

Brazos Area Recreational Flyers

Bragging and Gossip

Chapter 983 Newsletter

July 2009

PO Box 5191 Granbury, TX. 76049
Visit us at: www.eaa983.org



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

In This Issue

Meeting Notes	1
Tool Kit	3
Small World	4
Wx Briefings	4
Projects	5
Classifieds	6
Sponsor Ads.....	7

Thank you to **John McComas** for ram-rodding Chapter 983's June meeting! It was disappointing to some of us to learn that the Matlock Ranch Fly-In had been superseded by a wedding, but the alternative turned out to be fabulous! Lots of guests, programs, and a free lunch!

Guests included **Marilynn and John Kolak**, **Geneva and Lauren Jones**, and **Sylvia and Jim Jones** (Lauren's son).

One of our newer members is **Mark Mastren**. He talked about his background and also explained that he has no idea how he managed to let his Pitts go belly-up in the drainage at OTX1! Mark enlisted in the Marines at age 16

(another story is in there), finished his degree when he got out and entered the Navy as a pilot. He has hundreds of carrier landings and spent a lot of time Flying the F/A-18 Hornet.

Backing up a little, he began civilian flying in the Philippines in an aero club where he also finished his high school requirements. He obtained advanced instructor ratings and around 1000 hours of civil time. While living in California, he flew part-time for Air Combat USA in the SIAI Marchetti and Extra 300. He also flew the Waco and Pitts for an Air Thrill organization. Post-military flying includes Air-Ambulance time in a C-421, flying for DHL, and now as a captain for UPS. The Pitts is the first aircraft he and Mary have actually owned.

New members **Dennis & Carol Finley** were introduced. Dennis is an Aero Engineer at Lockheed and just purchased a 1/4 share in a local C-172.

Bob & Emma Fisher came here from Oregon, and are building an RV-7.



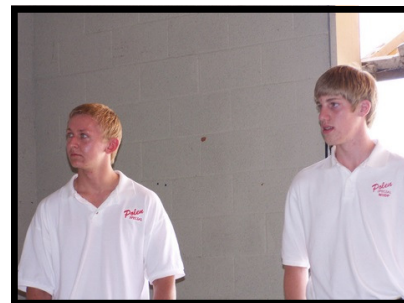
Scott Perdue arrived in his 1942 AT-6C. Originally built in Dallas, it was in active service around the world until 1995. Scott was an enlisted Marine for 8 years, then got his degree and joined the USAF flying F-4s and F-15s. He retired in 2000, and currently flies for American Airlines. He has written a book about his experiences as an air liaison officer with special forces in the Afghan war. It is called "Pale Moon Rising", and he will present a program for us in the near future.

Program #1 was a biography of **Lauren Jones**, one of our guests. His father's company manufactured stoves, then trucks, and eventually airplanes. It was the Okay Manufacturing Company in Okay, Oklahoma. The X-8662 "Okay" was one of the first monoplanes, but the depression killed the market for it.

Lauren was a Marine radio man, then a rear gunner/radioman in SBD sub patrol out of Pearl Harbor. The flights were so long that the pilot taught him to fly so he could get some relief. After the war, Lauren got a PhD in music and taught and sang professionally. We all thank Lauren for his service to our country.



Program #2 was presented by **Dick Keyt**, assisted by his interns, **Andy Jasky** and **Chris Webb**. They explained to us how the engine cowl is being modified for the Polen Special. They brought the molds and plug used, and explained how the process was accomplished. Dick hopes to decrease cooling drag by 15% by reshaping the cowl and adding 2 external



scoops, one for ram intake and one for the intercooler. He is also planning an optimized oil cooler to be placed behind a small "smiley" opening below



the spinner. This cooler will be much thinner than stan-



dard, with more frontal area and a dedicated exit duct. The scoops are entirely CAD generated, are made of carbon fiber, and will be integrated into the cowl.

Debbie Dewey reported that we netted \$4037 from the Spring Fly-In! She also noted that the chapter had contributed \$1,000 to the paving of the South entrance to the tie-down area.



Dewey



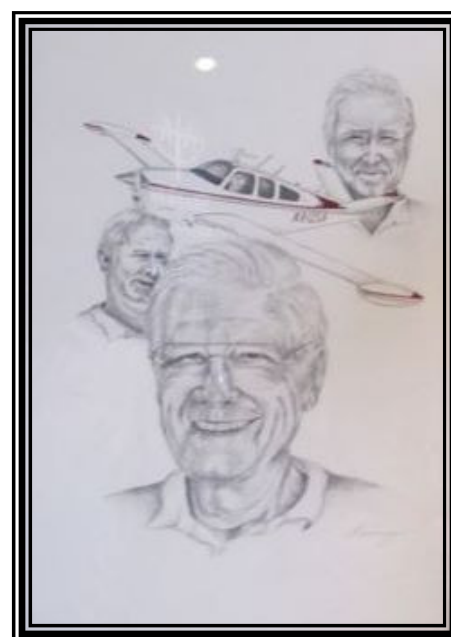
Stepling

Debbie Dewey and Bill Stepling both parked their RV-10s out front for our perusal along with a beautiful green Bonanza. (sorry, no photo)

Debbie reported that the RV-10 tops out at 208 mph, 75% cruise is 197 mph with an IO-540 of 260 HP. She has Chelton glass, Garmin 430, SL-30, TCAD, WSI WX, TruTrak Sorcerer autopilot, Classic Aero interior, Poplawski paint, and an AIR CONDITIONER!

After the meeting, lunch was served at Plane View Park in memory of **Gene Keyt**, who recently passed away.

Thank you to the cooks for cooking and the Sutters for organizing.



In Loving Memory of our friend,
neighbor, and a true gentleman.

Gene Keyt

Emergency Tool Kit

By Brian Lee, Chapter 441

Recently, I found myself stranded at an airport with an engine which would not start...and me without any tools. I do have an “airport” tool bag packed and ready for those times when I’m going to work on the airplane, but at 25 pounds, I don’t carry it along if I’m just going on a short flight. After trying to undo safety wire with my fingernails and a pocket knife, I resolved to assemble a small number of “essential” tools which I would leave in my flight bag—so they’d always be available when I am flying. I sat down and deliberately considered what the bare essential list of “what it takes to get home” items might be, then assembled a kit. Your list might be different, and you might argue about the “essential” nature of some of it, but it works for me. Here’s my list:



- 4-in-one screwdriver
- adjustable pliers
- adjustable wrench (which will open wide enough to fit spark plug caps) (mine is attached to a Leatherman tool)
- spark plug wrench (deep well socket and breaker-I chose a slider rather than a ratchet for weight considerations)
- wire cutter
- safety wire pliers
- magnifying inspection mirror
- magnetic pick-up tool
- awl/dental pick
- small file
- small flat blade screwdriver
- hex wrenches: 5/32” for avionics; 0.05” for setscrews on knobs
- assortment of #8 and #10 screws, nuts, and washers
- assortment of cotter pins
- assortment of zip ties
- safety wire
- electrical tape

(and, yes, there’s part of a roll of duct tape which lives in the baggage compartment)

I dug around in the basement and found a scrap of canvas which my wife had left over from another project, spent a couple of hours with her sewing machine (you can tell I’m no tailor), and the result is a convenient if not pretty kit which fits neatly in the side pocket of my flight bag. At 3-1/4 pounds, it does add a bit of weight, but the peace of mind is worth the extra weight.



By Don Ripp, Chapter 93

Once again, it was up to mother nature as to the success of a Chapter 93 event as we gathered at Blackhawk Airport (87Y) on Saturday, June 6th. With rain in the forecast for later that morning, some 10 Chapter 93 members waited for the first Young Eagles to arrive. We had four aircraft ready with pilots and once the kids did arrive, we got busy giving rides. Of the parents I talked with, many commented on what a great event and opportunity this was for their children and could not stop smiling while talking about it. A couple of kids changed their minds at the last minute about a ride and were content sitting in a plane and learning about the controls and instrument functions. I bet they'll be back for a ride at the next event!

I had one such young man, an 8-year-old who wasn't quite certain about a ride, but as he spent time talking with other pilots, he thought he ought to at least sit in the plane and talk with me about the ride: How high we would fly? Would it be bumpy? Is it noisy? And, how long would we be up? I mentioned that if he wanted to go, we could take off and if he did not like it we could certainly come right back to the pattern and land. (The ride for the day was about 20 minutes!) He agreed and away we went. As we taxied out, the questions started again (all very good questions!). He commented as we held for takeoff, "I saw you in this plane earlier today here as my mom and I watched from the road and you waved at us before taking off." Once we took off and before we left the pattern I asked him how it was going and he said, "THIS IS GREAT, but let's not go too high..."

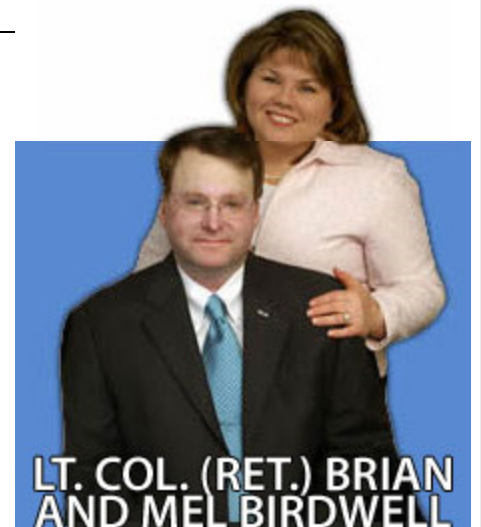
As I leveled off at "ride altitude" I told him that this is how high we are going and again asked if he was okay with things. He said he was fine and then asked more questions. As we flew over his home town, he was able to spot his grade school and commented; "Now I've really got something to put in my journal on Monday!" We tried to find his house but could not. I think he was having some fun now.

Back on the ground he had all smiles and "thumbs up" for mom and could not stop talking about the ride. As I signed his Young Eagles Certificate, he could hardly pick it up as he was loaded down with past issues of *Sport Aviation*. I shook his hand and thanked him for coming by. And as a famous radio man would say, "And now, The Rest Of The Story!"

Tuesday afternoon as I sat at the PC at work with my back to the office door, someone came in and said, "Hey Don that was sure nice of you to give my son a plane ride on Saturday. He really enjoyed it and hasn't stopped talking about it since!" Turns out that this Young Eagle is the son of one of my co-workers and they did not realize the pilot's connection with dad's work until they got home and dad saw the certificate and read the name. "It is a small world!"

Do Not Miss next month's meeting!

Lt. Col. (Ret.) Brian Birdwell is a survivor of the terrorists' attacks on September 11, 2001. After hijacked American Airlines Flight 77 collided into the Pentagon, Birdwell was thrown to the ground and engulfed in flames. Of the burns that consumed 60 percent of his body, nearly half were third degree, resulting in the need for 30+ operations. Brian's recovery has been truly remarkable and spiritually he is stronger than ever before. Together, he and his wife, Mel, share that spiritual strength and encouragement with other burn survivors and their families through the message of Christ's love and sovereignty.



Calendar

July 11	Chapter Meeting/ Hangar Party 5:30 PM Brian Birdwell	Pecan Plantation, TX (0TX1)
July 27- Aug 2	EAA Airventure	Oshkosh, WI
Aug 8	Chapter Meeting - Meet DARs Mel Asberry and Paul Beach	Pecan Plantation, TX (0TX1)
Sept. 12	Chapter Meeting - Conrad Netting author of <i>Delayed Legacy</i>	Pecan Plantation, TX (0TX1)

CHAPTER 983 OFFICERS and LEADERS

President	Dana Segler	Prez@eaa983.org	(817) 279-0808
Vice President	John McComas	vpres@eaa983.org	(817) 736-0320
Secretary/Treasurer	Debbie Dewey	secretary@eaa983.org	(817) 573-4108
Tech Counselors	Dick Keyt	tech1@eaa983.org	(817) 279-7590
	Jerry Althouse	tech2@eaa983.org	(817) 579-0737
	Martin Sutter	tech3@eaa983.org	(817) 579-8765
	Ken Morgan	tech4@eaa983.org	(817) 573-1669
Flight Advisors	Don Saint	flight1@eaa983.org	(817) 578-7339
	Dave Christman	flight2@eaa983.org	(817) 279-9899
	Steve Wilson	flight3@eaa983.org	(817) 279-1379
Newsletter/ Website	Bill Eslick	webguy@eaa983.org	(817) 475-2194
Librarian/ Photos	Marcia Walker	photos@eaa983.org	(817) 578-3369
Young Eagles	Karen Tucker	yeagle@eaa983.org	(817) 279-9237
Tools	Gary Bricker	tools@eaa983.org	(817) 279-7420
Advertising	Ed Brown	ads@eaa983.org	(817) 573-7768

CHAPTER PROJECTS

Tom Woodward
 Dick Keyt
 Don Saint
 Sid Tucker
 Dwight Hill
 Greg Walker
 Dave & Wendy Moore
 Rick and Monica Richardson
 Ron Schuster
 Damon Berry
 Larry Henney
 Charles Williams
 Pete Anderson
 Gary Green
 Shawn Scott
 Don Doubleday
 Jerry Althouse
 John Kleber

Russia Motor glider
 Polen Special and a Thorp T-18
 Kitfox Super Sport
 DeHavilland DH-82A "Tiger Moth".
 Murphy Rebel
 RV-8A
 RV-10
 RV-7A
 1986 Bushby Mustang II
 1939 T-Craft
 Lancair IV
 GP4 Rebuild
 RV-12
 Wag-Aero Cuby
 RV-4
 Thorp T-18CW
 Challenger Rebuild
 Lancair Legacy

(Send additions and corrections to webguy@eaa983.org)

Beautiful Texas Airpark Home/Hanger For Sale \$395,000 9615 Airpark Drive (Pecan Plantation) (817) 573-2280 or (817) 573-7393 or bdstepling@gmail.com

1979 Grumman Tiger AA5B. N28249, 2919TT, 986 SMOH, \$62,500 Tom Lewis 817-573-4388 tommylewis@aol.com

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

Exxon Elite Aircraft Oil. I am now a distributor. It sells for \$58.00 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

For Sale F.8L Falco TTAF 230; SMOH 230. Italian design – looks great, flies fast, based OTX1. Plans built excellent construction. IO-320 Lycoming, 8.5 g/hr, cruise @ 155 kt, aerobatic design loads. **\$85,000.** Contact Roy Henderson @ 206.399.6980 or ifraviator@aol.com.

1990 Campbell Super Cub, 1/2 interest for sale. 160 HP TTSN 1064, TTSM 137, full electric, transponder, encoder, 720 radio, nav and landing lights, Husky seats. Licensed Experimental with PMA wings, Cleveland brakes, and is basically a replica of a PA-18. 1750 Gross Weight. Hangared at OTX1. \$26,000. Joe Sasser at 817-579-0903 or Bill Bohlke at 800-653-9177

FREE Flight Reviews, Instrument Proficiency Checks, GARMIN 430/530/G1000 instruction, DFW Class B refreshers, etc. for all chapter members in their aircraft. Ben Wilson CFI,CFII,MEI (817)578-9445

1979 model Grumman Tiger with 2472 TT and 627 SMOH, KMD-150 GPS/moving map, 2 = King KY-197 's, Nav 122 w/gs, Nav 121, ADF-141, KMA-24, Century IIB, panel mounted 4-place intercom, EDM-700, new Quartz clock, Reiff pre-heat system (cyl bands and sump pad), push to talk buttons in both yokes, Sensenich prop, split cowl, canopy cover, leather interior, custom white pearl paint with red trim. Extensive annual 2-20-07 by John Sjaardema & Excel-Air Services. Owned the plane three years and have put many thousands of dollars into fixing it up. Tires and brakes are almost new, Concord RG-25XL battery. This plane needs nothing and is ready to fly, and fly, and fly. \$71,000. All offers considered. Contact Gregg Erikson, 630-513-0641 or cell 630-558-8760, or 777tiger@sbcglobal.net

Winch (not to be confused with wench) **for sale.** 110V, steel cable, corded remote. Mounts on the floor. This unit is used. I've owned for at least 25 years. Came with a hangar I rented one time in the 80's. I used it to pull a C-310, so it has plenty of power. Considering current prices, I think \$100 is a steal. It's old... It's dirty... It's heavy... Come and get it... If it is DOA, I'll take it back and give you your money back... Steve Wilson (817)279-1379

Abrasives and things for sale, all new: 3M sander belts 3"x4"x 18",21 3/4", 24", 36". Various grits. \$3 ea. Bench grinder wire & grinding wheels. \$5 ea. Cut-off & grinding discs for hand and table units. \$1.50 ea. Clear vinyl tubing 1/4" – 1 1/2" OD. \$.15/ft. Woodcutting band saw blades 57" & 59 1/2". \$5 ea. Several 6" 2 jaw steel gear pullers. \$5 ea. Damon Berry 817 573-3444

Wanted: Used ICOM A-200 Neville.Stephenson@americafirst-ins.com

My husband's **Pitts Special S1C** which he completed in 1982 and recovered in 2004 is for sale. It has a 180 HP Lycoming Engine and 500 Hours on the engine. Plane is priced to sell at \$25,500. The plane is to be sold 'As is' 'Where is.' For technical details call John Abitz at 817-491-9378. The Pitts is hangared at Northwest Regional Airport in Roanoke, TX (Just off 35W/FM1171). Shirley Spellerberg, 940-321-6421 (Photo is on EAA983 website.)

Membership/ Community Appreciation Meeting
July 11 at 5:30 PM at the McComas Hangar
Author Brian Birdwell - The last man out of the Pentagon on 9/11