

# Tale Winds

Second August Issue Chapter 187 E-Newsletter

Dan Badwey, Editor



Hello Chapter Members and Friends! How was your summer? What was the most memorable moments? I hope you all had a great summer Rob and I again went on our eighth trip to Oshkosh together. After my eighth year

BFR episode, our 9th grand child born with pretty serious complication for my daughter - in-law, and battling with oil leak, brake problems and painting fiberglass on our plane till the very last minute, it was such a relief to finally leave for Oshkosh AirVenture.

We flew up to Dallas on Saturday to meet up with another RV12 for the two ship formation heading to Oshkosh. Sunday morning at 6:00 a.m. we departed from 16X (Propwash) for KOSH via KFYB, KLXT, KSFY and KHXF, where we could get mogas at the airports for our Rotax engines. Although the last stop before KOSH, KHXF was very close to Oshkosh, we refueled there so that we could take off from Oshkosh with an almost full tank without refueling at KOSH. It was my very first opportunity to learn formation flying. Taking off was not too bad but I was struggling to maintain the consistent speed and distance from the first ship. We stayed at KHXF for half an hour because of the information that all the planes were circling above the Lake Winneago because of a shower and funnel cloud at KOSH.

The other pilots were the American Airline Captains who helped my transition from Piper to RV-12. I was so tired from lack of sleep the night before and the concentration on the formation flying that I asked my instructor to be in my plane to land at KOSH. It was just like the NOTAM book says, of course. Our plane became the first ship in very tight formation with the second and "rocked" our wings in unison, which impressed the FAA on the ground. By this time, flying with bunch of planes around me in close proximity was pretty comfortable. Our assigned spot was purple on RWY 36, the very first spot. The cross wind was blowing us quite a bit, but oh what a sight to see the wide runway ahead of us, wide enough for two planes to land! Just before the purple dot, they instructed us to land over the yellow dot. It was a good thing the RV-12 can glide for a long time just above the ground.

Oshkosh was very pleasant and cool with occasional cold showers with thunder and lightening. I was so glad we were not camping this time. In the air show, It was impressive to watch one plane that kept flying in the rain where all the crowds were retreating into the tents. ! The highlight during our trip home was ... buzzing the mighty Mississippi River. It was so wide and I felt free! It only lasted 15 minutes but it was a genuine joy of flying in the middle of the river. Sorry for the barges and big white birds in the trees on the islands. During the last leg, I finally got total control of two ship flying keeping the same distance, speed and directions flying through the cumulus clouds towering like skyscrapers. It was truly heavenly with Rob smiling at me in our RV-12! Here is a link to a Youtube video of our landing at KOSH: <https://www.youtube.com/watch?v=73SJYybbt4Q>! !

Happy Flying and Building to You ALL! ! !

Haruko Reese!

EAA Chapter 187 President

# AdVenture at AirVenture



Bob Elliott answered the call for volunteers and flew his Mooney to Wittman field on July 21 and for the following seven days helped set things up for the big show. He also was on hand to help out during the show. It was, according to Bob, an enjoyable and productive adventure.

Here's what he said about his trip to Osh:  
*"Volunteering at AirVenture's North 40 Aircraft camping registration Office has made this to be one of my best years ever at Oshkosh."*

## A Tail of 3 Tales.

"Row 503 of the North 40 is reserved for volunteers in the North 40 Registration Office. Mooney's were well represented by early arrivals." (Bob's Mooney is shown in the lower photo.)



# Bob's tower tour

One of the most interesting adventures of Bob's trip to Oshkosh was a tour of the Wittman Field tower during an afternoon air show. As is well known, the tower is the busiest in the world during AirVenture, so his tour was far more impressive than most other tower tours. In addition to observing first-hand just how the controllers worked, Bob's said "It's a great way to get an overall perspective of the size and diversity of what makes AirVenture special." This impression is illustrated in the two photos below.

Wittman Field Tower Operations Manager Dan Ricks is shown in the lower left-hand photo.



**Tower operations manager  
Dan Ricks.**



# The cookout at the North 40



According to Bob, "Volunteering at AirVenture's North 40 Aircraft Camping Registration Office has made this to be one of my best years ever at Oshkosh."

Here's a few photos of our mid-week BBQ picnic with Wisconsin brats, fresh from field Wisconsin sweet corn, cold beer and many new friends."



"I was the third airplane to arrive on the North 40 on July 21 and have thoroughly enjoyed getting to know my fellow volunteers. It's been great fun seeing the North 40 fill to capacity while welcoming and registering aircraft campers from all across the USA and several foreign lands."



**Falcon Flight**, consisting of Stu McCurdy (Falcon), Scott and Tanya Card (Scoot/Cookie), Ron Walker (Shorts), Pat Tuckey (Glider), Jeff Jackson (Shiner), and Roy Geer (Jarhead), departed on Saturday 26 July for Lee's Summit MO, joining with four formation flyers from Arkansas (Mid South RVators) over Neosha MO. After landing at Lee's Summit and fueling and hangaring the planes, we briefed the Oshkosh planned flying activities and went to lodging and dinner. Next morning, Sunday, we departed for Whiteside Co Airport near Rock Falls IL to meet with two other formation flyers from PA. After fueling and lunch we briefed the flight to Oshkosh. We did 4-ship formation takeoffs, conducted a short practice over Whiteside, then headed north, dodging a few storms along the way. We then descended, called Fisk Control, and headed for Ripon and Fisk for entry into OSH. They and the Tower were waiting for us and we turned Base as four 4-ship for Echelon Landings on RWY36. RV Parking was waiting for us and we rolled into parking, shut down, and tied down.

On Tuesday we briefed a 16-ship formation sequence over the top of Oshkosh. After four 4-ship line abreast takeoffs, we climbed over the lake and entered overhead with a Criss Cross maneuver of two 8-ship formations. We then entered a Figure 8 pattern and changed the formation shape to Double Diamond, then Arrowhead, and finally a Diamond of Diamonds. We then broke into four 4-ships to land.

On Thursday, we flew in the afternoon airshow, after waiting in our cockpits in the rain to start. We took off on RWY27 as 4-ships and joined, then went into holding waiting for our call in. When it was our turn our back rank fired their Pink Smoke canisters and we flew down RWY 36 trailing Pink Smoke in honor of Women in Aviation. Then we landed on RWY27 and tied down and refueled in the rain. After debriefing we said our Goodbyes and got ready to RTB on Friday. Two hops on Friday and we all were back home.



In the front row, left to right:: Pat Tuckey, Randal Warren, Roy Geer, Stu McCurdy, Ron Walker Scott Card and Gerald Loyd. Standing, left to right, are: Mark Burns, Steve Stuckey, Bill Gill, Gary Sobek, David Bray, Keith Schult, Jeff Jackson, Phil Lamb and Dale Den Beston. Also pictured is one of the three formations performed by Falcon flight. It's called "Arrowhead" The other two are displayed on the following page.





Diamond



Pink smoke



## The August program

### Alaska Seminar

Ken Wittekiend presented his "Alaska" seminar at Oshkosh this year and it is a great presentation to cool you off from the summer heat. Come and enjoy a wonderful program.

"If you have ever dreamed of flying yourself to Alaska, this is your opportunity to learn what it takes. Ken Wittekiend will present the "Alaska Adventures" seminar to showcase the journey that he and 3 friends made last summer. Flying 3 Super Cubs and a Cessna 172, they covered 10,000 miles and flew approximately 140 hours round trip.

In a fast paced, entertaining presentation, you will learn about the proper gear, the routes, the border crossing procedures and much more. Spectacular scenery, in-cockpit video and riveting stories will give you a real sense of the challenges and rewards of adventure flying in the back country.

Ken hopes to encourage pilots to seek their own adventures and experience the joy and rewards that General Aviation offers."

When: Tuesday, August 12 at 6:45 p.m.



### Jimmy Cox's Young Eagles report

"Saturday went great. We flew 45 kids! It was busy. Grant Lannon flew a 172, Chip Cotton brought his Skybolt and I flew our Cardinal. Derick Hodges was there in his Onex to show to the kids. Dan and Karen Weyant did riveting demos and talked about their RV9. I have at least 3 kids who want to get involved in building the RV6 empennage kit. **A very successful Young Eagles Day.**"

Photos taken by Jimmy's friend Mona are on the following page.

## Scenes from the Rockdale Young Eagles event.



**Chip Cotton's first-flyer t. Lots of kids wanted to ride in his open cockpit Skybolt.**



Left is shown two of the 45 kids at the event who flew with Jimmy Cox in his Cardinal. In the right-hand photo is yours truly and my passenger who flew with me from Austin. Her name is Grace Neal. She is the 14 year-old daughter of my across the street neighbors Don and Teresa Neal. She loves to fly and previously had taken a Young Eagles ride at GTU. Since she no longer qualifies as a first-flyer, I invited her to ride to Rockdale with me. The same might happen again.

## Another Young Eagles event in the offing

### Jimmy Cox continues his involvement in the events



A Young Eagles rally is being planned to take place during the annual Heart of Texas Air Show Saturday, September 27, at TSTC Airport (also known as James Connolly airport) in Waco. In Addition to the traditional flying, there will be a formal display of homebuilt aircraft. In the latter regard, some members will be required to describe the planes and answer questions about them. Jimmy is not the coordinator of the program, but will give to the person who is, probably a Ch.59 member, the names of all in our chapter who will fly kids or assist on the ground. He has until September 8 to let the chosen coordinator know who from our chapter will participate in some capacity as described above. Contact Jimmy on line or by phone: [jcox@extremecomposits.com](mailto:jcox@extremecomposits.com); 512-429-3020.

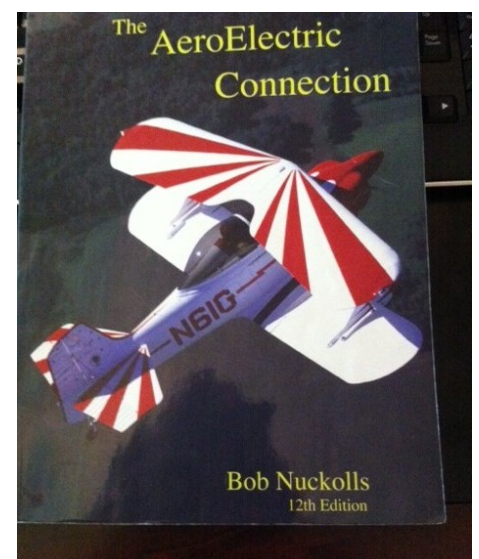
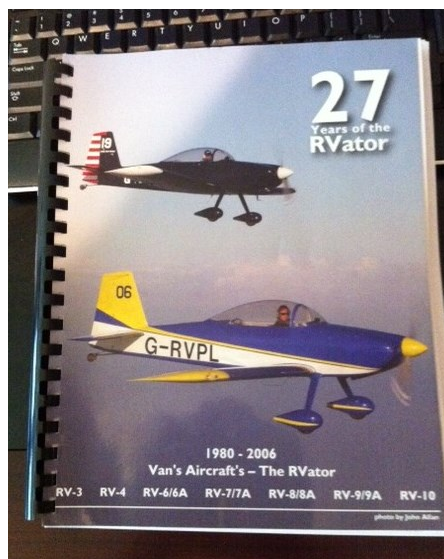
## For Sale

From Jerry Stofer:

“27 years of the RVator : is now available only on CD from Van's and, also, only selected RVator articles. . I'm selling the text, which includes all RVator articles for 27 years, as shown. Van's CD is \$25. Buy this edition for only \$12.50. “

“The AeroElectric connection, 12th edition (most recent, I think) by Bob Nuckolls Spruce sells or \$19.95-buy this one for \$10.00, plus shipping (if applicable)..”

Contact : [hawkeystofer@yahoo.com](mailto:hawkeystofer@yahoo.com)



# Planes and parts



**Luke Skiles**, as previously reported, has reduced the asking price of his Pober Pixie, from \$12,500 to \$10,500. The ship, which resembles in many respects the famous fun-to-fly Heath Parasol, is in excellent condition throughout. It's powered by a 65 horsepower continental with a mere 200 hours SMOH. There's equally low hours on the airframe. The fabric is in the green and was recently painted.

This rare bargain is offered because, since Kitty Hill has closed, it is without a home.

## RV 7A wings

Deal L. Eiland has RV-7(A) wings he removed from a plane he purchased for the engine and instruments. The wings are quick build and are completely finished including control surfaces (not painted). The wings have capacitive fuel sending units and the Aircraft Extras low fuel warning system. He has removed the fuel tank access plates to check for SB on the fuel pickup tubes so those covers will need to be reinstalled. If someone is interested please email him at [deiland77@eranch.us](mailto:deiland77@eranch.us) This email address is being protected from spambots. You need JavaScript enabled to view it. . The wings are located just north of Dallas/Ft Worth.

## Stinson model 108-0



### Some details:

SN 108-611; Mfd. 1946; Registered in 1947;

Franklin engine, 6A-4, ; McCauley prop, DM 7653, TTAF, 2639.3 hours; TSMO, 511.6 hours; May 2013 annual; last flown May-June; hangared at GTU; Cleveland brakes (overhauled during annual); Maul tail wheel; spotless tinted wind screen.

### Condition

The last owner had all the fabric removed, the airframe sand blasted and epoxy coated per an FAA STC. It was inspected in 2013. The new fabric on the fuselage, empennage and ailerons is Ceconite and Polyfiber. The wings and flaps have been metalized. As for the interior, seats and side panels have been replaced. With regard to the engine, the compression, May 2014 was 65.2; 63.3; 63.4; 60.5 62.6 and 65. Some \$15,000 has been spent in upgrading the 108.

The asking price is \$23,000. Offers will be considered.



# Fidot's rants

Members who open our web site, [eaa187.org](http://eaa187.org), managed by Fidot Formichev, might have read his recent rants about various airplanes and aviation subjects. Here is an example . (More next month.)



## The Rant

Originally posted as a reply to a hundred (or so) year old question of "why" in [yet-another-thread-on-the-topic-on-the-Forum](#).

Me and Ben; both Grumman fans and AA5-B aficionados, are sitting in a \$100 burger place called Props at Ben's home field, chatting hangar talk. A really slick tail dragger pulls up to the pump. "Oh; that's an RV-8. It's a homebuilt

I've heard about that some crazy folks build planes in their garages before, but, being a fresh-off-the-rolls pilot with ~3 months of ticket behind me, never given it thought. My very first instructor's primary words were 'follow the procedure, checklist, certification, standards' (side note: I am not against following procedures, Im against instruction-without-explanation-of-why). Glad I ditched that guy 1/2 into my training... But you get the gist.

So, back to RVs. What a beautiful machine! Looks almost like a Grumman.. but slicker, newer, cleaner... And it's easy to build! And .. and ... and.

That times, I didn't have much background building stuff. I built some simple furniture with hand tools (think circular saw and trim router). I did some stuff in my mom's house back in Russia, primarily designing and building electrics and plumbing, when I was a teenager. I built office networks (15 1-inch holes in 3ft thick brick walls, anyone? Russian buildings are BIIG). I never really truly fabricated anything... Building computers was another one, but that one didn't involve any fabrication either, just making sure you put a cable right side in (anyone remember AT-style motherboard power connectors? "Black-To-Black", I will never forget ).

### Chapter officers

President: Haruko Reese  
Vice-president: William Bennett  
Secretary: Barry Gould  
Treasurer: Rob Reese

### Young Eagles Coordinators

Stan Jensen  
Gary Hamilton

### EAA Flight Advisor

Deene Ogden

### EAA Tech Counselors

Deene Ogden  
Seth Hancock  
William Bennett

### Webmaster

Fidot Formichev

### Website

EAA 187.org

### Newsletter Editor

Dan Badwey *Submissions due last Thursday of each month. Send to: [jdbadwey@aol.com](mailto:jdbadwey@aol.com).*

### Tool Chest

John Nunn

### Meetings

General membership: Wells Branch Community Library; second Tuesday of each month. Gather at 6:45.

### Board Members

Pete Christensen  
John Nunn  
Anthony Plattsmier