

Brazos Area Recreational Flyers Bragging and Gossip Chapter 983 Newsletter November 2009

PO Box 5191 Granbury, TX. 76049
Visit us at: www.eaa983.org



Chapter 983 meets every second Saturday at 10:00 am in The Houseman Hangar. N.E. corner of the runway

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Meeting October 10. President **Dana Segler** called the meeting to order, and introduced our guests and new members. Guests included **Andy Hale** from Ohio, **Jody McComas** from Sacramento, and **John Kempf**, who is interning with Dick Keyt. **Terry Strange** is a returning wayward member who also provided the program.

Debbie Dewey reported \$6275 in the bank. No fly-in means no expenditures for supplies.

Dana presented the need for a fly-in chairman for 2010. Request was made for the status of our prop balancer purchase for the chapter. **Gary Bricker** is still researching this, but it was also noted that **Larry Cheatwood** can do it at your hangar with prior notice.

Election of officers: The following slate of officers for 2010 was presented and elected by acclamation. They will begin duties on January 1. Thank you all for stepping up!

President- John McComas

Vice President- Doug Crumrine

Secretary/Treasurer- Pam Fisher

Board of Directors: Gary Bricker, Sam Butler, Jim Crain, Dick Keyt

November's meeting will include a program and a catered lunch by **LoPresti**, so don't miss it! **Nick Henney** will also report about his participation in the EAA Air Academy.



Our get-to-know-your-member this month was **D. R. Bales**. He related a fascinating story of his stepfather, Floyd Fowler. Floyd was a B-24 pilot in WWII, a crop-duster, mechanic, and businessman. He intentionally educated D. R. about things mechanical and aviation. D. R. entered the Air Force as an aviation cadet, spent 4 years in SAC, then flew F-100s, F-105s, and F-16s, and credits Floyd with preparing him for this success.

John McComas related his successful mission of transporting veteran amputees from San Antonio to Panama City to attend diving training. The weather could have been better, but the mission was very rewarding.

Thanks to **Doug Steen** for the cookies.

As of January 1, we also need someone to take over the writing duties for this newsletter. Interested individuals can e-mail me at webguy@eaa983.org. I can make you a deal you can't refuse.....



FAR REVIEW (A few misunderstood rules)

Terry L. Strange

Terry Strange is an FAA DPE. He grew up in Mississippi on an airstrip where his dad flew. His dad taught him to fly, and at 18 he got his commercial license and the next day started a job chasing birds from the fields. He attended Mississippi State University, was drafted, spent 11 years in the USAF, and retired in Alaska. He was an experimental test pilot for the Robinson R-22, among other things!

Terry's program was about the most mis-understood regs in aviation. He noted that the rules are actually interpreted in two ways. One is NTSB decisions, or case law, and the other is legal opinions from the FAA chief counsel. He walked us through various FARs which answer questions such as "Who can log PIC time?", "When can I log actual IFR time?", and "Is it dark yet?". There is not room here to pass on the whole discussion, but as to the question of darkness, the answer most of us need is that we can't do our night currency landings until one hour after official sunset.

He walked us through the ambiguous terms used in 91.119 which talks about minimum safe altitudes. Bottom line seems to be, don't scare anybody, and you won't have to worry!

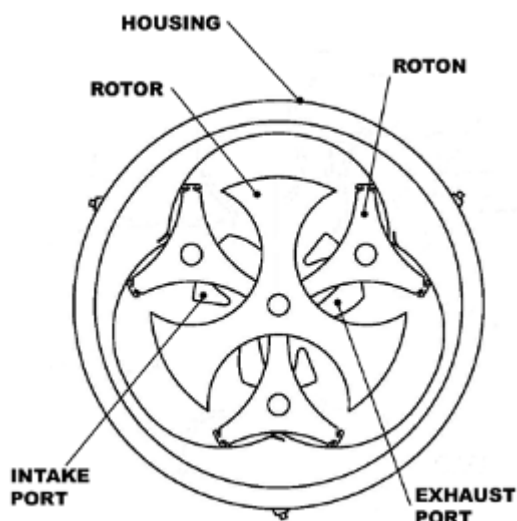
Thanks, Terry, for the very informative presentation.

Congratulations to **Tom Woodward** on his first flight. Tom is restoring a Russian Motorglider. It has a retractable two-stroke engine for self-launching, and Tom self-launched himself on October 24.

He has promised an article for next month.



Looking for that just-right engine?



The **Legacy Engine** can best be described as a planetary rotary engine comprised of a central rotor and orbiting elements, named RoTons.

Most of us have seen so many too-good-to-be-true alternative engine technologies that we roll our eyes whenever we see the next one. One that has potential to be a bit different is the legacy engine effort, being worked on at Oak Ridge, TN with technical support of Oak Ridge National Lab and University of Tennessee and some decent (if inadequate) money behind them. It has aspects of a rotary engine and Wankel but is designed to run of heavy fuels, such as kerosene.

Hallmarks:

- * An increase in efficiency of approximately 16% over an equivalent crankshaft engine
 - * Potential for greater than 1.6 hp/lb
 - * Potential for 200 hp/ft³ of installed volume

While the efficiency improvement over a crankshaft/recip engine is modest, its biggest asset for aircraft (which they have not even thought about) is the energy density. A 300hp unit would weigh 188# and be about 15" diameter and about 15" long. As can be seen from the website, www.legacyengine.com/index.htm they are as much into finding partners and investors as they are about explaining the technology--not a good sign, but also not unusual for a start up. They don't intend to manufacturer the engine, simply develop and license the technology.

Anyhow, I would give it a 2%-3% chance of ever seeing the light of a commercial day, but if it did, even if it fell a tad short of its performance specs, what an awesome aircraft engine--using heavy fuels at that. A very interesting engine concept. BSFC of .28 - wow. Be sure to checkout the animation.

(This article was lifted from a long-forgotten source. Sorry.)

Light Chop

(things that go "bump" in your brain)

Thought for the day: It may be that your sole purpose in life is simply to serve as a warning to others!

Annual EAA 983 Christmas party



Pecan Plantation Country Club
 December 4, 2009
 Cocktails and social - 5:30-7:00
 Dinner served at 7:00
 Dancing until 11:00
 \$35 per person



Get your tickets from Debbie Keyt, Donna Berry, or Donna Christman. Cut-off for reservations is Nov 30 (Mon). Tables are parties of 10. If you would like to sit with specific people then tell us when you get the tickets.

Debbie Keyt 817-279-7590

Think your plane is hot? Check this out.

- * One Top Fuel dragster 500 cubic-inch Hemi engine makes more horsepower than the first 4 rows at the Daytona 500.
- * Under full throttle, a dragster engine consumes 11.2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.
- * A stock Dodge Hemi V8 engine cannot produce enough power to merely drive the dragster's supercharger.
- * With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.
- * At the stoichiometric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F.
- * Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.
- * Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.
- * Spark plug electrodes are totally consumed during a pass. After 1/2 way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.
- * If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.
- * Dragsters reach over 300 MPH before you have completed reading this sentence.
- * In order to exceed 300 MPH in 4.5 seconds, dragsters must accelerate an average of over 4 G's. In order to reach 200 MPH well before half-track, the launch acceleration approaches 8 G's.
- * Top Fuel engines turn approximately 540 revolutions from light to light!
- * Including the burnout, the engine must only survive 900 revolutions under load.
- * The redline is actually quite high at 9500 RPM.

THE BOTTOM LINE: Assuming all the equipment is paid off, the crew worked for free, & for once, **NOTHING BLOWS UP, each run costs an estimated \$1,000 per second.**



**And you thought
YOU had a bad
day.....**

Calendar

Nov 14	Chapter Meeting, LoPresti Aviation, VirtualHUD, lunch	Pecan Plantation, TX (0TX1)
Dec 4	Christmas Party	Pecan Plantation Club House
Dec. 12	ASOD Open House/Fly-In Sale	Lancaster, TX (LNC)

CHAPTER 983 OFFICERS and LEADERS

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CHAPTER PROJECTS

Tom Woodward Dick Keyt Don Saint Sid Tucker Dwight Hill Greg Walker Dave & Wendy Moore Rick and Monica Richardson Ron Schuster Damon Berry Larry Henney Charles Williams Pete Anderson Gary Green Shawn Scott Don Doubleday Jerry Althouse John Kleber	Russia Motor glider Polen Special and a Thorp T-18 Kitfox Super Sport DeHavilland DH-82A "Tiger Moth". Murphy Rebel RV-8A RV-10 RV-7A 1986 Bushby Mustang II 1939 T-Craft Lancair IV GP4 Rebuild RV-12 Wag-Aero Cuby RV-4 Thorp T-18CW Challenger II Rebuild Lancair Legacy
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(Send additions and corrections to webguy@eaa983.org)

Beautiful Texas Airpark Home/Hanger For Sale \$395,000 9615 Airpark Drive (Pecan Plantation) (817) 573-2280 or (817) 573-7393 or bdstepling@gmail.com

Please let me know when your item sells!

1979 Grumman Tiger AA5B. N28249, 2919TT, 986 SMOH, \$62,500 Tom Lewis 817-573-4388 tommylewis@aol.com

Hartzell C/S with spinner and governor. IO or O-360. Certified and current, 800 hrs.TT. \$3500 Sam Tillman 817 326-6293. saber@itexas.net

Exxon Elite Aircraft Oil. I am now a distributor. It sells for \$58.00 per 12 quart case. It has the best ratings for both wear protection and corrosion prevention. I am donating the profits from sales to the Dennis N. Polen educational foundation. Contact Dick Keyt 817-279-7590 flykeyts@charter.net

For Sale F.8L FalcoTTAF 275/SMOH 275. Italian design - looks great, flies fast, based 0TX1 (Pecan Plantation, TX). Plans built by Willard Hofler with excellent quality construction. IO-320 B1A Lycoming, 8.5 g/hr cruise at 155 kts/hr, aerobatic design loads, GPS, NavCom, autopilot, leather interior. Annual Condition Inspection August 2009. No damage history, vacuum pump replaced at 252 TTAF.N89WH is terrific airplane and fun to fly. **REDUCED \$79,000** Contact: Roy Henderson 206.399.6980 ifraviator@aol.com

1990 Campbell Super Cub, 1/2 interest for sale. 160 HP TTSN 1064, TTSM 137, full electric, transponder, encoder, 720 radio, nav and landing lights, Husky seats. Licensed Experimental with PMA wings, Cleveland brakes, and is basically a replica of a PA-18. 1750 Gross Weight. Hangared at 0TX1. \$26,000. Joe Sasser at 817-579-0903 or Bill Bohlke at 800-653-9177

FREE Flight Reviews, Instrument Proficiency Checks, GARMIN 430/530/G1000 instruction, DFW Class B refreshers, etc. for all chapter members in their aircraft. Ben Wilson CFI,CFII,MEI (817)578-9445

1979 model Grumman Tiger with 2472 TT and 627 SMOH, KMD-150 GPS/moving map, 2 = King KY-197 's, Nav 122 w/gs, Nav 121, ADF-141, KMA-24, Century IIB, panel mounted 4-place intercom, EDM-700, new Quartz clock, Reiff pre-heat system (cyl bands and sump pad), push to talk buttons in both yokes, Sensenich prop, split cowl, canopy cover, leather interior, custom white pearl paint with red trim. Extensive annual 2-20-07 by John Sjaardema & Excel-Air Services. Owned the plane three years and have put many thousands of dollars into fixing it up. Tires and brakes are almost new, Concord RG-25XL battery. This plane needs nothing and is ready to fly, and fly, and fly. \$71,000. All offers considered. Contact Gregg Erikson, 630-513-0641 or cell 630-558-8760, or 777tiger@sbcglobal.net

Winch (not to be confused with wench) **for sale.** 110V, steel cable, corded remote. Mounts on the floor. This unit is used. I've owned for at least 25 years. Came with a hangar I rented one time in the 80's. I used it to pull a C-310, so it has plenty of power. Considering current prices, I think \$100 is a steal. It's old... It's dirty... It's heavy... Come and get it... If it is DOA, I'll take it back and give you your money back... Steve Wilson (817)279-1379

Abrasives and things for sale, all new: 3M sander belts 3"x4"x 18", 21 3/4", 24", 36". Various grits. \$3 ea. Bench grinder wire & grinding wheels. \$5 ea. Cut-off & grinding discs for hand and table units. \$1.50 ea. Clear vinyl tubing 1/4" - 1 1/2" OD. \$.15/ft. Woodcutting band saw blades 57" & 59 1/2". \$5 ea. Several 6" 2 jaw steel gear pullers. \$5 ea. Damon Berry 817 573-3444

For Sale: RV-7A with a pop up canopy. Tail, all flight controls are built, cowling is fitted with engine hung and on the gear. The wings have the extended aux fuel in each wing. Canopy has been fitted to frame. See website for a picture and a list of the stuff in the instrument panel that was built by aerotronics. The engine is 180 hp with fuel injection. Larry Eversmeyer 405-209-3081

KR-2 still in the unopened original box. It needs an engine. Asking \$2,500.00 Mrs. Robert W. Bargo, 1125 Yearsly Drive, Dover, DE 19902 (302) 674-2437

Two Tires for Sale - Goodyear Flight Custom III 6.00-6 6 Ply. Removed from C210 after 5 TOALs (C210 needs 8 ply). \$150 for both tires (that's half price). Don Saint 817.578.7339

Wanted: Used ICOM A-200 Neville.Stephenson@americafirst-ins.com