



EAA CHAPTER 983

This issue:

PC to MAC, for a whole new look!

April 2010 Issue

**COUNTDOWN
TO THE BIG FLY-IN**

JUNE 12TH !



VOLUNTEERS NEEDED FROM THE CHAPTER

Even though the food is being handled by our club, the need for volunteers is greater than ever, thanks to plans for a bigger fly-in than we've ever had, at Pecan. See Page Three for specialties, the contact people for each.

April 10th Meeting Doug began the April 10th meeting by mentioning that President John McComas and wife Suzette are somewhere in the Caribbean, far from the daily grind. Several members weighed in with various news. Among them, Don Saint says the Kitfox is coming along briskly. Jim Crain spoke briefly about a challenging ferry flight, bringing his new RV-7A all the way down from upstate New York. He dodged weather for much of the trip, even had an ice encounter near Hot Springs. Dick Keyt is racing towards completion of the *Polen Special*, meticulously forming his new panel to match the curvature of the sleek aircraft. Les Staples reports that his RV-10 project is 90% done, "that means only 90% to go!" His lovely bride, Brenda, flew her second long cross-country. Doug announced that Chris Webb is indeed

going to the [EAA Air Advanced Academy](#), having attended the Basic Academy years ago. A note from Scott Purdue was read, in his absence. Scott is a friend of Chapter 983 and the newest addition to the [Pacific Prowler](#) warbird team. This season, owner Jim Terry has instructed Purdue and the team to offer Second in Command checkouts in the B-25, weeks on the airshow circuit, and aerial photography adventures. Want to be a celeb? [AV8 Magazine](#) is a quality, online publication currently searching for pictures of your airplanes, along with a brief 150-word blurb about it. Les is a subscriber, gives the publication high marks.

See Bill Eslick's presentation, next page!



Rotary in the Lead

Bill Eslick leads a formation of airparkers in fast ships. Photo from www.weslick.com

ROTARY POWER



The Genius of Rotary

These engines are truly ahead of their time. Only three moving parts comprise this powerplant. Wear of the valuable parts is virtually non-existent. What does age: seals. The engines are plentiful and less expensive than the disappointing array of "Legacy Motors" out there. So, why doesn't every builder hang one on his or her plane? For one, the exhaust is much hotter than that of conventional engines. A truly reliable muffler that would provide more than a hundred or so hours of service weighs entirely too much for the application. So, the engines eat mufflers. Another minor drawback is the need to mix oil into rotary engine gas. Check out [RealWorld Solutions](#) for more information about these motors.

There are two rotary engines in aircraft owned by our members.

Bill Eslick and Jason Hutchinson are our rotary guys, both whizzing around in sleek RVs, getting more decibels per dollar than virtually anyone out there. But, as Bill pointed out during our most recent meeting, the engine has distinct advantages, including three moving parts, low acquisition costs, superb fuel economy.

The **Wankel engine** invented by German engineer [Felix Wankel](#), is a type of [internal combustion engine](#) which uses a [rotary design](#) to convert pressure into a rotating motion instead of using reciprocating [pistons](#). Its [four-stroke cycle](#) takes place in a space between the inside of an oval-like [epitrochoid](#)-shaped housing and a rotor that is similar in shape to a [Reuleaux triangle](#) but with sides that are somewhat flatter. This design delivers smooth high-[rpm](#) power from a compact size. Since its introduction the engine has been commonly referred to as the **rotary engine**, though this name is also applied to several [completely different designs](#).

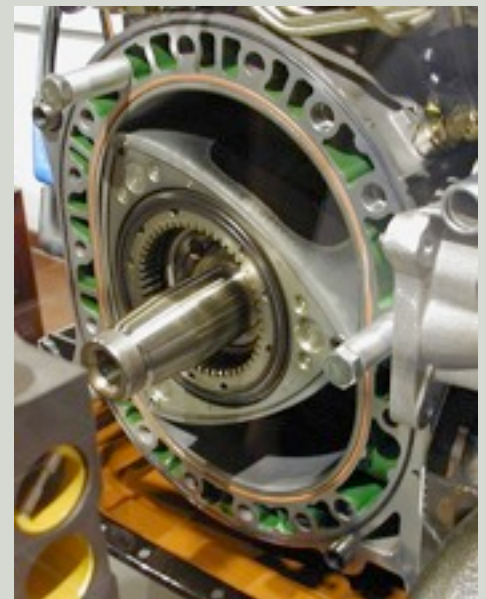
The engine was invented by [German](#) engineer [Felix Wankel](#). He began its development in the early 1950s at [NSU Motorenwerke AG](#) (NSU) before completing a working, running prototype in 1957. NSU then licensed the concept to companies around the world, which have continued to improve the design.

Because of their compact design, Wankel rotary engines have been installed in a variety of vehicles and devices such as [automobiles](#) (including [racing cars](#)), along with [aircraft](#), [go-karts](#), [personal water craft](#), [chain saws](#), and [auxiliary power units](#). The most extensive automotive use of the Wankel

engine has been by the Japanese company [Mazda](#). [Wikipedia](#)

The engine rotor rotates at 1/3 the speed of the crankshaft. Three complete revolutions of the crankshaft to complete the entire thermodynamic cycle. Obviously, we have a disparity. How can we get a relatable number to compare to a 4-stroke engine? The best way is to study 720° of rotation of the two-rotor engine. Every 360° of rotation, two faces of the engine complete a combustion cycle. 720° will have a total of four faces completing their cycle.

Bill brought along a section of the engine so that members could see how the rotor functions. That was immensely helpful in understanding the basic principle, seeing that indeed there is very little to wear out in these amazing powerplants.



A Wankel engine in [Deutsches Museum](#) in [Munich, Germany](#)



HERE COME THE RVs!
 Vans Air Force is joining our fly-in this year, adding dozens of their magnificent planes to the fun.




FLY-IN UPDATE

This year could attract an unprecedented number of attendees.

An influx of Vans RVs could make this year's fly-in the most exciting on record. Fifty or more additional attendees are likely, says Vice President Doug Crumrine. Indeed, the Chapter is wading into unfamiliar territory, particularly when it comes to parking. Dick Carmichael is leading the charge in that area, and asks Pecan residents to steer clear of the mainstream parking areas. [Karen Tucker](#) stressed the outreach aspect of including "Old Eagles," meaning adults who would like to fly during our event. [Jim Crain](#) has stepped up to the plate in the new and unexplored realm of offsite parking, something never

June 12th

before needed at our Chapter events. [Dave Christman](#) is spearheading Setup and Teardown. [Debbie Keyt](#) is heading up the raffle. The weather carefully examined when arriving at this year's date: 12 June is statistically our best bet for balancing the need for afternoon temperatures that won't melt the soles of our shoes, but with the least chance of rain. Even in *perfect* weather, pilots will have to exercise additional caution: congestion in the skies and on the ground will no doubt be more than any of us have seen, in the past.

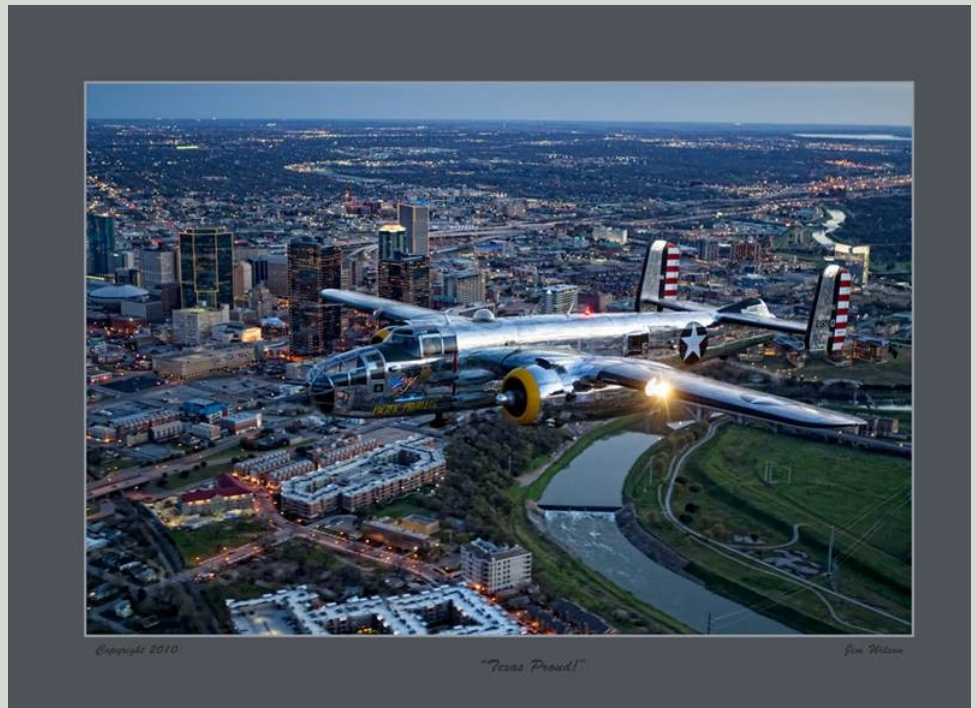
DIFFERENCES THIS YEAR	FOOD	AIRCRAFT PARKING	YOUNG EAGLES	AUTO PARKING
	<p>Pecan Country Club elbowed aside local vendors; but, they pledge to furnish the highest level of service</p>	<p>Tight space To ease congestion, locally-based aircraft are asked to find alternative parking sites</p>	<p>Insurance Flying kids conveys EAA coverage, but pilots' insurance applies if <i>Old Eagles</i> are flown</p>	<p>Remote parking Shuttles will carry visitors from off-site parking near Nutcracker Club to the airpark</p>

Pacific Prowler ***Ready for her Closeup***

Former Pecanite Jim Terry bought his first warbird in 2003, shortly after the untimely death of his Uncle John, who was a second father to young “Jimbo.” You can read all about the plane at www.pacificprowler.org

Monday evening, March 22nd, Jim and your author (who sketched the nose-art, 7 years ago) climbed into Jim’s Baron along with famed magazine photographer Jim Wilson, and launched in formation with Jim freshly-polished bomber. The mission was to circle Eagle Mountain Lake, let

Wilson get some close-ups of the *Mitchell* with the sun glinting off her props and fuselage. After about six orbits, the pair headed in twilight to downtown Fort Worth. The sky was darker than this picture and Jim’s [vimeo video](#) shows: so dark, that blue flame could be seen coming from the B-25’s exhaust. At the controls of the bomber, the team’s newest member, former F-15 pilot and furloughed AA pilot Scott “Gunny” Purdue. Scott is spearheading a promotional campaign designed to bring pilots into *Prowler* operations, with Second In Command ratings on the aircraft, and the opportunity to travel as part of the *Prowler* airshow circuit crew. For more details, see www.pacificprowler.org or write to Scott at sperdue@mac.com



Classified Ads

For Sale By Members

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Abrasives and things for sale, all new: 3M sander belts 3" & 4" 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 flykeyts@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 Hoffer 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 Bohke 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

1946 AERONCA CHIEF 11-AC PROJECT LSA ELIGIBLE Wings and tail covered with Stits Polyfiber system, fuselage uncovered (have sock). Low time Cont. A-65 with metal prop, new Slick mags still in box, gallons of Poly-Fiber finishing supplies, most parts and instruments. Needs new struts. Has log books. \$9,500 [Gene Chiappe](#) Hm 817 573-7393 Wk 573-2250

UPCOMING EVENTS

May 8	Dynon Avionics At our May meeting, the company behind these EFIS avionics	Pecan Plantation (0TX1)
June 12	Chapter 983 Fly-in	Pecan Plantation (0TX1)
July 10	Vertical Power The makers of revolutionary solid state electrical systems, at our July meeting	Pecan Plantation (0TX1)
Aug 14	ECI Presentation At our monthly meeting, a talk by ECI Aero	Pecan Plantation (0TX1)
Sept 11	Tour of Lockheed Martin	Fort Worth
Oct 2	Scott "Skysmith" Smith An early October meeting, discussion of aviation insurance coverage	Pecan Plantation (0TX1)
Nov 13	Exxon Elite At our monthly meeting, a presentation by Exxon about their Elite aviation oils	Pecan Plantation (0TX1)

2010 CHAPTER 983 OFFICERS and LEADERS

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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
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 RV-4
 Thorp T-18CW
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 RV-7A

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