



BRAZOS AREA RECREATIONAL FLYERS BRAGGING AND GOSSIP

EAA Chapter 983 Newsletter
September 2003

EAA Chapter 983, P.O. Box 5191, Granbury, Tx. 76049
Website <http://www.eaa983.org>

**Chapter 983 meets on the second Saturday of each month at 10:00 AM. in Ken houseman's hangar.
N.E. corner of Pecan Plantation Airpark.**

[Air Salvage of Dallas](#)

[<--Click!](#)

Texas Air Racers are Winners at the 2003 AirVenture Cup

The 2003 AirVenture Cup air race was completed recently starting from the First Flight Airport, Kitty Hawk, NC and finishing at Oshkosh, WI. The 948 mile annual race is part of the Experimental Aircraft Association convention at Oshkosh, WI where thousands of aircraft and people gather to indulge in aviation activities. In all, 75 experimental aircraft competed in various classes based on engine size and aircraft configuration.

Granbury, TX is home for four of the race pilots. Dick Keyt, Larry Henney, Don Saint and John Bunn are neighbors of the Airpark at Pecan Plantation and are active members in the local Experimental Aircraft Association Chapter 983, ["http://www.eaa983.org/"](http://www.eaa983.org/).



Left to Right – Don Saint, Dick Keyt, Larry Henney, John Bunn & Dave Christman
Photo taken over the Brazos River by Bill Eslick, Photo Pilot is Rick Chapman

Dick Keyt won the Formula RG class flying his Polen Special. Dick averaged 260.93 MPH and finished third overall. The Polen Special is a one of a kind aircraft, built and flown over 30 years ago. This is the fifth consecutive Airventure Cup win for Dick.

Larry Henney placed second in the Formula RG class with an average speed of 226.45 MPH. Larry built his Lancair 360 and won the Golden West Air Race in 2002.

Don Saint won the Formula FX class with his Glasair IISFTT. Don averaged 230.83 MPH and finished seventh overall. Don finished building his Glasair in 1997 and won the 1999 Airventure Cup in that class.

John Bunn placed third in the Formula RV class, averaging 192.95 MPH. This was John's first race and will probably not be the last..

Information on this air race and the complete results can be seen on the Experimental Aircraft Association website at :

http://www.airventure.org/2003/events/airventure_cup/2003_results.html

August Meeting Minutes

The “Storm”meeting ran long this month due to a welcome and torrential downpour.

Many thanks to **Gwen and Jason Hutchinson** for refreshments and set up help.

New members **Dwaine Jennings and Rose Ray** from Horseshoe Bend were here and Tech Counselor **Martin Sutter** commented on the high quality of workmanship on their RV7A project..

Debbie Dewey is flying her Grumman with instructor **Tom Woodward** frequently.

Bob Benenati is recovering nicely after 10 hrs. of surgery in Houston. Says more food than can be eaten has been

brought by friends and neighbors.

Jim Robinson and his wife Brenda are recovering from Brenda’s surgery as well.

Dick Keyt recounted an Airventure Cup story of a Lancair pilot who’s gear jammed. Autopilot on, he climbs into the back, removes an access panel, frees the gear and continues. Adversity/Invention.

Don Saint went on and on about his first Victory in the Airventure Cup. Big deal, aint nothing wrong with second place.(ed.)

Peter Coltman introduced a friend, **Richard Condy**, from Florida who will be attending Embry Riddle.

Ken Houseman has been in the hospital and is now recovering in the Granbury Villa Nursing Home.

Fall Fly - In Update: **Dave Christman** is soliciting safety ideas.

Fire Engine and crew will be on hand all day

Do you have a location or person to send a flyer to?

Still unknown whether we’ll have a rally. **Bob Satterwhite’s** working on it.

Peter Coltman’s Beech D-18 Program.



It was a very interesting story, chapter member Peter Coltman told, about how with only \$7000, twelve years of hard labor, ingenuity and a checkbook to support two R-985 O’hauls, \$20,000 worth of instrument work, radios, paint, complete new interior, tires, brakes, corrosion repairs, spar inspections and ten thousand other jobs, it is still possible to remain married. To the same wife!

The Twin Beech line ran from ’37 to ’69 through several model changes with the E being the last. Peters’ is a D, built in ’46 and was purchased new by the Champion Spark Plug Co.. He found it in ’91 in Trade-A-Plane, owned by an A&P school, where it sat, wings off, for a long time. Peter bought it and while all the big pieces were there, a LOT of the small ones were not. It took him and a friend six weeks to get it ferryable and bring it back to Texas. Peter passed around his photo album and believe me, it was an airplane only a mother could love and one that only a blind man would consider flying.

Twelve years later though, all the time and money looked to be well spent. He, son Andrew, Rick and Austin Chapman and a couple of friends flew it to Osh Kosh this year. It looked great, sitting out there in the bright green grass with the camping gear all around and everyone watching the show.

Big Band Hangar Dance

Saturday, October 18th

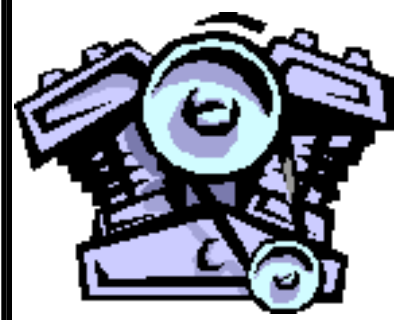
All year long Lisa Coltman looks forward to the Big Band Hangar Dance and silent auction held at the Vintage Flying Museum at Meacham Field. This is the thirteenth annual event and you can “Dine and swing to the 40’s music of the

Glenn Miller era beneath the wings of a historic B-17 WWII bomber.” You are encouraged to come dressed in 40’s period clothing or as your favorite aviator. Dinner will be served from 6:30 to 8:00pm and dancing from 8:00 till Midnight.. Tickets are \$20 in advance, \$25 at the door and all proceeds benefit the Vintage Flying Museum. Additional info at 817 624-1935 or www.vintageflyingmuseum.org If you wish to be seated at one of the EAA 983 tables, please call Lisa at 817-579-9702 and let her know.

Lisa and Peter will be there and she has brought in her Dad to be her dance partner because while Peter may be a fine pilot, he just won’t boogie!

Late breaking news: Lisa will also be dancing because on August 20th she delivered Graham Edward Coltman.

(9lbs.. 9oz.)



A few months back we did a three part series written by Monte Barrett concerning overhauling engines in general and the IO-540 in particular. Monte owns Barrett Performance Aircraft in Tulsa (see ad p.145 July T-A-P) and has offered to answer a question a month about engines to be published in the news letter. This came about when I e-mailed him for some advice (current article) and his response was so well written that I asked him to be a regular.(not that writing well means much in these pages) I would like questions for him; send them to me and I'll send one up to him each month.

Monte,

I may buy an RV with a suspect engine and would like your opinion as well as a ballpark price on an overhaul at your shop.

Here's what I know: IO-360 A2B, 300 hrs. since repair by owner and A&P school instructors. Repair required after chromed crank broke. No prop strike resulted. Case repaired, halves machined, line bored. New rods, bearings, etc.(don't know how much "etc" encompasses). 10:1 pistons. Present crank is a yellow tagged H10 (helicopter), no counterweights, standard dimensions. Yellow tagged cam. OH'd chrome cyl's. Compressions in high 70's but oil consumption is 1/2 qt./ hour. 300 hrs. flown in last 10 years on this repair.

I've read your article many times and know what you think about OH'd cyl's, back yard repairs and yellow tags. My main questions revolve around whether or not this may be a good candidate for a real OH, is that crank worth having even if sound, are there any big ad's and a "ballpark" figure on OH cost.

Damon,

The most likely problem with the oil consumption (which is too much) is likely to be the chrome cylinders. Chrome cyls. on angle head engines are usually oil burners under the best of conditions.

You mention H10 (Helicopter crankshaft). Are you sure you didn't misread it and it said " M10"? There are several different Helicopter crankshaft / rod combinations and it would be advantageous to know which one it was. for example. the HI0-360-D1A engine uses a crankshaft that has thicker cheeks and narrow rods.. At the other extreme,the HI0-360-B engine uses a regular 180 HP typical Lycoming crankshaft. Depending on

whose tag is on the camshaft and if it was installed with new lifters it may be just fine. The tags I like are AEA-Dallas, Rick Romans, Inc. and Aircraft Specialties Services, Tulsa. If you have one of those camshafts it is most likely a good one.

So I have this for a suggestion. Remove the cylinders, strip the servicable parts from them (valves, springs,) make a note of the total time on them, put them in a box, then buy 4 new angle head cylinder assemblies and install them. They will come with pistons that are 8.7:1 You could re-use your 10:1 pistons and put the new pistons back. At the same time you will be able to determine which crank you have; you could even remove one rod and have a look at the bearings, you could physically see the camshaft and lifters.. total cost for the cyls and ancillary stuff you would need would not exceed \$7000.00 which is about 40% of overhaul costs provided what you see inside the cases is serviceable. Sitting as much as it apparently has, rust is the big concern.

How about sending me a copy of the Chapter newsletter ?

Monte



STEP UP FOR CHAPTER 983

November is just around the corner and according to Chapter By-laws it is time for a new slate of Chapter Officers.. Our Officers serve two year terms and dedicated volunteers are needed for the jobs of President, Vice-President, Secretary, Treasurer, and News Letter Editor.

What makes Chapter 983 one of the best Chapters in the country is great members and leaders. If you have an interest in "putting something back in", please volunteer for one of these leadership roles. Contact Gary Bricker and let him know that you are interested.

OshKosh Quickies:

Cheap gas at \$1.99. Gas war, an unexpected treat.

Jimmy Franklin and his jet Waco. You can **ONLY** appreciate that spectacle if you see/hear it in person.

Grandson of Pecan airparker Ann Heffley. (If you fly in N. Texas you know the Heffley name) Zack

Heffley, 22, made his Osh Kosh aerobatic debut as one of six “Stars of Tomorrow” pilots.

About 50 Chapter and Pecanites gathered for dinner at Fin and Feather organized by Carol Chiappe.

Moores, Askins, Berrys flew to the Greens and picked them, Gary Cotner and Bill Cordoza up for the trip to O.K.

Beer check revealed that of the 23 cases given to Gary by chapter members at the going away party only 5 remain. Gary says: “May Day, May Day, May Day, send more beer”

Thanks to Amber Stepling for her house sitting duties and to Bruce and Gloria Wilson who picked up mail, newspapers and watched the neighborhood for many of the absent Osh Koshers. A noticeable oversight on their part however was not getting my lawn mowed, although it was plainly needed.

In the 1700’s and 1800’s the British Navy had major problem with desertion and rarely allowed shore leave to the average sailor. They did allow wives and families to set up housekeeping aboard ship while in port. Children were often born aboard and when there was a particularly difficult birth the mother might be laid next to a cannon and the gun fired in hopes of promoting delivery. When this was successful, the offspring, if it was a boy, was called a “Son of a Gun”

Young Eagles

13 kids were flown on July 26th and 48 kids were flown on Aug 23rd for a total of 149 so far this year. Thanks to all the pilots that donate their time and expenses.. Gary Bricker, Gene Chiappe, Roger Lessard, Les Staples, Sid Tucker, Bruce Wilson, and Steve Wilson, have each flown over 10 kids this year. I hope to see those of you that are getting close to the 10 mark at the next rallies, Sept 27th and Oct 25th at the Granbury Airport. Thanks to Carol Chiappe, Scott Correa, Karen Jensen, Marcia Walker, and Gloria Wilson, who helped with the ground and paper work.

Post Office Gestapo

All the hand delivered newsletters on the W. side of the Pecan runway were confiscated by the carrier and held for ransom, they wanted .37 each just to return them to me.(you vill pay postage or nefer see zose letters again!). To add insult to injury, the postage machine stole \$1 from me during the late night stamping expedition.. A copy of this newsletter (properly stamped) will be sent to the postmaster in Acton this month.

The most beautiful thing we can experience is the mysterious. It is the source of all true art and science.

Albert Einstein

Chapter Projects

Dick Jones	RV-9A	Gary Green	Thorp T-18
Lee Clements	Glastar	Ray Stewart/Charles Williams	RV-6
Bill Orcutt/Jim Erskine	RV-7A	Gary Bricker /Jim Matlock	RV-7A
Dick Keyt	Thorp T-18	Jim Erskine	RV-9A
Marv Jensen	Lancair 4	William Bird	RV-6
Bill Stepling	Rans S-7	Mike Monninger	Shoestring

Eddie Meier	F-1 Racer	Tom Lewis	RV-6
Jimmie Cash	RV-6 & T-18	Nathan Capps	Seawind
Gary & Susan Brandon	RV-6	Gary Cotner	CUBY
John Darby/Arnie Schect	Waco UBF-2	Jay Pratt	North Star
Wes & Millie Ragle	RV-6A	Andy Shane	Republic RC3
Les Staples	BD 4	Sid Tucker	DHC-1
Roe Walker	Murphy	Barbara Wilson	Swift
Tom Wood	Midget Mustang	Bill Scanlon	RV-7
Gene Chiappe	Aeronca Chief	Ray Naspany	RV-8
Gwen & Jason Hutchinson	RV-6	Jim Matlock	RV-4
Steve Mottin	RV-9A	Ron Schuster	Mustang II
Brian Sowell	RV-9A		

*Call me and I'll add your project to this list. Experimental or not. **Bold** letters mean completed projects.*

[Classifieds](#)

[Schedule of Chapter 983 Events](#)

[Chapter 983 Officers and Contacts](#)