

## **Brazos Area Recreational Flyers**

### **Bragging and Gossip**

## **EAA Chapter 983 Newsletter**

**July 2006**

PO Box 5191 Granbury, TX. 76049

Visit us at: [www.eaa983.org](http://www.eaa983.org)

Chapter 983 meets every second Saturday at 10:00 am in The Houseman Hangar. N.E. corner of the runway

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### **“A picture is worth a thousand wands.”**

Doug Crumrine (right) and his cohorts, led by Jim Kucholtz, once again provided trouble free parking for our Spring Fly – In. Check out the following pages for pics of some of the cast of characters who make this thing go. As always, there just isn't enough room to thank

everyone who plays integral roles in the functioning of the Chapter. You know who you are and we thank you!



**2 SWEET  
+ 2 BE  
4 GOTTEN**

Put this in your yearbook:

Jason Hutchinson lands after the first flight in his Mazda powered RV 6, the **fourth first flight** of a busy year for Chapter 983. Things went well with just a couple of cooling problems needing attention afterwards.

It's been very interesting watching Jason pull this project together. The airframe is one of the earlier examples of Van's kits. Not quick build, not match drilled, just boxes of parts and plans. With Bill Eslick helping out, the Mazda engine installation has helped Jason develop new skills in welding, fabrication, imagination, engineering, cussing, re-welding, hammering, sawing and re-re-welding. Joking aside, it's one of the cleanest installations of *any type* engine around. The panel is a basic IFR set up with a complement of extra switches and instruments peculiar to the auto engine installation (watch for a future article discussing those extra's). It's nice to see new and innovative action in the Chapter and our two Mazda guys have it in abundance.

(More on Jason's RV on p.5)

## PA from the Captain: ROE WALKER

**FLY- IN RECAP** – We definitely have to get this weather thing under control! If it isn't raining too much, the sun is fierce. Despite the hot weather, we had a good crowd. 350 meals were served, including some freebies for the EMS and other volunteers. The cooking volunteers liked the new gas grill, and did a fine job of getting the food out in good time. We also flew 43 Young Eagles and 32 Eaglets and adults. All of this was done by 11 pilots in less than two hours. Despite the heat and the turbulence, nary a soul got sick. That is something to be thankful for. Karen and her crew did a great job of coordinating the YE effort. The Friday afternoon effort to expedite setup worked very well also. Dick and Sam's crew had practically everything ready to go, including assembly of the gazebo tents. The vendor tents are a new feature this year, and business was brisk – particularly at the 99's tent. Understand that they did a land office business and made a ton of money that will be used to send Chris Webb to Oshkosh, plus other charitable events. Now for the tough part. The current Fly-in committee has done a great job in the past, but they are looking forward to the opportunity to enjoy the activities without having to do all of the work. If there is to be a Fall Fly-in we need a new set of volunteers to take charge. It's all part of the old 20/80 rule. 20% of the chapter members have been doing 80% of the work, and now we need to energize some of the 80% to step up and shoulder the load. Talk to me, Dick Carmichael, or any of his committee to get a feel for the effort involved. You Can Do It.



Debbie Dewey, Gwen Hutchinson, Claudia Sutter and Connie Angel were just a few of the models hired for the Fly-In.



Bernie Mull, Leader Karen Tucker and Major Dean Christy and others, along with a cadre of Civil Air Patrol Senior leaders and Cadets, ran a successful Young Eagles event.



Tony Paton, Bill Eslick and Andy Shane attempt to convince the photographer that they are smarter than their expressions make them look.



Hot action at the Angus burger and Deli hot dog Bistro





Bill Eslicks Mazda RV 6 heads the flight line.



Sandra Winfield and the EMS and Fire Department volunteers enjoy some Chapter shade and eats.

### From The Right Seat: Chip Mull

I feel a little like W.C. Fields when he said; "The rumors of my demise have been greatly exaggerated". I did go to the University of Southern California for an evaluation for an operation but we are still waiting on

the doctor to come up with a game plan. No operation yet but we are very hopeful.

Upon my return, I found that the lawn fairy had mowed my lawn. I am greatly indebted to this person, as we (the lawn and myself) both needed it. Will the Samaritan please identify yourself and I will provide a case of the coldest "Miller" I can find. Or I will remunerate by cutting your lawn, your choice.

Our program for July will be a local businessman, the owner of Harris Composites. Mr. Vernon Harris himself will be here to give us a little rundown on his operation and answer any questions you may have about composites. This should prove to be very interesting as he has many projects he can't talk about and the ones he can are very unique.

I will prime the pump with the first question. Someone ask him how he feels about post curing.

August may prove to be a very broad and diverse program(s). I had a call from the FW FSDO wanting me to participate in a safety program of theirs as a guest speaker. My caveat to speak at their meeting was for them to speak at ours. I asked them to address the self-maintenance program and the new Light Sport Aircraft (LSA) rating.

I also toured the American Legend Aircraft Company on Friday June 23rd. I went to Sulfur Springs with the owner of Poly Fiber and we went behind the scenes and spoke with some of the people involved in building the aircraft. I also spoke with the director of operations about coming to a Chapter 983 Meeting. Since we have the fly-in scheduled in October, a very special guest and program planned in November, and our Christmas party in December, I am shooting for a program from them in August also.

Not only did they agree but they were very enthusiastic and may (operative word being may) bring their Cub and the Stearman. Both are gorgeous aircraft! When they heard why I wanted them in August instead of November, they asked if they could come back in November too.

Kudos to the chapter for another superb fly-in! To every single person that volunteered to help., THANK YOU! It was a co-ordinated group effort and it showed. All our visitors had a fun time and a gourmet hamburger. Our chapter president, Roe Walker has outdone himself with the purchase of the new grill and tents for the fly-in. All were big hits and the talk of the show. Our grill will be enjoyed for many years and the source of thousands of gourmet hamburgers for our EAA friends. Good Job Roe!!

I want to thank everyone that has suggested programs this year and provided names and phone numbers. I have followed up on every one of them and they have all worked out very nicely. I still haven't done what I wanted with the programs yet, which was to tap our local talent.

Not only do we have one of the most beautiful places to live and fly but also I can personally attest to the greatest neighbors and Chapter members in the world. Some of them have talents and vocations that need to be shared and I hope they will come forward with a program for us. As our first meeting of the year showed all of us, we have an extremely interesting, diverse and talented group here in Chapter 983. (continued p.4)

### From the Right Seat, continued from p. 3

If you have a specialty or an interest you can share with the group, please call me at 817-279-8045 or e-mail me at [chip@stits.com](mailto:chip@stits.com) and let's build a program around it. You may very well have an answer one of your neighborhood pilots is looking for or can solve a problem one or more of us have run into. What makes this chapter the envy of other EAA chapters is the group involvement and talent. Each and every one of you has something to offer. Please search your souls for a second and give me a call.

Thanks to Damon for a great newsletter every month and to all our other (too many to list here) volunteers in the chapter.

Till next month. Let's launch

First One Up Takes the Lead and We'll Brief On Guard -Chip

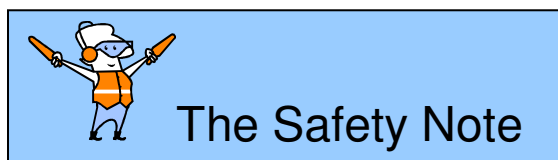
## More Fly-In Bits



Debbie Keyt, Sheryl Crumrine and Glenda Orcutt singing a chorus of "Girls Just Wanna Have Fun"



Andy Shane tries to convince Bill Eslick that wearing two layers of tinfoil on your head will keep the aliens from manipulating your brain waves.



### The Safety Note

## Today's Auto Gas?

EPA mandated that the additive MTBE be removed from gas because it pollutes the groundwater. Ethanol has been substituted, up to 10%. Now whether or not you believe that the local jump in prices was because of a shortfall in ethanol delivery (Was a CEO trying to explain? Were his lips moving? Was he speaking from the deck of his yacht?); the fact is there is now ethanol in our local (DFW and Houston) auto gas.

Car engines built since 1970 are able to use these fuels with no problem but how about our airplanes?

A number of years ago, in an experiment, the State of Illinois ran an airplane engine on ethanol and it destroyed the composite float in the carburetor in short order. Some carburetor floats, fuel tank liners, fuel lines and pumps have composite components that are vulnerable to ethanol.

Another problem is that Ethanol is a wonderful cleaner. Yep, it will dislodge solids, gums, rust and other particulates that have collected in your fuel system over the years. Hope you have a good fuel filter and change it often. Ethanol also absorbs water and holds it in suspension. You won't have any fuel line freezing but neither will you be able to have it collect in the sumps where you can drain it. Rust and corrosion become concerns.

All in all, without some investigation of your systems, using auto gas may now be a chancy proposition.





### First Flight, continued from p. 1

A couple of days before the flight, Gwen and Jason receive their airworthiness. Once again Dave Eby came down to "Hang some paper" as he likes to refer to issuing the certificate. Flight Advisor Don Saint and Bill Scanlon, who provided dual in his RV 7, helped Jason prepare for the flight.

At press time, Jason has the engine torn down after discovering a leak which allowed coolant into the combustion chamber. It was an opportune repair in that it offered him a chance to update some internal items which will improve the engine performance.

Later articles will follow which should detail some of the trials and satisfactions of life with a Mazda.

## T-18 Fly-In at Gary and Maxine Green's



Dave Eby's was one of many gorgeous Thorps



The host's in front of Yellow Bird

## Notices to Airmen

- **The SWRFI at Hondo** was an unqualified success! 6100 people and over 760 aircraft. The best turnout in ten years even though it was Mothers Day weekend. Next year it will be moved to the first week in June to avoid the maternal conflict and hopefully attract even more. It will be great if this continues to be a first class, national event.
- **Why did my physics professor** always look at me when he used this quote? "Light travels faster than sound. That is why some people appear bright until you hear them speak." -Alex Cimos.
- **A note from Roe:** "The Gods of the raffle were good to me last Saturday at the Granbury pancake breakfast. I am now in possession of a very nice Rotary Angle Finder for which I have no known use - and will be donating to the Chapter tool program. If you have a need for it, contact Gary."
- **One last time.** I will be gone for August and won't be able to produce the September issue of the newsletter. If you'd like to put it together with my help give me a call.

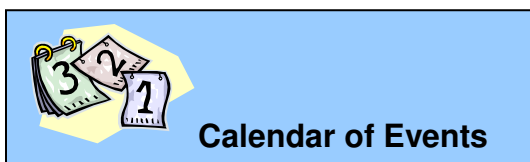
## CLASSIFIEDS

**Pilot Avionics** PA400-3BL. 4place, portable intercom. \$75 (New \$175). Damon Berry [famber@charter.net](mailto:famber@charter.net) 817 573-3444

**Henney Boys Lawn Service:** Regular cuts or one time vacation jobs, we'll mow, edge, blow, and weed eat; Small lawns\$20, Large \$50 Vacant lot contracts also available. 817 573-4301

**48" Work bench sheet metal brake** \$85. Almost new Craftsman Shop Vac, the big one w/all the attachments \$85. Contact Damon at [famber@charter.net](mailto:famber@charter.net) or 817 573-3444

**Exxon Elite Aircraft Oil.** I am now a distributor. It sells for \$48.00 per 12 quart case. It has the best ratings for both wear protection and corrosion prevention. I am donating the profits from sales to the Dennis N. Polen educational foundation. Contact Dick Keyt 817-279-7590 [flykeyts@charter.net](mailto:flykeyts@charter.net)



<b>July</b>	<b>1</b>	EAA 59 Pancake Bkfst	McGregor Executive (PWG) nr. Waco
	<b>8</b>	Pancake Bkfst	New Braunfels (BAZ)
	<b>24-30</b>	Airventure 2006	Whitman Field (OSH)
<b>August</b>	<b>12</b>	Chapter 983 Meeting	Housemans hangar (OTX1)
	<b>12</b>	Cowtown Warbirds	Meacham field (FTW)
	<b>19</b>	Big Country Airfest	Abilene, Tx (ABI)
<b>October</b>	<b>21</b>	NewBraunfels Airshow	New Braunfels, Tx (BAZ)
	<b>20-22</b>	Safety & Fly/Splash In	Cedar Mills, Tx

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