



Brazos Area Recreational Flyers Bragging and Gossip

EAA CHAPTER 983



Chapter 983 meets the second Saturday at 10:00 am in The Houseman Hanger. N.E. Corner of the runway.

Late October Edition



RPX TECHNOLOGIES



Mathew Dock from RPX Technologies was gracious enough to fly down from Oklahoma in his Long EZ. Mathew started off the day with a short presentation on how the new DynaVibe Prop Balancer works and how to set it up. People often think their prop is in balance. From the site of DynaVibe here is their reasons why you should consider a prop balance. And now that EA983 owns one of these great tools.....WHY NOT GET R DONE!....

DynaVibe Prop Balancing Comes to EAA983!



Why balance?

A properly balanced engine installation offers a number of advantages over unbalanced equipment. The most significant advantage is in the longevity of components associated with the power plant. In many cases high vibration levels have lead to premature failure of critical engine components. Engine accessories, engine mounts, firewalls, and instruments are also susceptible to vibration damage and premature failure. Last but not least is passenger comfort. A smooth running plane is ultimately more enjoyable to fly!

Don Saint allowed his Glasair to be the test platform for the days demonstration. Of course, why not! A free prop balance, YOU BET!



The DynaVibe Kit picture above comes with everything you need to perform a proper balance. This can be used on both certified and experimental aircraft Although an A&P must perform the balance if being done on a certified.



DynaVibe is an economical, state-of-the-art dynamic propeller balancer designed specifically for the aircraft industry. DynaVibe displays the magnitude and phase of propeller vibration allowing precise weight adjustments for balanced and smooth engine operation.

- Dynamic Balancer
- Accelerometer with 30 ft cable
- Optical Pickup and Reflective Tape (Tach)
- Carrying Case
- No hidden costs or additional items to buy!
- **Accurate** - Reports RPM, Vibration Magnitude
- **Results** - Reduce vibration for a smoother flight, and decrease mechanical wear of engine and instruments

Introduction to the DynaVibe Propeller Balancer



DynaVibe has a great detailed video on their website. Although we had a great presentation by Mathew Dock, the video above is a good reference. Click the video above or visit..

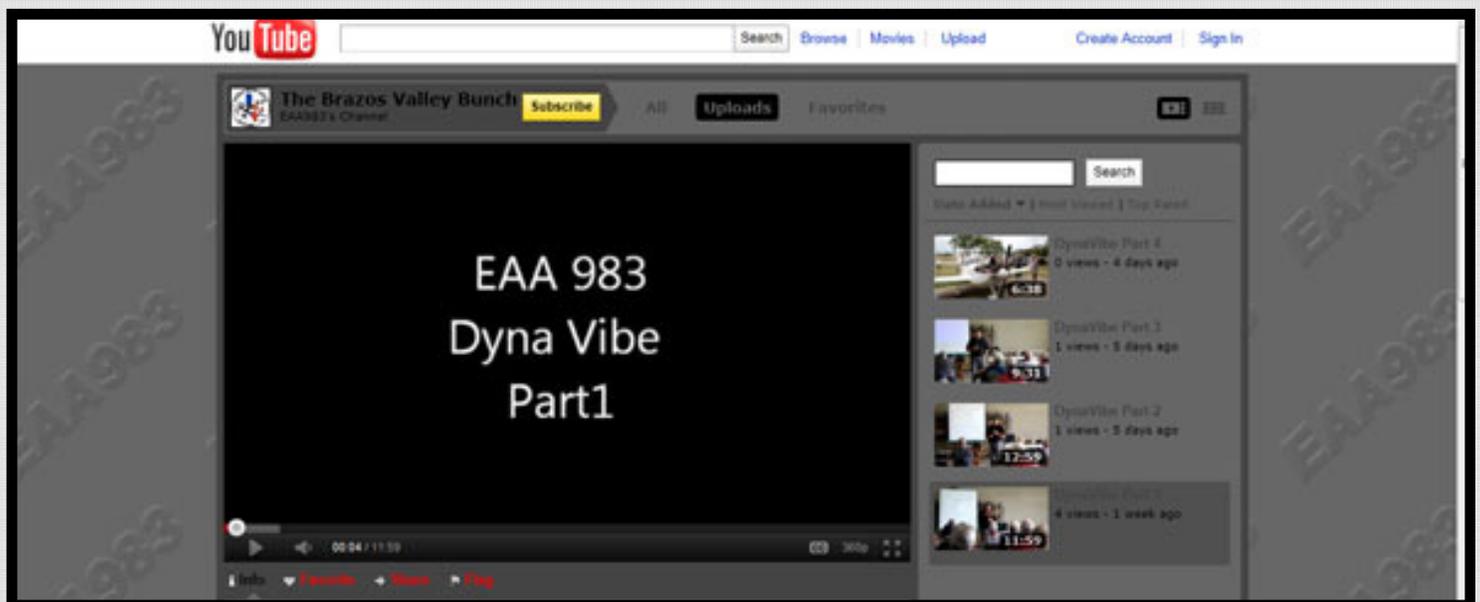
www.rpxtech.com

Right: Doug thanks Mr. Mathew Dock for bringing the DynaVibe Prop balancer to the EAA983 Chapter! Before long the 983 members should be on smooth cruise!



**WE HAVE A
YOUTUBE CHANNEL!**

We have created a new video channel on YouTube for all you media hungry members. Visit the channel from time to time to see recaps of chapter meetings, first flights, parties, and anything else that may feature the activities in and around Chapter 983. If you have a video you would like to add, just send us an email and we will help you get it on the channel. Click the image below or visit. <http://www.youtube.com/EAA983>





"THE GRASS ROOTS PROJECT"

The guys at E-Mag have stepped up to the plate big time and hit a home run! Mr. Brad Dement contacted me regarding their new "Grass Roots Project" This new program they have implemented goes right to the roots of EAA and what learning to fly is all about. If you want to help our local

EAA chapter and the Young Eagles Program, then pay close attention to what E-MAG is offering . To view this program on their website visit... www.emagair.com/GrassRoots.htm

Feeding Our Grass-Roots

Assistance for Chapters and Type-Networks

We all marvel at our sport's annual air show extravaganzas, but most would agree that day-to-day experimental aviation is rooted and nourished by the numerous local EAA Chapters, and aircraft type-networks scattered around the country. They are our grass-roots, where Young Eagles get their start, and where first-time builders find inspiration, confidence, and guidance. Whenever asked, these groups generously contribute their time, energy, and money ... for the good of the sport. Wouldn't it be great if on occasion we could turn this around ... and do something to help them?

Actions Speak Louder . . .

E-MAG is celebrating its seventh year and serial numbers well over 2000. To mark the occasion, we've decided to do more than simply thank our E-MAG friends and fans (which we certainly do). We are expanding a community give-back program we successfully test-flew last year. We're calling it the "**E-MAG Grass-Roots Project**". As the lead-in implies, we want to help "local" aviation groups achieve "their" goals. And to make sure the assistance is well placed, we're asking E-MAG customers to help us determine 1) where, and 2) how much we send.

How Does That Work?

Each and every ignition purchased (direct) between Sept. 19 and Nov. 30, 2011 is eligible for a contribution to the local EAA Chapter or type-network **of the customer's choosing***. E-MAG will send a check in the

Part I: \$50 (per ignition) funded at E-MAG's sole expense..

Part II (optional): E-MAG will partner with customers and match (up to \$100 per ignition) any additional (cash) contribution the customer makes as part of their ignition purchase.

How About You?

A set of (two) ignitions will generate anywhere from **\$100 to \$500** for the designated group. The next question is ... **might this be a fit for you - or someone you know?**

- Planning an ignition upgrade anyway? This is the perfect time.
- Contributing to a group already? The GRP will leverage (double) your donation.
- Be creative - "game the system".
- Team-up with a neighbor and do both. He's planning on new ignitions and you'd like to leverage a contribution.
- Pay next years dues early, only route it thru the GRP and you'll double the amount.

And we'll be happy to pass-on requests to " earmark " your contribution for Young Eagles, Old Eagles, EAA scholarships or other aviation programs your Chapter underwrites.

*Eligible Recipients:

- EAA - All "local" EAA Chapters
- Type-Networks
- VAF - Vans Air Force
- LOBO - Lancair Owners and Builders Organization
- Others - We will consider suggestions for other type-networks or groups. (E-MAG's sole discretion)

Qualifying Orders Must:

1. Be placed **direct** with E-MAG (817) 444-5310 during the program window - **Sept. 19 thru Nov. 30, 2011**. No third-party (catalog/dealer) sales.
2. Identify the purchase as a "Grass-Roots" order.
3. Select an eligible recipient from the above list (send follow-up email providing the group's e-mail, phone number, and mailing address to roots@emagair.com.)
4. Pay for the order in full (including matching funds - if applicable).

E-MAG makes no representation as to the tax deductibility (if any) of payments made through this program. E-MAG cannot assist customers with supporting tax documentation or evidence of contribution beyond our normal sales receipt. (i.e. E-MAG is out of that loop.)

Terms and conditions are subject to change without notice

The Driver's License Medical

Aviation Summit News

By AOPA Communications staff

Imagine keeping your four-seat airplane but not dealing with the high cost and stress of renewing your third-class medical. AOPA and the Experimental Aircraft Association (EAA) on Sept. 24 unveiled plans that, if successful, could greatly expand the number of pilots who could use the driver's license medical standard currently available only to sport pilots.

On the final day of AOPA Aviation Summit, AOPA President Craig Fuller and EAA President Rod Hightower said the two groups are working together to finalize a request to create an exemption allowing pilots flying recreationally to use the driver's license medical standard. In order to ensure and even enhance safety, pilots would be required to complete a comprehensive course on aeromedical factors and self-certification.

"We have more than five years' experience now with the sport pilot certificate and the driver's license medical standard," said Hightower. "In that time, we have not had a single medical incapacitation accident. The standard works."

"Furthermore, our petition would enhance safety by requiring initial and recurrent training about health awareness and medical self-certification for any pilot choosing to use the driver's license standard," added Fuller. "And it will provide data that can be used to continually refine and evaluate the effectiveness of the standard."

AOPA and EAA plan to file their request for exemption after the first of the year. Under the proposed exemption, pilots holding recreational, private, commercial, or airline transport pilot certificates who only fly recreationally could choose to use the same driver's license medical self-certification standard currently available to sport pilots.

In addition to holding a driver's license as proof of adequate health, a pilot also would be required to participate in a recurring online education program that would reinforce and expand a pilot's understanding of aeromedical factors and self-certification requirements. AOPA and EAA believe such an education program, developed by the Air Safety Institute in consultation with AOPA's Board of Aeromedical Advisors and EAA's Aeromedical Advisory Council, would provide an equivalent level of safety as a third class medical.

As envisioned, the exemption would be limited by aircraft size and type of operations—for example, a single-engine aircraft, with 180 horsepower or less, four seats or fewer, and fixed gear and operations limited to day VFR, with one passenger. That would greatly expand the number of aircraft a pilot might fly while operating under a driver's license medical standard.

AOPA and EAA estimate that the exemption could save pilots who currently fly with medical certificates nearly \$250 million over 10 years, and save the federal government more than \$11 million over the same period.



The associations believe the exemption they plan to request is the next logical step in the journey begun when the FAA permitted sport pilots to use the driver's license medical standard. Further, the associations believe the exemption will maintain or enhance aviation safety by improving knowledge and awareness of aeromedical factors through recurrent education for all pilots utilizing the exemption, and by encouraging pilots to continue flying aircraft with which they are already familiar.

UPCOMING EVENTS

November 12th

[STEIN AIR](#)
Latest in Avionics

Pecan Plantation, TX
[\(0TX1\)](#)

December 10th

Christmas Party

Pecan Plantation Club

Chapter Officers

| Position | Name | Phone |
|--|---------------------------------------|--------------|
| <u>President</u> | John McComas | 817-736-0320 |
| <u>Vice President</u> | Doug Crumrine | 817-573-1220 |
| <u>Secretary/Treasurer</u> | Pam Fisher | 903-617-9920 |
| <u>Young Eagles</u> | Konnie Sasser | 817-578-1979 |
| Tech Counselors | <u>Martin Sutter</u> | 817-579-8765 |
| | <u>Ken Morgan</u> | 817-573-1669 |
| | <u>Dick Keyt</u> | 817-279-7590 |
| Flight Advisors | <u>Don Saint</u> | 817-578-7339 |
| | <u>Dave Christman</u> | 817-279-9899 |
| | <u>Steve Wilson</u> | 817-279-1379 |
| <u>Newsletter Editor</u> | Garrett Easley | 254-415-0053 |
| <u>Tools</u> | Gary Bricker | 817-578-7377 |
| <u>Website</u> | Bill Eslick | 817-475-2194 |
| <u>Advertising Manager</u> | Garrett Easley | 254-415-0053 |
| <u>Librarian/Photos</u> | Marcia Walker | 817-578-3369 |

CHAPTER PROJECTS

| | |
|-------------------------------------|--|
| <i>Dick Keyt</i> | <i>Polen Special and Thorp T-18</i> |
| <i>Don Saint</i> | <i>Kitfox Super Sport</i> |
| <i>Sid Tucker</i> | <i>DeHavilland DH-82A "Tiger Moth"</i> |
| <i>Dwight Hill</i> | <i>Murphy Rebel</i> |
| <i>Greg Walker</i> | <i>RV-8A</i> |
| <i>Dave & Wendy Moore</i> | <i>RV-10</i> |
| <i>Rick & Monica Richardson</i> | <i>RV-7A</i> |
| <i>Ron Schuster</i> | <i>1986 Bushby Mustang II</i> |
| <i>Damon Berry</i> | <i>1939 T-Craft</i> |
| <i>Larry Henney</i> | <i>Lancair IV</i> |
| <i>Charles Williams</i> | <i>GP4 Rebuild</i> |
| <i>Gary Green</i> | <i>Wag-Aero Cuby</i> |
| <i>Shawn Scott</i> | <i>RV-4</i> |
| <i>Don Doubleday</i> | <i>Thorp T-18CW</i> |
| <i>Jerry Althouse</i> | <i>Challenger II Rebuild</i> |
| <i>Garrett Easley</i> | <i>RV-7</i> |
| <i>John Kleber</i> | <i>Lancair Legacy</i> |
| <i>Bob & Pam Fisher</i> | <i>RV-7A</i> |

CALLING ALL SECTIONALS!!

We have been asked by Mr. Emerson White who is the Aviation teacher at Granbury High School to save all your old sectional charts. He would like to use the charts for teaching in his classes. If you have any charts or anything else that you think could possibly be used in Emerson's class, please contact him. His email is emerson.white@granburyisd.org



CLASSIFIED ADS FOR SALE BY MEMBERS



Exxon Elite aircraft oil. I am now a distributor. \$58 for a 12 qt case. Toprated for both wear and corrosion protection. Profits donated to the Dennis N. Polen Educational Foundation. **Dick Keyt 817 279-7590**
flykeyts@charter.net

Hangar Space Wanted for my Falco N89WH, a great looking hangar mate. I need to relocate by November 1, 2011 and want to stay at 0TX1. Roy Henderson [206.399.6980](tel:206.399.6980), or ifraviator@aol.com.

KR2 still in the unopened original box. It needs an engine. Asking \$2,500. Mrs. Robert Bargo, 1125 Yearsly Drive, Dover, DE 19902 302 674-2437

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

FOR SALE: Experimental plans built aircraft: TTAF 331/SMOH 331. Italian design - sexy, fast and military design, 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, military design loads, GPS, NavCom, Com, autopilot, electric trim, leather interior. No damage history. \$82,500 Roy Henderson [206.399.6980](tel:206.399.6980) of ifraviator@aol.com.



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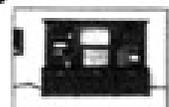
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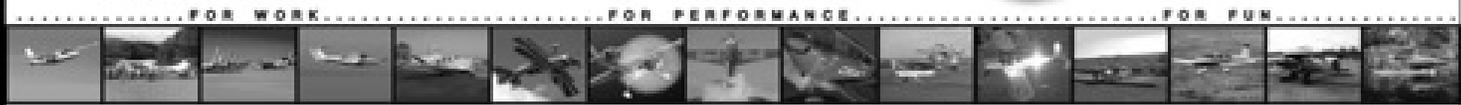
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EAA Chapter 983 — Debbie Dewey — Secretary/Treasurer
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To reduce costs, consider receiving this newsletter on line. Contact Pam Fisher for corrections to conventional mailing address, or to change to online format.

Project Updates Needed/News Stories Wanted

Do you have a story or something worthy of the Chapter newsletter? Then contact me so that we can get you featured! Are you finished with a certain stage of your project, or getting ready for a first flight? Send me an email at garrett3374@yahoo.com or give me a call at 254-415-0053

