

Brazos Area Recreational Flyers Bragging and Gossip Chapter 983 Newsletter February 2009

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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FLY SAFE!

Flight safety was front and center at our January Chapter meeting. A panel discussion was presented by our own safety experts. **Don Christiansen** is a recently retired Airman Medical Examiner, **Ed Askins** is a retired USAF Safety Officer, and **Steve Wilson** is a retired NTSB investigator.

Don warned about completing the FAA physical page one on the FAA web site. The FAA form is a certificate with a serial number, and must



Don Christiansen

be accounted for once started. Consequently, if you do it there, whatever you enter is stuck and corrections are very difficult. He recommends using the AOPA website for preparing page one. It will flag anything that might get the FAA's attention, and let you research options.

If your medical is denied, and you wish to go Sport Pilot, you must get a special issuance medical and then let that expire. Otherwise, you may fly gliders or motorgliders or ultralights without a medical.



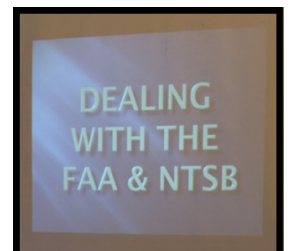
Ed Askins and Steve Wilson

Ed said that his best experiences were in a squadron that used mentoring. That is using the experience of others to teach avionics, aerobatics, or whatever. This is especially applicable here in our EAA Chapter due to the depth of experience in our community.

Risk Management is another specialty that Ed promotes. It is mainly a mental attitude of professionalism. It includes using all information that is available, such as checklists, weather briefings, thorough pre-flights, knowledge of your aircraft systems and performance, etc.

He advocates practicing engine-out approaches periodically. Ed gave us some techniques to use, such as making sure we use fields with light traffic, using flaps and/or slips to control the glideslope, and being alert for distractions (including deer on the runway) which can lead to expensive mistakes! Always leave yourself an "out", or plan B. Lastly, most of us can improve our passenger briefings in the area of emergency procedures.

Steve gave us some insights into the processes involved in accident investigation. An "accident" involves death, serious injury or substantial damage. It is



worthwhile to look up the definitions of these items, as you may be surprised. For one thing, you can only have an “accident” if you intended to go fly! If you were only taxiing to the gas pump to fill up and return to the hangar, you can’t have an “accident”, as I understand it. If you do have an accident or incident, it is the pilot/operator who is solely responsible to submit notification to the NTSB. If it was an “accident”, a written report is due in 10 days. It is the pilot’s responsibility to preserve the wreckage as best he/she can.

Steve covered the value of filing a ASRS (NASA) report if you even suspect you may have unintentionally done something wrong. These can now be completed on the internet if you wish. They will protect you from many enforcement actions if your deviation/violation was unintentional.

Other meeting notes: Lots of guests attended, and I failed to get all their names!

- **Gary Bricker** has a new tool for us, a prop seal installer. Check the web site for a list of tools available to chapter members.
- March 28 is Granbury Airport’s Fly-In, from 8-11. We will start collecting EAA Air Academy applications in February. **Karen Tucker** noted that the chapter flew enough Young Eagles in 2008 to generate \$149 in credit toward our Air Academy attendees.
- **Dick Jones** went over the proposed changes to our chapter by-laws. The text is available on the chapter web site for your review. Voting will take place at the February meeting.
- OTX1 will get a new CTAF frequency, probably in March.
- Project reports included **Shawn Scott**, RV-10; **Don Doubleday**, folding wing Thorp with integral wing fuel allowing 7 to 8 hours of flight; **Kent Sampson**, Furio RG “plastic Falco”. (Check the website at www.falcomposite.com for info.); **Don Saint** has his radial Rotec engine and oil system mounted on his Kitfox; **Mike Gray**, RV-8; **Dave Moore**, RV-10 (see project page); **Steve & Barb Wilson** have a C-182 to rebuild.

Light Chop

(things that go “bump” in your brain)



When foreign satellites saw this in the Middle East, they must have gone nuts! It was loaded with a crane for transport to a maintenance facility.

John McComas has prepared some outstanding programs for us:

- **February 14** meeting: **Scott Perdue** - Military Action-Adventure Thriller author, discussing various aspects of airmanship.
- **March 14** meeting: **Tom Guyton** - Alternative Power for Light Aircraft. (Electric!)
- **July 11** meeting: **Lt. Col. (Ret.) Brian Birdwell** - *“Humor and Crisis and Honoring Heroes”* Brian was the last man out of the Pentagon after AA flight 77 exploded into it, escaping with massive burn injuries. An inspiring presentation at the McComas’ hangar. This is an evening pot-luck for members and guests.
- **August 8** meeting: **Mel Asberry** and **Paul Beach**, both DARs. This is sure to be a lively discussion.

Experimenter Magazine is Back!

(The following e-mail was received from a familiar name, Patrick Panzera. He is the editor of "Contact!" Magazine, which is an experimental aircraft and powerplant newsforum (www.contactmagazine.com), and now he has lent his expertise to the EAA. - ED)

In an effort to put the E back into EAA, a new offering was just released.

EXPERIMENTER has been resurrected in electronic format!

<http://eaa.org/experimenter/issues/0901.html>

The goal here is to bring back the hard-core, hands-on experimental aviation that we all miss. There won't be stories about \$20k paint jobs, \$75k certified engines, full leather interiors and all those hired-gun aircraft that we've all grown tired of seeing in print.

One-of-a-kind projects, plans-built, modifications, improvements, successes and failures, all the stuff we need to see in print to fulfill the LEARN aspect of the "Learn, Build, Fly" mantra of the past.

Paul P is taking an active role in this as he's always been a hard-core advocate of grass-roots experimental aviation.

So I encourage each and every one of you reading this to click the link above and see the effort being made. Read through the entire work and PLEASE respond to the survey at the bottom of the page. I GUARANTEE you that all eyes and ears are on this effort and your comments WILL be read and learned from by the editorial staff at EAA. You will not be wasting your time.

And PLEASE pass this note along to every e-mail group you belong to and everyone in your address book who might be even remotely interested.

This is the best chance we've had in like, forever, to be honestly heard by EAA. A lot of work went into the first issue and they need to know if they are on the right track or not. I believe that your comments could potentially reshape all the EAA publications in the future.

Thank you!!!

Sincerely,

Patrick Panzera.

Editor@ContactMagazine.com

Time To Upgrade To The New 406 MHz ELT's

In case you have not heard, satellite monitoring of the 121.5 ELT's will end on February 1st. *That's this February 1st.* The only "protection" these old ELT's will afford is that some pilots and ATC will continue to monitor the frequency. That's not much monitoring, and whoever is listening needs to be in a direct line-of-sight with the signal – not too encouraging for the old 121.5 systems. While the new 406 MHz alternative has yet to be mandated by the FAA, there are many good reasons to install one soon.

As of this writing, Mexico has already mandated that aircraft flying there have the 406 ELT installed. In Mexico these must be *mounted* in the aircraft. In addition, Canada has issued proposed rulemaking requiring 406 MHz ELT's for all aircraft flying in Canadian airspace.

The good news is that monitoring is already in place for the 406s. And, they are much more accurate in terms of identifying your location than are the old 121.5 ELT's. As the AOPA has recently said: "The main reason to buy a 406 ELT and have it installed is the increase in likelihood that they will be found after an accident. If you want to get a step ahead of the game, you may want to install one [now]."

Greg Herrick, Publisher, EAA 670

Are you operating legally?

by Mel Asberry, and "borrowed" from EAA 168

Is your amateur-built aircraft operating legally? There are many times we do things to our airplanes to improve them. We must be very careful to assure that the Airworthiness Certificate is valid. Have you changed your engine? Prop? Have you done anything that significantly changes the flight characteristics? What does your operating limitations allow you to do without recertification? Sometimes we think that the FARs are a bit picky. But what will your insurance carrier say if you have a problem and they find that your Airworthiness Certificate is invalid? They most likely won't pay the claim and you have therefore wasted all those premiums.

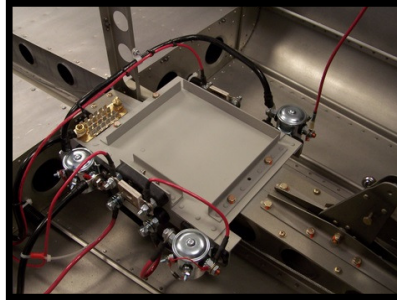
The operating limitations for amateur-built aircraft change periodically. The ones issued for your aircraft do not change. You must comply with whatever your limitations say. If a change comes out that you like better than what you have, you can petition your local FSDO to update them. But it doesn't happen automatically. For example, my limitations state that if I change engines I must fill out a new Airworthiness application (8130-6), notify the local FSDO, and put the airplane back into phase I. They will then approve (or not) my test area and forward the 8130-6 to Oklahoma City to update the registry. I, then and only then, can fly the aircraft for a minimum of 5 hr., make the appropriate logbook entry and return to phase II. Later operating limitations state that you must go through this procedure if you change the TYPE of engine. i.e. reciprocating to turbine or if you change a fixed pitch propeller to or from a controllable pitch prop.

Another thing to be concerned about is, if you modify your airplane outside the scope of your operating limitations, they are no longer valid. Even if you return the airplane to the old configuration, you have broken the chain and are no longer in compliance. This was fought in the courts a few years ago (and lost).

Bottom line is: Make sure you are operating within your operating limitations. Otherwise you may be paying those insurance premiums for nothing.



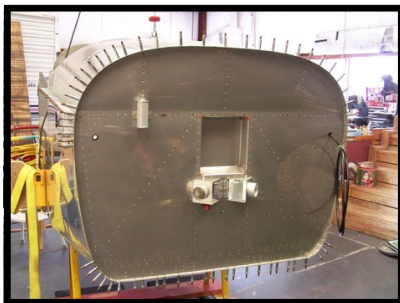
Wings are waiting.



Impressive battery tray for two Odysseys, one for starting, one for avionics, with provision for cross-tie if necessary.



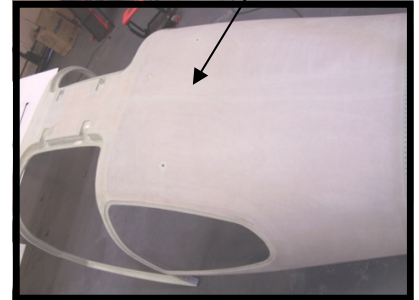
Dave is doing absolutely all he can inside the fuselage BEFORE he puts that top on!



Firewall is waiting for that IO-540, possibly with all-electronic ignition, and no vacuum system?



Note provision for 110V outlet. :-)



CHAPTER PROJECTS

Tom Woodward
Dick Keyt
Don Saint
Sid Tucker
Dwight Hill
Greg Walker
→ Dave & Wendy Moore
Rick and Monica Richardson
Ron Schuster
Damon Berry
Larry Henney
Charles Williams
Pete Anderson
Gary Green
Shawn Scott

Russia Motor glider
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
GP4 Rebuild
RV-12
Wag-Aero Cuby
RV-4

(Send additions and corrections to webguy@eaa983.org)

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) (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

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

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 230; SMOH 230. Italian design - looks great, flies fast, based OTX1. Plans built excellent construction. IO-320 Lycoming, 8.5 g/hr, cruise @ 155 kt, aerobatic design loads. **\$85,000.** Contact Roy Henderson @ 206.399.6980 or ifraviator@aol.com.

1/4 Share 1979 Cessna 172N. Annual completed in November 2007. Based at Pecan. \$10,000.00 or reasonable offer. Mike Bradley 817-279-9359

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 Bohlke at 800-653-9177



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

Feb 14	Chapter Meeting - Scott Perdue, Action - Adventure Author	Pecan Plantation, TX (OTX1)
Mar 14	Chapter Meeting - Tom Guyton, Alternative Power	Pecan Plantation, TX (OTX1)
Apr 11	Chapter Meeting	Pecan Plantation, TX (OTX1)
May	Spring Fly-In	Pecan Plantation, TX (OTX1)
June	Matlock Ranch Fly-In	

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