

## **Brazos Area Recreational Flyers** **Bragging and Gossip** EAA Chapter 983 Newsletter November 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



**The "2006" EAA Christmas Party is fast approaching, so I wanted to inform you of a few things. Please mark your calendars for December 15<sup>th</sup>. Ticket sales are scheduled to begin at the November EAA meeting, however, I am working to have them available for purchase before then - I will keep you updated.**

**As every year, any donation would be appreciated. Please ask any business you may frequent, if they would be so kind to donate. If you are crafty, we would love to have personal made items also.**

**If you have any questions, feel free to give me a call.**

**Donna Christman 817-279-9899**

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### **Barns and wings; same thing.**

In Pennsylvania, neighbors gather to raise a barn. Families come with the kids and buggies and make an event of it. Same thing happens in Chapter 983, except we do it when huge boxes arrive on trucks or wings need to be wiggled into place and especially when that new family member first takes to the air. Shortly after hanging Dave's wings; from L to R. George Shemo, Martin Sutter, Damon Berry, Bill Stepling, Grandson Conner, Dave Christman and Gary Bricker.

**November Program: Visit by the Eclipse Jet. Fly By's, company reps and the Eclipse open for inspection at the Chapter meeting. Nov. 11<sup>th</sup> at 10:00. Houseman's hangar.**

## BOD Meeting:

October 17th.

Meeting was chaired by Roe Walker and the following items were discussed: Difficulties in securing volunteers for two fly-ins a year prompted the change this year to a Spring Fly-In and a Fall flying event. The resultant reduced income was also discussed. The board would like more member input. This is not a permanent decision and other alternatives would also be welcome. The November Eclipse Jet program is highly anticipated and invitations have been extended to the other area Chapters. Jerry Althouse will house the Eclipse overnight. V.P. Chip Mull is always soliciting ideas for programs. He would like more offers from Chapter members to exhibit their areas of familiarity (expertise is not required. A forum for discussion and exchange is what he's after) in a program. Damon Berry provided a look at plans for the upcoming Chapter Air Rally and will do the same at the Chapter Meeting. The Christmas Party and budget was discussed. Everyone is encouraged to attend Board meetings. If you would like to attend and drink some of Roes coffee, call him and he'll let you know times and dates prior to the meeting.

## Land of Enchantment RV Gathering

*Every year about this time, if you listen closely, you can hear them calling to each other. Look overhead and see the flocks passing by. Driven by some DNA charged imperative, they are on the way to their Fall gathering grounds. Known to avithologists as Vanus Mobilus Excellentem; to the rest of the world, they are: RV's.*

By all accounts, this years LOE was "...the best of times and the worst of times". A number of Chapter members flew out on Friday, enjoying a smooth ride and clear skies. Alas this was not to last. Saturday was a combination of rain, lots of rain and occasional periods of hardly any rain. In between ducking the showers there was enough time to wander and look at the variety of RV's that did show up. It was a smaller group than hoped for, however as you'll see, those who were there made up for the smaller numbers. Saturday night provided a scare for everyone, although they learned about it after the fact. HAIL. Some folks staying at the airport woke in the middle of the night to the horrifying sound of solids hitting their campers. Luckily, the cherry sized stones were soft and though they covered the ground and airplanes, no damage was caused. I get nervous just writing about it.



Sunday dawned ugly with low ceilings and enroute forecasts calling for more ugly with continuing ugly the rest of the day. Best RV 7 winners, for the second year in a row, Bill and Debbie Scanlon (pictured to the left) used their IFR capabilities and flew home, while Martin and Claudia Sutter and Tom and Bonnie Lewis took the opportunity to stay another night and do some hiking in the nearby San Juan Nat'l Forest. They were rewarded with a flight on Monday that was the best; Smooth, clear and 25 kt. tailwinds all the way home.

One of the things LOE'ers are most proud of, is the Benefit Raffle held each year to provide funds for a couple of El Paso children's homes. Many of the suppliers and manufacturers, whose businesses enjoy success, in part from their dealings with the RV community, donate products and services to the raffle. Some are very large ticket items. ECI, for example, donated \$6000 off a new ECI IO-360. (Debbie S. was the proud winner of a Sky-Tec starter) Last year, with over 200 aircraft attending, they provided about \$10,000 to the children's homes. This year's attendance

was cut in half due to the weather, BUT over \$14,000 was raised. Martin said it was quite a sight seeing that much cash, primarily twenties, in paper bags, handed over to the representatives from the charities. Something to be proud of!

## Captions

"You measured how many times?"

"Let me in or I'll break this (blanking) door down!"

"That's right; I didn't want to get any paint on the tailwheel"

"I put 'er in reverse, then the brakes failed"

"I think there's donkeys in there" (ask Don Saint)





## PA from the Captain: ROE WALKER

What a fun time the Air Rally was on 21 Oct. If you missed it, you missed a chance to be a "Perfect Pilot". Six out of 17 participants achieved this lofty status – and Lee Clements was even better by winning bonus points for his landing accuracy. Way to go Lee! Many thanks to Damon Berry and his crew for putting it all together. We'll have to do it again. The November meeting will be on the regular date, 11 Nov. The folks from Eclipse are bringing in an Airplane on Friday evening and will be giving demonstrations starting at 0900 on Saturday. The plane will be hangered in Jerry Althouse's hanger. They will be presenting a program for the Chapter members at the 1000 meeting, and another at 1300 for any other interested parties. Unless you hear different from us, the meeting will be in the Houseman hanger. Keep your calendar clear for 15 Dec for the Christmas party. It will be at the Club, and Donna Christman and her committee are busy planning. Tickets will be available at the meeting – price to be announced. Keep the pointy end forward!

## Chapter 983 Fall Air Rally



As you can see in the picture taken at the Brick Oven, the weather for the Rally was ideal. Calm winds and unlimited vis was the order of the day. The turnout was good for a first time event. We had 17 planes including Moonies, Pipers and experimentals flown by Chapter members, Pecan neighbors and Nassau Bay friends. With pilots, navigators and support personal, there were about 60 folks. We all gathered afterwards at the Oven for lunch.

As advertised; no one had any trouble at all flying and navigating the course. It really boiled down to a nice way to take an hour flight and you had something to do while you were flying. As Roe mentioned above; of the 17 aircraft, 6 were "Perfect" and the rest were "Merely Fabulous". Some of the questions asked at the turn points were not as clear as they should be and if we run this event again that will be an area for improvement. Although there were no aircraft that missed more than 2 or 3 items, the policy of not announcing scores seemed to be a good idea.

An interesting moment: After the pre-rally briefing was over and pilots and their co-pilots were looking at the charts and figuring the estimated time to fly the course, a comment was overheard; "Look at those two". At one of the tables was a pair who had their charts spread wide, a genuine E-6B and plotter in use and they were deep in conversation. Yep, you guessed it. Lee Clements and partner (Whose name, with my apologies, will be in next month's issue). They not only ended up "Perfect", they got the bonus as well.

Thanks to Jackie Bricker, Bob Satterwhite and Donna Berry who ran the show. We all had loads of fun and hope to see more of you in the future.



## West Texas 100

One of our friends, Cam Benton, out in Lubbock, is organizing a new event that we hope will be successful and continue into the future. He's calling it the West Texas 100. It's an air race but is not solely speed oriented. Speed, fuel consumption and stall speed also come into play.

*"Winners and placers will be determined based on Efficiency Power Rankings (EPR). This is meant to level the playing field for all types of planes and is based on the CAFE 400 formula."*

To read the particulars about the event go to [http://prosgetpaid.com/WT100\\_Brochure.pdf](http://prosgetpaid.com/WT100_Brochure.pdf).

Being the first time for the event, the field is very small so your chances of doing well are very good. If you have any questions he'll be glad to answer them. His contacts are there on the web page.

## 2006 National Championship Air Races

Gary Green

Reno was good. I've seen better races with more competition in the classes though. We got there on Tuesday and spent the afternoon at the races watching the last of qualifications. Wx was perfect Tuesday and Wednesday and Thursday. It was cold and windy Friday, making the day tough to enjoy. Saturday and Sunday the wx was perfect again.

The Sport class was interesting this year. John Sharp had his Nemesis NXT running and Dan Wright had his Nemesis NXT there also. Wright's was not fast. I think he had basic flaws in his intercooler setup. Greenameyer's Legacy was being flown by a young guy named Van Grote, a family friend I think. He was a rookie. The plane was fast and seemed reliable this year. John Parker had the Thunder Mustang really cooking. He was fastest qualifier and looked unbeatable in the heat races. Yet, on Sunday's final, he broke the serpentine belt that ran the superchargers (2). He finished the race but way back. Greenameyer's Legacy appeared to win, but the kid cut a couple pylons which gave the win to Sharp. Sharp was outrun by both, but not outflown. I don't recall the winning speed for Sharp---probably around 360. Parker had some lap speeds around 378 and seemed to be able to do whatever it took to stay well ahead of the rest of the pack. There were 5 Thunder Mustangs parked at Parker's hangar, but none entered the races.

There were lots of new names flying old F-1's. Several had been spruced up with new wings and other mods. Gary Hubler was unstoppable and won the Gold with his old Mariah. There is good competition in that class and is still my favorite to watch.

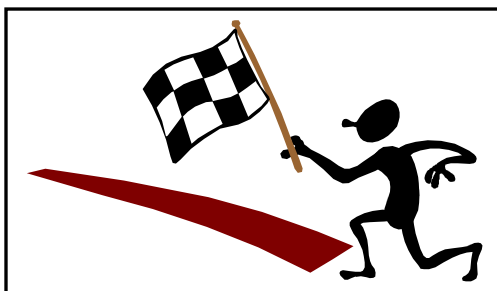
Al Goss (a friend from my T-6 class. He had a new engine on race prior to the start. The engine ended his week. Nick Macy won. reportedly due to a divorce in

The unlimiteds were had his two Sea Fury's and F-7 cratered an engine on Wednesday parked it for the rest of the week. qualified, but was not strong. There

unlimiteds. Stu Eberhart had a bad week with Merlin's Magic. He threw a rod on Tuesday, he busted the crankcase. It looked like a giant chainsaw had sliced into the engine from the bottom and cut a kerf about 4" wide all the way up to the base of the heads. The heads were about all that held the front and rear halves in place. He replaced the engine and was preparing to run Saturday. But, someone (I am not sure if it was an FBO service or not) was servicing the oxygen system. He serviced the low pressure O2 tank with high pressure O2 and blew the fuselage nearly in two just behind the canopy. It broke the back and it looked pitiful sitting there in the pits. I heard the "woompf" when it occurred and wondered "what the hell made that noise". Luckily, no one was killed or even injured. It blew parts 30' into the air according to witnesses in the pits. They dismantled the plane and were loading it on trailers to haul home on Sunday.

I ran into a Lycoming rep at their booth that lives in the DFW metromess. He was a very personable young man, extremely knowledgeable, and interesting to talk to. I mentioned Ch 983 at Granbury and he was very interested in coming down to present a program some time. His name is Dane McGuffee, Director of Aftermarket Sales. His business card address is 429 Hunters Creek Drive, Sunnyvale Tx 75182. Ph 972-226-0985. email:

[dmcguffee@lycoming.textron.com](mailto:dmcguffee@lycoming.textron.com)



California days) was top qualifier in the it this year and pulled out on Friday's was making lots of metal and that Mary Dilda was not there this year, progress.

dominated by Mike Brown's team. He Tigercat campaigning. Rare Bear and, as usual, had no spares. He Dago Red failed to qualify. Strega were no really spectacular races in the



### The Safety Note

Excerpts from:

**"Traffic in the area, please advise" It's a no, no.**

by Bob Mack

"Recently Unicom frequencies have seen the increased usage of "Traffic in the area, please advise".

... if you announce your position is 5 miles north of the airport, inbound to land, I won't say a word if I am 5 miles south (or any other direction other than north). Why should I? It's not necessary to request others to announce their position either. The frequencies are limited for Unicoms and it isn't uncommon to hear four or five airport announcements at the same time in my local area."

*From the latest version of AIM Section 4-1-9:*

g. Self - Announce Position and / or Intentions

1. General. Self - Announce is a procedure whereby pilots broadcast their position or intended flight activity or ground operation on the designated CTAF ( common traffic advisory frequency).

Pilots stating: "Traffic in the area, please advise" is not a recognized Self - Announce Position and/or Intention phrase and should not be used under any condition.



- Aircraft tire retreads are not only cost effective, but they are also dependable, reliable, and safe. Aircraft tire retreads are used on **commercial and military jets** and by virtually all flight school operators.
- FAA certification of an aircraft tire retread operation guarantees only the highest of quality for the aircraft industry.
- Aircraft fleet managers have found they can **reduce their tire costs by at least 50 percent** by retreading their aircraft tire casings at least twice.
- The lowest possible cost-per-mile is achieved with a good tire management program that includes the use of quality aircraft tire retreads.
- Aircraft tire retreads are the replacement tire of choice for most **Flight Schools**. Of the all of the tires purchased by flight schools last year over 90% were retreads.
- Retreads are also **environmentally friendly**. Aircraft tires are basically petro-chemical products. It takes 22 gallons of oil to manufacture one airliner tire. Most of the oil is found in the casing, which is reused in the retreading process. As a result, it takes only 7 gallons of oil to produce a large aircraft tire retread.
- Retreaders, like most aircraft fleet operations, have experienced considerable consolidation. Today, the most successful retreaders are those with the highest quality products, delivering the best possible return on investment to the fleets.
- Because of the competitive nature of the retreading industry, aircraft owners can expect to see continuous improvement in quality, durability and reliability, as the major retread suppliers annually invest millions of dollars in research and development.

ATTENTION FAA: The Lord's Prayer is 66 words, the Gettysburg Address is 286 words, there are 1,322 words in the Declaration of Independence, but government regulations on the sale of cabbage total 26,911 words. -From an article on the growth of federal regulations in the Oct. 24th issue of (National Review)

## Notices to Airmen

- "Pilots, too, although they are superior beings with greater intellectual capacity, should be concerned. Superior intellect hits the Earth just as hard, although it tends to be more surprised when it happens. – Ken Krueger
- Free to good home. Northern Airborne Technology, 4 place, panel mount, intercom. No harness. Call Damon.
- George and Linda Shemo were back in town for a visit and to fly their RV. They're missing all of you and say ATL ain't all it's crackered up to be.
- Free to good home Part II. Spare battery pack for a Garmin 195. Call Roe Walker
- The average number of people airborne over the U.S. in any given hour: 61,000.
- Member and Nassau Bay neighbor Bud Judy is the 2006 National Aerobic Champion in the Intermediate Class. He'll be competing in the Advanced Class next year. Congrats Bud!
- Unconfirmed report: Member John Bunn, who fell into an upholstery machine, is fully recovered.
- Thanks to Kevin and Karla Ross for forwarding the "Traffic in the area..." article.
- "Touch the project every day. ...resolve to do something, even if minor, every single day."
- "Often the death knell to a project is nothing more than taking the airplane apart and putting it in the garage/hangar. They tend to collect piles of household refuse and extra family cats."

## CLASSIFIEDS

**Hartzell C/S** with spinner and governor. IO or O-360. Certified and current, 800 hrs.TT. \$3500 Sam Tillman 817 326-6293. [saber@itexas.net](mailto:saber@itexas.net).

**Sky-Tec is looking to hire** one experienced machinist/machining manager type. (Geezers preferred) Job would require familiarity/experience with CNC machining and machining quality management. Full or part-time. Benefits are limited to: 1. A job you can fly to (if you are so inclined) 2. Panoramic view of airport operations at GDJ (both of them each day) and 3. complimentary daily entertainment (the place is an odd combination of a zoo and a circus, only the animals aren't as cute but tend not to smell quite as bad) Contact Rich Chiappe soon. He's hurting to hire the right person quickly. 817 573-2250.

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

**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)

**1944 PT-19.** 1070TT, 325 SMOH, Electrical system, starter, Garmin GNC 300, GPS/COM. Mode C, Canopy for all weather flying, Ceconite 101 in 1991, All logbooks and support equipment. Flies like a Cub! \$69K Tom 817 579-1850

**RV6A** Full IFR, 240TT, 30 TTSN on 180HP Ly-Con engine, under warrantee until 12/06. Garmin stack, 430, audio panel, Txp, S-Tec 20 autopilot. \$86K Tom 817 579-1850



### Calendar of Events

<b>November 4</b>	S. P.Car Show & FlyIn	Halfway Airfield, Crawford Tx.
<b>4</b>	Chapter 59 Pancake Bkfst	McGregor (PWG) 8:00-12:00
<b>4</b>	Chapter 1347 Monthly BBQ	Fayette Regnl. (3T5) LaGrange, Tx. 11:00-1:00
<b>11</b>	Chapter Mtg. Eclipse Jet	Housemans hangar (0TX1)
<b>11</b>	Chapter 59 Veterans Day Fly-In	Scott Field, near Waco, call: 254 848-5072
<b>11</b>	West Texas 100	Town & Country Airport (F82) 806 792-2902
<b>December 2</b>	Chapter 1347 Monthly BBQ	Fayette Regnl. (3T5) LaGrange, Tx 11:00-1:00
<b>5</b>	Chapter 59 Pancake Bkfst	McGregor (PWG) 8:00-12:00
<b>15</b>	Chapter 983 Christmas Party	Pecan Plantation Clubhouse 6:00-closing

## CHAPTER 983 OFFICERS and LEADERS

President	Roe Walker	<a href="mailto:areonaut6783@charter.net">areonaut6783@charter.net</a>	817 578-3369
Vice President	Chip Mull	<a href="mailto:Chip@stits.com">Chip@stits.com</a>	817 573-8828
Secretary/Treasurer	Bob Satterwhite	<a href="mailto:bstex@charter.net">bstex@charter.net</a>	817 279-9610
Newsletter	Damon Berry	<a href="mailto:famber@charter.net">famber@charter.net</a>	817 573-3444
Website	Bill Eslick	<a href="mailto:N268bl@charter.net">N268bl@charter.net</a>	817 579-5593
Tech Counselors	Jerry Althouse	<a href="mailto:Althouse@charter.net">Althouse@charter.net</a>	817 579-0737
	Dick Keyt	<a href="mailto:flykeyts@charter.net">flykeyts@charter.net</a>	817 279-7590
	Ken Morgan	<a href="mailto:kj-morgan@charter.net">kj-morgan@charter.net</a>	817 578-3646
	Martin Sutter	<a href="mailto:hmsutter@ev1.net">hmsutter@ev1.net</a>	817 279-1275
Tools	Gary Bricker	<a href="mailto:gbricker@charter.net">gbricker@charter.net</a>	817 279-7420
Flight Advisor	Don Saint	<a href="mailto:ssaint@charter.net">ssaint@charter.net</a>	817 579-0941
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