV's.



I went a little "high tech" with the -7's panel. It includes the new Dynon EFIS, which is tremendous. I have no vacuum system!! I went with the ACS engine monitoring system, which is requiring quite a bit of "calibrating", primarily to set it up to my personal preferences. For radios, I installed a Garmin 430 Com/Nav/GPS, a Garmin 330 Mode S transponder with Traffic Information System (TIS). It works great, and gives traffic alerting similar to TCAS and Skywatch. It works through ATC Approach Control radar. Very reasonably priced, if you're buying a new transponder anyway.

I put an ICOM com radio in as a #2 radio, connected to a Bob Archer com antenna in the wingtip. Not as far-reaching as the belly-mounted Comant, but works up to about 50 miles. The Nav antenna, also a Bob Archer model, is in the opposite wing tip, connected to a diplexer in order to separate out LOC, Glideslope, and VOR signals. Works Great!! and, no drag.

For an autopilot, we installed the TruTrak Digiflight 200. Overall, it flies well, including altitude hold, and GPS tracking. At the moment, it's "wandering" a little, so the TruTrak folks are scratching their heads.

The panel is rounded out with the new PS Engineering AM-FM-MP3-CD player! Gotta have those tunes! Even it's antenna is internal, mounted up under the panel. No reception on the ground at Pecan, but it does well from about 300' AGL on up!

Great plane. It's my 3rd experimental, and looks like it'll be the best. Couldn't have done it without my good friend, Jim Erskine! Thanks Jim for the great work.



“Pumping It Up”



When Bill Eslick first flew his Rotary powered RV 6 the performance he got was less than he had hoped and from that first day he's been working on "Pumping It Up".

First on the agenda was getting his engine and prop to turn faster. A new prop made a little difference but not nearly enough. On a recent visit to his shop he displayed a turbo charger under consideration however it weighs about 35# and is quite cumbersome, creating obvious problems. Another direction has been an improved intake manifold being developed by "a guy" out there in the aviation/auto power

plant world that never seemed to get built. So: Bill and Tech advisor Dick Keyt got together with some aluminum tubing, a 5.0 L Mustang throttle body, a TIG welder and started cutting and pasting. The results have been spectacular. With the new intake manifold, static engine RPM increased by 300 and prop RPM by 150. Bill was hesitant to give me H.P. numbers because he says they are completely subjective but he estimated about 140hp prior and 160hp now. On a recent trip (pre-intake) it took him over an hour to struggle to 11,000' and the other day he climbed to 12,500' and the plane was still climbing at 400'/min..

One drawback to more power is more heat generated. His focus now is increasing cooling to take care of it. Bill says that at full throttle it takes about 1 1/2 minutes to over temp the coolant when previously the system would have handled it continuously. Trying to fix problems caused by too much power seem to be good problems to have..

Bill has devised an airborne test panel to measure pressures inside different areas of his cowling and in and around the coolers. An article on the testing program will be the subject of an upcoming article.

Young Eagles

On July 10th, The Hood County News ran an article about the Young Eagles. It was the full front page of the Lifestyle section with great pictures.. I hope you got a chance to see the article. It has stirred up a lot of interest within the community. Both the Granbury Airport and I have received many phone calls from interested parents. We should have a good turnout of kids for our regular 4th Saturday rallies. Chapter 983 has flown 89 kids so far this year and 1299 since the program began.

Bondo and Other Fabulous Fillers

We all learned about Bondo in high school and after trying it on our cars we also learned about its shortcomings. Old aircraft mechanic types have long warned against using fillers over metal because of the effect of trapped moisture on the underlying material .

I just recently removed the cover from a late 70's Bellanca. They used a Bondo type material (FAA approved application apparently) to smooth several transition areas, fairing to tubing structure and changes from large to small tubing. Where the filler was applied to aluminum there was obvious corrosion and along the tubing structure there was serious rust even though it had a thick coat of primer on the tubing. Just thought I'd pass it along.

Under our very noses

On December 15th the Smithsonian Air and Space Museum opens its second venue at the Dulles International Airport. Most of those aircraft that have been stored away at the Silver Hill restoration facility will now be available without making special arrangements to view them. One of the exhibits that will be on display will be the B-26 with the most (73) missions over Europe, "Flack Bait". For many years the nose section of "Flack Bait" has been displayed at the main Smithsonian museum in Washington D.C. where you could climb up into the cockpit and try to imagine what it might have been like . It's now going to be rejoined to the fuselage and will be on display in its entirety.

Unbeknownst to me, living on the Pecan runway and friend to many Chapter members, Buck Rogers, was the second Aircraft Commander "Flack Bait" ever had and he has the distinction of being the man with the most missions in her(27). Buck was invited to be honored when the first display was opened and will again be honored when the new facility opens at Dulles. It's been a privilege to meet and talk with Buck who coincidentally has just rebuilt a T-Craft and has been advising me on mine.

I apologize for the short newsletter this month. Oshkosh falling when it does makes it hard to get everything together. Next month I hope to return to the voluminous flights of oratory fancy you've come to expect and sometimes despise. Damon

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 Schect	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](#)