



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

PO Box 5191 Granbury, TX. 76049  
 Visit us at: [www.eaa983.org](http://www.eaa983.org)

Chapter 983 meets every second Saturday at 10:00 am in The Houseman Hangar. N.E. corner of the runway

**In This Issue**

Calendar.....6  
 Classifieds.....6  
 Notams.....5  
 Right Seat.....2  
 Safety Note.....5  
 Sponsor Ads.....7  
 Tech Ops.....4



## 2<sup>nd</sup> Time's The Charm

Tom and Bonnie Lewis missed out on the cover of the newsletter last month because the Fly-In got first billing. I hope it will have been worth the wait. This is their 2<sup>nd</sup> RV project. The first RV6A kit just couldn't generate the requisite amount of enthusiasm for completion. I know they were getting

tired of answering the same questions from the project compliance committee at each Chapter meeting: "What have you... When will you... How much have you..." Since they got the RV 7A kit it's been "You've done how much? You've already done the...? You're really going to be finished in ...?" Once they got going, they truly have proven that the 2<sup>nd</sup> time's the charm.



Those of you who know the Flying Lewis's are aware of their calm and dignified manner. The following e-mail, sent to friends a couple of weeks after the First Flight, illustrates that point. Therefore I feel obligated to insert my own interpretations of *what they really intended to say*.

"Hi guys *Whassup dog?* we have finally flown the RV7A project that we have been working on forever. *Forever? Forever? This bad girl flew in just 32 months!!* Tom made the first flight on Wednesday, April 11. *Bonnie lost the toss, nyah, nyah, nyah, nyah.* Bonnie made her first flight Sunday, April 15. *My first landing was better than Tom's. Nyah, nyah, nyah, nyah.* By April 29, we had flown 40 hours and completed the test phase. It is really a fun airplane to fly. *Fun? Off in 500 ft, 200 mph, climbs 2000 ft/min, rolls, loops and spins. It's not fun, it's FUN.* We now have 50 hours on the new airplane. We are planning a lot of flying in the new airplane this summer including a trip to Alaska.  
***WHOOPEEEEEEEEE!!!!!!!!!!!!!!***

Tom and Bonnie Lewis

# Worlds Greatest Fly-In



## 2007

Thank You for volunteering and making the May 19 Fly-In a success. Although the names of all that contributed is too lengthy to mention, the following team leaders are due special recognition for a job well done.  
 Set Up and Tear Down: Gary Bricker and Sam Butler, Cooking and Food Service: Claudia & Martin Sutter, Young Eagles: Karen & Sid Tucker, Parking and Ground Control: Jim Kucholtz, Spot Landing: Tom Woodward and Charlie Adams, Bounce House and Clown: Donna Christman, Simulators: Jim Cotter, Special Consultant and Advisor: Dick Carmichael  
 We owe Ms. Jean Houseman our gratitude for the use of her hangar and facility. If you have an opportunity, express our appreciation to her.  
 Thank you all that made it happen,  
 Jim Crain



**Stop, shut 'er down and have some fun.**





## YOUNG EAGLES

### Karen Tucker, Chairman

The Young Eagles area at the Fly-In was definitely busy. Eagles with their parents started signing up for an airplane ride by 9:45 a.m. even though rides were not to start until 1:00 p.m. Registration forms were made available at the clubhouse where they could be picked up ahead of time by grandparents to be signed by parents. As a result, lots of grandkids from several states were able to fly. Two teachers from the Granbury area elementary schools brought a few of their students to receive airplane rides as a reward for their work during the school year.

Our pilots flew **82** happy Young Eagles that day! A huge thanks to our pilots for donating their time, energy, and airplanes to fly these super kids. Pilots were: Howie Agster, Mack Angel, D.R. Bales, Roy Henderson, Dick Keyt, Bonnie Lewis, Joe Sasser, Paul Siedschlag, and Sid Tucker.

Registration and ground crew members were: Al Boynton, Dan Ledford, Sue Lewis, John McComas, Bernie Mull, Lynda Tomlinson, Marsha Walker, and Karen Tucker. Yes, it takes eight people to shuffle 82 kids to fly in one hour and 45 minutes!

### Tom and Bonnie Part II

For those of you interested in the more technical aspects of the Lewis's new mount, here's some of the particulars. Like most of the homebuilts being completed today, they have more information and data capability than most commercial airliners; at a fraction of the cost. Make that a fraction of a fraction of the cost.

Onboard are three Grand Rapids Horizon I flat screen displays, providing all necessary information to the pilot. To make IFR flight legal, they have a Garmin 530W as an approved Nav device whose info can be transferred to the Grand Rapids display. For those of you who demand round gauges, they have those as well. Standby attitude, airspeed and turn and bank. In the engine compartment, there is an Aerosport IO-360 with two of the newest ignition systems in a dual P-Mag setup.

## How is Aircraft Building Like Home Remodeling? Part II

By Lee Clements

Part I of the GlaStar panel upgrade story had me with everything finally installed and all wires connected at both ends, when a business trip halted the initial power up. With the trip behind me, it was time to throw the switch. WOW! Everything lit up on cue, and smoke free! The Dynon came on line with no problem, the Garmin transponder, com, and 496 GPS all seemed to be working. Most satisfying and I admit to being a little relieved, the Dynon, GPS, and transponder were talking to each other. Now the checkouts started in earnest. It was easy to upload the latest software into the Dynon (a new software release is expected in June which will bring even more features and enhancements on line). It took awhile to figure out how to set all of the display parameters and alarms. Because I wasn't sure how some of the alarms really worked, I decided to fly once with all alarms, except oil pressure, **(continued p.4)**



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turned off so I could get an idea of what to expect on the display without being distracted with nuisance alarms in flight. The alarms are now activated and dialed in. I did have to defuel the airplane twice to get a good calibration on the fuel level indicators due to my apparent lack of understanding of how a simple two tank gravity feed fuel system works - don't ask. I'm still tweaking the fuel flow sensor to get an accurate GPH reading, but that just means an excuse to go fly and burn more fuel. I've flown the new panel now for several hours. This set up provides more information than any VFR pilot should ever need. The Dynon is quite flexible in how it displays information. It will take a little while to settle on exactly what this pilot needs to see. I hate to hide anything, but the display pages can be a little overwhelming. In fact, the Dynon display can be hypnotic. While my instrument scan is now reduced from multiple analog and digital instruments to a single, bright & concise 7 inch display for flight and engine details, I'm finding it actually takes some self-discipline to keep the head up and outside the cockpit. Even though I'm flying again, there are still a couple of items that will eventually need attention. I think Shirley Saint coined the term "pidilitis." Well, my pidilitis projects now include 1) redoing the original glareshield for a better fit to the new panel profile, 2) adding a little resistor between the radio and the intercom to balance the headphone audio 3) add a flap extended warning light, 4) experiment with XM radio in-flight entertainment and weather. The long and the short of it is I love the changes, I regret it took so long, and I'm glad I'm back in the air! And finally, thanks to Dick Keyt for showing me the ropes on his mill to cut out the panel and to Don Saint for his usual candor with advice and hands on help on the ground and in the air!



## Race 36

By Larry Henney

The following is forwarded to the Lancair list for overall consumption in hopes that you will make better decisions in your engine compartment; and for all around chucklage. I'm thick skinned but go easy as my flame suits are almost worn out.

Mike,

Here's the abridged version of the most intense airplane fabrication and productivity I have ever been a part of. This started 3 weeks earlier with an inopportune meeting between my propeller and a moist grass taxiway.

On Tuesday (before Saturdays race) I finally got my Crank back from the grinders and decided to start the fabrication. By Wednesday afternoon engine was assembled and hanging on the mount.

On Thursday morning I attended a Dr. visit for my wife Kim (she has a broken Knee). On the drive home, it occurred to me that I had one piece left over. This is a lot like building a Lego with your kids. Just throw away the extra piece and no one will be the wiser. The item in question was a clip ring.

After consulting with my building buddies and the Lyc parts manual it was determined that my tach drive was not clipped to my cam. D#\$\*! (rimes with cam). So, we pulled the accessory case and applied much pooky for reassembly.

Before you consider leaving out your tach drive consider the cap you intend to use to seal the opening. I chose to leave my tach drive in (even though I get rpm elsewhere). If you leave it in, please include the clip ring.

One slight challenge to pulling one's accessory case is damage caused to the aft portion of the sump gasket. We didn't like it and added much pooky to try to seal it back up.

During engine test runs we found several minor gotchas (two un-torqued injectors make a big fuss) and a small oil leak in the center aft portion of the sump. This leak was deemed significant but not unsafe to fly. BTW, one of the other minor tweaks was the need to add washers to the oil pressure ball and spring assembly.

Thursday night came and went with 4 hours of sleep. You know where this is going, don't you....

I flew the plane friday afternoon and aside from minor lower than normal oil pressure it flew fine. But wait, there was little to no oil burn or leak. Why did I not loose any oil to that pesky sump leak?

After a little more head scratching the sump gasket was blamed for the low oil pressure. Sure enough gasket damage in the vicinity of the oil suction tube was allowing air to leak into the oil pump causing the oil to foam. **(continued p.5)**

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Now it's 8 pm friday night. With little more than 12 hours to the race I decided the safest thing to do was change the sump gasket. My helper suggested we'd get it done in about an hour. This was very entertaining to the neighbors.

Have you used that new anaerobic gasket sealer. Holy smokes it sticks. We pulled the sump and extracted it from the plane and scrubbed and scrapped. Finally after midnight it went back on with a new gasket and more purple pooky. Also, removed were the oil pressure increasing washers.

Friday night sleep; 4 more hours.

The next morning oil was added, engine run complete with 88 psi oil pressure and off on a 30 minute flight to the race I went.

The end of the "why was your cowl off?" story was fear based. I landed in Taylor with 30 minutes to brief and suspected a little sticky throttle during the flight. As I had been the one to reinstall the throttle linkage and holders the night before, I doubted my work. The cowl was removed to inspect 3 attach points for the throttle and cable. All were fine. Let's race.

Last detail. Upon returning from the race, #2 lower spark plug wire was smoked against the #4 exhaust. This is but one of the contributors to my crummy 235 mph

performance and second place finish in the race. Shame on me for getting whipped by a Berkut :( And shame on you Lancairs seeking the title "Fastest LNC2 in the Western Hemisphere". If you don't attend, you can't beat me.

Special Thanks to Don Saint and Charles Williams without whose help I would have had no chance at all of attending the Taylor 100. These guys are absolute Hero neighbors!

Larry Henney

Race 36 Standing by to kick butt in the Airventure Cup. Who will join us?



## A couple more thoughts...



Once again, the Fly-In was a great success from a social and a professional standpoint. You welcomed about 75 airplanes from outside Pecan, you had almost two hours of continuous Young Eagles flights and you maneuvered all those planes and over 500 visitors safely and efficiently. A lot has been learned over almost twenty years of Fly-Ins here and that knowledge continues to be passed from one member to another. Most of the mistakes have already been made and when new challenges arise, the team handles it swiftly and competently. This time there seemed to be no challenges and no mistakes. At least Chaiman Jim Crane and his team made it seem that way.

Martin and Claudia Sutter where the food service leads and they estimated that we served about 500 folks. There was a Health Fair being held at the Fire Station and we received a number of their folks for

lunch. Martin made several trips to David's Market to restock everything from burgers to chips. At days end we had emptied their shelves of burgers completely and they were down to just a few remaining packs of hot dogs. David's has been a strong supporter of our Fly-In since their opening. When you shop there, remind them how much we appreciate the help.

Former President Gary Bricker and Sam Butler were responsible for turning an empty field into the smooth flowing operation that you witnessed. Setting up and tearing down is probably the most physically demanding job (it doesn't require too much thinking; that's why we chose those two) and it also is the most time consuming with work beginning Friday evening and finishing after the last hot dog is eaten Saturday afternoon.

Every Fly-In Jim Kucholtz says this is his last as Parking leader and every year he's back and we're glad of it. Parking is the most intense part of the operation. Keeping crowds of people and moving planes safely apart is the most important job we have. He's the most experienced guy we have to do it. We hope you're back next time Jim.

Like Jim Crane said earlier, I can't mention everyone who helped make this another successful event but you know who you are and so do your friends and neighbors. You should be proud.

## Notices to Airmen

- From Steve Wilson on the sale of Les Staples' house to Dave and Wendy Moore. "Did you know that in our immediate neighborhood, we are losing Les and gaining Moore?"
- Chapter Advertising head Ed Brown is home after surgery and is recovering under the care of his bride Ruby and his physical therapist, Ingrid, Mistress of Pain.
- Note from Gary Green: I helped clean out Doug's attic yesterday. (*Doug and his wife died in the wreck of their Murphy Moose returning home from SnF*) The kids wanted me to take the Champ wing parts and aircraft stuff. Some of the ribs have damage, but are probably all repairable and have value to someone. The leading edge skins are good as patterns; the ailerons have damage and may only be good for parts. There are a couple of gear legs that I think are OK. Lots of other stuff like baffling and cowling parts are only good for patterns. There is a box of assorted instruments and other stuff I have not inventoried. I did not find the lift struts or wing spars. I suspect they are still buried under boxes of junk. There were some pretty good Champ tail surfaces. Do any of you have any use for this stuff or know of someone who might like to have it? As much of a pack rat as I am, I will probably haul it to the aluminum recycler if no one speaks up. 870 430-5428, [ggreenn@centurytel.net](mailto:ggreenn@centurytel.net)
- Bill Orcutt and Jim Erskine have finished Bills new RV 7A. Bill flew it last week and all went well. More info to follow in next month's edition.

## CLASSIFIEDS

**David Clark H10-13X** Active noise canceling headset. Good condition. Used but not abused. \$350 (\$581 new). Contact Steve Mottin 817 279-1678 [smottin@charter.net](mailto:smottin@charter.net).

**Henney Boys Lawn Service:** Full Time or Vacation coverage for all your grass cutting needs. All jobs include Mowing, Edging, Weed eating, and Blowing. Competitive Pricing. Call Nicholas or Daniel 817-573-4301 hm; 817-219-2183 cell.

**WxWORX Bluetooth XM weather receiver** \$375. Garmin GPS 10 Bluetooth GPS antenna \$125. Charlie Adams 817 573-9600

**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](mailto:saber@itexas.net).

**48" Work bench sheet metal brake** \$85. Contact Damon at [famber@charter.net](mailto:famber@charter.net) or 817 573-3444

**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



### Calendar of Events

<b>June</b>	<b>1-2</b>	Southwest Regional Fly-In ( <b>SWRFI</b> )	Hondo Muni. (HDO), Hondo ,Tx.
	<b>2</b>	Annual Pancake Bkfst./ Fly-In	Midway Regional (JWY), Midlothian Waxahachie, Tx.
<b>June</b>	<b>9</b>	Chapter Meeting and RC Fly-In	Jimmy Matlocks Ranch
<b>July</b>	<b>14</b>	Chapter Meeting	Housemans Hangar, Pecan Plantation (0TX1)
	<b>23-29</b>	Osh Kosh	Whitman Field, (OSH)
<b>August</b>	<b>17-19</b>	Dyess/Big Country Airfest	Abilene, Tx (KABI) <a href="http://www.bigcountryairfest.org">www.bigcountryairfest.org</a>