

Brazos Area Recreational Flyers

Bragging and Gossip

Chapter 983 Newsletter

October 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
Safety Note.....	2
Challenger	2
RV-8 Rebuild	3
Projects & Info.....	5
Classifieds	6
Sponsor Ads.....	7

Meeting September 12. President **Dana Segler** called the meeting to order, and introduced our guests and new members. **Doug Brown, Jim Rollins, Pete Capani and Barry Williams** were recognized. **Debbie Dewey** reported over \$6,000 in the kitty to cover our up-coming Christmas party on December 4th. **Karen Tucker** signed up volunteers to fly Young Eagle flights for the high school aviation class. This will be Sept. 26 at the Granbury Airport.

VP **John McComas** made a pitch for Veterans Airlift Command which is a volunteer organization that helps connect injured vets and their families. Many times they are undergoing long-term rehab at a facility many miles from their

families, and it is not uncommon that the families do not have the resources to be able to visit. Volunteer pilots help these families stay connected. See their web site at www.veteransairlift.org for more information.



Know your member "volunteer" this month was **Dave Moore**. Dave soloed at age 16 (1968). He wanted to fly in the Navy, but his eyes were a problem. This did not stop him from becoming a nuclear submarine officer and spending 5 years on a "boomer" toting SLBMs around the world. Just one of those subs carries more explosive power than everything dropped in WWII. This nuclear experience translated into civilian work at power generating facilities in Connecticut, Texas and Florida. Dave is a charter member of EAA983, has held many of its offices, and run Young Eagle programs. He began a RV-6 project in 1992, and only 8 years and 3 months later, was finished. He and Wendy are well along on a RV-10 project now. The top is installed and the engine is in a box.

Scott Perdue, a resident of Bourland field, presented a program on unusual attitude recovery and stall/spin awareness. Scott is a former Marine, former USAF F-15 pilot, and current pilot for American Airlines. He is a current CFI and somewhat of a warbird collector.

He pointed out that we all need a stall recovery strategy that is an automatic response. A spin induced by entering a stalled condition and then having yaw introduced. Recovery is simply unloading just enough to break the stall, followed by killing the yaw.

Scott is also a military action-adventure author, his book "Pale Moon Rising", reaching number 27 on techno-thrillers at Amazon.com.



President Dana explained that October is the month specified for election of officers and directors. The plan is to have a slate to present to the membership with nominations (if any) also being taken from the floor. We are looking for a few good men and/or women volunteers who are willing to serve as officers or especially directors. Please contact any officer to discuss volunteering. We need **YOU!** (Editor's note: As of Jan.1, I will no longer write this newsletter. I will continue to edit & publish it on the website as I have for the last 8 years, but we need budding journalists to provide content!)



The Safety Note

Thanks to Steve Wilson for this excerpt from an FAA InFO Bulletin

InFO 09012

DATE: 8/18/09

Subject: Painting of Pitot Tubes

Purpose: This InFO informs aircraft operators of the potential for pitot-static system malfunctions after an aircraft is repainted.

Background: Recently, a certified flight instructor applicant arrived for his evaluation with an aircraft with a painted pitot tube. As part of the applicant's evaluation, he was asked to explain the purpose of the preflight and airworthiness requirements of the aircraft. When questioned about the painted pitot tube, the applicant was unaware of any potential for malfunction due to the paint application.

Discussion: Manufacturers typically deliver aircraft with unpainted pitot tube(s) with the expectation that the pitot tube(s) will remain as delivered. Painter's and/or maintenance personnel may not be aware of the affects of inappropriately applied paint to critical orifices and/or the performance of the system.

Painting these instruments may possibly cause unreliable instrument readings or other hazards.

Persons performing maintenance or preventive maintenance should be aware that the application of paint to surfaces received unpainted from the manufacturer, may be an alteration to the aircraft type design, requiring further evaluation.

Recommended Action: Persons engaged in repainting of aircraft and/or return to service of aircraft after painting should follow the manufacturers' recommendation concerning painting of pitot tubes and/or any other component delivered from the manufacturer unpainted. If uncertain, the manufacturer should be contacted for information about a specific aircraft or component.

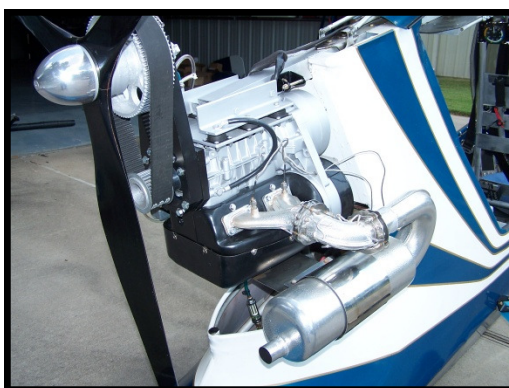
Jerry Althouse is well along on his restoration of a Challenger II.

He owned another challenger a number of years ago.

The Rotax engine now shines like new, and the wings have had their stripping rehabbed.

He says the panel will stay as is until it gets back in the air, then he will work on updating it.

That is a ballistic chute on the top of the cabin.



Rebuilding the "8"

By Doug Crumrine

The rebuild started in Jun 2008 and was finished Aug 2009, and it consisted of going through every system on the airplane:

I, with Charles Williams, rebuilt the IO-360 with Lycon 10:1 pistons, ported, balanced and inverted oil system. Lycon said; it should produce 230 -240 HP.



Don Saint, Charles Williams and Dave Anderson Helped hang the motor.



Installed a Smoking Airplanes Smoke System.

With the patient instruction of Larry Henney and Dave Boldenow, I learned the finer points of fiberglass work and painting. I repainted the cockpit, cowling, wheel pants, prop spinner, painted the tips of the tail red and touched up most of the rest of the airplane.



With the help of Shawn Scott and Don Saint, I rewired the airplane and installed a new full IFR panel.



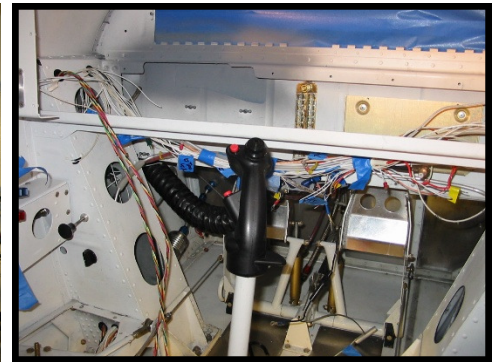
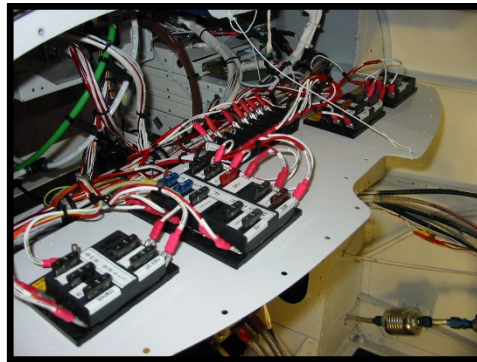
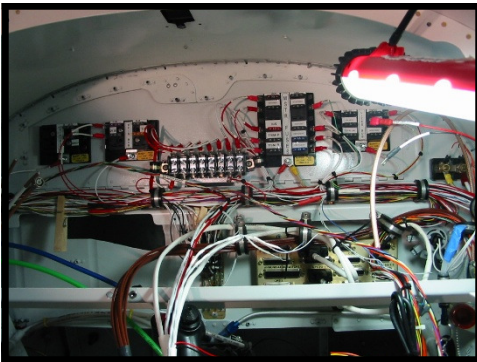
Doug with his "meter thingy"



Before



After



Made numerous cosmetic changes i.e., chromed the roll bar, canopy handles and interior enhancements.



The engine rebuild and panel were 3 times more work than I anticipated, but very enjoyable. Don Saint has a quote, "Every change you make adds three more changes" and "Every airplane is a compromise. You stop when you find the compromise you can live with". How true he was!



Painting was 10 times more work than I ever thought it would be, it is truly an ART. I can say I'm an experienced painter now. Because I have literally made every possible mistake you can make. The secret of painting is realizing you will have a run or some small mistake. "You can mess with it and take 55 minutes fixing it or you can leave it alone and take 5 minutes to fix it". Don Saint has a quote about that too. Something involving a "herd of donkeys", but I'll let him tell you the rest of that one.

I want to thank all those that helped with the project, especially those listed above. I can say the project was very enjoyable. I wish it could have gone faster. At first it was overwhelming, but I just tried to do 3-4 project a day until I ran out of projects. Sometime it was 2 steps forward and 1 step back. I can honestly say I'm very pleased with the final results. I think you'll find the final product speaks for itself. She sure is "Purdy" and boy does she "Fly great".

Calendar

Oct. 10	Chapter Meeting - Terry Strange	Pecan Plantation, TX (0TX1)
Oct. 24-25	Alliance Air Show	Alliance Airport, TX (KAFW)
Nov 14	Chapter Meeting, LoPresti Aviation, VirtualHUD, lunch	Pecan Plantation, TX (0TX1)
Dec 4	Christmas Party	Pecan Plantation Club House

CHAPTER 983 OFFICERS and LEADERS

President	Dana Segler	Prez@eaa983.org	(817) 279-0808
Vice President	John McComas	vprez@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 II 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 bdsteppling@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 FalcoTTAF 275/SMOH 275. Italian design - looks great, flies fast, based 0TX1 (Pecan Plantation, TX). Plans built by Willard Hofler with excellent quality construction. IO-320 B1A Lycoming, 8.5 g/hr cruise at 155 kts/hr, aerobatic design loads, GPS, NavCom, autopilot, leather interior. Annual Condition Inspection August 2009. No damage history, vacuum pump replaced at 252 TTAF.N89WH is terrific airplane and fun to fly. **REDUCED \$79,000** Contact: Roy Henderson 206.399.6980 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 0TX1. \$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

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.)

For Sale: RV-7A with a pop up canopy. Tail, all flight controls are built, cowling is fitted with engine hung and on the gear. The wings have the extended aux fuel in each wing. Canopy has been fitted to frame. See website for a picture and a list of the stuff in the instrument panel that was built by aerotronics. The engine is 180 hp with fuel injection. Larry Eversmeyer 405-209-3081

KR-2 still in the unopened original box. It needs an engine. Asking \$2,500.00 Mrs. Robert W. Bargo, 1125 Yearsly Drive, Dover, DE 19902 (302) 674-2437