



EAA CHAPTER 983

RIVETING NEWS - JUNE 2026

Inside this Issue

- Return of Riveting News
- June Meeting Briefing
- Who's Who in 983
- Safety Minute
- Pecan Project Reports

On the Horizon

July 11- Chapter Meeting/Pancake Breakfast

July 20-26- EAA AirVenture, OshKosh, WI

Sep 26- Fall Fly-In

Riveting News Editors

Erin Hollis

Greg Walker

Tom Woodward



Safety Minute

New Unicom for
OTX1 and 66TE!

On 9 July 2026, the
new Unicom
Frequency will be
123.075

WWW.EAA983.ORG

June Meeting Briefing

Our chapter meeting is held every 2nd Saturday of the month at the EAA Hangar near Planeview Park.

Breakfast: 8:30am – 9:30am

Chapter Meeting: 10:00am – 11:00am

Program – 11:00 – 12:00

VMC/IMC Club: 12:00 – 12:30

June 13, 2026 Meeting Notes

Breakfast

The morning setup was much easier due to the Baron being gone, and only the Cirrus needed to be moved out. The breakfast crew was busy preparing the food line up and the buffet line was running well before the 8:30 start time. We even had enough leftovers to feed some late arrivals. We sold a respectable 57 breakfasts to 67 hungry members and guests.

Call to Order

Dick Keyt opened the meeting by having the breakfast crew stand, recognizing them for their hard work.

Dick then made the essential call for guests in attendance to introduce themselves. Though some people may be shy, we all want to meet fellow aviation enthusiasts.



George Mack gets the award for travelling the furthest to attend our meeting – Thailand! He was born in the Czech Republic, but lives in Thailand currently. He is in the process of acquiring a unique aircraft, Dick Keyt's own Ryan airplane.

Mike Davidson was attending his second chapter meeting. He recently moved from Prosper, and is currently renting a house in Pecan. Mike has a lot in the Landings and is planning to build soon. He owns the Cirrus SR22 that is now residing in our Chapter Hangar.

Matthew is a graduating high school student who is planning to start the Flight Program and Aviation Science degree at San Angelo State University this fall. He is looking to meet experienced pilots in the area for advice on flying careers.

Paul Sorenson is moving from Albuquerque. He owns a Grumman Traveler and is starting an RV-10 kit. He has already been in touch with several Pecan RV-10 builders.



Project Reports

Sam Butler has the engine hung and is working on the cowling for his S-21. He said the cowling instructions are pretty lame compared to RVs. He is also working on the windshield and skylights.

Keith Brown reported his hold up on the RV-14A should be over soon when he receives the Lycoming Thunderbolt IO-390 later this summer. It was ordered way back in April 2023. His engine will end up costing about \$72K, the current price from Vans is about \$82K.

Steve Bloomquist was coaxed into telling the story of ferrying an Aztec to Florida that had not flown in many years. They suffered 3 emergency landings during the trip. Finally, they arrived at their destination while limiting legs to 30 mins due to a fuel delivery issue. Quite a story best heard from the pilot himself!

Dick Keyt reported the glider club is doing well with 2 flying gliders and 3 projects. They have upped their game with a new organization name: Learn, Build, Soar. Dick is concerned that the Club needs more depth to continue to grow as there are personnel single point failures with only Dick, Carl Keil and Ray Lewis as principal leaders. He is currently doing the annual on the Super Cub tow plane.

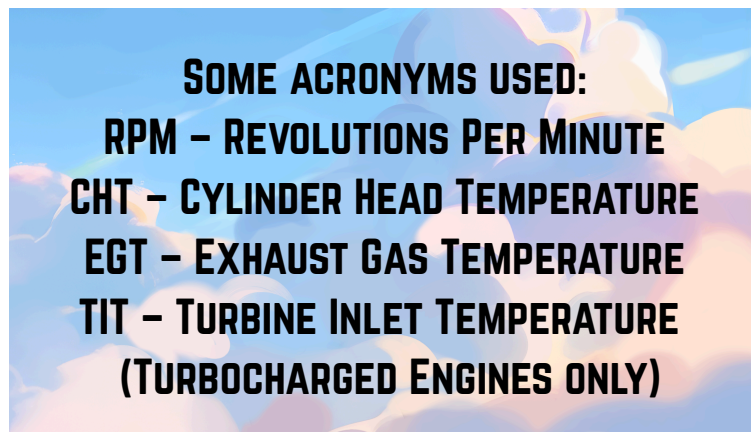
A member in the audience asked for some A&P assistance on the flaps for a Cessna 150.

Other Reports

- Bob Pastusek reported that Fly In planning is going well. One key volunteer is needed for Food Preparation. This is a very important position that Sue Cole will gladly coach.
- Bob P. reported OTX1 and 66TE will be changing frequencies to 123.075 on July 9th. This new frequency will also be used to turn on the runway lights.
- Jerry McMillan stated the hanger movie nights will be starting in October. He is working on all the Audio/Visual details and getting help from the McJunkins.
- Members have been inquiring about getting the 2 day Repairman's Certification course hosted at Pecan. The Lancair Owners and Builders Organization (LOBO) is authorized by the FAA to conduct that course. Bob P. will look at when that could be scheduled.
- Ray Lewis mentioned that new MOSAIC rules allow certified pilots to fly gliders with the signoff by two CFIs.

The Why and How of Lean-of-Peak Operation

Dick Keyt introduced the speaker, Bob Pastusek, who has been flying his Lancair IVP lean of peak its whole life. This is a highly emotional debate that Bob did a fine job balancing.



“Why” The key cons are a performance loss of 5-10% and the cost for an engine monitoring system. The pros are 10-20% fuel savings, over 20% increase in engine life, and the overall benefit of engine monitoring.

“How” Lean the mixture while monitoring EGTs. Note when the first cylinder peaks in EGT and when the last one peaks. When the last cylinder peaks, continue leaning until EGT decreases by 40 degrees or the engine starts running rough. Bob noted that this is not a set-and-forget procedure. As changes are made to Power, RPM, or Density Altitude, the leaning procedure will need to be repeated or tweaked. This is typically a cruise-only procedure. Bob does not lean during the climb. A rich mixture helps keep the CHTs down.

Understanding your engine is another important aspect: What your normal RPMs, CHTs, EGTs, and TITs are. All these need to be monitored during leaning. He notes some aircraft may have difficulty running lean of peak. A carbureted engine with standard magnetos will have a more difficult time than a fuel-injected engine with balanced injectors and electronic ignition. In-flight experimentation is required to find the optimum leaning technique for your aircraft.

There are many sources of information on leaning out there that will make your head spin. The beauty of an EAA chapter like ours is having a vast array of experience and knowledge to bounce ideas. Feel free to contact Bob for more of his insights on Lean of Peak Operation. Thank you, Bob, for jumping in at the last minute as our meeting speaker!

KLIFF BLACK'S KITFOX



Kliff and his wife, Molly, with their new baby, N174KB

Chapter 983 has many pilots who have built an Experimental airplane. After all, that is what drew them to join the Experimental Aircraft Association. Here in Pecan, we also have builder/pilots who have built multiple airplanes, and Kliff Black is one of those people.

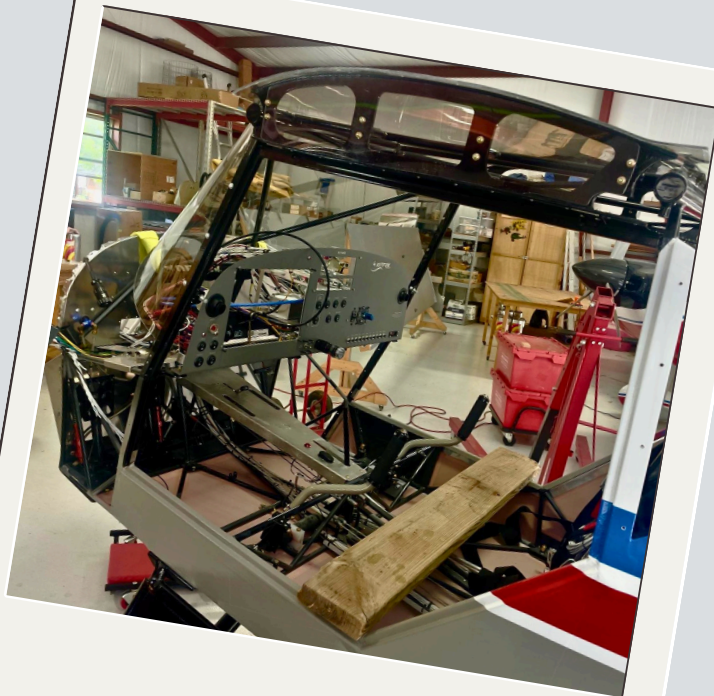
Kliff completed his first airplane, a Van's RV-7, in 2016. Recently, he began using a different set of skills and is in the middle of building a Kitfox S-7 STI. The difference between the two planes is that the RV-7 is an all-metal construction, with some fiberglass, whereas the Kitfox is mostly a fabric-covered airplane.

Even though Kliff has a degree in mechanical/electrical engineering and a background in construction, he was willing to put in the time to learn new skills in fabric work through the EAA SportAir workshop.

Kliff's Dad was a mechanic for Braniff and a gunner on a B-17 in WWII, so Kliff has been around airplanes all his life, soloing at 16 before he could drive himself to the airport. He was working on his CFI (though he didn't complete it) when he went into the ROTC as the Vietnam War came to an end. There was a lull in his flying from 1972 to about 1998, as with most of us, life got in the way for a while.

KLIFF BLACK'S KITFOX

Kliff wanted to build a Kitfox initially, but after attending his first SportAir workshop, where everyone was building RVs and working in aluminum, he decided that aluminum was the way to go. He started his RV-7 in 2008 and finished it in 2016. Kliff says the Kit Fox isn't easier or harder to build than the RV, but just a different set of learned skills. He does admit however, that the Van's plans are much better than the Kit Fox plans have had him scratching his head. He plans to go with Garmin Avionics this time as opposed to the Dynon avionics he used in his RV. He also completed the Rotax engine maintenance class to be able to do the work on his engine of choice, a Rotax 916IS, a turbocharged, four-cylinder engine producing 160 HP. It has an EMS, engine management system, is water cooled and a 2000 hour TBO.



Unlike most builders who pass the painting of the airplane onto a professional, Kliff does his own. This plane is going to be painted similar to his RV, which is the design of the Braniff airplanes he used to watch in his youth, flying out of Dallas Love field. His airworthiness inspection is scheduled for July 23rd and he should have the plane done by Thursday, which is what he tells his wife!



"It's almost done...for sure by Thursday!"



EAA 983 Officers



Dick Keyt	President	flykeyts@gmail.com	(817) 559-4278
Bob Pastusek	Vice President	rpastusek@gmail.com	(757) 286-4802
Carl Keil	Treasurer	7e@earthlink.net	(303) 250-3601
Erin Hollis	Secretary	hollispeaa@gmail.com	(940) 232-8523

EAA 983 Board Members

John Bowen	bowenjandj@gmail.com	(817) 559-5080
Doug Crumrine	ftrflyboy@gmail.com	(817) 559-4665
Bill Eslick	wgeslick@gmail.com	(817) 475-2194
Bruce McJunkin	bmcjunkin57@gmail.com	(559) 824-5246
Jerry McMillan	j3lmcmillan@gmail.com	(928) 710-0736
Tom Thibault	tom@lachollatech.com	(520) 271-4886
Greg Walker	walkergp@aol.com	(817) 709-7984
Tom Woodward	buhwana@charter.net	(817) 279-3080