



Brazos Area Recreational Flyers

Bragging and Gossip

Chapter 983 Newsletter

December 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

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Corkey Forno, airshow and motion picture legend, presented our program on November 14. With over 15,000 hours, he has flown about 300 different types of aircraft and on every continent except Antarctica. Even that is about to change, since he will be joined by Patty Wagstaff next year on that continent.



Corkey has signed on as the demo pilot for the LoPresti Fury, and he brought the only flying unit with him. This beauty looks somewhat like a Swift, but is an entirely new design with the exception of some landing gear parts. The spec sheet shows a cruising speed of 215 MPH with the IO-360. Stall is at 54 MPH and the 60 gallons of useable fuel will let you roam 1000 SM with a 45-minute reserve. Gross weight is 2300 LBS, and baggage handling is rated at 200 LBS! It is also fully aerobatic with a +7 G limit. Cockpit views show the military-style HOTAS (hands on throttle and stick) arrangement.



The LoPresti "Fury Guy" was also along. Most of us would call him the VP of Marketing, but he likes "Fury Guy".

Here's the deal: for a \$10,000 deposit (placed in a CD with your name on it), you can lock in a delivery position 2 or 3 or 4 years down the road for a guaranteed price of \$355,000.

I can hear you RV-8 guys already.

Forward-retracting tail wheel provides good clearance under the Fury.





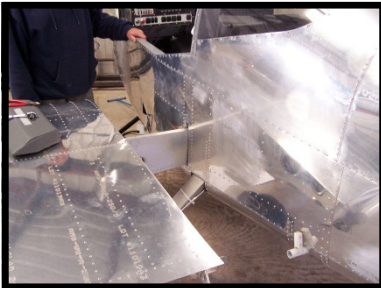
LoPresti also brought a selection of their aviation products. This is a demo unit for the Boom-Beam HID landing light. It is obviously the one on the left. This type of light is MUCH

brighter, and requires a lot less current. It reportedly will light an entire 3000 foot long runway.

LoPresti also provided a catered BBQ lunch! You know that went over well! Don't know what else happened, as I had to leave for another BBQ lunch. Oh, the humanity.....

Project Updates

Pete Anderson's RV-12. Congratulations on your first flight 11-04-09!



Plug-in wing.



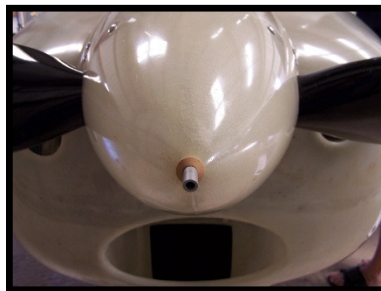
Adjustable prop.



Lots of glass + autopilot.



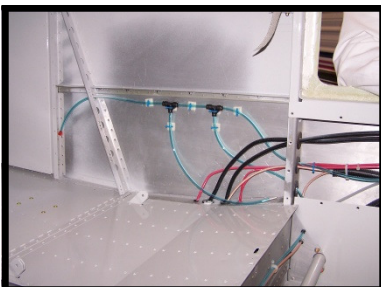
Oil door - that is one of the carbs.



Pitot tube is stationary!



Engine is ready to hang when the lord mounts show up.



Oxygen plumbing is pre-installed for those leaps to the stratosphere.



Windows are glued in. Note the carbon reinforcements.



Headliner is installed.

Dave Moore's RV-10

The Russia Motorglider

By Tom Woodward

I started flying gliders when I was ten. You can solo a glider at age 14 and get your license at 16, even before you can get a drivers license, at least in NJ where I grew up. (I realize you can drive on public roads here in Texas once you shed your diapers!). It was my first love and I progressed through my instructors rating before trying power-planes. Years passed and I got involved in flying for a living, which can really suck the joy out of aviation to some extent.

In the early nineties, after moving to Texas, I joined arguably one of the oldest soaring clubs in the country, TSA or the Texas Soaring Association, based at their own gliderport in Midlothian, Texas. They, or you as a club member, own several two place and single place high performance sailplanes, which you can rent at a very reasonable rate, about a quarter of what you would pay to rent a power plane at the local FBO. Because they only operate when most club members have the time off to volunteer, that would be Thursday, Saturdays and Sundays. I was working most weekends and let my membership lapse.

For someone who doesn't want to or can't maintain even a Class III medical, soaring is a way to stay flying. Why? Because to fly gliders one must only sign a statement that say" I have no known medical deficiencies..." and thus no medical is required, not even a drivers license. Which brings me to the present and how I got back into soaring.

After owning many different power planes I decided to try soaring again. One thing that always stopped me dead flat was the lack of powered aircraft available at Pecan to tow any glider aloft. I've solicited interest in the past via emails and despite having several glider pilots and a few instructors on the field, there seem to be very little. I suspect it was very foreign to many. As we Pecanites grow older and start losing the interest or the ability to maintain a medical, Soaring becomes a viable alternative. This is what peaked Bob Benenati's interest and he obtained not only his glider rating but a motorglider endorsement.

This is nothing more than an endorsement on a glider rating. Funny thing is although I had a glider instructor rating and power instructor rating I was not able to fly nor instruct in a motorglider without the endorsement. Where do you get one of those, I thought? Well as fate had it I had a young college intern jumpseating on my AA flight one day. In our discussions I learned he flew and instructed in motorgliders in Central Texas. I made an appointment with him, flew a motorglider with him for 45 minutes and he signed me off. Ironically I am now sanctioned by the FAA to instruct in them!

About eight months ago, Bob Benenati invited me to go with him to Bourne, Texas where he got his rating. He got rechecked and then took me for a flight in the motorglider he got his rating in. He had great ideas about getting a motorglider for the field and we talked about it and he helped me repair my project, a Russia Motorglider which I had purchased in November of 2008.



Now you see it.....



Now you don't!

How did I come by a ship called a Russia? I saw an ad in Wings and Wheels (one of the best places to find used and new sailplanes and gear) for a damaged Russia motorglider in Louisiana. I had not heard about a Russia, or a AC-5M according to the FAA, but the price was a fraction of the cost of many of the European built ships. The current owner bought it from the estate of the original owner, who had passed away. Whether the new owner had a motorglider endorsement or even a glider rating was suspect as he told me the following "I was on down wind with the engine stowed (in full glider mode) and there was a plane on final. So I extended my down wind leg". Anyone see a problem coming? Well, he realized he would land just short of the runway and pulled the gear back up. He flew in ground effect, popped up over the end of the runway and SURPRISE, was unable to get the gear back down quick enough before he heard a sound similar to fingernails on a blackboard.



Well, his misfortune became my project. For a miserly sum I bought the sailplane and a trailer to haul it home. It has taken me a year to complete the repairs, which I couldn't have finished without the help of Dave Boldenow, Bob Benenati, and Larry Henny, all more knowledgeable about fiberglass than I was and still am. But for a rookie the repairs are passable. About three weeks ago I was able to make the maiden flight. I say maiden flight because although N30006 has only 10 hours on the airframe and 4 on the engine I had to start the fly off period with the FAA from square one due to bad paperwork by previous owners. Don Saint helped

with the planning and monitoring of data and other interested aviators helped move the ship to and from the runway, which is not a one person job. My first test run down the runway, only lifting off about 3 feet like the mighty Spruce Goose on its first run, produced a splintered prop and cut engine door due to some vibrating parts. The Russia is built very simply and little pieces that seem to serve no purpose indeed have function and one of those little pieces was the culprit. After spending money on a new prop (and finding a place to repair the old prop at a very reasonable price) I was ready to try again.

The first flight was a powered flight to about 1000' around

the pattern with the engine extended. The engine on the Russia is a Zannoterra Guida 26 hp, single cylinder, two stroke engine which has been taken over by Compact Radial Engines of Canada. It has enough power to lift the Russia in about 700' at max weight. There is enough fuel for about three trips to 3000 feet. The engine can be stowed for pure glider flight and deployed and started if you get low and need help getting back home. My second flight of the day was to 3000 feet where I stowed the engine and landing in that configuration. The Russia is a light sailplane with a 13.5 meter wing span, weighing about 633 lbs. It is white in color with a red Russian star on the tail. Be looking for it. Because of slower approach speeds, I will be flying my pattern the mirror of the powerplanes. That is, if you are making a left pattern to either 18 or 36, I will be making a right pattern. I will be

sending out more information in the future to inform all of the unique differences of sailplanes, hopefully with the intention of more sailplane operations at PP in the future. Any questions about the Russia or sailplanes in general, give me a call.



Calendar

Dec 4	Christmas Party	Pecan Plantation Club House
Dec. 12	ASOD Open House/Fly-In Sale	Lancaster, TX (LNC)
Jan 9	Chapter Meeting - Conrad Netting - Author Delayed Legacy	Pecan Plantation, TX (0TX1)
Feb 13	Chapter Meeting - Steve Dee - Motorgliders	Pecan Plantation, TX (0TX1)

2010 CHAPTER 983 OFFICERS and LEADERS

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CHAPTER PROJECTS

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 Dwight Hill
 Greg Walker
 Dave & Wendy Moore
 Rick and Monica Richardson
 Ron Schuster
 Damon Berry
 Larry Henney
 Charles Williams
 Gary Green
 Shawn Scott
 Don Doubleday
 Jerry Althouse
 John Kleber

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
 Wag-Aero Cuby
 RV-4
 Thorp T-18CW
 Challenger II Rebuild
 Lancair Legacy

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

Please let me
know when your
item sells!

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

Beautiful Texas Airpark Home/Hanger For Sale \$395,000 9615 Airpark Drive (Pecan Plantation) Contact (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

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

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 flykeys@charter.net

For Sale F.8L Falco TTAf 275/SMOH 275. Italian design - looks great, flies fast, based OTX1 (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 OTX1. \$26,000. Joe Sasser at 817-579-0903 or Bill Bohlke at 800-653-9177

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. Click 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

Don't forget!
Annual EAA 983 Christmas party

Friday, December 4 at the Pecan Plantation Club

The next newsletter will appear as soon as someone steps up to grab the baton!