



This issue:

Glamor Shots for Planes & Summer Weather Arrives

EAA CHAPTER 983

May 2011

WINGED GLAMOR

It was the rage, in the 1990s: wives flocked to the studio in the thousands to convert their good looks into movie-star glamor. Now, Chapter member [Garrett Easley](#) can work the same magic that made

Momma look better than Bo Derek on your hangar's pride and joy. He can even do something the other guys can't: understanding that we're all much more sensitive having our planes out of sight than letting the wife emerge *au naturale* from under a leopard skin atop the hood of somebody else's Jaguar, Garrett can take any reasonable photo and make it look, well... spectacular. We talk to Garrett about his work later in this issue. For now, let's give his photos a chance to speak for themselves.



Photos Shawn Scott's RV4 (upper left), Damon Berry's RV6 (lower left) and Chinook displayed at Boeing Headquarters (below)



Read more
from Garrett, on Page 3

MAKING THE MOST OF PERFECT WEATHER

Sure, the flying in North Texas isn't too shabby *year-round*; but summertime is something else altogether. Calm, clear mornings starting in June draw us out early, often while spouses continue to slumber. Around the Plantation, the happy ritual of breakfast deployments known collectively as *Lunchwaffe* launch into full-swing, and Friday evening happy hours at Planeview Park commonly attract more than a dozen attendees. Of course, nothing comes without cost: try practicing traffic patterns after 10AM or so in August. The sun transitions from a pleasant compliment to a patio breakfast into absolute torment with breathtaking speed! Last year, Chapter 983 had its 2010 Fly-in June 12th, which the officers learned gave us the statistical best chance of perfect weather, in our *neck of the woods*.

Convective activity is a constant threat associated with summer weather, around the United States. It diminishes in North Texas as June wears on and the air normally becomes more arid, but can prove lethal when flying elsewhere in the country.

That's always been a problem in general aviation, when pilots stray too close to storms or inadvertently fly into IMC conditions. Widespread access to airborne weather radar imagery puts general aviation pilots closer than ever before to the threat. In [a recent article](#) appearing in AOPA Pilot, author Philip McKanna reveals that the lifespan of a non-instrument rated private pilot accidentally wandering into IMC conditions has been shown to average 2 to 3 minutes. As John F. Kennedy Jr. and about 40 pilots per year for decades have shown, there is a large difference between training under the hood and operating in real conditions. In fact, look around: there is no shortage of airline pros with ten or twenty *thousand* hours who comfortably fly to near zero-zero conditions at work, but who won't use their instrument skills for much more than penetrating layers, in a small aircraft. Your humble author counts himself among that group.

Helping me along in my thinking, hand-in-hand with *John-John*, are late friend Bill Bailey and aviation icon Scott Crossfield. All three fell prey to weather, putting their aircraft into situations that surpassed the limits of either plane or pilot.

Today's technology, in a way, is a short length of rope with which pilots in GA are invited to hang themselves. Having weather information in the cockpit is both a safety bonus and hazard, depending on how it is used. While it can help pilots avoid dangerous conditions aloft, the same information can give us a false sense of security, encouraging flight in weather we'd have avoided in the past.

Please be prudent, this summer season!



Garrett Easley, cont'd from cover

Chapter 983 News: *What is your background?*

Garrett:

I have been doing photography for many many years... My Granddad had an in home dark room that I would play in when I was a kid.

Back then photography was a whole different ball game. There were not any digital cameras, or significant alterations to the photographs that you could perform. Yet it was interesting watching the images come to life as the developer would transform the blank photo media into a beautiful photograph. This was my first real introduction into the world of Photography.

Now fast-forward about 20 years and here we sit in the digital world of the 21st century. A lot has changed over the years on how we capture images and the creative side of photography has exploded. I have been doing photography off and on since my military days when I was in the Air Force dating back to 1993. It wasn't until recently that I had decided to pursue it on a more professional level.

Since obtaining my Pilots License a few years ago, I have combined my love of aviation with the joy I have with photography. Vans RV's have become a favorite of mine to photograph. Mainly because I am currently building an RV7.

My photography business has become my RV line of funding. HDR is a new style of photography that captures the entire light spectrum of an image. You can manipulate the amount of darks and shadows along with the amount of details in the brightest areas.

The artwork I have been creating lately has started to make a little stir. Recently one of my photos of a Chinook National Guard Helicopter was chosen to be on display at the Boeing Headquarters in Philadelphia, Home of the Chinook Headquarters. Several people in the pecan plantation community have taken advantage of obtaining a one of a kind piece of artwork of their aircraft.

Larry Hale, Damon Berry, Shawn Scott, Gene Chaippe, have all had an HDR Photo created of their airplanes. The photo shoot is usually the quick part of the process. What most people do not realize is there are a several hours of post processing that is involved. This is where the photo is really brought to life.

Not only are my subjects aircraft, but anything from vehicles, architecture (the Stephenville terminal

building is show to the right), to people; all can be captured in the HDR Photo Format. For an extensive look at examples of my work, people can visit www.texasfromabove.com and click on the HDR portion of the site.



You can also find my photography on Facebook. Just search GE Photography. A typical photo shoot runs about \$100.00. This includes 1 16x20 gallery quality print that is guaranteed not to fade over time.

My photos can be enlarged all the way up to 4feet x 6feet. Even though I specialize in HDR photography I am also available for just about any other type of setting as well. Family Portraits, Senior Pictures, Weddings, and such. If your interested in having a one of kind piece of artwork created, then don't hesitate to give me a call or email. [254-415-0053](tel:254-415-0053) or garrett@texasfromabove.com

I will also be at the Pecan Plantation Fly-In this coming September for photo opportunities.. GE



Damon's aircraft, before and after

Sporty's Presents Online *Air Facts* Revival

By [Mac McClellan](#), Editor-at-Large, EAA 74733



Richard Collins

April 21, 2011 —Sporty's Pilot Shop and Richard Collins have teamed up to revive *Air Facts*, an aviation magazine first published by Richard's father, Leighton Collins, starting in 1938. *Air Facts* was a small *Reader's Digest*-sized publication dedicated to using personal airplanes for reliable and safe travel.

The new *Air Facts* is presented by Sporty's only online at AirFactsJournal.com. Like the original magazine, the new electronic *Air Facts* is written by pilots for pilots and contains a combination of work by professional aviation writers and contributions by pilot readers.

The first edition of *Air Facts* that is online now features historic works by Richard, Leighton, Bob Buck, and others, as well as contemporary articles. The tagline on the cover of *Air Facts* was "Facts-Knowledge-Safety," and that remains the emphasis in the new online version.

"No aviation magazine had previously put the emphasis on safety and accidents and many thought this would cause consternation in the aviation industry," Richard said. "When *Air Facts* ran a study about the safety record in Taylorcrafts and Piper Cubs, everyone thought Mr. Piper would be quite unhappy. To the contrary, he ordered an *Air Facts* subscription for everyone who bought a new Cub."

Though the original *Air Facts* remained in business for nearly 40 years circulation never exceeded 20,000, but it was very influential, particularly in the areas of light airplane IFR flying and improvement of safety, because readers were very active pilots. *Air Facts* helped launch the aviation writing careers of Wolfgang Langewiesche of *Stick and Rudder* fame, as well as Bob Buck, Bill Mauldin, and Richard Bach.

The new *Air Facts* is free thanks to Sporty's and you can access it directly, or through the [Sporty's site](#).

Amongst Us 'Parkers: Airpark Neighbors Enters Its Third Year

In April, 2009, a growing need to consolidate and democratize communications within the air parks at Pecan Plantation was apparent; a new way of communicating between neighborhoods was conceived. The idea: to give *everyone* full control, the right to broadcast news and information pertinent to residents. Immediately, unexpected internal security issues made scaling back the number of people with admin access necessary. Nonetheless, the system has now remained intact through thousands of messages. It has grown to encompass *alumni* households, those bordering the neighborhood, residents planning to move into air park homes, residents with friendship and family connections to the air parks, etc. The network is equipped to transmit to specific segments; for example, sending messages to only to homes along the runway, or to westside homes, to spouses, or even to owners of a specific type of aircraft. Unique to *Airpark Neighbors* is the capability to transmit without email addresses being made vulnerable to misuse. As part of the system, seasonal directories are disseminated. A Facebook presence by the same name serves as a connecting hub in real-time, where news and events continuously shared. In that way, distant friends and family can participate in our community.

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

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Damon Berry 817 573-3444

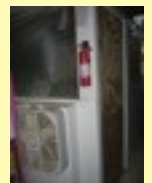
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1990 Campbell Super Cub, half-interest for sale. 160hp TTSN 1064, 137SMO, full electric, transponder, encoder, 720 radio, nav and landing lights, Husky seats. Licensed Experimental with PMA wings, Cleveland brakes, and is basically a PA-18 replica. TOGW is 1750. Hangared at OTX1. \$26K Joe Sasser 817 579-0903 or Bill Bohlke 800 653-9177

Positive Pressure Paint Booth 8 X 8 paint booth with floor, painted. Twin box fans provide steady inflow, hinged door for hoses, Halogen lighting from outside for safety, 20 X 20 exhaust filter port, bifold door. Special Chapter 983 rate for cost of materials, \$200. Call Andy at 817 578-7377



UPCOMING EVENTS		
May 21	Brady Fly-In	Brady, TX (KBBD)
May 28	Granbury Airport Fly-In Pancake Breakfast	Granbury, TX (KGDJ)
May 27 - 29	Ranger Fly-In	Ranger, TX (F23)
Jun 2 - 5	National Bi-Plane Fly-In	Junction City, KS (3JC)
Jun 11	Plane Power - Alternators and Starters	Pecan Plantation, TX (0TX1)
July 9	Field Trip to C. R. Smith AA Museum & Fort Worth ARTCC	I-183 and I-360
Aug 13	How to Earn a Seaplane Rating - Andy Shane	Pecan Plantation, TX (0TX1)
Sept 10	Chapter Fly-In	Pecan Plantation, TX (0TX1)
Oct 8	BEAR Aircraft	Pecan Plantation, TX (0TX1)
Nov 12	Stein Air - "Latest in avionics"	Pecan Plantation, TX (0TX1)
Dec	Chapter Christmas Party	Pecan Plantation Club



Coming soon!!
Chapter 983 iPad Raffle

Impossible turn: Practice makes possible?



Less than one minute after takeoff, the Cessna 172's engine sputters and quits. Your heart is pounding as you bank hard left and turn back to the airport—a move that has proven disastrous to many other pilots. Will you make it to the runway safely? Should you have chanced it in the trees? AOPA Online Managing Editor Alyssa J. Miller practiced the scenario at 4,000 feet msl to try out AOPA *Pilot* Contributor Barry Schiff's steps for the [so-called impossible turn](#). Practicing the turn at altitude is intended to help pilots make that critical decision if the engine quits on takeoff: Turn back or land straight ahead? [Read more and watch AOPA Live®](#)

Editor's Note:

With my 20th issue slated for distribution at the end of the summer, I'm putting out a call to talented members in our midst to take the newsletter-writing baton and have a turn at this rewarding task. So, if you've always wanted to write badly, now you can! The life of a Chapter 983 Newsletter Writer is one of glamor and excitement. While everyone sits idle at meetings, the writer is absorbed in a colorful world of creativity and expression. Perks include all the cookies you can eat and bottomless coffee. Enjoy intimate communications with staff elites, unbridled admiration of fellow members, and awed whispers of invited guests. Whether you possess a Mac or a PC, you too can craft a monthly chapter newsletter. Simply submit a brief sample of your writing skill, and our judges will do the rest. The most recent winning entry: "Okay, *okay*, I'll do it." Andy Shane is taking applications at ndshane@gmail.com

Chapter Officers

Position	Name	Phone
<u>President</u>	John McComas	817-736-0320
<u>Vice President</u>	Doug Crumrine	817-573-1220
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<u>Librarian/Photos</u>	Marcia Walker	817-578-3369

Chapter Projects

Dick Keyt	Polen Special and a Thorp T-18
Don Saint	Kitfox Super Sport
Sid Tucker	DeHavilland DH-82A "Tiger Moth".
Dwight Hill	Murphy Rebel
Greg Walker	RV-8A
Dave & Wendy Moore	RV-10
Rick and Monica Richardson	RV-7A
Ron Schuster	1986 Bushby Mustang II
Damon Berry	1939 T-Craft
Larry Henney	Lancair IV
Charles Williams	GP4 Rebuild
Gary Green	Wag-Aero Cuby
Shawn Scott	RV-4
Don Doubleday	Thorp T-18CW
Jerry Althouse	Challenger II Rebuild
John Kleber	Lancair Legacy
Bob & Pam Fisher	RV-7A

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Updates Needed

Send narrative and photos to ndshane@gmail.com or USPS mail to 9625 Air Park Drive, Granbury, Texas 76049

Do you have contributions and/or suggestions? I want to hear from you at ndshane@gmail.com

Or, call 817 578-7377

