

EAA 983



More Fly-in Stuff

Model 75 "Stearman Kaydet

By Lucas Nunez

Student of all things Aeronautical

Today I am talking about the coolest plane on the runway, and I mean the Stearman Atlantis. The Stearman was at the Pecan Plantation Fly- In.

First I took a lot of pictures of the plane including the big radial engine. Then I interviewed the pilot about his biplane. I asked when it was built, and when he got the plane and it turned out that his dad had it first and started remodeling the plane.

The number of planes built is around 9,800 and the unit cost was around \$11,000. They started to build the biplanes in 1934 as WWII trainer aircraft. After World War II, thousands of the Kaydet model were sold to be used as crop dusters, sports planes, and wing walkers. They were also used to support many advertising needs like from the Red Baron Food company and for many other uses.

The reason why many people relied on the Kaydet was because it had a rugged construction with a large fixed wheel undercarriage.

I chose to write about this plane because I have always loved biplanes. They seem very graceful in the air, and Stearmans make a lot of noise.

I appreciate the pilots for letting me take pictures of their wonderful plane, even sitting in the pilot's seat and for using his plane in their article.



Program Reminder

Next meeting Jan 11
SEE LAST PAGE for an
important announcement!!

As the Wrench Turns

A Continuing Story of intrigue and blundering

I bought a half finished Mustang II kit. You know the kind, 50% complete and 90% to go and it's been sitting in my hangar untouched for six months. That's not exactly true as I ran into Steve and Barbara Wilson at the dump. They were throwing away what they called Cowling stands. As it turns out they were perfect for getting my parts up off the floor and organized. So they really haven't been



untouched.

I had my eye out for an engine that would make that baby scream like the real Mustang and came upon an IO-360 C1C in Pa. 200 HP of fuel injection badness. I contacted the owner and was told that the engine was off his Pitts, which caught on fire on down-wind and by the time he jumped out was well on its way to becoming a pitted pitts. He saved the engine and had it overhauled, or so he said and believed. Because the engine was in the neck-of-the-woods of my youth, I flew home and enlisted my Bro-in Law to drive me out. We arrived on a rainy day (clue #1) and looked at the engine which had some nicely painted cylinders but was minus a few accessories, which he did tell me about. No mags (I was planning on P-mags

anyway), no fuel pump and no prop governor. Included, but not installed were a B&C starter (OK, not the best ;), an overhauled fuel servo and a four into one exhaust. The logbook state "0" time (clue #2). I know that only the manufacturer can zero time an engine so before arriving I called the mechanic who did the "overhaul". He was elderly, maybe 80, but had done many engines and was well know in the area and to the seller. When I asked if he had a list of parts he said, "if the parts met Lycoming's Max Limits then he put them back in. (Clue #3 missed.)

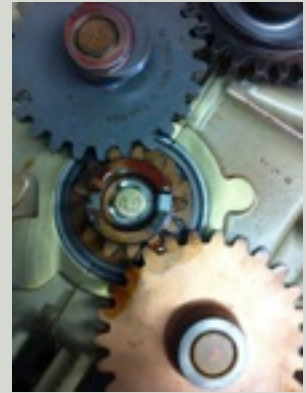
The fuel servo was sent out, as was the case and the crankshaft and all returned "yellow tagged". So the big parts were done professionally. Could I overlook a field overhaul from a Past-His-Prime mechanic? I could and I did. I bought the engine for a reasonable \$12000, based on what I saw for sale on the web and



packed the fuel servo, pipes and starter ring in my Bro-in-laws Toyota. We tried to get the engine in the trunk and came up about 1/2" short of trunk space. Wonder how that baby would have handled had we been successful?

The next problem to be solved was how I was going to get this home to Texas. A rental van was North of

\$1000 and shippers wanted in \$700/800 range. I thought maybe my BIL (bro-in-law) would let me take a Sawszall to his trunk. It sure



seemed the cheapest route for me anyway. Having done some work for VanBortel, the largest Cessna dealer in the World, I inquired about an employee discount. They shot back a price of \$175 which I accepted and ran with. A few weeks later the engine was in my hangar and when my BIL arrived shortly thereafter all my parts were here as well.

Now I have an A&P rating which I obtained through self study and passing, by far, the toughest test in my aviation career but I have no practical experience in the real world. I know as much about building an engine as Donald Trump knows about using a hammer. Sure, I occasionally fix my own plane but with things I'm not sure about I'd rather call in a professional. I got to thinking that having a look inside this engine might be the smart thing to do but only disassembling a few engines in my life I thought I might need some training. Hell, anyone can take an engine apart, it's putting it back to together and then flying behind it that's the tricky part.

(cont next page)

Tarrant County College, Northwest campus, has a great AMT program (Aviation Maintenance Technician). In fact, I went there for about a third of the course before I dropped out due to the encroachment of life and children. They offer a Reciprocating Engine Overhaul class which I thought would just suit my situation perfect. I was able to sign up to Audit the class rather than be a student. The beauty of this was I didn't have to take any tests nor turn in any paperwork and I didn't get a grade. It was kind of like any college in California in the 60's and 70's. This course could



probably be taught in 10 days (in fact Lycoming does that) but this was a whole semester, mainly because

the FAA says that AMT's need a certain amount of learning. I already had my A&P, so I was there for the knowledge. I asked if I could do my engine in class and the instructor, a very knowledgeable gentleman by the name of David Hill, kindly declined because he knew something that I didn't and that was there would be many slowdowns while ordering parts. As we moved along in the class I mimicked what we were doing with my own engine. As I started to disassemble my engine I found some disturbing things. First, when I removed the induction tubes, they were all rusted on the inside (see clue #1). Bolts weren't tightened to a proper torque and sometimes not at all. Although all the parts seemed to be properly lubricated (the engine had not been run after the "overhaul"), I

had some questions as to what parts, if any, had been replaced. As the weeks rolled on I took several of the part to class as "show and tell" and discovered



more unpleasant things about my "great deal".

When I took the crankshaft out the main bearings had shifted and the two alignment dowels (in the picture above) had put marks in the bearings. You might be able to tell that the upper dowel was too low in the case to keep the bearing from rotating. I was later told by a tech from Divco, the company that overhauled the case, that the dowel pins were for alignment and not to keep the bearing from rotating, but nevertheless there are holes in the bearing that oil comes through to lubricate the crankshaft so they have to be in the proper position. Divco sent me some additional dowel pins for free, probably because when I sent them pictures they didn't like what they saw, though they were sure it left their factory done properly. My doubt about the abilities of the mechanic that said he "overhauled" it were increasing day by day. I sent the seller some pictures of what I found and he was amazed at the poor quality of work from a mechanic that he had known for years. It was evident that this mechanic should not be doing engine overhauls, but I left it up to the seller to confront his mechanic, which he seemed reluctant to do. After about the third set of incriminating pictures

the seller kindly offered to take the engine back, and refund my money if I didn't want it. This is where it turned interesting in the negotiations side of the deal. As I got further into the engine it was evident that many new parts would be needed but before I could make a decision I needed professional evaluation of some of the parts. The intake tubes were sent out to be cleaned and cad-plated. I sent the crankshaft, camshaft, tappet bodies and piston pins out for evaluation. WOW! The camshaft was rejected! The crankshaft had the journal plug bent in. This is the plug that allows this engine to work a controllable pitched prop. This engine would have never run without leaking oil and surely would not have run an adjustable pitch propeller. All of the tappet bodies were pitted and of no use and all the piston pins were pitted. This was starting to add up to a



considerable amount of money. I priced out all the parts from three different vendors and presented all the evidence, with pictures to the seller. The cost of the parts were between \$5000 and \$9000 but I thought I could do a bit better with comparison shopping. I reminded the seller about his offer to take the engine back but if he did that he would have to invest that amount listed above to bring the engine to his originally advertised "overhauled" condition. I told him that I would take a check for \$5000 for the needed parts or the engine was on it's way back. His reply was.... (Continued next edition)

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. Roy Henderson
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#>

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jpsewell@windstream.net

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Otx1 has our own distributor!
Top rated for both wear and corrosion protection. Profits donated to the Dennis N. Polen Educational Foundation

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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

January meeting is the 11th

Speaker Damon Berry
Damon will talk about
Alternators and
Starters and all things
aero-electrical.

Big changes are in store for 2014 by the new officers. Come to the meeting and see the FIRST BIG change!

Are you a FACEBOOK user?

"LIKE" EAA983 Chapter and feel free to post aviation stories and pictures.

(If you don't know what facebook is ask your grandchildren.)

www.facebook.com/Eaa983



Beautiful Smiles



SatterClaus of Santa Bob?



Two Donnas with Dave who slid in for a good ribbing <g>





I think the ceiling needs painting



Our Fearless Fly-in Leader



Doug promise to help find my chin



Charlie the Tool Man



Flight advisors



Ghost chairs?



First Flights. Let's see if we can better this number next year



Are we keeping you awake Gene?



3/4's of the New Officers

WIN A MAJOR AWARD!

It has come to my attention that the EAA 983 has now been without a TITLE for a long time. Not since Gary Green was editor have we even though about given our news letter a name SO

I am beginning a contest.

Come up with a name for the news letter and you may win a Valuable Major Prize!!

The winner will be selected by your esteem Newsletter editor. All EAA members are eligible as are employees of the Newsletter, both paid and unpaid.

Extra consideration will be given to creativity. Please don't submit the "EAA 983 NEWSLETTER"

That title is going to be put to rest and replaced with the selected winner and that may be YOU!!

Send all entries to:

Buhwana@charter.net

AND WIN YOURSELF A
PRIZE



Prom Queen and King



