



Brazos Area Recreational Flyers Bragging And Gossip

EAA Chapter 983 Newsletter
JULY 2005

PO Box 5191 Granbury, TX. 76049
www.eaa983.org

NEXT PROGRAM IS:

A PRESENTATION BY ED BANDY OF INDUS AVIATION ON THEIR NEW THORP T-211



SATURDAY, JULY 11 AT 10:00 AM AT HOUSEMAN'S HANGER

ATTENDEES ENJOY A GOOD TIME AT MATLOCK RANCH FLY-OUT



STORIES WERE TOLD, SOME WITH HANDS

Almost 50 Chapter 983 members and guests enjoyed a morning of fun and fellowship when the June Chapter 983 meeting was held as a Fly-out (drive-out) to Jimmy and Pam Matlock's ranch and airstrip just outside of Pecan Plantation. In addition to some really good hamburgers and hotdogs, the attendees also enjoyed really top flight radio controlled model aircraft demonstrations by



LADIES DON'T TALK WITH THEIR HANDS



WHAT'S GOING ON HERE?



R/C MODEL FLYING

Ben Wilson, son of Steve and Barb and by several members of the local R/C model club, The Brazos Buzzards.

About eight members brought their planes into the 3000-foot strip and the remainder drove.

Thanks go to Jimmy and Pam Matlock as well as Gary and Jackie Bricker for helping with the food and transportation of the necessary tables, chairs and so forth.

Message from the Chapter President



BRIAN SOWELL AND HIS RV-9A ON FIRST FLIGHT

Brian Sowell, Chapter 983 member, arrived late for the June meeting at Matlock Ranch because his RV-9A was undergoing an airworthiness inspection by a DAR that Saturday morning. He was really excited in that the airplane passed the inspection and he was eager to fly it. Sure enough, just three days later, on June 14, he made the first flight of N9612S at Cleburne airport. Based on his e-mail, I could see that the excitement was still there and no doubt even greater. Hopefully, Brian will bring his new bird to a future chapter meeting and let us all

take a look. Congratulations, Brian for a job well done!

The next Chapter meeting should have a very interesting program presented by the folks from INDUS Aviation on their Thorp T-211. This design has a very unique history and everyone, especially the T-18 admirers among us, should enjoy the story.

Well, I've done it again. I have overlooked Sam Butler once more. (Someone told me that was not possible). Sam was one of the pilots who flew so many people at the recent Fly-in, and I failed to list his name in the last newsletter. Sorry about that Sam, I'll try to do better. Your help, as well as the other pilots, is greatly appreciated,

Note: We still have an opening for Newsletter Editor. Surely we have someone out there interested in picking up this vital position. If so, please contact me and I will help you get started.

Hope to see you all at the July meeting, and thanks for all that you do...Dick Jones

AS AIR SHOW SEASON HEATS UP, SO DO YOUR CHANCES OF DEHYDRATION

By Guy Baldwin - General Aviation News – March, 2005

Last July 4, Tinker Air Force Base in Oklahoma held its annual air show, "The Star Spangled Salute." It was a hot day, with temperatures running in the high 90°s. As one of the performers, I

knew I would need to drink lots of fluids because of the heat. Fortunately, air show organizers always provide lots of water.

Before the air show began, a Warbird pilot approached me saying he didn't think he could fly his routine, because he just "didn't feel quite right." We talked about dehydration and I encouraged him to drink lots of fluids. He noted that he had not urinated the entire day, even though he had been drinking water. We supported his decision not to fly, got him in a cool place and began giving him fluids.

If insufficient water is available to allow the body to control its temperature through sweating, heat stress can occur. Left untreated, internal body temperatures rise and the situation can escalate to heat exhaustion or heat stroke, both serious heat illnesses. With heat stroke, body temperatures can be more than 105°, quickly leading to coma, permanent disability or death.

Dehydration can occur any time that temperatures are above 80°. Between 80° and 95°, extra caution should be observed, and above 95°, extreme care should be taken. High relative humidity increases the danger.

Symptoms vary greatly, from mild to very severe. Symptoms of heat exhaustion include headaches; dizziness or lightheadedness; weakness; upset stomach; vomiting; decreased or dark-colored urine; fainting or passing out; pale, clammy skin; and mood changes, such as irritability, confusion or the inability to think straight.

Symptoms of heat stroke include dry, pale skin with no sweating; hot, red skin that looks sunburned; mood changes, such as irritability, confusion, or the inability to think straight; seizures or fits; and unconsciousness with no response.

Of course, none of this is good for anyone. However, for air show performers — indeed all pilots — even mild symptoms can have devastating results — anything that affects our critical thinking processes, dexterity or state of consciousness can drastically reduce the "sharpness" needed to successfully complete an air show routine or flight.

Recognizing the seriousness of heat illness, good air show organizers encourage performers to stay by themselves, stay focused, stay in the shade and drink lots of fluids. Oftentimes, air-conditioned trailers, motor homes or buildings are available for performers.

During this air show season — whether you're a performer, an organizer, a volunteer or just there to watch the spectacle — be vigilant for signs of dehydration and take all available precautions. Drink lots of water and other drinks that replace electrolytes, such as Gatorade. Avoid alcohol, coffee, soda, tea and carbonated beverages, because they have a diuretic effect, causing more frequent urination and robbing the body of needed water. When in the sun, always wear a hat (preferably with a wide brim) and light-colored airy clothing. If at all possible, stay in an air-conditioned vehicle — even an automobile with the engine running.

If you or someone else experiences symptoms of heat illness, it is critical to get them into a cool place, administer fluids, cool them off with water or ice and get medical help as soon as possible.

FOR SALE or TRADE

HANGER SPACE NEEDED-Moving to Pecan with a Falco 8L (27' Span lo-wing). Would like to rent some hanger space. Roy Henderson 206-399-6980

Small Sailboat – Grumman “Teenee” aluminum 9 Ft. Sail Boat and trailer. Includes sails and 1.2 HP engine-\$950 OBO, Contact Jean Houseman at 817-579-1913

¼ Interest – 1979 C172N (N3135E), 3400TT, 1450+ 180HP Penn Yan Engine, Dual Radios, ADF, Mode C Transponder, Lowrance Airmap 500 Yoke Mount GPS, Intercom. \$11,500.00.
Contact Mike Bradley, 817-279-9359, p_bradley@charter.net.

Exxon Elite Aircraft Oil. I am now a distributor. It sells for \$48.00 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

Fisher Avenger project All wood low-wing. Cute, honest design. Can be built in ultralight cat. Complete kit. Fuse boxed. Ribs completed. Some feathers completed. Name your price - no offer refused. Come & Get it. Call Rich Chiappe w 817-573-2250 or h 817-579-1641.

7GCAA Citabria, 1950 TTAF, 295 SFOH. Stits in 96, new factory metal wings in 2002. GPS, XPNDR w/encoder, intercom, 8.50 X 6 tires, 8.5 in and out. \$59,500 OBO. Richard. RLOVE32537@aol.com

Cleaning out Dads shop: Craftsman 16 gal. Shop Vac w/all attachments. Used once. \$95. Damon Berry 578-3358

Hanger Space Needed - Moving to Pecan with a Falco 8L (27' Span low-wing). Would like to rent some hanger space. Roy Henderson 206-399-6980, ifraviator@cox.net.

Power Tow EZ-40 very good condition, low TT, NDH, \$350. **Small refrigerator.** Perfect for drinks in the hangar. Like new: \$100. Contact David Guinn at 817-279-7186 or Quinti@aol.com

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