



*Happy
Holidays*

**This issue:
Exxon Elite**

EAA CHAPTER 983

December 2010

The Christmas party for EAA983 is on Saturday Dec 11. Cash bar starts at 5:30PM. Sit down dinner is served at 7:00PM and dancing lasts until 11:00. Dress code is anything from Sunday best all the way to formal.



From Debbie Keyt: Please make your reservations ASAP. Tickets are \$35 per person. Checks should be made out to EAA983 or cash. Three lovely volunteers are collecting money and reservations. Deadline is Monday December 6. If you know who is sitting at your table please let us know. We will have tables that seat 10. It helps if you pay for the whole table and have them pay you or collect all money to turn in at once. If you have requests where your table is located please let us know at that time (away from the speakers, close to the bar or dance floor) or if you have food allergies.

Please RSVP to any of the following:

Debbie Keyt 817-279-7590
Sally Eanes 817-579-0699
Konnie Sasser 817-579-0903

Debbie will be at the next EAA meeting on Nov 13 to make announcements and to collect money and reservations.



Leader of the Pack

What distinguishes Exxon Elite from its competitors is superior lubrication with the added bonus of corrosion protection. An earlier issue of this newsletter revealed that, even though similar-performing Phillips X-C is a little cheaper, it needs to have an anti-corrosion additive to parallel the total benefit provided by Elite. Once that second cost is factored in, Exxon is the cheaper alternative. Then, to make Exxon's premium lubricant an even more attractive choice, it's sold by chapter member Dick Keyt, removing much of the price and all of the shipping.

Exxon's own statistical analysis puts Elite at the top of the heap when it comes to wear metals found in changed oil, from aircraft piston engines. Samples were separated on the basis of change interval and operating conditions. In Exxon's own words, *Data analysis shows that hundreds of engines lubricated with Exxon Elite had, on average, considerably less wear metals in used oil drains, compared to engines protected by many competitive products. The differences are statistically significant.*

Online readers can click [HERE](#) for TechTalk with frequently asked questions about the oil.

Of course, of paramount importance is change interval and frequency of operation. No matter what oil is used, the engine must be operated frequently and oil changed three times a year.

LOCAL E-FREE GAS UPDATE

As we and our "Detroit Iron" age in tandem, sleek little lightsport (LSA) planes that sip 4-5 gallons per hour become increasingly popular. Rotax clearly dominates the LSA powerplant market. While the Austrian engine maker approves use of gas with 10% or less ethanol, owners and maintainers fret about the effects of ethanol on fuel system components, its capacity to retain moisture.

A rarity in North Texas, we have a local source of non-ethanol fuel at the Phillips 66 across from Jack In The Box, on 377. There's a catch: they only stock this fuel during winter months. So, does that mean Pecan's distributor will also deliver E-free gas to The Village and our marina during the winter months?

I'm afraid not: two major local distributors, including Pecan's, have confirmed all their gas will contain ethanol, even during the winter. With Spring's arrival, their gas can be purchased and treated with one of many additives now available to combat the destructive effects of Ethanol in autogas.

Special
Report

We're From The **FAA** and *We're Here to Help!*



Restoring Order to Aircraft Database

Editor's Note: In its never-ending quest to make our lives simpler, to inject common sense into the world of general aviation, our friends in the federal government are requiring re-registration of all aircraft, before the end of 2013. In truth, they recognized that their database is not accurate, this is a massive housecleaning exercise. Rather than impose the expense on taxpayers, aircraft owners will foot the bill. Below is a message that was emailed to owners of general aviation aircraft November 8th.

AIRCRAFT MUST RE-REGISTER - If Issued Registration Before October 1, 2010.

The Re-Registration and Renewal of Aircraft Registration rule went into effect on October 1, 2010. Aircraft registrations issued on or after this date will expire after three years when they may be renewed. Aircraft registered before October 1, 2010, are required to re-register during the next three years according to the schedule provided in 14 CFR Part 47.40. Reminder notices will be sent using the address of record, make sure your address is up to date.

The first group of aircraft to be re-registered are those aircraft that have a current registration issue date during the month of March, from all years. Application for re-registration of these aircraft should be made between November 1, 2010, and January 31, 2011. Making an early application will ensure the new certificate of registration can be delivered before the old certificate expires on March 31, 2011.

More information about these and other changes can be found at <http://registry.faa.gov/aircraft.asp>.

Calling All Instructor Pilots

Lately, many CFIs have realized that flight instruction is a minimum-wage job in which anyone with a modicum of assets can have his/her pants sued off when out of control attorneys "shake the money tree." As a result, the pool of licensed instructors is withering, just when professional aviation is poised for explosive growth.

To remedy this problem, the FAA has decided to drop its requirement that military instructors convert their credentials into a civilian instructor rating within the first 12 months after return to civilian life.



So, armed with your last checkride results, evidence of being on instructors orders, your certificate of graduation, and proof from a testing center that you've passed one hilariously inane FAA written test, military instructors can march into the local FSDO and emerge as freshly minted CFIs. There is a catch, of course: they strictly award only what you instructed in the military. So, a single-engine owner who taught in C141 *Starlifters* with zero piston twin time comes out with a CFI MEI, authorizing him/her to instruct in a Baron, IMC... You get the idea. An "add-on" rating is needed to step back to single-engine instruction. Former IPs who wish to convert their military credentials to CFI can visit the top authority on this process, [Sheppardair](http://www.sheppardair.com), online for study guides and various other resources.

From The Editor: Breath! Push! Messy Birth for Pecan's Landings

Eclipsed by the ongoing uproar at Pecan regarding Incorporation, the spectacle of a smaller, day-VFR, second runway opening inside Pecan has largely faded from view. No, the two topics aren't related, says everyone but the most vociferous opponents of Pecan's incorporation.

A year after being reported open and operational -- with two multi-engine and a handful of singles based there no less -- in several online listings, a month after its opening was heralded in Pecan's COLUMNS, down came the modestly-sized white "X" markings and a quick call to the developer's office affirmed that the beleaguered upstart was indeed open for business.

In birthing terms, the baby emerged to the chin, took one look around the room, and returned to the solitude of the womb: X's so minuscule they are invisible in the picture below taken at 200-300 feet were installed the very next day. Apparently, the big day is now deferred until changes to the sectional denoting pattern direction are printed. Or, in obstetrics vernacular, the baby is confined to the womb until old enough to eat with a fork.



The good news: at least one aircraft had a chance to try out the new Pecan airstrip. Your editor's lightweight [Progressive Aerodyne SeaRey](#), the ultimate fun machine.

Foremost, wind eddies are a bigger concern at this new diminutive runway than at the "big" Pecan airport. That said, we at the "big" runway have suffered innumerable mishaps over the years when pilots encounter what sometimes seem to be bizarre and extreme fluctuations in wind. Secondly, trees border the airport on all sides. Pecan's many loss-of-control during takeoff and landing mishaps would have catastrophic outcomes, on this field. On top of that, climbouts are made over houses and/or trees.

Before you get too alarmed, remember that little Nassua Bay, the grass strip west of Decordova Bend, is very similar in its layout and limitations. And, Nassua Bay has operated safely for years, kept peace with its neighbors, remained a shining jewel in the crown of metro-area airport communities.

So, what does the future hold? Who knows. The fly-in living business is akin to that of major airlines: the only thing you can predict is that it's unpredictable. Jane Morgan's nearby [Driftwood Ranch Airpark Estates](#) has languished with few sales and virtually no flying activity for nearly five years. Up the road on Highway 377, [Bourland Estates](#) boasts nearly two dozen homes in its 12th year; but an aircraft there is a rare sight indeed.

By those barometers, Pecan Plantation might face air traffic congestion issues; but, they probably won't arrive until after 2020.

For now, we can only watch and wait. And, stick to landing on the longer and less obstructed of Pecan's two paved runways. *A*

Other Closed Runways At A Glance





Classified Ads

For Sale By Members



Exxon Elite aircraft oil. I am now a distributor. \$58 for a 12 qt case. Top-rated for both wear and corrosion protection. Profits donated to the Dennis N. Polen Educational Foundation. **Dick Keyt 817 279-7590**
flykeyts@charter.net

Abrasives and things for sale ALLNEW! Sander belts by 3M, 3" and 4" in 18, 21 3/4, 24 and 36". Various grits, \$3 each. Bench grinder wire and grinding wheels for \$5. Cutoff and grinding discs for and and table units, \$1.50. Clear vinyl tubing, from 1/4 to 1 1/2" and \$.15 per foot. Woodcutting bandsaw blades in 57 & 59 1/2" for \$5. Several 6" 2 jaw steel gear pullers, \$5 each.
Damon Berry 817 573-3444

1962 C182E For Sale - 5777 TT, 1260 SMOH, Horton STOL, new leather interior, Tom Lewis 817-573-4388

KR2 still in the unopened original box. It needs an engine. Asking \$2,500.
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FOR SALE F.8L Falco TTAF 275/SMOH 275 Italian design: looks great, flies fast, based at OTX1. Plans-built by willard Hofler with excellent quality construction. IO-320-B1A , 8.5 gph at 155 kts aerobatic design loads, GPS, NavCom, autopilot, leather interior. No damage history, vacuum pump replaced at 252 hrs. N89WH is a terrific plane and fun to fly. **REDUCED \$79K Roy Henderson 206**



1990 Campbell Super Cub, half-interest for sale. 160hp TTSN 1064, 137SMO, full electric, transponder, encoder, 720 radio, nav and landing lights, Husky seats. Licensed Experimental with PMA wings, Cleveland brakes, and is basically a PA-18 replica. TOGW is 1750. Hangared at

For Sale: 6 Bedroom/4+ bath home, on the runway at Pecan Plantation. 40'x50' hangar with bathroom, bi-fold door. 34' gunite pool & spa. Screened porch. Office, fireplace, central vac. Over 4000 sq ft. now reduced to \$378,000. billorcutt@aol.com (817) 578-4280

UPCOMING EVENTS

Nov 13

Exxon Elite At our monthly meeting, a presentation by Exxon about their Elite aviation oils

Pecan Plantation (OTX1)

Dec 11

ASOD Fly-in & Sale 8AM-4PM

Lancaster (KLNC)

Dec 11

Chapter 983 Christmas Party

Pecan Plantation Club



After a chilly RVSM Atlantic leg, the old guy sets up for a hand-flown Cat 1 to his first rooftop, Autobraking set to "8"

2010 CHAPTER 983 OFFICERS and LEADERS

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