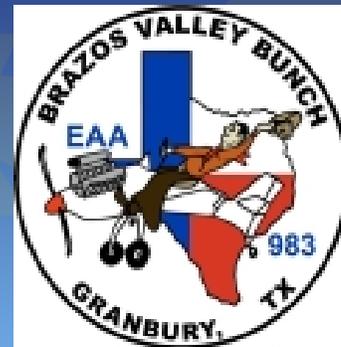


W I N T E R 2 0 1 5

RIVETING NEWS



Epic Day!

Dates to Keep



12-12 EAA 983
Christmas party

!2-12 Votes close for
EAA Officers and
BOD's

1-9 Chapter meeting

Congratulations to Jim Rollins and Ray Lewis for receiving the Wright Brothers Award for 50 years of safe, accident free flying!

Merry Christmas to all EAA 983 Members. Fly safe and watch out for Santa!

On October 19 Epic aircraft paid Pecan Plantation a visit. Arranged by John McComas, two demo pilots flew the Epic E1000 to Pecan Plantation to demonstrate the soon to be certified aircraft. Certification is expected to be granted in early 2016 and the company is preparing to ramp up production. To complement its exceptional technology, Epic is establishing a comprehensive customer care program, including technical and flight training resources; response center services; customer communications; aircraft monitoring systems; and authorized regional service centers.

Ready for launch. Climb out at 3,000 feet per minute, fully loaded, quickly and efficiently reaching altitudes you may not have flown through before. Level off at a maximum authorized ceiling of 34,000 feet. Stretch as you

relax in the spacious cockpit, surveying an instrument panel more reminiscent of your luxury car than an aircraft. The ergonomically-designed flight deck consolidates pilot workflow and data management, returning aviation to what it should be: intuitive, engaging and fun. With a range of over 1650 nautical miles carrying a payload of 1120+ pounds fully-fueled, your destination options are endless, especially given Epic's superior slow-speed handling and short-field performance.

Built with carbon fiber, the E1000 is powered by a Pratt & Whitney PT6A-67A turbine engine, which delivers 1200 HP. The result is an aircraft that travels over 325KTAS –faster than any other single engine turboprop on the market.

The interior, capable of carrying 6 full size adults, was as plush as any business jet.



The innovative, ergonomically designed all-glass flight deck features the latest in advanced situational awareness and consolidated workflow, emphasizing intuitive, functional, safe and comfortable flight operations. The sculpted, leather-detailed carbon fiber yoke facilitates one-handed flight operations and integration with e-tablets and EFB devices. Custom avionics, including synthetic vision displays, GPS and integrated autopilot, are all incorporated into the Epic E1000, with vital traffic, weather, terrain and engine monitoring systems all standard, as described below:

- 3-Screen Garmin G1000, Synthetic Vision, Engine & Airframe Interface, Weather, Traffic, ADS-B
- Garmin GTS 825 Traffic Avoidance System (TAS)
- IntelliFlight 2100 Autopilot
- Digital Backup Instruments (MD302 Standby Attitude Module)
- XM Weather (first-year subscription included)
- Jeppesen Unlock Card
- Optional Radar, Iridium Transceiver, Radar Altimeter

The test flights were arranged to take three pairs of pilots on a flight, one doing the takeoff and enough maneuvers to get a feel for the airplane and then switching pilots and the next repeating those maneuvers and doing the landing. The first group of pilots was Jason Hutchinson and Less Staples. Their ride lasted about 20 minutes and all who remained to see it, judged the landing. John and Suzette, who arranged the demos were nice enough to allow myself and Bo Walker to do the next flights. In addition we took three passengers for a full load of six people including the demo pilot. It should be noted here that a short briefing was given to us on what to expect. Bo, who has about 800 hours, took the PIC seat first, with the demo pilot in the right seat and I was sitting behind the demo pilot so I could see what Bo was doing. Three ladies were our passengers. Starting the engine was easy. Engage the starter and move the fuel lever forward at the proper time and monitor

The temperature while everything else happens automatically. Bringing the prop out of the idle detent the demo pilot moved us slowly towards runway 19 using the pitch of the prop to regulate our speed. Upon line up Bo was given the controls and told to move the power lever slowly forward, taking about four seconds to move it to the full forward limit. Rotation came at about 80-85 kts and Bo was told to pitch up to about 15 degrees, something I suspect he wasn't used to. This pitch is required to keep the speed below gear retract speed of about 130 kts. In a blink of an eye we were climbing over 4000 feet per minute! Leveling off at over 10,000 in just a couple of minutes Bo then did a few turns to get the feel of the airplane. At this point my focus was on the ladies in the rear, monitoring any airsickness they might develop. Then it was my turn. Bo shimmied between the small aisle between the pilot's and co-pilot's seat and when he passed me I took the Pilot's seat, being careful not to hit the fuel selector valve on the floor between the two pilots, just as we had been briefed. I began with a few steep turns and was surprised to find the airplane as sensitive in pitch as a Bonanza. The G1000 had a Flight Path vector indicator that if kept on the horizon did a pretty good job of helping you maintain your altitude. The airplane was crisper in roll than a Cessna 210, but just slightly heavier than a Bonanza. We then proceeded to do a straight-ahead stall with the flaps out. I slowed the airplane down by throttling back to about 15 something (I can't remember what gage I was looking at) and as the plane slowed I added flaps. The plane had a slight tendency to pitch as flaps were added but nothing that wouldn't be anticipated the next time you extend the flaps. When reaching about 60 knots (these numbers are a bit fuzzy as I didn't write them down) the airplane gave a very slight rumble and the nose dropped and we were flying again. It was a non-event. I then tried a few turning stalls and the results were benign, from what I can remember. My ercoupe was more dramatic. The ladies in the back looked like they were feeling fine so when the demo pilot asked if I wanted to try an emergency descent, I agreed.



The prop was brought back to flat pitch, acting as a barn door in front of us providing plenty of drag. The power lever was reduced to minimum and the nose was pushed down to achieve Vne and down we went at over 8000 feet per minute. This allowed us to reach traffic pattern altitude, from our altitude of over 13000 in only a short time. We were close to the airport so getting the Epic slowed down was the next trick as there were no speed brakes. Once Vle and Vlo were achieved the Epic had no problem slowing down to the pattern speed of 100-90 knots. Flying the pattern was just like any other airplane and the speed were compatible with other aircraft that I currently fly. We came over the numbers at 85 and touched down softly on the trailing link gear. It had been over thirty years since I flew a turbine engine airplane and Bo I don't think had ever flown one but the Epic is so easy to fly it would be an easy transition for anyone who has flown high performance airplanes.

The max useful load is 1120 with full fuel, allowing you to carry 6 people, all weighing almost 200 lbs a piece for over 1385 miles burning 60gal/hr or over 1600 miles at an economy setting burning 40gals/hr. Take off distance is 1600 feet and landing takes only 1850 feet. It takes 15 minutes to climb to the maximum certified altitude of 34,000 feet and max cruise is 325 knots or fly it at a economy cruise of 265 knots. All I can say is WOW!

There should be no problem getting it your hangar as the wingspan is 43' and it stands only 12.5' high.

Now the bad news for those watching their pennies. The initial production price is \$2,950,00 and you can hold one with a deposit of \$29,000.

Can you say FLYING CLUB? FMI: www.epicaircraft.com

I received a G.I.F.T

For four days in October I traveled to Vernon, Texas to assist with a program called G.I.F.T or Girls In Flight Training. I had read about this program in an article written in Flying magazine a couple of years ago and earlier this year I sent them an email indicating that I would be willing to volunteer to instruct during this years program. GIFT is put on by the Latimer family and lead by the matriarch of the family Mary. Mary is not only an instructor but and A&P and Designator Examiner for the FAA. Her daughter Tamarra is also an instructor and an A&P as is her granddaughter, Amanda. Her husband Lawrence does it all too but is a bit more subdued than the rest of the ladies in the family!

The Latimers put on a week of instruction, for women only, who have either started to fly and were derailed along the way or others who have wanted to get started but were intimidated for some reason. Ages ranged from 22 to 68 and each candidate had to submit a letter as to why she has been unsuccessful in getting her license. This year there were 40 signed up but only 17 made it. The student pays for their fuel and about \$20-40 an hour for the airplane. Instruction is free. GIFT is a 501 © 3 organization. Here is a passage from their website;

There is no charge for the Instructor, ground school or in flight. Cash or Check is preferred for costs incurred; any credit/debit card charges will be charged a 5% convenience fee (we incur a 3.5% fee from the credit card companies so yes we lose money through credit card systems)

You will need to reserve your spot with us. Please see our [Donations/store](#) page to purchase your reservation online. We also have an application you can download and mail to us. No reservation will be noted until payment is received. This fee is applies toward your airplane costs, or supplies you purchase through us, including extra T Shirts, or other items we sell. We will refund up until

30 days prior to the event. The fee is non refundable within 30 days of the event. (a refund can still be requested within 30 days of the event, for such as medical events, your and family, loss of employment, military status changes. employment relocation, etc) Please see our forms above for applications and refunds requests.

The airplanes are \$30 per hour plus the fuel. Others on loan to Gift may vary in price based on their equipment or complexity. Current fuel prices are \$4.45 per gallon but that may change before October. There is a \$5.00 fuel card you will be required to purchase, this allows you to fuel at the self serve pump and pay at the end of your stay, with cash or check. Fuel is discounted thru the self-serve card. The two gift aircraft burn at 10 gallons an hour, other aircraft loaned for that week may vary in fuel cost, ask the instructor or the dispatch staff about fuel burn prior to flights.

You can plan to spend about \$55. on books, plotter, and E6B unless you already have these items (or can borrow them) The book we recommend to prepare for the written is the ASA Private Pilot written test prep (\$20). You will also need a logbook if you don't already have one. Bring a notebook, sticky notes and highlighter. You may use other books and programs, but class instruction will follow the ASA book when going over questions.

Our goal is to have everyone fly at least once per day. That will vary with the weather and availability of planes and instructors. Of course, no one is expected to fly more than they wish.

We have a block of rooms reserved at the Holiday Inn Express. The GIFT rate is \$88. per night. There are usually plenty of ladies who want to share a room. (All the rooms have 2 queen beds) We will share contact information so individuals can make their own arrangements to share a room. Check our Links under 'where to stay' further down the page. Breakfast is usually at the hotel or on your own. We will provide lunch every day.

If you have particular needs (vegetarian, allergies), then plan to bring your own lunch. We will likely have something for everyone but no one learns well if they are hungry.

Supper is also on your own. Sometimes several will go out to eat. Some will choose to cook and eat at the airport. We will have crockpots or there is an oven in the little airport house. (The little airport house is reserved for our volunteer instructors).

There is a Wal-Mart with a grocery section as well United Grocery store for options plus several fast food and few average restaurants for options.

The ground school focuses on broad knowledge that you will need to be a safe pilot. We will cover the material you will need for the written test but that is not the focus.

The first few days are spent covering the basic topics. The last few days are more likely to be covering or reviewing specific areas for smaller groups.

The flying usually starts at daylight and continues as long as the instructors are willing and the weather cooperates.

The classroom starts about 8:30am and runs till about 5 or 6 PM. Or until everyone's eyes glaze over. It is usually a very interactive process and the topics may shift with questions that link one topic to another.

Flight times overlap with the classroom so you will miss an hour or two of classroom everyday. It

works out though because one of the other ladies will fill you in on what you missed or you can fill in the gaps with an instructor after regular sessions.

I hope that we can have the Latimers down next year to speak with both the EAA chapter and the 99's. For more information : <http://www.girlsinflight.org/flight-plans.html>

At this months EAA chapter meeting Jim Rollins was awarded the Wright Brothers Master Pilot award. Also receiving the award was Ray Lewis



Debby and Jim Rollins

Congratulation to Ray Lewis



Keep an eye out for the Proposed EAA building ballot

The cost analysis and info packet will be distributed in the next 6 weeks containing all the information about the proposed Pecan/EAA building. The January meeting will be a membership meeting and all questions still unanswered will be discussed. Shortly thereafter the ballots will open online at www.eaa983.org and you can vote whether the chapter will support this worthy cause. If approved by the membership then it will be presented to PPOA for review.

Interested in purchasing an EAA Calendar

EAA airplane calendars for 2016 are available through the chapter secretary, Karen Woodward. The calendars are \$10 and are cheaper than you can get them online. They make great gifts and stocking stuffers. Karen Woodward 871-408-9576 or email: KTwood@charter.net

EAA Christmas Party Tickets going fast!

If you want to attend the EAA Christmas party on 12/12/2015 you can still purchase them from Connie Sasser or Claudia Sutter (numbers found on the EAA983 web site. Tickets are \$50 cash or check. Sorry no Paypal this time.

Vote for EAA Officers and Directors

There's still time to vote for your next years Officers and Board of Directors. Ballots were e-mailed to active members. If you did not receive yours, send a request to webguy@eaa983.org

Vote now and vote often (just kidding. One vote per member)

Have a Merry Christmas

Chapter owned tools

1. Dynavibe Prop balancer.
2. Electronic scales for weighing aircraft
3. Prop torque wrench for Hartzell-MT Props.
4. Torque wrench 5-80 ft pounds.
5. Nose seal tool.
6. Various cable crimpers and cutters.
7. Hose mandrels.
8. 'C' clamps. C-6, C-11, C-18.
9. Rotary angle finder.
10. Grinding wheel dresser.
11. Printer for updating glass panel.
12. Hobby-Air forced air breather.
13. Citation HVLP spray unit with fresh air breather.

Chapter Member Special tools

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|---|---------------|--------------|
| 1. Tire bead breaker, wheel balancer, sparkplug cleaner/tester, aluminum tube bender and flaring tool, Cam Loc pliers, Handheld Digital Prop Tach checker, Punches for panel instruments, brake bleeder pump. | Charlie Adams | 817-219-0162 |
| 2. Large glass bead machine, Cylinder wrenches, Ring compressor bands. | Gary Bricker | 817-219-0524 |
| 3. Engine hoist, Pipe expander to tighten 1 3/4" exhaust slip joints. Don Saint 817-578-7339 | Don Saint | 817-578-7339 |
| 4. Sparkplug tester and Gap tool. | Steve Wilson | 817-279-1379 |
| 5. Engine hoist. | Bill Eslick | 817-579-5593 |
| 6. 36 inch brake/shear/roller, tube beading tool. | Damon Berry | 817-219-0007 |
| 7. High Wing Jacks Cessna 177/182 | Sid Tucker | 817-279-9237 |