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BRAZO BUNCH BULLETIN

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Mary Latimer: a GIFT to Women Pilots

The amazing Mary Latimer, founder of GIFT (Girls in Flight Training) was our guest speaker at the May chapter meeting. Mary created GIFT to give women with an interest in flying a comfortable, supportive environment in which to pursue their aviation dreams. Mary has been a flight instructor since 1974 and is a designated pilot examiner (private, commercial, and instrument). She is a corporate pilot flying a Conquest II, and an A&P mechanic with Inspection Authorization. Mary retired as an air traffic

controller after twenty-four years of service.



Women remain only 5% of the pilot population, and Mary, via GIFT, aims to improve on that number. Similarly, only a surprisingly small fraction of all student pilots go on to get their pilots

certificates. Mary explained that social interaction tends to be more important to women than to men, and at GIFT there is lots of peer-to-peer mentoring, and an environment in which students can talk openly about their challenges--including the fears encountered during flight training. Students also actively celebrate the flying milestones of their fellow pilots.

Mary also mentioned that only one in 5000 American women has a pilot's license. So earning a pilot's certificate

Dates to Keep

6/11 Stuart Davis PSRUS

7/9 Craig McPherson
Gyroplanes

8/13 Pete Ring ADS-B
from Freeflight

9/10 Doug Green Fabric
applications

10/22 EAA983 Fly-in

11/12 TBD

12/? Christmas Party

Is an impressive resume item, even for non-aviation related positions.

In addition to the in-house instructor staff composed of Mary, husband Lawrence, daughter Tamara Griffith and most recently granddaughter Amanda Griffith, GIFT depends on outside instructors to volunteer their time and skills. Recently, chapter member Tom Woodward served as a volunteer GIFT instructor and found the experience rewarding.

Those interested can contact Mary at giftacademyinc@gmail.com

For more info: www.girlsinflight.org

Thank you, Mary, for all you do on behalf of aviation, and for visiting and sharing the story of GIFT!

Safety Moment

Safety Suggestion: No Pecan, No Landings!

At the May chapter meeting, Safety Officer Martin Sutter and Steve Wilson raised the issue of confusion caused by radio calls by pilots going into Pecan Plantation, OTX1 and the Landings, 66TE, which are both on 122.975. Pilots headed for 66TE have been heard to say, e.g. "five miles east of Pecan Landings." That might cause other pilots to assume that they are landing at Pecan--OTX1. Conversely, pilots headed for OTX1 will often announce "N1234 landing Pecan Plantation runway 19." That in turn might lead some to think they are inbound for the Landings, 66TE!

To avoid confusion, the suggestion was made that pilots inbound to 66TE should drop reference to "Pecan," which after all is not part of the airport name. And pilots inbound to OTX1 should avoid saying "landing," announcing instead, e.g., "Pecan Plantation traffic, N1234 inbound, runway 19, full stop."

Do chapter members have other suggestions for making communications in our area clearer and safer?

Jabiru LSA Coming to Pecan, and the Not-so-Humble Bing Carburetor



One of the attractions of light sport planes is that a medical certificate is not required to fly them: a valid driver's license suffices. That has been very appealing to pilots who want to continue flying but are struggling to renew their medicals. The long-touted reform to the rules might actually occur before too long, eliminating the need to obtain third-class medical certificates. That would in turn reduce one of the selling points for LSAs.

But ignoring government regulation--and don't we wish we could--LSAs have great intrinsic appeal of their own. My first plane was an LSA--a Jabiru J230. I only had it for a year before moving on to planes that flew faster and higher. But the memory of that plane, of how easy and fun it was to fly, stayed with me. And so a couple of months ago, I ordered the new-and-improved model, the J230-D.

Jabirus are unusual LSAs in that they are powered by engines manufactured by the same company that produces the airframe. The 2200 and 3300 Jab engines are also used in many experimentals.

Last month, Tom Woodward and I attended an engine seminar at the Jabiru HQ in Shelbyville, Tennessee. Although most of the sessions focused on the Jab engine itself, one period was devoted to disassembling and understanding the Bing carburetor that they use. As the instructor said, the concept of a carburetor is pretty simple, but the implementation is more complicated. I came away amazed at the challenges that faced the Austrian creators of the Bing back in the 1930s, and the ingenuity they showed in overcoming them and developing this altitude-compensating device. Imagine all the trial and error: and consider that they did it without computerized tool-making machines. Every slight change in jet size, for example, had to be painstakingly built.

We might think of a carburetor as a humble device, but it is really anything but. Which in turn made me appreciate that much more the incredible complexity and interplay of all the parts of an engine, and its interface with the airframe. Makes you marvel that much more at the achievements of the Wright brothers and their successors.

The Jabiru should be at Pecan in late June or July, and we'll put it on display at a future chapter meeting. It's a high-wing that in Australia is certified as a four-seater with a MTOW of 1540 lbs. To meet LSA limitations in the United States, the two backseats were removed, leaving a huge baggage compartment with its own door. And the MTOW was arbitrarily reduced to the LSA limit of 1320 lbs., leaving some margin for error. The plane flies at about 123 kts at altitude, burning 5 GPH, with a range of over 700 nm with VFR reserves. It sports a Garmin G3X panel with integrated autopilot and 2020-compliant ADS-B in and out. Brand new, the plane costs about 1/2 of what a recent-model 172 with a G1000 panel would.

In case you were wondering??

The Jabiru is the tallest flying bird found in [South America](#) and [Central America](#), often standing nearly the same height as the [flightless](#) and thus much heavier [American rhea](#). For the continent, it also has the second largest wingspan, after the [Andean condor](#) (that is, excluding the [great albatross](#) occasionally found off the coast of southern South America).^[2] The adult Jabiru is 47–55 in long, 7.5–9.2 ft across the wings, and can weigh 9.5–19.8 lb. Sexual dimorphism is high, possibly the highest of

any stork, with larger than average of 15.2 lb average of 11.5 lb. tall as 5.0 ft. The 13.8 in, is black ending in a sharp measurements, the [tarsus](#) measures long and the wing 28.7 in. The the head and and black, with a



males being about 25% females. Males weigh an whereas females weigh an Large males may stand as beak, which measures 9.8– and broad, slightly upturned, point. Among other standard tail measures 7.9–9.8 in, the 28.5–39 cm (11.2–15.4 in) chord measures 23.0– [plumage](#) is mostly white, but upper neck are featherless featherless red stretchable

pouch at the base. The sexes are similar in appearance but the male is larger, which can be noticeable when the sexes are together. While it can give the impression of being an ungainly bird on the ground, the jabiru is a powerful and graceful flier.

Seen the Stinson?

Have you noticed a beautiful classic-maroon Stinson around OTX1? It's Tom Woodward's new pride 'n joy. Tom recently purchased the 1947 model from its owner in Temple, TX, who had bought it from former Pecan residents Doc and Ellie Sigler who in turn had acquired it from Butch Walsh, recognized as perhaps the greatest all-time Stinson restorer. N949D was a double Grand Champion winner at Oshkosh and Sun 'n Fun in 2004. Sadly, Butch passed away in 2006. For more about Butch and his Stinsons, click here:

<http://www.flyincruisein.com/butchwalsh.html>

And if you see Tom around, be nice to him: maybe he'll offer you a ride in his beautiful bird. I've had the pleasure of more than one trip in the Stinson, and can tell you that it's classic, low 'n slow flying at its most fun.



PAIKY'S FINAL FLIGHTS

Call me morbid, but I have a standing Google alert for "plane crash," meaning that every day I get an email from Google with links to news articles containing that phrase. I'm trying to learn from the mishaps of others . . . and hoping that none of your names are featured! From time to time, I'll post in the Bulletin links to articles of particular interest. I'll include my comments, with the very strong caveat that these are strictly my musings, are anything but definitive findings, and may well be wrong. But hopefully, they will provide food for thought among our members.

17-yr. Old Boy Meets 18-yr. Old Girl

In this incident, a 17-year-old boy was flying a Mooney. His passenger was an 18-year-old girl. Fortunately, both escaped with minor injuries when the plane lost power while coming in for landing. The NTSB determined that the selector was on the left tank . . . which was empty. There was fuel in the right tank. Any chance the boy was distracted by the presence of his distaff passenger?

A reminder to pilots of all ages flying with distractingly nice passengers: keep your hands on the yoke and use your checklists!

<http://www.kfdi.com/news/ntsb-issues-report-on-wichita-plane-crash>

Pre-Buy the Plane!

A Beechcraft Sierra crashed on take-off. The 83-yr. old pilot and his passenger were not seriously injured. The plane had just been purchased in an estate sale, and the seller "listed the plane for sale in March and was asking for 'whatever we could get,' because the plane has incomplete logs."

<http://www.uniondemocrat.com/localnews/4314317-151/faa-inspectors-scrutinize-plane-crash>

When encountering a hangar find like this, being sold at what might be an apparently bargain-basement price, the temptation might be to jump in and fly it home before anyone else grabs it. All the more reason to have the discipline to conduct a thorough pre-buy inspection. We don't know what kind of inspection the buyer did, but the "incomplete logs" should have been a big, flashing red flag. Let's discover the airworthiness issues on the ground: not a few seconds after take off!

Selfies in a Cessna 150 in LIFR Night Flight

Unlike the previous two accidents, this one sadly resulted in two fatalities. The pilot, who had 726 hours in his logbook, apparently lost situational awareness, entered a tight spiral descending at 1900 FPM and crashed.

The NTSB report indicates that a GoPro camera was in the cabin, and that the pilot and various passengers [more than one flight was involved] were taking "selfies" using flash function.

The fatal flight was conducted at night, in a 150, with a 300-ft. ceiling and limited visibility. Should this "fun" flight ever have been conducted in such conditions? As PICs, we need to resist these kinds of temptations.

Chapter owned tools

1. Dynavibe Prop balancer.
2. Electronic scales for weighing aircraft
3. Prop torque wrench for Hartzell-MT Props.
4. Torque wrench 5-80 ft pounds.
5. Nose seal tool.
6. Various cable crimpers and cutters.
7. Hose mandrels.
8. 'C' clamps. C-6, C-11, C-18.
9. Rotary angle finder.
10. Grinding wheel dresser.
11. Printer for updating glass panel.
12. Hobby-Air forced air breather.
13. Citation HVLP spray unit with fresh air breather.

Chapter Member Special tools

- | | | |
|---|---------------|--------------|
| 1. Tire bead breaker, wheel balancer, sparkplug cleaner/tester, aluminum tube bender and flaring tool, Cam Loc pliers, Handheld Digital Prop Tach checker, Punches for panel instruments, brake bleeder pump. | Charlie Adams | 817-219-0162 |
| 2. Large glass bead machine, Cylinder wrenches, Ring compressor bands. | Gary Bricker | 817-219-0524 |
| 3. Engine hoist, Pipe expander to tighten 1 1/4" exhaust slip joints. Don Saint 817-578-7339 | Don Saint | 817-578-7339 |
| 4. Sparkplug tester and Gap tool. | Steve Wilson | 817-279-1379 |
| 5. Engine hoist. | Bill Eslick | 817-579-5593 |
| 6. 36 inch brake/shear/roller, tube beading tool. | Damon Berry | 817-219-0007 |
| 7. High Wing Jacks Cessna 177/182 | Sid Tucker | 817-279-9237 |

Classifieds

Looking for something? What to sell something? Put it here.
Contact the newsletter editor @ mark.finkelstein@gmail.com

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