



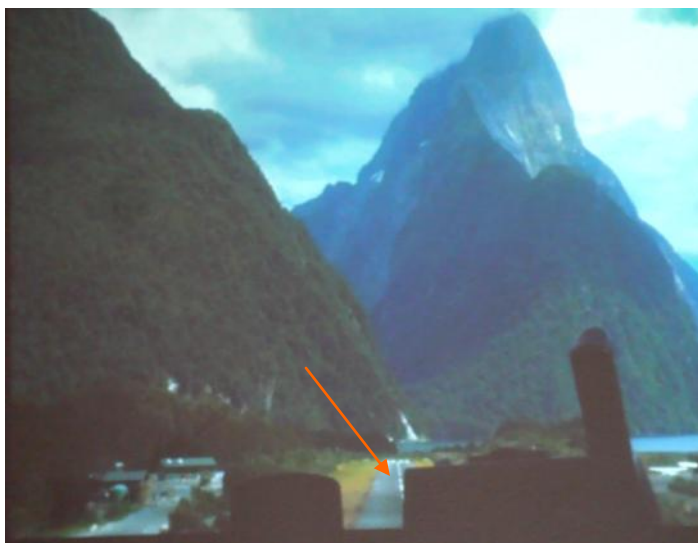
Program reviews

VP Mark Petrosky has favored chapter members with interesting and entertaining programs each month. Two examples are the June and July presentations. They are briefly reviewed here with the hope that members who missed them will have a heightened interest in attending future meetings because of the expectation of seeing and hearing fine aviation-oriented programs.

The June program, as those who attended the meeting know, was given by CarolAnn Garratt. It was the second time she spoke to us. Her first presentation covered in words and pictures her 8.5 day around-the-world record flight which was achieved in her Mooney M20J. Carol Foy was co-pilot. Following that epic flight, CarolAnn, with various co-pilots and/or passengers, accomplished an even greater aviation adventure. It involved another around the world flight with landings in more than 35 countries over an 11 month period. Included were most of Europe, Madagascar, Jordan, Egypt, Thailand, Israel, Cambodia, Australia and New Zealand. At many stops dignitaries were on hand to greet CaroAnn. Both the journeys were in the interest of raising funds for finding a cure for ALS, a disease which claimed her father. All proceeds from the two books she has written were given to that cause.



The above illustration depicts most of CarolAnn's route around the earth. Some legs were many hours long, others, as shown right were, in some cases, lasted only a few minutes.



Much of her trip involved beautiful scenery and challenging flying into airports nestled in mountain valleys.



Bud Farrell, who was a waist gunner aboard a B-29, flew 25 combat missions over Korea, gave the July program. He's shown holding a poster promoting "No Sweat," the book he wrote about his missions with the 19th Bomber group.. (Seth Hancock look on.)

In his presentation, Bud described in detail the make up of the Super Fortress from nose to tail, including its 13 gun positions and 5 turrets. In contrast with its smaller cousin, the B-17, -29 is pressurized and provides more room at all crew stations. One example is that the rail gunner could stand up while entering and leaving his station. He also described other aspects of the -29, one of which is the small diameter access tunnel above the bomb bay.

On one mission, the B-29 went into a steep dive. Bud thought it was all over with when he saw a wing flex upward several feet as the pilot started pulling out of the descent. During a brief period, everybody and everything, including the bombs, experienced the effects of zero gravity. Obviously, plane and crew survived.

In summary, Bud held the attention of his audience throughout his presentation, thanks to his interesting descriptions and stories and a lively question and answer session. .

Coming in August: John Welsh, commander of the CAP squadron at GTU, will give the program. It's expected that he will describe in detail the origin and mission of the organization he leads. The meeting is Thursday, August 8. Plan to arrive at the Wells Branch Community Library at 6:45.

Falcon Flight is once again featured in Tale Winds, not only in terms of the team's air show demonstrations, but because in the spirit of Ch. 187's founder, Tony Bingelis, Stu McCurdy, founder of Falcon Flight Inc, along with other flight members, continues to represent our chapter in a positive manner, not only locally but at Oshkosh and, for that matter, nation wide.

A bit of history: In 1991, Stu and family located at Bergstrom AFB. He began meeting on weekends with certain chapter members and taught them basic formation flying techniques. After retiring from the US Air Force as a colonel in 1992 more teaching time in the forms of actual flying and seminars became available. Pilot proficiencies reached the point that allowed the group to perform formation flybys in the EAA portion of the Georgetown Air Show. This was the group's start. Invitations to perform at other central Texas shows soon followed. Along the way, the name Falcon was derived from the mascot of Stu's Alma Mater, the Air Force Academy.

In 1997, the FAA began requiring formation cards for groups performing in air shows. There was no evaluation agency at the time, so Stu formed FFI (Falcon Flight Inc.) and received authorization to evaluate non-military pilots and issue cards. *FFI is now a nation-wide organization with card holders in most states.* All Falcon flight pilots, of course, hold cards.

Viewers of Falcon Flight's performances see a unique sophisticated inclined figure 8 in which the shape of the formation changes on the high-side turn-back of each pass. The public thus sees the intricacies of formation changes while pilots conduct steep banked maneuvers.

Falcon flights ability to perform advanced maneuvers has earned appearances at the country's two largest air shows...AirVenture, Oshkosh and Sun 'n'n Fun, Lakeland, Florida.



Banked diamond formation

More coverage on the next page.



Back row: Roy Geer, Scott Card, Bobby Lucroy, Pat Tuckey, Steve Richmond and John (Winn) Harris.
Front: Mark Frederick, Jeff Jackson, Ron Walker, Stu McCurdy, Bill Gunn, Jim Averett, and Rusty Williams.
Out on patrol: Stephen Grace, Tom Jett and Lowell LeMay



Falcon Flight's demonstration at the Thunder over Cedar Creek Air show marked the team's fourth show performance of the year. Stu McCurdy reports:

"Thunder over Cedar Creek Air show is an annual event to benefit veteran causes. Falcon flight was invited to perform this year. On 5 July 2013, Falcon flight of 9 rendezvoused over Corsicana (KCRS), then headed to Cedar Creek Reservoir to look over the venue from the air, conducted a practice and landed at Tyler Pounds Airport (KTYR), the staging base for the show. After taking on fuel and smoke oil, we traveled to the Pinnacle Golf Course community on the Southeast side of the reservoir for lunch and an air show briefing at show center. We then traveled back to KTYR to get ready for engine start.

After a 3 + 3 + 3 takeoff and join-up into a Route Diamond formation, we headed to the orbit point and were cleared into the TFR to start our routine. The air Show Box was a rectangular area defined by buoys on the lake abeam the golf club. The box was easily visible as there were no boats allowed inside it, but hundreds of boats were around it. The main spectator site was the golf club.



Falcon Flight conducted its regular practice routine, this time with 9 RV's over water, five with smoke."

Participants were: Stu McCurdy (Falcon); Bill Gunn (Gunnbody); Scott Card (Scoot); Ron Walker (Shorts); Pat Tuckey (Glider); Roy Geer (Jarhead); Jeff Jackson (Shiner); Steve Richmond (Lizard); Wynn Harris (Dallas).



AirVenture 2013 was, as usual, an overwhelming success. All who've attended know that there are about 10,000 airplanes of every type and description on the ground. And, of course, there's always a world class air show performed by the best acrobatic pilots such as Sean D. Tucker, Gene Soucy, John Mohr, Rex And Melissa Pemberton, Michael Goulian and Skip Stewart, to mention only a few. This issue's coverage is, of necessity, only a glance at the overall show.



This strikingly beautiful Stagger Wing Beech was seen in the Hawker Beechcraft display area next to the main-entry walk. There were dozens more Stagger-wings to see at other locations.



Here's a seldom seen Mooney. It's a M-10 "Little Tiger." Only a few of the two-place ships were built between 1968 and 1970. They had 90 HP engines and cruised at about 100 mph.



This is a Grumman Albatross G11. It was said to be the only flying example in the whole wide world. The Grumman company purchased the ship from an individual or company and ferried it to the factory where it was completely remanufactured.

Power is from two 1475 HP Wright Cyclone engines.



The Air Show

In keeping with tradition the show got started with the descent of the Stars and Stripes by a member of the Misty Blues parachute team. During the show itself, there were amazing displays of precision formation flying and acrobatics.



Of great interest, at least to this writer, who has a share in a similar airplane, was the performance of a modified 1986 F33C Bonanza. It is stressed to handle loads of 6 G's positive and 3 negative. Only a few of these unique airplanes exist.



Wow! Skip Stewart hung his ship on its prop in front of most spectators before climbing out and performing stunts in the air as exciting as the one a few feet above the tarmac. .

“Dusty”



“Dusty.” That’s the name of one of the “characters” in the new animated Disney film called PLANES . If you saw the movie CARS, then you know that Dusty and other winged characters will be doing all kinds of crazy and funny maneuvers in the air and on the ground. Of course, there’s a story line too. The movie will be at theaters beginning August 8.

With Dusty on static display and in the air at AirVenture, plus a screening of PLANES Friday, August 2, EAA has taken a major roll in promoting the Disney movie. The aircraft is a stock crop duster called Air Tractor that was manufactured in Olney, Texas by a company bearing the same name. The company was founded by the late Leland Snow. I, your humble scrivener, have a special interest in writing this story. Leland and I grew up in Harlingen Texas. Together, we built model planes, flew in his airplanes, biked, double dated and had a lot of fun through the passing years. His first models were truly homebuilts. In fact, I helped out some in the construction of the second and third iterations, first in Harlingen and then in Austin where we were roommates at UT. Leland, who held a Bachelor of Aeronautical Engineering degree from A & M and a Masters from Texas, designed each of the thousands of Air Tractors that have been sold world wide.



Sea Harrier performs vertical landing and take offs



Wing walking remains a major performance at large air shows, such as AirVenture and Sun 'n' Fun. At Oshkosh, Ashley Battles performed on the wings of a Stearman flown by Greg Shelton. In the top photo below she's standing on the left-hand low wing from which she climbed up to the high wing.





It's an RV-8

Most full acrobatic routines at AirVenture are flown in specialized aircraft. Here's an exception. Pilot Joe Shatterly flew loops, rolls, hammer heads, tumbles and other maneuvers in his RV-8.

A project review



Ken Firestone poses on the wing of his RV-7A project. Since prior coverage in Tale Winds, Ken has installed the wings and is now tending to the finishing details, such as routing the fuel system and wiring. All major work, consisting of the canopy, and instrument panel has been completed. What's ahead, to paraphrase Ken, is mostly detail work. At this point, first-flight is anticipated early this fall. A 180 HP IO-360 will take it into the sky.



The panel features two Dynon EFIS displays. On the left is a Model 180 that includes an engine monitor. The other device is a Model 100. An auto pilot is another included feature.



Claudette Cowell submitted these photographs taken at Placerville, CA., the scene of an annual Lancair fly in. The date was Saturday, July 13 and the flying weather was perfect...calm winds and fair skies. Sixteen Lancairs arrived carrying a total of 21 attendees. The usual pleasures took place: Meeting old friends, making new ones, viewing each others airplanes and enjoying lunch. The gathering took place at the EAA Chapter 512 Hangar at KPFV. Claudette and her husband Steve had the additional pleasure of hosting Dennis and Janice Johnson who came early in their Legacy to help organize things. Doug and Barb Owens arrived in their Lancair Turbo Prop the previous Friday. Attendees came from as far away as Grand Prairie, Texas, Oceanside California and Hillsboro Oregon.

On another subject, Claudette submitted the following exchange between ground control and an American Airlines Pilot at ORD.

American 123

"Morning, O'hare Ground, American 123 clearing 32 left for K8."

O'Hare Ground Control

"American 327 (not 123) O'Hare ground, good morning, taxi to the gate."

(long pause)

American 123

"Do you care how we get there?"

O'Hare Ground

"Just stay off the grass and don't cross any runways."

Editor's note: The Colwells are Ch.187 members who spend summers in California.

A good destination

Yours truly and Luke Skiles recently flew to the Southern Flyer Diner, Brenham, in his 172. . Pete Christensen also arrived in his Kit Fox in with Wayne Fries. Matt Wash came in his 150 and Dick Smith flew his Skyote. The diner is a good destination for three reasons: It's right on the airport ramp; the food is delicious and the waitresses, in bobby Sox costumes, are very cute and friendly.



Upper left, seated clock wise, are Wayne Fries, Matt Wash, Luke Skiles and Pete Christensen. Shown right are yours truly and Dick Smith, who arrived in his Skyote after the left hand photo was taken. Standing in the background in each picture is our waitress Nicole.



Although Dick Smith's Skyote was the smallest aircraft on the ramp, it attracted the largest number of observers.

More destinations

If you plan to fly to any of the following destinations post your intentions on liester@eaa187.org. Others may wish to join you.

- Brenham (11R)—café on the field
- Giddings (GYB)—barbecue, 2nd Saturday, but must be confirmed
- McGregor (PWG)—lunch every Thursday, pancakes every 1st Saturday
- Sonora (SOA)—Tex-Mex and barbecue a short walk away
- Fredericksburg (T82)—50's style diner on the field
- Near Stephenville (SEP)—Tex-Mex and barbecue
- Llano (AQO)—Coopers Barbecue, courtesy cars available.
- Hamilton (MNZ)—Deli in town, courtesy car available.
- Port Aransas Mustang Beach (RAS)—great seafood, trolley into town. Call (361) 749-4008 for the combination to the air conditioned trolley waiting room.
- Hilltop Lakes resort. This is a private field, but open to the public. A buffet lunch is served daily. The field is on the Houston Sectional, about 35 miles north of the College Station VOR on the 20-degree radial.

For sale and for free

Seth Hancock's RV-7

Yes, it's a fact, master aircraft and engine builder Seth Hancock is selling his RV-7 project. His plan after the sale is uncertain. He might find a Light Sport to his liking or buy a Harley.

Seth's RV-7 reached him as a quick-build. The buyer can be assured of only superior workmanship performed during the process of completion. Ample evidence of this is made abundantly clear by the other airplanes Seth has built. They are a Vari-'EZ, RV-6 and an RV-8A, the latter having been recently purchased by Bobby LucRoy, who's RV-6A is listed for sale on this page.

Seth estimates that his project is 90% complete. This being the case, the buyer could, with reasonable work time expended, be in the air in less than a year.



The engine is a 180 HP Lycoming O-360 and is in fire-wall forward status which includes a Cato three-blade prop. As an ECI distributor, Seth is qualified to build that company's engines, which



A snug fitting plenum, which Seth designed and built of fiberglass with aluminum sides, assures proper cooling.



The panel has a 10" square cut out for a Dynon Skyview EFIS (not included). The Rectangular cut out is for an Icom A-210 radio, which is included, but no other instruments are. Upholstered seats are in the box in which they were received.



In summary, the only significant remaining work the buyer must complete in order to fly within a year is installing the desired panel components, the top skin and windshield.



The price established by Seth is \$60,000. The new zero time 180 HP Lycoming adds great value to this figure. For more details and to arrange a viewing of the RV-7 contact Seth at 512-864-5529.

Head set bargains

Contact Chuck Martin, (512) 864-0423 for good buys on these head sets.

- Peltor. Cost new, \$350. Buy it now for \$100.
- Headsets Inc. Cost new \$580. Yours for \$199.

Both have the ANR feature. The Peltor is as good as new, the other model has never been used.

Airstrip for sale

Kerry and Brian Rodgers are moving and, as a result, offering their grass airstrip for sale. Details follow:

Location: Eight miles north of GTU on the 358 degree radial. There's easy access to IH35, Toll Road 130 and the Parmer Lane extension.

Property: 22.3 acres in the countryside but surrounded by quarries. It's on a finger of black land prairie soil that's conducive to growing grass. Regarding taxes, there's an agricultural exemption.

Runway: 1600 foot turf; reasonably flat; aligned with prevailing SE/NW winds.

Improvements: Eight hundred square foot cabin and 40 by 60 foot hangar. All utilities (electricity, septic and



Bobby Lucroy's RV-6A has a new home in Missouri. But he's not without wings, having bought Seth Hancock's RV-8A.

Thinking light sport?

If so, call Deene Ogden. He's offering his RV-12 for sale. Included are the tail cone and fasteners and fuselage kits. Everything is still in factory crates, inventoried and ready for construction.

The asking price is \$8000, which will save the buyer \$500 and two months of delivery time. Components are located in Deene's workshop, 1905 Stonewreath, Round Rock 78681. For more information and directions call Deene at 512 423-5332.

Free engine hoist

This engine hoist will be located at Hangar H-11 at GTU for another week.

I would like to part with it now before more stuff moves in.

The hoist was fabricated by an EAA member years ago and is robustly built from appropriate (3 inch?) steel tubing. It has four steel casters and rolls easily.

It has been used on countless EAA 187 (Austin) projects over the years and remains in good working order. It uses a long stroke hydraulic cylinder and a handle, a simple and reliable design.

While the unit does not fold or collapse, it will fit in the bed of a standard pickup, even a 6 ft. bed. In some cases the tailgate may have to be used. EAA 187 has come into a new folding model, better suited for all the transport involved in a community asset, and inclusion in a hangar cluttered by plane building, rather than a more settled environment.

Please contact me soon. I would like this to remain in the aviation community, even better at GTU.

Tim Willis
Georgetown, TX 78628

mobile number 512.864.4158

If I do not answer, please leave a brief but detailed message.

First come, first served

Miss Gail

Throughout the process of building his RV-8A, Jerry Stofer's wife, Gail, offered encouragement and support. This being so, Jerry was pleased to take Gail on her first flight in his plane, the "Hawk," a thrilling experience?



Chapter Officers

President: Anthony Plattsmier
Vice President: Mark Petrowsky
Secretary: William Bennett
Treasurer: Haruko Reese

Young Eagles Coordinator:

Stan Jensen

EAA Flight Advisor:

Deene Ogden

EAA Tech Counselors:

Deene Ogden

Will Chorley

Seth Hancock

Darrell Reiley

Special Committees

Building Committee:

Barry Gould, Chairman

Tim Willis

Chapter Contacts

Address : TBD

Telephone: 512 814-7181

Website & E-Mail

www.eaa187.org

info@eaa187.org

Newsletter

Dan Badwey: Submissions due last Thursday of each month. Send to jbadwey@aol.com

Meetings

General membership: Wells Branch Library, 2nd Thursday each month.

Business meeting: TBD (4th Saturday of each month proposed)

Board Contacts

President@eaa187.org

Secretary@eaa187.org

Treasurer@eaa187.org

Webmaster@eaa187.org

Gene Soucy, of Corpus Christi, performs in many Texas air shows as well as AirVenture. He flew several years running at GTU during the days of the Georgetown Air Show. Nighttime performances were a specialty.