

Brazos Area Recreational Flyers
Bragging and Gossip
 EAA Chapter 983 Newsletter
 December 2007

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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Fall Fly-In 2007
A Salute to the Military

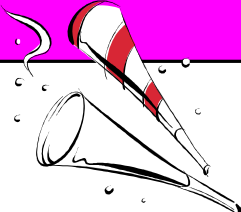


**BEST
ONE**

YET



The Chapter Christmas Party is almost here.
 December 7th. If you don't have your tickets yet
 Call Debbie Keyt or Donna Christman.
 Hurry, the fun's almost over!



Spring Fly-In Recap

Doug Crumrine and his squad did a great job this year of running the Fly-In. Things ran smoothly and with a fabulous autumn day attendance was high and everyone enjoyed the show.

There were a few new wrinkles as there is every fly-in. There was The Showcase of Planes where some of our more interesting and unique a/c flew over the west side of the field and a commentary about each one and its pilot was provided over the PA system. It's a new event and will be improved upon the next time around.

Also new this time was a raffle for a ride in a Stearman and a new Bell helicopter. The proceeds from the raffle will go to pay for the expenses of sending a young person to the AirVenture Camp next summer.

I still find it surprising to look over at the picnic tables and see a clown sitting there eating lunch. It's one of those unintentional double take kind of things. "Patches" the clown was here again, this time flying in his Ercoupe rather than his Fairchild. He's always a hit with the kids at the bounce house.

It's always difficult to get an accurate count of aircraft numbers but usually when they spill over to the grass along side the runway we're talking in excess of 100 airplanes. There were other kid things going on in Pecan that weekend and as a result the number of Young Eagle flights was quite a bit less than previous fly-ins. About 20 youngsters flew this time versus 80 or so during previous fly-ins. We expect to see the numbers back to normal in the future.

The spot landing contest and trophy was won by Maurice DuBois in his RV6. I think he should forfeit it though, by his own admission, he didn't know everyone was entered and he touched down ON THE LINE purely by accident. (That would make my 30' miss much more palatable).

Thanks to all of you who worked so tirelessly. You know without you there would not be a Fly-In or a Chapter. You did great, you've done great for many years and will continue to be great in the future! Thanks.

"OK, Twist My Arm" Part III



This is the last installment about my trip to Salt Lake City where, upon my arrival; revelry, debauchery and several other ...elry's were planned. At first, flying there was just a means to the end of the aforementioned guy fun. I didn't expect the flying itself to become the highlight and a lifetime memory.

As you remember, the flight through the Rockies and the scenery I saw getting to SLC was everything I'd hoped it would be. Upon arrival, I gave some thought to the trip back home, four days away, but other than a distant hope that the weather would be OK, I didn't think too much about it. There were lots of ...elry's in my immediate future.

(Fast forward four days)

When I arrived at the airport for the return trip, I realized something was wrong! I took stock of my physical and mental condition; my head didn't hurt, my throat wasn't sore and ragged, I wasn't broke and I didn't have a pocketful of scorecards with 8's and 10's on them. All conditions I'd become familiar with on these trips in years past. Donna claims it's age; I refuse to accept that and vow to return to my old form next year! Though, in retrospect, it was a good way to start the trip home.

My plan was to get to New Mexico the first day, spend the night and finish up on day two, but with no obligations for the next couple of days I could pretty much do what I liked.

How was I to know that this day would combine perfect weather and unbelievable scenery and along with an uncluttered and contented mental state (rare, according to my bride), it would result in one of the most magical and memorable flying days I've ever had?

An 0700 departure took me southeastward over Provo and down through the Sevier Valley towards my first stop at Bryce Canyon. I had flown this valley many times in the past, servicing a bank mail route which had stops in a dozen tiny little towns in a variety of airplanes. It was nice seeing those familiar runways again.

The Bryce Canyon Airport serves both small and large aircraft but still has a rustic feel. I asked the lineboy where the scenic canyons were and he pointed and said; "About 3 miles over that way". I looked and all I could see was hilly desert and mountains off in the distance. I was afraid I was going to be very disappointed in Bryce Canyon. How wrong I was.

I didn't realize that I had been flying over a high plateau for the last half hour and when I took off and got to that three mile point, the world just fell away and I was presented with the most intricate and delicate rock formations I'd ever seen. It was like looking down at thousands of tiny castles. And the colors! Reds, greens and golds everywhere! It was one of those times when I didn't want to leave but the demands of fuel required it. I thought that I had just reached the apex of my trip and was satisfied with that being the best part. How happily wrong I was.

The next spot on the itinerary was Monument Valley. I've seen all the old John Wayne movies and the car commercials and I wanted to fly in and out of those formations myself. My route was going to take me across Lake Powell but since

I'd seen it many times from the air and spent a week on it each summer that I lived in Salt Lake, I was going to climb up and cruise. As I approached the lake, since it was so smooth and clear, I thought I'd drop down and cross it at low altitude. The closer I got, the more beautiful it got and before I knew it I was flying up the lake marveling at each new turn and twist and the incredible sights they brought. I have never experienced more beautiful flying for a long period of time than I did on that day. Exploring channels and beaches and rock formations that make you wonder how they were formed and why they're so different from the ones just a quarter mile away. I had unexpectedly stumbled on the finest 45 minutes of flying that I've ever had and I don't expect it will ever be matched. Only running out of lake forced me to leave and continue my way east.

I suspect I had scenery overload by the time Monument Valley came into view but it was still wonderful. Seeing it from the ground can't possibly compare with being able to fly in amongst



those spires. The Twin Otters I saw at the nearby MV airport makes me think that I'm not alone in that assessment.

From the high desert I headed into the mountains of New Mexico and a planned landing at Los Alamos. It's an unusual

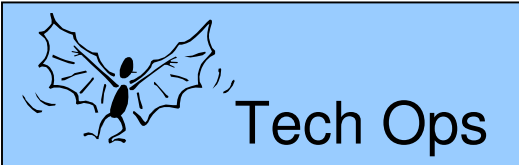
little airport. Originally built for the Dept. of Defense to serve the community that was to design the atomic bomb, it is now open to the public but still has its quirks. One way in and out, steeply sloped and if you veer slightly off the airport boundary (and I mean the other side of the fence), you are in R-5101. I met an interesting gentleman there who was working on his KR-2 in one of the old hangars. He'd been on the airport for twenty years and while he was circumspect when discussing his job in town, he talked freely about the days going back to when you needed approval for each takeoff and landing from the resident DOE officer. I'm not terribly superstitious but an odd feeling accompanied me the whole time I was there and I wasn't unhappy about leaving for my next stop in nearby Santa Fe. *Whoooooo scary.*

When I got to Santa Fe I had to decide whether to keep going or spend the night. I wanted to see the old town there but the day had been so perfect till now I didn't want it to end. I decided to put off the decision until after lunch. Maurice DuBois, a friend of Chapter members Martin and Claudia Sutter, gave me a recommendation for lunch that turned out great (some travelogue writer I am, I can't remember the name). During that fine meal I decided to extend what was, to that point, my finest flying day and continue for home.

The remainder of the trip was pleasant (even the West Texas part and the almost hitting a deer on landing part). One item of note was how my borrowed Garmin 496 again proved its worth. Approaching Lubbock there was a line of thunderstorms to deal with. Visually it looked solid and going around to either side appeared to be the only solution. The 496 however showed a comfortable path ahead that actually allowed for dry flying all the way, regardless of the unpleasant visual picture. Had I chosen to go around, I would have had to go 90 degrees off course for about 50 miles. It was a very nice piece of equipment to have and I'd like to thank Gene Chiappe again for the loan.

Frequently I'm reminded of the wondrous opportunities we have being able to fly across this country of ours. It makes me think about what we have and what we should be thankful for. Thanksgiving was a couple of days ago and my list is long and full. I hope yours is too.





Tech Ops

My Dungeon of Pain and Repair

In my capacity as a repairman for Sky-Tec I get to see this picture a lot more often than I'd like and 99% of the time it's completely preventable. These are pieces of the fly weight starter mount that some of our most popular starters are built around. If you're flying an experimental you probably have one of these (if you have a certified a/c you probably have one too). Interestingly enough, this mount is designed to break before damage occurs elsewhere. That way you sustain a \$120 repair to your starter rather than a \$300-\$500 repair to your ring gear. A good trade off BUT let's fix the problem rather than the damage.

Let's begin with this statement: "It's all about the ignition". Back in Aviation 101 you learned about the spark plug firing at the top of the compression stroke that drives the crankshaft, which turns the propeller. In actuality, the plug fires slightly before the top of the compression stroke but the engine is rotating fast enough that when the piston is



driven downward it continues to move the crank/prop in the proper direction. However, when starting; the engine turns so slowly (100-200 rpm) that the firing of the plug needs to be delayed to be more nearly TDC (Top Dead Center) of piston travel. If it's not, it will cause the crank to move backwards and do all sorts of unfriendly things to your engine (and starter). When this happens, it's called a "kickback". You may see the prop move violently backwards and hear a nasty grinding sound or, more commonly, you may not even notice it. Kickback and the resulting damage can occur with varying severity and for a number of reasons but remember the opening statement "It's all about the ignition".

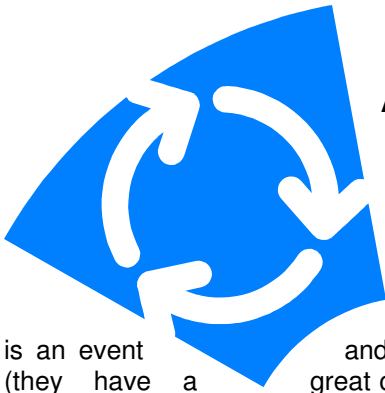
With a dual mechanical magneto arrangement (Slick for example); one mag is usually equipped with an impulse coupling which delays (retards) firing during the start as well as increasing the voltage of the spark, the other mag is not. The non-coupled mag is DEACTIVATED until the engine has started and the key is released (automatic within the switch) or, with individual mag switches, you turn it on. Usually the non-impulse mag doesn't have enough voltage at low rpm to generate ignition BUT every now and then, when the moon is in the seventh house, that non-retarded mag can make fire in a cylinder. If that happens at its normal 25 degrees BTDC (Before Top Dead Center), Ouch, kickback. The non-coupled mag might be active if: the key switch is bad, the P lead is not grounding or you start with both mag switches on. The Bendix "Shower of Sparks" system is vulnerable as well and for similar reasons.

How about electronic systems then? Their computer monitoring looks at a number of things; starting rpm, crankshaft position, temperature, etc. and adjusts for different conditions. In the early days they were experiencing kickbacks and it took some investigating to determine why. Voltage was the culprit. Assuming a clean and efficient wiring set up, a well charged battery (12-13 volts) will deliver a continuous 11 volts to the starter and ignition system during start. If the battery is low, the wiring system is poor or lengthy cranking draws the voltage way down, some early electronic systems would not operate correctly and would fire randomly. Most of the time it just wouldn't start. There were those times however, when it just wasn't your starter's day. The manufacturers eventually fixed the problem electronically or added another battery dedicated to the ignition system.

Good ideas but (you remember Murphy) things can still go wrong. The other day a friend who owns an RV 7 with modern dual electronic ignition blew up his starter. Each system had its own battery and was isolated from the other while starting; one battery ran the starter and the other the ignition. Both systems were only connected to the main bus after start for charging purposes. Perfect. The problem came when another system failure caused a difficult start attempt and the second battery was brought on-line to assist in cranking the starter. *You can see it coming can't you?* Eventually the voltage on the battery supplying ignition dropped below a certain threshold, it began firing randomly and you know the rest.

The moral to the story is; know your system and how it operates because they are definitely not all the same. If you bought a plane with electronic ignition, you need to know what vintage it is and how it's wired. It's not just the experimental crowd either. Your Citabria or Cherokee may have individual switches; it may have one or two impulse couplings or a Bendix "Shower of Sparks" system. You need to know.

I'm a friendly aviation guy and I love to talk to people about their planes but it's not as much fun when the conversation begins with how much it'll cost to fix their starter. Check your ignition system out and save your starter a trip to my dungeon.



Aircraft Salvage of Dallas' Christmas Sale

Usually notices of sales by area vendors don't warrant space in the newsletter but the annual sale at ASOD is different. Not only has Lucky Louque been a supporter of ours by advertising in the newsletter, he's always happy to come to a meeting and give a presentation that is interesting and relevant to our operations. You undoubtedly enjoyed his talk on selecting an engine back in October.

The real reason I always devote space to ASOD is that their Christmas Sale is an event and an outing in one. Sale day is always the same for me; I fly in to Lancaster for breakfast (they have a great café) and usually run into a familiar face or two. After some great grub it's onto ASOD's van to their facility. Hundreds of items (parts, pieces, engines) are displayed to be picked through and if you're like me, a salvage/surplus junkie, it's easy to spend an hour or two just looking through stuff. When you're finished with that and after having coffee and cookies, you head out back to the outside yard where you can pore over scrapped/abandoned/wrecked aircraft. The reasons for the demise of these craft are many but Lucky can probably tell you the history of each one.

They are located about a mile from the terminal at the Lancaster Airport (KLNC) over on the Southeast side of Dallas and transportation is provided from the airport.

This annual visit is very much like a late season fly-in for me and I always look forward to it. Give it a try; December 8th (day after the Chapter Christmas Party) from 0800-1600.



You're going to make an emergency landing!

Excerpts from Aviation Safety 2006

So, the engine has soiled the bed, you've soiled your shorts and there's no question. The only issue is where? Should you put it down on a road or in a vacant field? What about a body of water or some soft looking treetops? The options that present themselves offer advantages as well as problems.

Here are some thoughts depending on the kind of terrain on which you're being forced to land.

Vacant field

Probably the best all-around choice, unless it's 0300 over a well lit freeway. You'll probably have an approach path relatively clear of obstacles and room to flare and get stopped.

If you have the luxury, plan the approach and fly a normal pattern. Retractable? An extended gear will absorb lots of energy and if you're lucky it may come through unscathed. The risk is that in a soft field the nose gear may dig in.

Water

Soft and warm in hot tubs but cold and hard elsewhere. In some areas –Alaska comes to mind- ditching close to the shore of a lake may be a good choice. Vests (if you have them) on, gear retracted, make a normal landing at minimum airspeed and unlatch the doors.

Treetops

Do you feel lucky? Or is there really no other option over a heavily forested area? In some remote region, this could be the best choice, especially if the alternatives involve steep slopes, large boulders or narrow, rock strewn rivers. Treat the treetops as is they were a paved runway and plan to enter them at the slowest possible forward speed. Don't stall but fly into a flare as you reach them.

CLASSIFIEDS

Hartzell C/S with spinner and governor. IO or O-360. Certified and current, 800 hrs.TT. \$3500 Sam Tillman 817 326-6293. saber@itexas.net.

1944 PT-19. 1070TT, 325 SMOH, Electrical system, starter, Garmin GNC 300, GPS/COM. Mode C, Canopy for all weather flying, Ceconite 101 in 1991, All logbooks and support equipment. Flies like a Cub! \$69K Tom 817 579-1850

Champion spark plugs. RHM 38E, RHM 40E, M41E, AC HSR 88. New \$10 ea. Barely used RHB 37E, RHM 38P and M41N free to good homes. **Champion oil filters.** CH 48109 & CH 48103. \$8 ea. **A/C Delco engine hoist w/ load leveler.** New \$270. now \$100.. **Wide variety** of AN, NAS, MS hardware. Screws, washers, bolts, Adel clamps. ½ Spruce price. **Contact Damon at famber@charter.net or 817 573-3444**

RV8 FOR SALE \$101900 1100 TTAE 0-360A1A Hartzell C/S Apollo IFR GX60 GPS/Com King 125 Nav/Com w/ GS King 76C xprdr Apollo audio panel w/ MB STec 30 AP w/ altitude hold electric trim always hangared view at www.excaliburaviation.com Jim Freeman 903 569-6971

Notices to Airmen

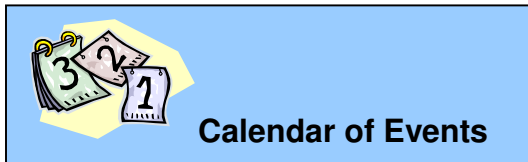
- If you have a few hours with nothing to do you might consider looking through the Chapter's binders of hardcopy newsletters. Beginning in 1998, they are an interesting look at Chapter history and aviation in general. Check with Bill Eslick if you'd like to borrow them.
- Does anyone have a contact for Scott Correa?
- Damon is looking for a used Dynon 10 or 10A. 817 573-3444
- Lots of space spent on Damon's' droning this month in the newsletter. Not much happening in winter time. Hope you don't mind.
- This December edition of the newsletter is my last. I'll still be contributing during Bill Eslick's turn and I'd like to thank all of you who've made my job as editor fulfilling and educational. I couldn't have done it without those who helped in so many ways. Thank you so very much. Damon



Larry, Moe, Curley, Manny and Jack



Damon & Daughter Hayley



Calendar of Events

December	1	EAA Chapter 59 Bkfst & Mtg.(Waco)	McGregor Airport, 0800 (KPWG) Check Bush's TFR !
December	7	Chapter 983 Christmas Party	Pecan Plantation Clubhouse 6PM til...
	8	Fajita Fly-In, Chapter 1219	Angelina County, Lufkin, Tx. (KLFK)
January	5	EAA Chapter 59	See above. 1 st Saturday every month.
	6-10	Assoc. of Airport Executives Conv.	Kona, Hawaii I suggest we all attend this !
	12	Fajita Fly-In	See above, second Saturday each month.