



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. **January/February/March**

THE BIG ISSUE

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- 99's Scholarship Winner
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- New Runway AT KGDJ
- Aviation Day April 28th



Sun-n-Fun! Yup its that time of year again! Spring has sprung and the weather is turning more beautiful everyday. (Flying Weather that is) Did you make that big trip to Florida? Do you have any good stories that you would like to share with the chapter? Then please contact me and let me know so that I can include them in the next issue. Let us know what the show was like! Let us know if you saw something you just couldn't live without.



WINNER! Meghan Nolin

The 99's have awarded their Oshkosh scholarship this year to Miss Meghan Nolin. Miss Nolin who is a Junior at GHS attends Mr. Whites Aviation Class. The class was tasked in writing an essay about aviation and what it means to them in their lives. She included how she would like to become a Female Aerobatic Pilot one day in the likes of Patty Wagstaff. From there she would like to pursue a possible Airline Captain career as well. One college Miss Nolin is looking at is the University of Oregon. There she can study aviation along with a minor in marine biology. This year Meghan has started flying with a few of our fellow EAA members including Mr. Whites 172 and Andy Shane's Beautiful 180 that she is pictured with here. With the scholarship, Meghan will spend a week at the Young Eagles Camp during the 2012 Oshkosh Airventure. She is very much looking forward in learning and seeing a whole new side of the aviation industry. Congratulations To Meghan Nolin!!

FIRST FLIGHT

Don Doubleday N18DD

On the day of our Chapter 983 Christmas party Dec 10, 2011, my airplane had its' first flight. As professional as I am about photos and videos, my attempt to video the event was a total flop. Lucky for me, some folks on the ground took some photos for the memory book.

Going back to 1994 and if I recall correctly, my employer, General Dynamics, was acquired by Lockheed and it was about the same time that I bought my airplane project. The airplane project wasn't what I really had in mind building, but I thought maybe someone some day would want it and I could sell it for a profit. The project was a Wide Body, Convertible Wings T-18 designed by a Lockheed engineer name John Thorp. The T-18 was his eighteenth design, thus T-18. As I understand it, the T-18 was the basic design which led to the development of the Cherokee series of Piper aircrafts. Not long after, John design was out, another engineer by the name of Lu Sunderland made some modifications making the fuselage two inches wider at the cockpit, extending the fuselage by five inches in order to maintain the same airflow along the fuselage as the original design and provision for bolding wings capability.



The motive for the modification was a matter of economics and not necessarily for performance improvement. Economics from the sense that by having the convertible wings, one could load the airplane on a trailer, fold the wings, tow to the airport, reattach the wings and fly it. After the flight, the airplane once again loaded on the trailer and back home for safe keeping. This would eliminate the cost for hangar fee.

My work for the company required that I travel some times to Europe, some times to California, New Hampshire, Florida and other places for flight tests and F-16 modifications. At the same time, as a member of the U.S. Army Reserve, I also had to travel and getting mobilized twice. So, if Lockheed didn't send me somewhere, the army did. My wife Ginny asked me how many wars I was going to go on. First she said, Vietnam, then a year for Desert Storm, and finally Iraqi Freedom for a couple of years.

In preparation for one many of my travels, I decided that since I had little to do after work while sitting in motel/hotel rooms, the occurred to me to take the T-18 drawings and newsletters and begin reviewing them. It was then that I really started getting interested in the airplane and the idea of actually building it. Joining EAA provided additional motivation and looking at the first T-18 detail part I fabricated, lit a fire in me that is yet to go out, got me bit by the airplane building bug. Retiring from Lockheed in 2008 provided me with twenty-five hours a day, eight days a week of Saturdays and Sundays for nonstop building of the airplane.



Don Doubleday N18DD

My TS-18CW with a 180 HP Lycoming O-360 seats two side by side large pilot/copilot, pilot/passenger or pilot/pilot comfortably for a bladder busting nonstop 5 1/2 hours flight covering almost 1000 miles depending on the wind. The airplane is equipped with a fuselage mounted fuel tank between the firewall and instrument panel holding twenty-nine gallons plus integral wing fuel tanks, each carrying sixteen gallons for a total of sixty plus gallons on board, a ski mask and finger nails clippers to rob a bank for fuel money. The engine and three blade wood propeller by Frank Johnson's Performance Propellers USA of Donie, Texas is turned with a SkyTec starter, a dual axis TruTrak auto pilot to assist with the cross country flying is incorporated and full dual controls and brakes for flying from either seat.

Ken Morgan served as Technical Advisor, electrical wiring design and fabrication. While Ken was on recovery, Don Saint pitched in to finish up on the electrical design and instrument panel wiring. I appreciate Jerri Meier at Pecan Airpark for allowing me the use of her hangar to house my airplane. Also helping with other areas of assembly and technical advice were Dave Eby of Wichita Falls, Marc Bourget of California, Robert Mardis of Fort Worth, Bill Williams and Bob Highly both of Florida, Richard Bentley of Louisiana and more. Rendering a helping hands-on were Jerry McBride of Fort Worth, Mike and Sue Smith of Cisco and others who stepped into my trap in the garage. My son Donald, daughter Paula and grand kids Matthew, Lauren, Jacob and Sarah who at one time or another held a tool or an assembly while I needed more than three hands. Course, the project would not had been possible without the support and approval of the CEO of the project - my wife Ginny.

The T-18 project started in a garage back in the '80 with sheet aluminum and extrusions leaning against a friend's garage wall collecting dust. After buying the project from him, it also sat for quite some time leaning against my garage wall collecting more dust. In preparation for FAA inspection, a good friend and fellow Thorpie, Dave Eby was supposed to do the Airworthiness Inspection, but later decided at the age of 82 to hang it up and retire from that line of business. I recruited the assistance of Alfred (Lucky) Louque of Air Salvage of Dallas (ASOD) who in September 2011 came to my garage, inspected and awarded the Airworthiness Certificate.

Damon Berry flew the first flight with Marty Parrish and myself in Marty's beautiful RV-6 in the Chase role. Don Saint provided the flight advisory for the event, Ken Morgan assisted in the preparation for first flight as well as preflight inspection. Patty McBride and my wife Ginny stood by with the cameras with Ken and Juanita Morgan providing the Champagne and glasses for the post flight celebration. My wife Christen the airplane with a pour of Champagne over the spinner rather than busting the bottle over it -phooey!

Don Doubleday
N18DD

Congrats Don!!!

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EMERGENCY LANDINGS

Emergency Landings are very much a real deal! How often do you practice this life saving scenario? Here is a quick letter from one of our own! Mr. Dave Cole. If this doesn't get your mind thinking and your jitters jittering, then you better get out and do some real world practicing! It may just save your life.

Last months presentation on emergency landings was timely. After 44 years of flying I had an in-flight loss of all my oil on the way to Pecan last Wednesday and had to set down on an abandoned ranch airstrip. My 195's engine oil pump blew a pressure gasket and dumped 4 gallons of oil in 30 minutes. It looks like the engine is undamaged so I am flying locally around Conroe for the next 5 hours to make sure the engine is not making metal.

Some lessons learned:

- 1) When flying GPS direct routes keep up with exactly where you are on a sectional
- 2) GPS "nearest" does not reliably show "nearest" private airstrips with hard surface runways
- 3) Keep up with surface winds along your route

I was enjoying the pretty scenery when the prop started surging and I noticed zero oil pressure. Not knowing exactly where I was I punched "nearest" on the GPS and got Hearne at 20 miles and declared an emergency with Flight Service. I knew I could not make Hearne so I started descending while looking for a green pasture. That is when I noticed the ranch airstrip. As it turned out there were two other private airstrips at half the distance to Hearn that were not shown. (Yes my GPS nearest setting includes all private airports). When I noticed the ranch airstrip I was down to 1000 feet AGL and unable to make an up wind landing. My error was not knowing the winds and compensating by extending my pattern for a 9 knot tail wind on final. This resulted in being high and fast on final. I forced the airplane on the asphalt runway at mid field and used maximum braking to get stopped 200 feet from the end of the runway. I would rather have run off the end at slow speed than attempt a go-around with no oil pressure and risk a stall spin or hitting terrain at 100 kts. Emergency landings are a real adrenaline rush.

-Dave Cole

Guess who just moved to Pecan Plantation Air Park??

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A RIDE IN A T-6 TEXAN..... I THINK SO!!!!

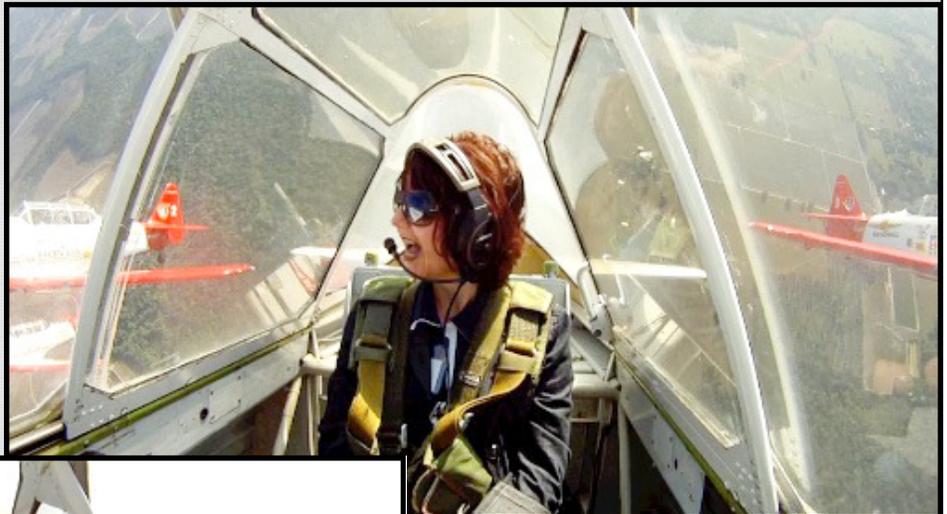


Its one of those once in a lifetime experiences! A ride in a Warbird! Not very many of us get to spend a beautiful morning in Florida while doing flips, rolls, twist, turns, dives, Smoke On, Smoke Off.....Roger That!.....

Mrs. Gwen Hutchison got that chance. Her husband, Jason, has a miniature aerobatic airplane called a Vans RV6A. Not quite a T-6 but still a fun airplane. Gwen, describes below what it was like to catch a ride in one of these beautiful Air Show Airplanes. The T-6 that she rode in is a part of the Aeroshell Aerobatic Team that travels across the U.S each year representing the aviation world as no other Aerobatic Team can. They are world renown in what they represent and most importantly, for the nice guys that they are. You'll never meet a group of pilots that enjoy doing what they do more than these. Truly Class Act People!

From the Seat of a T-6 and Gwen Hutchison.....

"I'm strapped into the rear seat of a T-6 Texan airplane, as I can hear the roar of the radial engines from the T-6's in formation! The pilot pushes the nose over I can hear the roar of the engines become louder & louder! I can feel the weight of my body as the g's increase while the Aeroshell Aerobatic team performs a loop!



It is my pleasure to share with everyone my amazing ride in a T-6 airplane with the Aeroshell Aerobatic team at Sun n Fun air show 2012! First of all, I have to give a huge "Thank you" to my awesome husband, Jason Hutchison & Plane Power for allowing me to experience this ride of a life time!

I had the opportunity to ride with team leader, Mark Henley! It was like riding on a roller coaster ride in slow motion flying in formation with a team of 4! Pulling 3 to 4 g's going through 2 loops & a roll! I couldn't believe how close we were flying with the other airplanes! I was able to sit back & really enjoy the ride!"

-Gwen



BRADY, TX FLY-IN

Morgan Military Aviation Museum at Curtis Field in Brady, Texas, will be hosting their 2nd Annual Armed Forces Day Celebration & Fly-In on May 19th, 2012. The excitement will start at 9 AM as we search the skies to watch the planes start flying in. A FREE museum exhibit and art gallery will also begin at 9 AM. At noon, slide over to the main hangar for a \$5 Hamburger lunch and enjoy catching up with some other pilots and doing a little hangar flying. After looking at all the planes, the art, and the exhibit, get on your WWII uniform or best vintage outfit and come to the Hangar Dance & BBQ which will begin at 7 PM complete with live swing band. Tickets for the dinner/dance are \$25. Please check our website at www.morganmilitaryaviationmuseum.com and please like Morgan Military Aviation Museum on Facebook for more updates. It will be lots of plane fun! We look forward to seeing you in Brady, TX, on May 19th!

Looks like we will have a B-25 there which will be selling rides.

Hope to see you there.

Stan

Stan Amyett

1206 S. Bridge St.

Brady, TX 76825

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800-275-7826

Fax 325-597-2477

stan.amyett.qdr0@statefarm.com

0TX1 Instrument Approach Update

Pecan Plantation Airpark Members:

It has been brought to our attention that some Airpark Members & users have not received this information. We also wanted to update everyone on the status of the 0TX1 Instrument Approach. The Airport Committee is raising \$20,000 in member donations to install an instrument approach into 0TX1 that will provide the community with several benefits:

- Improved property values
- Improved flight safety
- Better airport access in inclement weather for the air evacuation companies and our membership.

For 5+ years the Airport Committee has studied the viability of a 0TX1 instrument approach. The approach will be a LPV (WAAS - Localizer Performance Vertical Guidance).

We have now received PPOA BOD approval to proceed. The contract is now being reviewed by the PPOA Lawyers. We have raised sufficient funds to proceed with the initial site survey of the Airport by the contractor STI. STI will here 26-28 March 2012. After STI has evaluated the survey. We hope that they will report that an approach with sufficient minimums can be installed and we will proceed with the installation or we will refund the donations, minus the survey fee divided proportionally among all donors. We hope that you have found this information useful. Please contact the Airport Committee if you have any questions.

Please consider contributing to this most worthy cause by indicating below the amount you pledge to contribute and mail or Email it to:

Doug Crumrine

5410 Wedgefield Rd.

Granbury, TX 76049-4453

flrflyboy@charter.net

Granbury Airport Needs Your Input and Help

To Whom it May Concern:

TxDOT Aviation is administering an FAA grant to the Granbury Regional Airport. TxDOT has been requested by FAA to gather some updated information regarding the larger aircraft that will justify the need for a longer, stronger 5,200 LF runway, i.e., they are trying to get us to help justify their \$5M discretionary expenditure. The good news is that they are preparing to release the FAA discretionary funds to TxDOT Aviation as soon as they get these updated letters and emails.



What we need from you is to request correspondence (either letters or emails) from those of you who have or expect to have larger aircraft like the Cessna Citation Bravo class who can help us justify this new 5,200LF runway.

Please contact any of your friends or business associates who would potentially use this new 5,200 LF 30,000#SWG (75,000#DW) pavement strength runway. We do need these letters and emails back as quick as possible. We are NOT holding anyone to their email or letter justification but do want sincere numbers. No photos are necessary. FAA ALSO would like to know the “stage length” of your farthest trip you will normally fly, i.e., you fly from Granbury to New York or from Granbury to El Paso, for example. A sample email might be: “When the new runway is built, I will buy a Citation Bravo 550 and fly it in and out 100 times per year and my longest normal stage length will be from Granbury to New York City.”

You can elaborate as you wish but we just want something simple and to the point. WHEN the runway is built, we are not going to ask you why you haven't bought the plane yet. This information will also be used to update the Airport Master Plan that will use these same justification emails and letters. Letters on business letterheads are great but emails are also wonderful. Any way we can get them is fine. Please forward any emails you personally get to Andra Cryer at acryer@granbury.org. The FAA is dividing up their discretionary funds NOW, so we want to be quick.

Thanks in advance for your helping us make this vision a reality!

Andra Cryer

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- RADIO CONTROLLED AIRCRAFT
- OTHER EXCITING AIRCRAFT & EQUIPMENT

SOME OUTDOOR ACTIVITIES ARE WEATHER PERMITTING

INSIDE DISPLAYS

- THE AIRPLANE ENGINE THAT SAVED CURTISS
- MILITARY FLIGHT EQUIPMENT AND GEAR
- EDUCATIONAL AVIATION INFORMATION
- HOBBY AND AVIATION CRAFTS
- AVIATION THEATRE ROOM
- AVIATION SPEAKERS ROOM

These are just some of the participants

EAA Chapter 983

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EAA Young Eagles Program

New EAA Adult Eagles

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UPCOMING EVENTS

March 10th	FAA Basic Survival Skills	Pecan Plantation, TX (0TX1)
April 14th	Herb Hagler Getting Started in Seal Planes	Pecan Plantation, TX (0TX1)
May 12th	GARMIN AVIONICS Latest & Greatest	Pecan Plantation, TX (0TX1)
June 9th	Bill Orcutt Flying the SR-71	Pecan Plantation, TX (0TX1)
Sept 8th	Spring EAA 983 Chapter FLY-IN	Pecan Plantation, TX (0TX1)
Dec 8th	EAA Christmas Party	Pecan Plantation Country Club

Chapter Officers

Position	Name	Phone
President	John McComas	817-736-0320
Vice President	Doug Crumrine	817-573-1220
Secretary/Treasurer	Pam Fisher	817-889-7036
Young Eagles	Konnie Sasser	817-578-1979
Tech Counselors	Martin Sutter	817-579-8765
	Ken Morgan	817-573-1669
	Dick Keyt	817-279-7590
Flight Advisors	Don Saint	817-578-7339
	Dave Christman	817-279-9899
	Steve Wilson	817-279-1379
Newsletter Editor	Garrett Easley	254-415-0053
Tools	Charlie Adams	817-573-9600
Website	Bill Eslick	817-475-2194
Advertising Manager	Garrett Easley	254-415-0053
Librarian/Photos	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 OTX1. Roy Henderson [206.399.6980](tel:206.399.6980), or ifraviator@aol.com.

FOR SALE: RV6 Empennage and Wings. Contact Jay Sewell over at Nassau Bay

Email: jpsewell@windstream.net

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

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plans built aircraft: TTAF 331/SMOH 331. Italian design - sexy, fast and military design, based OTX1 (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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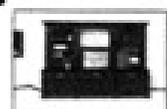
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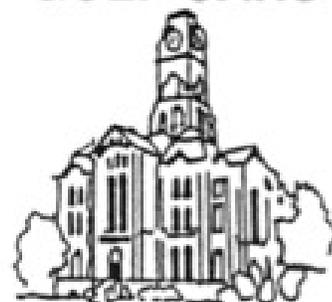
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