

F E B R U A R Y 2 0 1 4

RIVETING NEWS



Plane Power

Damon Berry, Primary Factotum of Plane Power (PP) was on hand at the January EAA meeting to discuss his company's products, troubleshooting and repairing of aircraft alternators.

Les Staples, Denny James, Steve Klodd, Ken Sparks and Gene Chiappe started Plane Power when a need was determined for a

better alternator for aircraft. Plane Power started with a simple automotive alternator but eventually modified most of what they saw into something that would better serve the aviation industry. Unlike other aircraft or automotive alternators, Plane Power alternators come complete with a voltage regulator, overvoltage protection, bracket, pulley, belt, mounting hardware, two fans, and high altitude protection, and these cost extra with other applications. Usually a problem with your current electrical system is what prompts you to want to purchase a new alternator but PP will run you through a series of checklist to determine if your problem is with something other than your alternator. On their web page you will find several pages of Trouble Shooting tips and Tech Tips to help you analyze your particular problem.



In this issue

- *Plane Power*
- *EAA meeting notes*
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- *Van's Service Bulletin*

Upcoming Meetings

March 8
Rex Harris
with Spectro
Oil Analysis

April 12 Stan
with ForeFlight

Fall Fly-in
Sept 20

After you are satisfied that your problem is not something other than an alternator then you would be wise to invest in a PP alternator. Sometimes hunting down the problem isn't easy and can take considerable time, as Gary Bicker pointed out when he related his story of what he thought would be cured with a new alternator. In fact, the issue was a bare, shorting wire and by going through the many troubling shooting charts on the PP web site, he determined a new alternator wasn't needed.

If you've ever wondered how tight your alternator belt should be

you can find that on the PP web site (<http://www.plane-power.com>) as well.

Plane Power alternators are smaller, more powerful, and more reliable for about the same price as other aviation alternators. PP alternators are OEM for both American Champion Aircraft and Robinson helicopters. Give them a try.



Misc. Notes

If you are buying fuel for a friend you need to be present at the pump

Alliance Airshow- EAA 983 will not be the ground crew for the B17, Aluminum Overcast.

EAA 983 Fly-in_ (Tentative) Third weekend of September. If you want to volunteer Please sign up (Ed. Note: Each years it's the same people who do all the work while others just enjoy the show. This time it's your turn to help)

Feb 22- Fun Flight with Jim Cotter, at the PAC for students age 8-13. Sign up now!

USAF Thunderbirds will be at this years Airventure celebrating 100 years of WWI aviation.

When fueling, be sure to ground your airplane. Fuel Vapors, when ignited by a spark or static electricity will ruin your day and your hairdo.

FAA AME's to Consider

Dr. William H. Krass

1609 Circle lane

As per Dick Keyt

Bedford, TX 76022

817-282-0274

Brad Griffith

As per Tom Woodward

509 Business highway 114

Roanoke, Tx 76262

817-491-2564

Barry L. Beaty, D.O.

AS Per Jim Crain

1605 Clover Lane

Fort Worth, Texas

817-737-6464

www.northtexashealing.com

Brook Smith

805 Hill Blvd # 104, Granbury, TX 76048

Phone:(817) 573-5688

Dr. Mark Eidson, 817-599-9472. Sr. AME located in Weatherford, Tx

AS per Bob Rose

C.L.O'Toole ,

As per Staples/Chiappe

Acton, Highway

(817) 313-7856

Duane D Giles, MD/DO, 152 McVoidRd

Springtown, TX 76082-5929

(817) 677-3043 as per Steve Wilson

Specific details can be obtained from the "As per's"

Jan Meeting Minutia

EAA meeting

Meeting was called to order at 1000.

Recognition of several guests and new members.

Melanie Horstman (John Bunn's stepdaughter) is a new pilot and would love to build her hours. If you want to take her along, please give her a call at 817-269-1596. Thanks!

Orin Buchanan is a new member. He lives in Springtown and is a helicopter mechanic. He brought his aviation enthusiast son along. John and Teresa McGonagill are new members. They purchased Buck Rogers house and have a RV-10.

The main project is Jason Hutchison's new hangar which should be completed this year.

We have a new TV for better graphics and sound.

Claudia Sutter gave a report on the Christmas party. She is looking into why so many meals were cold. Food was good, just not the right temperature.

Dave Boldenow's father has passed away. The chapter has sent a card. Dave would like to honor his dad with a plaque at the EAA Memorial Wall. If you would like to donate please contact Dave or development@eaa.org.

Charley Adams spoke about the need for a new prop balancer. We would be upgrading to the DynaVibe GX2. Here is a link to it, <http://www.rpxtech.com/DynaVibeGX2.html>. The cost would be \$2900 and this would be a great asset to the chapter. Bob Satterwhite made a motion to send the proposal to the board and the motion passed unanimously.

B-17 update. Alliance Airshow October 25-26. This fundraising opportunity is still in the works but our chapter will not be the ground crew for this event.

Les Staples made a motion to look into replacing the disintegrating door panels on the Houseman hangar door. Motion passed unanimously.

Karen Woodward gave the Secretary report. It's a new year and time to renew your chapter dues of \$20. You may renew online or mail them in or bring to the next meeting.

We have EAA983 hats and shirts for sale at the meetings.

Also, we have items for sale on CafePress. Here is that link,

<http://www.cafepress.com/eaacchapter983?nocache=yes>.

A portion of each sale comes back to the chapter. (Also on the website.) Jim Cotter will be teaching a Fun with Flight class at the PAC starting February 22. Sign up is limited to 8 students and they need to be ages 8-13. Thanks, Jim!

Stu Hill gave the treasurer's report.

Jason Hutchison gave us an update on upcoming programs.

March 8 will be Rex Harris with Spectro Oil Analysis

April 12 ForeFlight. New features will be released at Sun'n'Fun

Jason needs program ideas about what you would like to see!

Time to start thinking about the fly-in next September. We are looking for leads!

We listened to the monthly update from Headquarters.

They are working hard on legislation to benefit all members.

Airventure 2014 will feature the Thunderbirds and celebrate the 100th anniversary of WW1 Aviation.

Steve Wilson gave the safety update with a synopsis of an AvWeb article about Self-Fueling safety. Very informative and here is the link,

<http://www.avweb.com/news/features/Self-Fueling-Legalities-and-Risks221179-1.html>.

After the break Damon Berry from Plane-Power/ Sky-Tec gave a very interesting talk on Troubleshooting Starters. Here is a link to some of that information, <http://www.skytecair.com/Troubleshooting.htm>. And a big thanks to Damon.

Meeting was adjourned.

Here's the latest update on a comparison of some of the current Navigation Flight apps for Aviation

COMPARISON OF NAVIGATION FLIGHT APPS FOR AVIATION

	ForeFlight Mobile	Garmin Pilot	Hilton WingX Pro	AOPA FlyQ	Bendix/King myWingMan	Fltplan.com Go	Anywhere Map	Jeppesen Mobile FD
VFR Sectionals	✓	✓	✓	✓	✓	✓	✓	
IFR En Route Charts	✓	✓	✓	✓	✓	✓	✓	✓
Instrument Approach Charts	✓	✓	✓	✓	✓	✓	✓	✓
Geo-referenced Instrument Approach Charts	✓	✓	✓	✓	✓	✓	✓	✓
Data-driven (dynamic) En Route Charts		✓	✓				✓	✓
FAA A/FD	✓	✓	✓		✓	✓		
FBO Directory	✓	✓	✓	✓	✓	✓	✓	
Canadian Charts	✓					✓		✓
Mexico Charts	✓							✓
Caribbean Charts	✓					✓		✓
Flight plan filing	✓	✓	✓	✓	✓	✓		
NWS WX Imagery	✓	✓	✓	✓	✓			✓
QICP Weather Approved	✓					✓		✓
Fuel Prices	✓	✓	✓	✓	✓	✓	✓	
Terrain/Obstacle Alerts	✓	✓	✓	✓	✓		✓	
Synthetic Vision			✓	✓	✓			
Split Screen option		✓	✓	✓	✓			
Track up option	✓	✓	✓	✓	✓	✓	✓	✓
Backup flight instruments		✓	✓	✓	✓			
ADS-B Receiver Support	Stratus	Garmin GDL 39	Dual XGPS170, Sagatech Clarity, SkyRadar, iLevil SW/AW, NavWorx 600-B	Dual XGPS170, Sagatech Clarity	Dual XGPS170, Sagatech Clarity	Sagatech Clarity	No	No
ADS-B Traffic	✓	✓	✓		✓	✓		
ADS-B Weather	✓	✓	✓	✓	✓	✓		
Document Viewer	✓		✓			✓		✓
Scratchpad	✓	✓	✓			✓	✓	
Compatibility	iPhone/iPad	iPhone/iPad, Android	iPhone/iPad	iPad	iPad	iPad/iPhone, Android	iPad/iPhone	iPad
Annual Subscription	74.99 standard, 149.99 Pro: georeferenced approach plates and airport diagrams, terrain/obstacle hazard advisor	74.99 standard; 49.99 to add VFR premium, 74.99 extra to add IFR premium (adds georeferenced approach charts and terrain)	74.99 standard; 74.99 extra to add georeferenced charts, 99.99 to add synthetic vision, 29.99 to add fuel prices	69.99 VFR, 119.99 VFR+IFR	99.99 VFR, 149.99 VFR+IFR	Free	79.00 VFR, 129.00 VFR+IFR	Price varies by region of US

iPadpilotnews.com

Q: Do you know what a Deperdussin is?

(See answer at the bottom of the next page)

WE Have a Winner!!

Somewhere back in the beginning of time the Newsletter for the EAA chapter 983 was called the Brazos Area Recreational Flyer, or BARF for short. This was when Gary Green was the editor. I'm sure there was one prior to that but this is where I came into the picture. I thought it was time to upgrade the title and so I put out a call for suggestions.

I had several suggestions, many of them good but I wanted it to embody the spirit of the EAA and of our chapter, which has many fine builders, several who are multiple builders. So with a little tweaking of the winning entry, the winner of the contest is Don Gumm. You can see the winning entry at the top of the first page of this newsletter. We have maintained the original logo of the cowboy breaking the bronco on his first flight. I suspect this is Gary Green



Question that you might be asking or maybe not!

Q: Why do I use different print and different sizes?

A: Because it entertains me.

A: According to Airplane and Engine Maintenance for the Airplane Mechanic by Brimm and Boggess, Pitman Publishing 1936;

"In small ships which are likely to be maneuvered quickly, the ailerons are controlled by the stick as shown. In larger or cabin types a wheel is used to operate the ailerons. The wheel type was once called the Deperdussin or "Dep" control, after it's inventor. However the wheel leads to no confusion when a pilot changes to it from the stick type for if the wheel is grasped at the top movement is identical to the stick"

Vans Aircraft Issues Service Bulletin For RV 6,7,8

Vans Aircraft has issued a service bulletin for all of its RV-6/6A,7/7A,8/8A flying or under construction following the discovery of cracks in the forward spar of the horizontal stabilizer that have been found emanating from the stress relief notch at the inboard end of the spar flanges.

In the bulletin, Vans Aircraft says all aircraft should be Inspected for such cracks, and if they are present, stop drill cracks and install HS-00001 Doubler (RV-6,7) or HS-00003 Doubler (RV-8) and HS-00002 Rib Flange Angle (RV-6,7) or HS-00004 Rib Flange Angle (RV-8) to both sides of the aircraft.

The inspections are recommended before further flight and at each annual condition inspection until such time that this service bulletin has been complied with in its entirety.

According to the document, the method of inspection should be to remove the empennage fairing. Carefully inspect for cracks emanating from the stress relief notch at the inboard end of the forward horizontal stabilizer spar flanges. Clean the area and remove any paint, overspray or primer that could hide a crack. Cracks may be very small and hard to detect.

If no cracks are detected, no immediate action is necessary, but the inspection should be repeated at each subsequent annual condition inspection until such time that this service bulletin has been complied with in its entirety. The bulletin describes in detail the steps to be taken to repair the cracks if found to return the aircraft to an airworthy condition.

The bulletin was issued Friday, January 31 and was effective immediately.

As the Wrench Turns

A continuation of a heart-wrenching story

Last we heard, our intrepid mechanic left off with an ultimatum to the engine seller. The seller had a choice; pony up about \$5000 for parts or the engine was headed back.

Well, after presenting the seller with the pictures of the damage and invoices of the cost of parts, he had a choice. Did he want the engine returned or did he want to help with the cost of the parts. Now, other than his word, I don't believe he had any legal responsibility, as the engine though advertised as "O" time overhauled, was sold "As Is", though nothing was written on the bill of sale as such. False advertising? His Word? Bill of Sale? Who would win in court? What would Judge Waphner recommend?

Being a nice guy who sticks by his word or perhaps someone confronted with overwhelming evidence the seller counter offered with \$3000. I was a bit surprised but also realized that that amount wouldn't come close to paying for the parts and I wrote him that the engine would be coming back to him for anything less than \$4000. To my surprise again he agreed and said a check would be in the mail tomorrow. I waited a couple of days to buy any more parts to make sure the check would arrive and a third time I was surprised. After allowing sufficient time for the check to clear I proceeded to purchase parts from various vendors, buying each part from the company that gave me the best price. When all parts were purchased the total was slightly less than \$4000. Of course two of the appliances, the fuel divider and fuel servo, were still a question. I noticed that three of the four screws on the top of the fuel divider were nicely safety wired but one looks like it was put in by a six year old with a butter knife, so I sent the divider out to be looked at. To no surprise, the unit was badly rusted, the worse the technician had ever seen and one of the fuel lines did not flow test. To be sure, I also sent in the Fuel Servo, which had been serviced and yellow tagged, but who really knew

could be sure any more? The servo tested fine and the cost of an overhauled divider and fuel line set me back another \$530, so right now I would say that I am even.

I continued my class at TCCC as we disassembled, cleaned, measured, and tested all the parts we took off of our Lycoming o-320. We magnafluxed several parts, ground a valve, honed a cylinder, reviewed the AD's and the SB's and replaced a few parts that were so out of whack that they would likely effect the starting of the engine when the time came.

As the class progressed I brought in parts and pieces that made for great show and tell and as a lesson of what not to accept as an "overhauled part". After re-assembling our class engine, it started right up and thus the others in my group were given a passing grade. Since I was only monitoring the class I received the only the satisfaction.

During previous conversations with the seller I was convinced that he believed he was getting an Overhauled engine. What he got was a mechanic who gave him the \$8000 disassembly and cleaning he paid for. I believe the mechanic (who was 80 years old) was less than honest about what he did to the engine and several times I told the seller that he should confront his mechanic at the least, and turn him in to the FAA at worst. Several correspondences pasted where the seller protected his mechanic as being "a great guy who usually did great work". After proof of the work he did and that which he didn't and should have done, the seller told me he wasn't going to use him for his next engi

next project, which was an engine for his rebuilt Pitts Special, from which my engine came.

I did ask the seller, (who's son was the original placer of the ad) who wrote in the logbook that the engine was a "O" time overhaul". He told me his son did, and he was not a mechanic. I did point out that the only one who can do a "O" time overhaul is the manufacturer or a manufacturer designated shop (I think the only one for Lycoming was Mattituck, which is now out of business) and I think the fact that his son was the one writing in the logbook (illegally) was a silent but understood negotiating point for me, especially if the FAA were to find out.

When all was said and done I wrote the seller an email thanking him for his honesty for sticking to his word and I was sorry that we both lost something in this deal. Unfortunately I ended up sending it to the son (who was my original point of contact) and received a nasty-gram back from him. He told me, if it was him I had dealt with, instead of his father, he wouldn't have given me any money back because what proof did he have that any parts needed to be replaced as I "never invited them out to be present when the engine was disassembled nor did I take the time to disassemble and inspect the engine when I bought it"? I told him it's not customary to disassemble someone's engine before buying it and I doubt they would have paid to fly out while I was finding the problems. He then called my reputation into question and I wrote back pointing out that he signed the logbooks illegally and he should be concerned about his reputation. He emphatically told me "I didn't sign the logbook, I learned honesty from my dad who is a great man and I would never do a thing like that and by the way, who told you I signed the logbook anyway?"

I emailed him that it was his Dad that told me and I never heard from him again.

I still have some parts and pieces to buy, the mags, prop governor, alternator, baffling, hoses and such but these items were known to be needed when I bought the engine.

So what have I learned? After buying and selling 13 airplanes and making a little on all but two and just when you think you have a handle on all the issues you can run up against when buying an airplane or engine, I am once again re-educated. I am now even more cautious about buying an airplane or engine from a high humidity state like Florida or other coastal area and from someone's basement especially when visiting when it's raining. I still base a good percentage of my purchases on the character of the seller. I think I'm pretty good at determining within the first 30 minutes whether I want to do any business with them. Even if it's the best deal in the world I will not touch it with a ten foot pole if I don't like the guy doing the selling, especially if I can determine he's trying to blow smoke up my dress. In this case it was the deciding factor between an OK deal and a



Looking like I know what I'm doing. In fact I had help from one of the airpark's most renowned Lycoming engine re-builders who wishes to remain anonymous but most know who he is and I owe him a debt of gratitude

Petition Submitted To FAA To Revise WINGS Program For Experienced Pilots 'Pro-WINGS' Program Would Recognize Pilots Who Fly Frequently And Stay Proficient

Two aviation professionals have submitted a petition to the FAA for a change in one of its signature safety programs. Robert A. Wright, President of Wright Aviation Solutions, and Kent Ewing, President of Bonanza/Baron Pilot Training, have joined together to file a petition with the FAA to modify its WINGS program. They have named their proposed change the "Pro-WINGS" program.

The petition is asking the FAA to recognize that pilots who stay current at a consistent level of flying tend to retain their pilot skills better than pilots that fly infrequently. The existing WINGS program may be used to substitute for a flight review. However the WINGS program requires pilots to receive three hours of dual instruction annually if their participation is to be counted as a flight review.

The petition proposes that pilots with a high level of recent experience could substitute the three hours of dual instruction for a single instructional flight every two years. Under the proposed Pro-WINGS program this instruction would be scenario-based and highly tailored towards aeronautical decision-making skills.

For those pilots who demonstrate and log such high activity, the petitioners believe that they would not require annual dual instruction under the WINGS program. These pilots would, however, be required to successfully perform the following requirements:

- 1) Complete an annual risk management course accepted by the FAA.
- 2) Remain accident, incident, and violation free while enrolled in the enhanced WINGS program.
- 3) Log a minimum number of hours and specific flight events annually for the entire period of their training cycle.
- 4) Complete a scenario-based skill flight with an authorized instructor every two years, with minimum skill elements specified by the FAA.

The petitioners say that the existing wings program is good for pilots who do not have a high recent level of experience but that it misses the point for pilots that are already maintaining proficiency.

FMI: www.faa.gov/WINGS/pppinfo

What do you think?

Feb Meeting Minutia

Sam Butler (more on Sam next issue) told us about his first flight in his RV-12 on December 26. Congratulations!

Garrett Brammlett is a new member and also the recipient of the Air Academy scholarship.

Dave Moore spoke about the brick project, a fundraiser at Planeview Park benefitting both EAA983 and The 99's. Konnie Sasser is almost ready to place a new order. There are also 2 benches being installed.

Our chapter will be replacing the door panels on Houseman's Hangar. If you would like to volunteer to assist please contact Doug Crumrine.

March meeting will be Rex Harris with Spectro Oil Analysis

April meeting is ForeFlight.

The fly-in will be September 20.

Mike Snow just passed his sport pilot written and he's on his way! He is our first chapter qualifier for the Eagle Program. For more info on this program check out www.eaa.org/eagleflights.

Tom Woodward announced the winner for the naming of the newsletter contest. Won by Don Gumm with "Riveting News"!

Don Saint encouraged us all to write to our congressman about abolishing the 3rd class medical. This is an effective way of helping to influence aviation issues. EAA and AOPA are working hard to support the GA pilot community.

Jim Cotter is sponsoring the Fun to Fly seminar on February 22 and has a couple of open slots. Thanks, Jim!

Doug Crumrine is looking at road trip ideas.

One might be to the FAA in Oklahoma City and to go through a survival course and the altitude chamber. If you have suggestions or want to go to OKC contact Doug.