

Fall 2013

Issue 4-13

EAA 983



Eaa 983 Fly-In Issue

In the final issue of 2013 I thought it would be informative to bring you a summary and photo history of the Eaa 983 Fly-in.

In this issue you will find some stunning photographs from Rich Chiappe and an "Up and personal" article from one of our newest, smallest, and more enthusiastic members, Winston Lagergren!

If you haven't noticed Winston has made his presence known around the Chapter hangar. During Setup for the Fly-in he was seen pounding stakes for to direct traffic and "Keep our airplanes safe" signs and assisting when he was needed. Winston isn't the one to hang around and wait for someone to direct him. He jumps in and asks "Where can I help?" and you can be sure we put him to work. During setup and breakdown Winston could be found.

Editorial alert: Many of us in the advanced ages can remember going to the airport, hanging on a fence and making our presents known. We would bug anyone with an airplane and ask if we could help clean grime off the belly or clean a window. Once we were shown the correct way to do it and the proper materials we were valuable helpers and we happily served just to be near airplanes. Occasionally we would be offered a ride, maybe in the front seat where we might get a chance to steer the plane. Those days are gone. things are done differently these days. But here at EAA 983 we have the opportunity to allow youngster to come "through the fence", something that doesn't happen anymore due to TSA and all the intrusive regulation enforce today,

in the "name of safety". Frankly, I'm sick of it and I have my doubts as to whether it adds to the safety of General Aviation. Just another chip away on the rock that we used to call freedom.

We aren't encumbered with a lot of that here in PP so when you see a kid hanging around, offer him a job, a ride, a dream. If we want to travel in Commercial jets staffed with the best and brightest, we have to be more proactive.

With that in mind I bring you Winston observations, in his words, during the Fly-in.

See next page.

Program Reminder

October 10-12
AOPA Summit
Ft. Worth (finally in our back yard)

NOTE: October meeting canceled due to AOPA Summit

November 9
John Lohmar-Racing T-6s at Reno

Dec Christmas Party TBA
Pecan Plantation
Clubhouse

The OTX1 Fly-In

By Winston Lagergren

This is my 3rd year of participating in the OTX1 fly-in as a chapter member. There is a lot of organizing and work that has to take place before and after the fly-in.

The Friday before the fly-in everybody was busy, such as putting signs up. I was helping put up "Protect Our Planes!" signs and staking posts down for Young Eagles signs with Tom Woodward and a few other guys who are local EAA chapter members.

The fly-in started on a cold, Saturday morning with only two planes at 7:00 a.m. When I was assigned the job of a "wing walker", I was to be at the safety briefing at 7:15 a.m., which was chilly, and dewy. My duty was to park and push planes with Bill Rose, who was a great help to teaching me the movements to properly park a plane.

As time went by, and soon enough, it was nine o'clock, and a few more planes showed up, including a de Havilland Chipmunk, a Thorp T-18, a

Cessna 195, a beautiful PT-17 Stearman, an airplane wisely named "The Breezy" and two Van's RV homebuilt aircraft that would be in the Falcon Flight demonstration flight later on. Another eye-catching plane was an L-4 Grasshopper that showed up around 10:00 a.m.

My Young Eagles flight was at 10:45 a.m. When I got to my assigned pilot, there was a teenager named Tyler going with me on my flight. It was his first time to fly in a small aircraft, so I asked him how he felt before the flight, and he said, "fine". After we landed from our 20 minute flight, I asked him how he thought it was, and he said, "it was cool". I met another boy, whose name was Jude. He was 9 years old, but he was apprehensive about flying in a small plane, so I talked with him for 30 minutes about planes. He wanted me to go up with him on his flight. Oh, twist my arm to fly twice in one day! The pilot, Don McDonald, offered a ride to girl named Mercy, who went up with Jude and I. After our flight, I asked Jude what he

thought of the flight, and he said, "It was awesome!" Don said he had never heard so much screaming and yelling over the intercom in his whole life! It was so loud to him because he was doing some hardcore aerobatics, making us scared out of our wits! He demonstrated a move to escape the dead end of the Grand Canyon. (ed. chandelle, required for a commercial ticket)

My experience with the whole fly-in at Pecan Plantation was really fun and cool!

The take down of the fly-in was quick with everybody helping put up chairs, and tables, and people picking up trash, and dumping out coolers, and helping get the hangar's owner's plane back inside the hangar. I left a little bit of myself back in

Don's plane. He'll tell y'all if you just ask him. I think the OTX1 fly-in was a great success!!

Winston Lagergren 11years old
,Somervell County, TX

WHO 'DAT?

In other words, who's that guy/gal you're sitting next to at the EAA meeting?

We sit next to them, laugh with/at them and share stories. Ever wonder what their background is?

This months Who 'Dat article is about Mark Finkelstein. Mark is a relatively new member of 983 and a two year resident of PP. Mark decided to finish his professional career before getting involved in aviation. In fact, Mark waited until his advanced age to fly, build a house and get married. Not the way Texans do it but it's worked for him!

What age did you get started flying?

Just went back and checked my first log book, and was amazed to see I didn't start flying until 2009--at age 59! Guessing that puts me among the Chapter's very-least experienced pilots, starting at about the oldest age! I've now logged about 650 hours.

What was the impetus that got you started?

Before I began, I had no fear of flying, but no particular fascination with it, either. Then in 2009, I saw TV news segments about the Terrafugia, a flying car being developed by brilliant young aeronautical MIT grads. For

some reason, the idea of being able to fly somewhere, then convert the plane to a car and drive to my destination, really sparked my imagination. I did a little research and learned that the Terrafugia would be a light sport. I knew there was a wonderful flying club in my then-hometown of Ithaca, NY--the East Hill Flying Club, headed by master instructor David St. George. I immediately contacted David, who told me the club had a light sport in its fleet. I signed up for a Discovery Flight. In the intervening two weeks I spent a lot of time practicing on the Microsoft Flight Simulator. When it came time for my flight, everything seemed familiar and fun. I was hooked and immediately started working toward my Sport Pilot certificate.

What ratings do you have? Sport Pilot, Private Pilot, instrument rating

The latter thanks to a great team of Pecan CFIs, led by Don Saint and including Jim Crain, Bill Stoeppel and Tom Woodward.

What projects have you started, finished/never finished, purchased?

I'm a lover not a fighter. I mean, a pilot not a builder! But I have greatly enjoyed watching Chapter members work on their projects. I marvel at the amazing collective experience here, and admire the willingness with which members so generously share their time and knowledge.

What airplanes have you owned?

Light-sport Jabiru 230, Diamond DA 40, currently Columbia 400.

Ed: Mark lives on the Landings airport (he was first to build) here in Pecan with his Wife DeDe, Mother and Father in law, two dogs, a cat and assorted critters. Quite a change from his bachelor years only two years ago!!

FLY the BEST - F.8L Falco N89WH

Flying the P-51 "Crazy Horse" was a bucket list experience.

Flying Roy LoPresti's

SwiftFury was another such experience. Owning and flying Falco N89WH, aka "Madame H," equals either.

TTAF 346/SMOH 346.

Stunning Italian design - beautiful, fast, responsive, based at OTX1 (Pecan Plantation, TX). Plans built by Willard Hofler with excellent quality construction. IO-320 B1A Lycoming, 8.5 g/hr cruise at 155 knts/hr, aerobatic design loads, GPS, NavCom, Com, autopilot, electric trim, leather interior. No damage history. **Henderson Roy**
ifraviator@aol.com \$84,000
US 206-399-6980

KIT FOR SALE

Plans # 21556 purchased 1989. Empennage and left wing have been completed, all parts for right wing present. Fuse frame for wing joint also present. Phlogiston wing spar option. Finishing kit and quick-build fuselage option are still available from Van's (according

to Van's website). I bought a flying RV-6 after finishing the first wing, so it's time to let the project go. Good workmanship (modesty aside). Asking \$3500, reasonable offers considered. Great inexpensive way to get into building.

Pics at <https://picasaweb.google.com/N889RV/RV6KitForSale?authkey=Gv1sRgCNC93ezCj7TrkwE#>

Located at Nassau Bay airport (OTX0).

jpsewell@windstream.net

Can't afford a whole airplane?

Cessna 172, 180HP
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Top rated for both wear and corrosion protection. Profits donated to the Dennis N. Polen Educational Foundation
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817-279-7590

HOUSE for SALE

5b/5b 3 car garage. Formal dining, and living. Two family rooms and separate office. 3000sq/ft hangar with elect/air and full bath. Best view in PP Airpark. 817-579-1850 for pixs: buhwana@charter.net

RV8 for Sale

Out With The Old And Bring In The New

Satisfy Your Need For Speed With A Personal Rocket

By Tom Woodward

Have you ever ridden in a Ferrari? How about a Lamborghini? Me neither. I'm not that well connected to ever have owned one or even have friends that do, but I have ridden in a Falco. A Falco is a homebuilt designed by the iconic Italian aircraft designer Stelio Frati, also the designer of the Siai Marchetti SF-260, a two place rocket ship favored by many of the "Walter Mitty" Fighter Schools used to satisfy the Chuck Yeager hidden deep within. The Falco is mostly constructed of wood and lots and lots of labor. Building times are upwards in the 5000 hour range. The funny thing is, that no matter how long it takes to build, it never goes out of style due to its Italian genes.



Along comes Jim Sampson, CEO and manager of Scion Aviation in Ft. Collins, CO. Sampson is very busy building carbon composite parts for other companies including the military. He's too busy to spend 5000 hours building an airplane and so instead of working harder he worked smarter. Out of his autoclaves came the Furio Falcomposite. This race car will scoot you along at 160 to 170 knots, depending on engine installation and is designed to work wonderfully with the Lycoming's XP-360.

Two years ago I flew to Oshkosh in a Falco and found the interior dimensions too small for my comfort. Sampson showed up back then with bits and peaces of the Furio but not until this year did he bring a flying airplane. After sitting in the cockpit I found the 43.5" shoulder width to be more suitable to my personal dimensions. I also don't have the same issues with hitting my head on a lowered canopy and now have plenty of room for even a bulky headset. The performance now is even more spectacular. You can expect a useful load of 1430 pounds (varies with engine/propeller choice) and depending on your fuel configuration which can be set up three ways. You can opt for just the header and rear fuselage tank for a total of 63 gallons, or the wing tanks for 43 gallons or all four tanks for a piddle-pack busting 106 gallons yielding a 2200 mile range! Considering (cont)

Out With The Old And Bring In The New (cont)

Satisfy Your Need For Speed With A Personal Rocket

the XP-360 uses about 10 gallon per hour that a lot of time in the air. The Furio is stressed to +6/-4 g's so get your aerobic on.

CEO Sampson said that there are fewer than 30 structural parts and they were still able to get the FAA's blessing on the 51% rule, coming in at 38% factory parts. Show special at Oshkosh were \$99,500 and they have kits in stock. That's not really much money to satisfy your Mitty mood.

(Artist's conception image provided by Falco)

FMI: www.falcomposite.com

Fly-in Photos



Here's an article I wrote while at Oshkosh. See if you feel the same?

Arrival To Mecca

The Hajj To Oshkosh Begins Again

By Tom Woodward

Passengers will endure the ever changing grope-a-dope at TSA, the surly, SS flight attendants and knee room only fit for a Smurfette to merely get to their destination these days. For the most part for fifty-one weeks of the year pilots fly for the journey, the pleasure of viewing this big blue marble from the vantage point of which only an Eagle has, but for one week the destination is the objective and that destination is Oshkosh.



Like Mecca during Hajj, every year pilots flock to the town of Oshkosh for the annual AirVenture air show. Like no other place on this planet, for one week of the year, Wittman airport hosts the largest gathering of not only RV's and campers but more importantly, aircraft of every type. Here you will see warbirds still flying, that long ago should have rusted to the ground where they were left 70 years ago. All flying at the same time, over the same plot of ground (but not at the same altitude), on aerial runs not unlike those flown on Ploesti, you may see fighters, dive bombers, reconnaissance aircraft, transports and heavy bombers converge over show center to the cacophonous percussion of explosives which will rattle your fillings. There are acres of products, avionics, equipment and necessities for everyone from the average pilot to the Chuck Yeager among us. Bring your checkbook or your big boy credit card and you might take home a kit airplane. The possibilities are endless.

Many of us come just to dream or to see friends who we might only see once a year here at Oshkosh. Without missing a beat the conversations begin where they left off last year and will probably continue again next year. Many like myself come here year after year, 34 years in my case, with only one year missed. It like an addictive drug. Consumption is required for that euphoric feeling. Returning year after year is the fix. Those that haven't been here need to come and see what it's all about. You too will be hooked.

Lightspeed Set To Introduce The Zulu PFX

PFX = Personal Flying Experience Technology Adaptable To The Individual

By Tom Woodward

Lightspeed is about to introduce the Zulu PFX headset, which the company says is the quietest headset on the market. I say "about to" because the new Zulu PFX won't be available until the end of September, but if President and founder of Lightspeed, Alan Schrader delivers on the innovation promised, headsets will take a quantum leap. And why shouldn't we believe that Lightspeed will deliver as promised, they have been doing so since first arriving at AirVenture in 1996 and have hit more home runs than Lance Armstrong on steroids.



PFX stands for Personal Flying Experience which according to VP of Sale and Marketing, Theresa De Mers, "incorporates a host of technological advances that promise to deliver new levels of quiet by adapting ANR and audio responses to the user's ears, environment, and personal preferences."

PFX refers to a trio of proprietary innovations that allow the headset to adapt to its user and the cockpit environment, creating customized ANR responses and a personalized audio profile:

- Acoustic response mapping using sound waves and advanced signal processing to measure the user's ear size and shape, adapting the audio response to each pilots auditory landscape.
- Streaming Quiet dynamic ANR uses external ambient microphones to continuously sample cockpit noise before it penetrates the ear cup. A powerful digital processor analyzes microphone inputs one million times a second, instantly creating a customized ANR response.
- A variety of audio and other pilot preferences can be personalized using enhanced capabilities in FlightLink, the free, proprietary app developed by Lightspeed for the iPad and the iPhone. For example you can customize treble and bass for both your music and ATC inputs and you can do that for three different users!

New cables are built around a Kevlar core which improves upon the strength and flexibility of previous cables. The controller is not just a holder for the batteries but the CPU brains of the headset thus making it slightly larger than the Zulu. 2 but Lightspeed addressed that as well. The wires to the CPU emanate from the same end so when inserting the CPU into the pocket it slides in with minimal effort. Also aiding in the "pocket cram" is the new tapered-end look of the CPU module but if you fly airplanes without a decent side pocket a hanging bracket is provided as well. The headset can be powered by the ships power and this will reduce the size of the CPU because the battery holder is eliminated. Future improvements to the software can be upgraded through computers running Apple or Windows operating systems. The PFX also enhances many of the features that make it's Zulu.2 headset so popular, including Auto Shutoff, ComPriority and full streaming Bluetooth connectivity.



We often expect incremental improvements in the products we buy because the manufacturers are always increasing their prices but we never expect such large improvements for virtually the same price. Proposed retail price is targeted at \$1100 and Lightspeed is taking orders now.

With such a quantum leap in innovation and as an avid Lightspeed user myself, it has me asking, "What has Bose been doing lately"? My answer is Who Care? i have the best headset already.

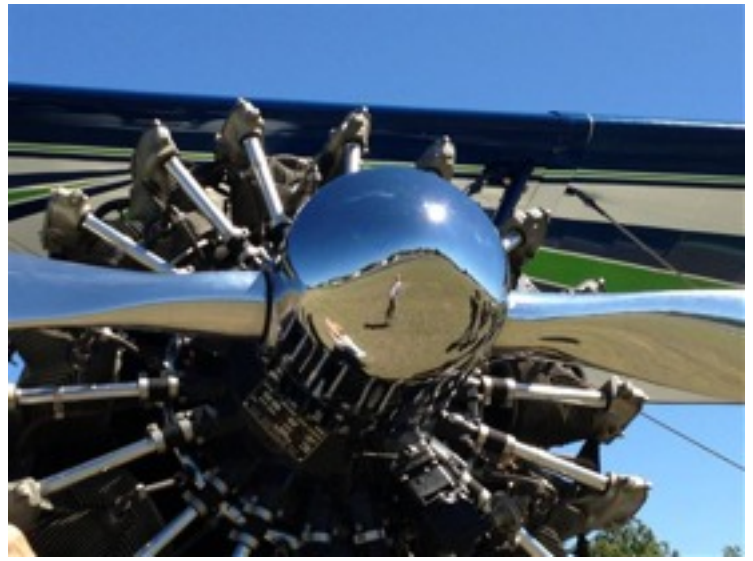
FMI: www.lightspeedaviation.com

See Winston's pictures of the fly in on the next page





Left. Winston is third from left.
Above. About to take his young Eagle ride
Below. More Pictures by Winston





Cumulus Aviation

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<http://cumulusaviation.wix.com/cumulus-aviation>

Cumulus Aviation began business to fill a void in both competent and efficient Tailwheel flight training and Bi-annual flight reviews. Operating out of Pecan Plantation Airpark we can do training in your airplane at your airport or here at OTX1.

TAILWHEEL TRAINING IS GIVEN IN OUR CITABRIA 7ECA



We Offer:

***Tailwheel transitions**

In accordance with FAR 61.31(1)

Consisting of a minimum of 2 hours ground and 5 hours flight, although 20-60 landings is a more accurate gauge of competence.

***Bi-Annual Flight reviews**

In your airplane or ours.

Bi-annuals are geared to flight review and learning, NOT TESTING.

We can combine the bi-annual and the TW course.

Tom Woodward, CEO of Cumulus Aviation and Primary flight Instructor is closing in on 18000 hours of flight time in aircraft from Gliders to B777s. He has flown over 150 different GA airplanes, gliders, seaplanes and helicopters and has owned numerous tailwheel aircraft, both certified and experimental including a Stinson 108-2, Soneri, and several Decathlons, including one which still holds the world record for consecutive inside loops at 2368.

RATES: Citabria rental	Dual Only	\$145/hour wet
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Bi-annual Flight review	Flat fee	\$200

