

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

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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**Tom Tyler
 RV8 First Flight.**

Another EAA Chapter 983 member, Tom Tyler, flew his RV8 from his home strip near Hamilton, TX on September 1, 2007. Tom was supported by several of the chapter members as well as local friends and family. Don Saint



assisted Tom as EAA Flight Advisor; Dave and Wendy Moore flew chase and photo in their RV6. Gary Bricker and John Parks supported the event with advice and friendship. The initial flight was slightly delayed due to minor instrumentation and communication problems, but was conducted using backup procedures. Tom and Dave communicated via hand signals and the flight was conducted as briefed.

The attached photo was taken by Wendy Moore from the chase RV6. Note the aircraft profiles painted on the tail and nose. These represent the aircraft that Tom flew as a Naval Aviator. Congratulations Tom!



No October program. Meeting time will be used to put the finishing touches on Fall Fly-In planning. Please attend and share your ideas, listen to the plans and give your input.

It's not too early to begin thinking about what you're going to wear for the 2007 Christmas Party. Black is timeless, you can't ever go wrong there. Red is appropriate for the season, perhaps accented with patent leather footwear and some tasteful jewelry. If you have a problem deciding, check with your wife, she'll know what to do.

Christmas Party December 7th.

Fly-In Notes:

- Karen Tucker is again running the Young Eagles flights. She is set for pilots and a/c (9) but needs help with escorting riders to the planes.
- Dick Jones said the raffle for rides in Steve Lambarth's Stearman and the Bell 407 helicopter is set. There is some late word about additional legal hoops concerning that kind of raffle. We'll see.
- Jason Hutchinson reported that the CAP and Scouts are set to assist in escort duty and set up and teardown. Also that the Air Force recruiters are bringing their F-22 go-cart and the Army is bringing its rock climbing wall.
- Don Saint is heading the flying "Showcase" of a/c. If you'd like to fly your plane during the fly-in and run the risk of the PA announcer (that's me) telling an embarrassing story (I've also been known to fabricate) about you while you're doing it; Call Don and join up. Whatever you've got, we've got a place for it.

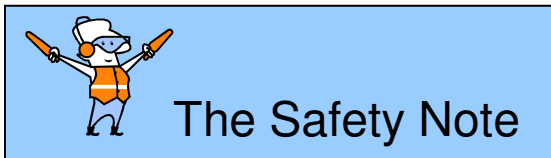
September Chapter Meeting Notes:

About 50 members were present for this month's meeting and part of the reason was the always entertaining **Lucky Louque** from Air Salvage of Dallas. Lucky was there early so we had his presentation first and the business portion of the meeting last and as every pilot knows; when you change your routine you forget something and things get screwed up. **Tom Tyler** was there to thank every one who came out to his strip and assisted in his First Flight in his new RV 8, unfortunately, he didn't get the opportunity. Hopefully Tom will attend the next meeting and let us rectify the mistake and give him the attention he deserves for such an outstanding accomplishment.

Visitor **Sean Scott** was in attendance, he helped build the RV 8 that **Doug Crumrine** now owns.

The program schedule till the end of the year is: **October**: Fly-In planning and discussion; **November** (busy month): Fly-In on the 3rd and Legend Cub at the meeting on the 10th. (Normally there is no meeting during months that we host a fly-in, however, the Legend people had a very restricted availability and November 10th was the only option). **December**: Christmas Party December 7th and Debbie Keyt is hosting.

Sam Butler briefed us on the Pecan runway sealing. It's done now and took much longer than originally thought, partly due to a higher quality of sealer being used. Application is more time consuming. It was probably worth the wait.



“We're here to help”

One of Chapter member Les Staples' responsibilities at Sky-Tec Starters is handling the paperwork associated with FAA certification, regulatory compliance and general bureaucratic bull.... shoveling.

Two recent favorite stories illustrate again how the FAA keeps planting trees in order to help them build their own forest.

Story one. Until recently the FAA approved list of engines that Sky-Tec starters could be installed on looked like this; O-235, IO-235, O-320, IO-320, O-360 ... You get the idea. Simple, right? What about all those letters after the numbers? Well, Lycoming says that they don't matter as far as starters are concerned. An O-320-A1A is the same engine as an O-320- P68Q. They are all the same Series of engines and therefore...you get the picture. Whooooaaa, hold on there.

The FAA no longer accepts the term *Series* and therefore can't accept the rationale that they are all the same. So, where previously the approved engines could be listed in one paragraph, at last count; Les is up to 92 pages of engines. Of course he's had to spend weeks researching and somebody over at the Fed Shed will probably be tasked with checking his data. Money is no object when it's not yours.

Story two. Some aircraft parts, accessories or systems require periodic attention in order to remain airworthy. Be it to maintain lubrication, comply with an AD or Service Bulletin or verify structural integrity. When this is required the manufacturer or other responsible party publishes Instructions for Continued Airworthiness. Until recently if your product had no need for such attention you needed no "Instructions". Whooooaaa, hold on there.

Why should the guys with no problems miss out on all the fun? Now everyone has to join the party and so Les was required to Issue the *Instructions for Continued Airworthiness Package* on a new product. It includes the following: Cover page (announcing its reason for being), List of effective pages (there are none), Eligibility (nothing is eligible), Index (nothing in it) and finally, The Instructions for Continued Airworthiness themselves. **Which of course; there are none!**

I was going to put some cute little line here to elicit a smile at the expense of the aforementioned FAA but you know what? They're funny enough without me helping.

Ed. note: At press time Les told me that he put an innocuous item on the instructions just so there would be something there.

“OK, twist my arm” part I

It was not looking very good.

Each September for over twenty years I've gone to Salt Lake City to gather with the same group of friends. We eat, golf, smoke cigars, gamble and drink adult beverages; all in the name of the upcoming Fantasy Football season. At the end of four days we go home and start thinking about how much fun it's going to be next year.

About a month before the trip I start watching the airline loads and wonder if I will be able to get on a flight. Non-Rev travel ain't what it used to be and while the flights are never wide open, this year; it was not looking very good.

Everything was full but I could buy a ticket for several hundred dollars or... Wait a minute; I have an airplane. I know gas is pricey but this might be a great trip. I've been over that territory a hundred times but never down in the hills and valleys.

OK, twist my arm.

It turned out to be the best airplane trip I've ever been on.

From the beginning just planning it was fun. There are a number of different routes both going and coming that offer a wealth of visual treats. Texas, Colorado, Arizona, New Mexico and Utah each contain enough interesting topography to keep a person and his plane busy for weeks.



Carl Hasselbrink's Salida Airport

After fueling up I'm excited about leaving Texas and heading for Colorado and Salida. I'm going to hear about this next statement from the radicals but... One of the best things about having an airplane is that it gets you out of Texas quickly. Then things start getting pretty. (The Hill Country doesn't count. It was obviously removed from Wyoming by aliens a billion years ago and transplanted here to see if it would spread.)

About an hour later I'm on the east side of the Sangre De Cristo Mountains just West of Pueblo. The Royal Gorge and its famous bridge are just a few miles away but having gotten my share of fright walking across it last summer; I pass on the fly over. I'm in a beautiful valley that leads to the Poncha Pass and Salida. Landing there is an interesting experience. The runway is long but 1/3 of it was covered with sail and tow planes. "No problem" they said, just land over us. Indeed it's not a problem with about 5000' remaining and the 10,000' density altitude taken into consideration.



Salida is a World Class sailplane hotspot

After whittling things down I came up with my list. I wanted to spend the night in a Colorado mountain town and then fly through one of the many high altitude passes to the West side of the Rockies. Next; fly up the Green River Gorge into Utah and then spend some time around the East side of the Wasatch Mountains which border one side of the Salt Lake Valley. *(I'll cover the return trip in subsequent articles but I will say that the most beautiful and exciting sight occurred on the return trip, by chance and was not really on the itinerary)*

Sunday morning dawned as forecast; cool, clear and smooth. My first day was going to take me to Salida, Colorado. I could get there on one tank but that didn't leave a whole lot to spare on arrival and there was some cheap gas in Borger, Texas. Unlikely as it seems, there is a 100LL refinery about 1/4 mile from the Borger Airport.



Arkansas River whose headwaters are at the end of this valley



Damon, RV6 and the Sawatch Mtn. Range

Taxiing into the ramp brings me to the waiting arms of Carl Hasselbrink, the airport manager. He's there every day and on call the rest of the time. While I was researching this trip I found a website that had remarks from previous visitors about the airport service and amenities. Carl's hospitality was the focal point of every one of them. After helping with self serve fuel and pointing out a parking spot he invites you into the office for a chat. The airport building itself is rustic and charming and the lounge area inside is littered with snacks, collectibles, pictures and camping gear. Following him into the office the first thing that comes to mind is "There must have been an explosion at Staples and he just scooped up a truckload". Paper, pens, pencils, desks, magazines, forms, computers in glorious profusion everywhere, but as you might expect; Carl knows where things are. You quickly find out that he is an interesting man who can't do enough to make your visit a pleasant and memorable one. After a little time I'm on my way in one of the four airport cars which Carl has been kind

enough to let me use overnight. Hotels are numerous and camping is available on the airport grounds. Nothing fancy just "wherever you find a spot down past those hangars".

Salida is a wonderful little town. It's on the Arkansas River just a few miles south of the headwaters and it is just what you might expect of an old Rocky Mountain mining town. It's on a fast moving river, has crystal clear skies and has been semi-discovered by tourism. Dating back to the 1800's it has history and quaintness as well as activities for the modern visitor. Hiking, fishing, rafting, scenic drives and enough good eateries and watering holes to keep anyone satisfied.

After a great dinner and a walk around town it's time to head for the hotel and set the alarm for tomorrow morning. Several folks have cautioned me to be wary of late morning or early afternoon flying around these passes and the one I'm headed for is almost 13,000' so it's an early rise for me. Next month: The highest mountain in Colorado, Leadville, Aspen and the Green River Gorge.

Notices to Airmen

- Lucky Louque's program was interrupted at least a half a dozen times by cell phones during the meeting. I won't belabor the point of courtesy but perhaps if we just figure out how the vibrate feature of those things work that would alleviate the problem. This note would probably have been a little more effective if Lucky's own cell phone hadn't rung, bringing his presentation to an end.
- Bill Eslick, long time webmaster for our Chapter, has offered to be the new newsletter editor. Recently retired from a career with American Airlines, Bill has added this to his already busy retirement agenda. He's experienced, being responsible for the Habitat for Humanity newsletter.
- Unveilings at OSH: Cirrus, it's light-sport SRS and single engine Personal jet; Cessna, it's light-sport SkyCatcher; Sonex, electric concept a/c; Epic, single engine personal jet. In the words of Tom Poberezny, "The announcements indicate these are some of the best times in general aviation history".
- Over 10% of the General Aviation fleet is experimental a/c.
- Cessna is in the process of buying the bankrupt Columbia aircraft company.
- Debbie Keyt (Christmas Party host) is looking for donations for door prizes. Give her a call if you can help.
- Chapter members Tom and Bonnie Lewis hosted a party in their hangar celebrating their 40th wedding anniversary and Tom's 60th birthday. Congrats on both counts.
- Kevin and Karla Ross told us about AARP insurance. On both auto and home, the premiums for comparable coverage were 1/2 to 2/3 of what we were paying at Farmers. It may be worth checking out. It was for us.
- Some new items are in the Classifieds.



National Championship Air Races 2007 by Gary Green

Got there Tuesday afternoon and drove out to Stead to snoop around the pits. We left about 5 pm and the biplane accident occurred about 6 pm. The accident happened after time trials were over and was not actually a "race related" crash. The plane was called the Rose Perigrine and was formerly a race biplane. It had been wrecked, rebuilt, modified and wouldn't pass tech inspection. The guys that saw it said it was a scary looking mess with a weird, ground adjustable, scimitar shaped prop. They tried to talk Steve Dari out of flying it, but he insisted. The prop apparently failed about time he was breaking ground on rwy 10, the engine ran away, self-destructed, the aircraft faltered and stalled as he was attempting to turn to line up on rwy 32. He was killed on the impact.

The next accident was during the L-39 race on Wed. I was in the biplane hangar working on Dennis Vest's Pitts and did not see the race. Apparently the accident L-39 encountered wake turbulence after passing the last pylon prior to the home/finish pylon and hit the ground show center and spread itself like peanut butter for several hundred feet right in front of the finish line. He was doing about 500 mph, so there was very little to sponge up. Took them awhile to put out the brush fire. There were no more races that day.

The last accident was the F-1 Gold race on Friday morning. We were in the biplane gold race which was the first race of the day. We launched on rwy 28 so we were out at the east end of the runway. The F-1's were out there on the tarmac at the same time. After Dennis landed the Pitts, we towed it back to the hangar. I did not get back out to the line to see the start of the F-1 race. They took off to the west, went around the scatter pylon in a left turn then entered the course. They were bunched up tight as they approached the #1 pylon. Somehow, Jason Somes in Alley Cat (Ray Cote's old plane) cut the tail off of Mariah (Gary Hubler's Cassutt). Hubler went in immediately and hard. Probably killed on impact. Jason managed to pull up steeply and maneuver toward rwy 32, but didn't make it. He hit the ground in a semi-controlled manner though and was not too seriously injured. He was back at the races on Sunday and introduced to the crowd. Only had a bandage over one eye. Those were the two fastest F-1's. Hubler had dominated the class every year since John Sharp retired Nemesis.

That was the end of the races for Friday. Only had air show acts.

Racing resumed Saturday and Sunday.

Rare Bear had been purchased by some oil rich guy from San Antonio. Same guy also purchased the P-38, Glacier Girl for a reported 7 million. Rare Bear was running pretty well and they had the bucks to support it (finally!). It won the Gold Unlimited race handily but as they pulled up to cool off and recover, John Penny found Rare Bear's throttle was stuck wide open. Steve Hinton quickly joined up with the T-33 and they sorted things out. Finally pulled the mixture or turned off the ignition and dead stuck it on to rwy 32 with a perfectly executed landing. That thing comes down steeper than the space shuttle. The unlimited gold was a total round motor race---the mustangs were relegated to the bronze and silver classes. Dago Red has not been there the last two years---out of money. Strega was there, but with a mild motor. Precious Metal (Griffon engine, counter-rotating props) was there, but again, a disappointment---it ain't fast yet. The Sea Fury's and Rare Bear are the dominators.

Dennis Vest ended up 3rd in the biplane gold. Pretty damned good for a basically stock Pitts. He calls it the Drag Racer, quite appropriate. He has a totally new design he is working on called the Boomerang. It looks somewhat similar to Tom Aberle's Mong except he is working on a John Roncz designed forward swept top wing---hence the name boomerang. Looks real good on paper.

John Sharp won impressively in the Sport Class. He and Relentless both had lap speeds above 390. They are faster than the unlimited bronze class. Darrel Greenmeyer couldn't get his rig together. He had a Continental TSIO-550, sort of. They had sawed off the front of the engine case and welded in a casting that housed their own design planetary reduction unit. It was not beefy enough to absorb the claimed 1000hp the engine was producing at 4500rpm. They thrashed on it all week but could not get it running by Sunday's race. They have some tweaking to do. Right now the TBO on the engine is less than 20 minutes, I think. Weather wise, it was a perfect week. Ideal conditions all day every day. No high winds, no clouds, pleasant temps. But, I can't recall another year where they had so many spectacular and fatal accidents.

Gary

Success and failure. We think of them as opposites, but they're really not. They're companions – the hero and the sidekick. Laurence Shames.

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 .

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.

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

Champion spark plugs. RHM 38E, RHM 40E, M41E, AC HSR 88. New \$10 ea. Barely used RHB 37E, RHM 38P and M41N free to good homes. **Champion oil filters.** CH 48109 & CH 48103. \$8 ea. **A/C Delco engine hoist w/ load leveler.** New \$270. now \$100. **Craftsman work bench.** 21"x48" galvanized work surface. 4 drawer w/cabinet. Like new. \$100. **Sheet metal brake 48"** \$75. **Wide variety** of AN, NAS, MS hardware. Screws, washers, bolts, Adel clamps. ½ Spruce price. **Contact Damon at famber@charter.net or 817 573-3444**

Hangar Space I am a V-35B Bonanza, and **I am lonely.** I sleep in a 50x50 hangar with more than enough room for another bird. I am towed around with a power tow-bar that will accommodate Bonanza/Cessna nose wheels. If you want to get out of the rain, (hail?) give my owner (Read, slave) a call. Gene Keyt; 817-573-1919 or cell 817-578-4983 gkeyt@charter.net



October	13	Chapter Meeting	Housemans Hangar, Pecan Plantation (0TX1)
	20	The Moonlight Fund Airshow	New Braunfels, Tx
	20-21	Ft. Worth Alliance Airshow	Alliance Airport www.allianceairshow.com
November	3	Chapter 983 Fly-In	Pecan Plantation
	10	Damon & Donna's daughter Hayley	Getting married.....Hooray!
December	7	Christmas Party	Pecan Country Club contact Debbie Keyt 817 279-7590

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