

# Tale



# Winds

EAA Chapter 187 E-Newsletter February, 2014 Dan Badwey, Editor

## President's message



Our Chapter 187 started this new year with the Annual Award Banquet on January 18th.

It was a very pleasant evening of socializing, great food and sharing the excitement of

Awards. It was our appreciation to the Presidency that Anthony Plattsmier led for four

years, and also the excitement of the record breaking 7 "First Flight Awards"! Door

Prizes are always fun, if you are lucky---

The new Chapter Presidency is eager to continue on with several activities already planned for the coming months. The first and main goal is to re-energize the Chapter, including more attendance. We understand that our Chapter covers an extended area, and that any meeting place will not always be convenient to all the members. Thank you to those regular attendees who show their dedication by coming to all the meetings and activities. You are truly inspiring! We would like to have a few field trips to see projects in person, and to get away from normal library meetings.

\* This month Japanese Aeronautical Term is "hikoki" meaning "airplane". 'Hiko (heekoh)' is 'flight' and 'ki' (kee) is 'machine'.

Cheers to y'all!

Haruko Reese



## Meeting notice

Rather than gathering in a library room February 13, plan to meet at Hardtails Bar and Grill for supper at 5:45. After we eat, the actual meeting program will start at 7:00 at Pilot's Choice Aviation (GTU) where we'll be given a tour of "Devil Dog," the CAF B-25. Beth Jenkins, owner of Pilot's Choice and sponsor of the bomber, will conduct the tour. The easiest way to reach PCA is to take the third GTU entrance and then turn right and follow the road until the dead end. You'll be there!

Hardtails is located in Georgetown on the southbound frontage road of IH-35. It's easy to reach and the food is great. If you're driving north through Georgetown on I-35, take the Lakeway Drive exit, #264. At the stop sign, turn left onto Austin Avenue and left at the following two stop signs. After this U-turn, you'll then be on the frontage road. Look for Hardtails about 1/2 mile down the road. For Mapquest directions, the address is 1515 North IH-35, Zip Code 78628. .

# The Awards Banquet...It was a "six F" affair!

How could such a delightful get-together of chapter members earn "F" grades, you might ask. The answer is FUN, FELLOWSHIP, FABULOUS FOOD and awards for FIRST FLIGHTS. As is well known, the banquet took place at Rob and Haruko's lovely home. There was ample room provided for group gatherings and comfortable dining. Beyond doubt, the Reese's' generosity, planning and commitment in hosting the banquet bodes well for our chapter's progress during the upcoming two years.



Rob, who is now the chapter's treasurer, is shown preparing some of the wide variety of delicious meats and veggies that graced the dining tables after selections from the buffet. Our new president and committed leader, Haruko, ran the show. Above, she's master of ceremonies in conducting the door-prize segment of the banquet by shaking up the tickets.



During the year 2013 a record was set when seven first-flights were achieved.

Two first-flyers, Jerry Stofer and Ken Firestone are pictured. The tall guy is Jerry standing next to Gail, his wife. Next to Gail is Ken's wife Charlotte. Both these ladies gave their encouragement and support throughout the building process.

Also receiving awards were: Jack Bell; Terry Scott; Brian and Juanita Londenberg, Rob and Haruko Reese and Larry and Barby Bowles.

**At the banquet:** Jim and Jill Butler, Ken and Charlotte Firestone, Robert and Wendy Elliot, Fidot Formichev, Dick and Tish Gossen; Barry and Florence Gould, Juanita Londonberg, Brian and Teresa Michalk, Jim Moss, John and Laurie Nunn, Deene and Anna Ogden, Cliff and Mary Beth Omeara, Marc and Nadine Parmelee, Mark and Donna Petrosky, Anthony Plattsmier, Rob and Haruko Reese, Jerry and Gail Stofer and this writer.



Former chapter president Anthony Plattsmier addresses issues of the future. Seated clockwise are Mary Beth and Cliff Omeara, and Laurie and John Nunn.



## Anthony Plattsmier presents first-flight awards to:



**Kenneth T. Firestone**

- RV-7A
- N330CK
- Oct.20, 2013
- KGTU

**Jerry Stofer**

- RV-8A
- N838GS
- March 3, 2013
- KGTU



**Brian Michalk (and Juanita Londonberg)**

- Velocity Standard Elite
- N4PE
- March 30, 2013
- T74 (Taylor)

Last, but far from least :

**Rob and Haruko Reese**

- RV-12
- N73HR
- March 25, 2013
- KGTU



First-flyers that were unable to attend the banquet for valid reasons were Jack L. Bell, Terry G. Scott and Larry and Barby Bowles. Arrangements have been made for the delivery of their plaques. Pictured from left to right are Jack Bell's Avid Catalina, N92KL, Larry and Barby Bowles RV-7A, N887RV and Terry G. Scotts Sear Rey, N17TS.



## Service Awards

Although the theme of the awards banquet was “first flight’s” members named below who actively served our chapter during the past two years received recognition for their services.

### Former officers

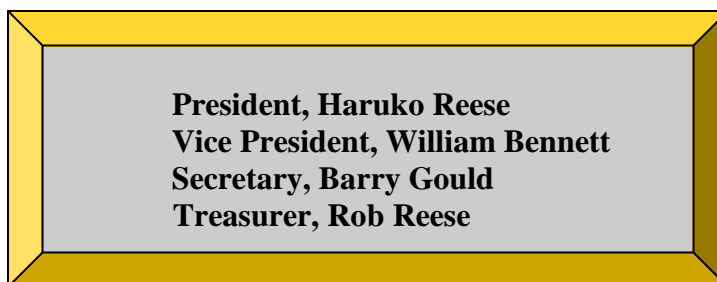
Anthony Plattsmier, President  
Mark Petrosky, Vice President  
William Bennett, Secretary  
Haruko Reese, Treasurer

### Additional active members

Young Eagles Coordinators, Stan Jensen and Richard Mays  
Webmaster, John Nunn  
Newsletter, “yours truly”  
Tech Counselors, Deene Ogden, Seth Hancock & Darrell Reiley  
Flight Advisor, Deene Ogden

## A look to the future (short term)

Short term means the two years to be served by the recently elected slate of officers.



**Haruko** said weeks before the elections that she’d like to lead our chapter. The dedication, diligence and attention to detail she put forth as treasurer will be abiding assets. And, although new in the job, she will always have a well-qualified mentor to consult when special issues might occur. That person is non other than former president Rob Reese.

**William**, being a long standing chapter member with an excellent attendance record stays aware of chapter business. This knowledge well qualifies him to fill in for Haruko when certain situations require that he do so. Further, as a pilot and builder with a broad interest in aviation, he’ll be arranging programs of general interest to members.

**Barry** also has been a member for many years and, since he rarely misses a meeting, he’s a natural for the job of secretary and well qualified to know and follow the chapter by-laws which, among other responsibilities, require keeping minutes of meetings and an up-to-date roster of dues-paying members.

**Rob**, as our former president is well versed in the needs and goals of the chapter. This knowledge, along with his personal financial success qualifies him as an ideal guardian and allocator of chapter funds. Just as he can mentor Haruko, she, as past treasurer, can mentor him.

## Another look forward (long term, to a new home?)

By yours truly

When I recently learned that Georgetown city officials concerned with GTU operations are considering a major construction project that would vastly expand the number of T-hangars on the airport, it occurred to me that there might be an opportunity for us to “participate” in the project and gain a meeting place of our own. (Read more on the next page)

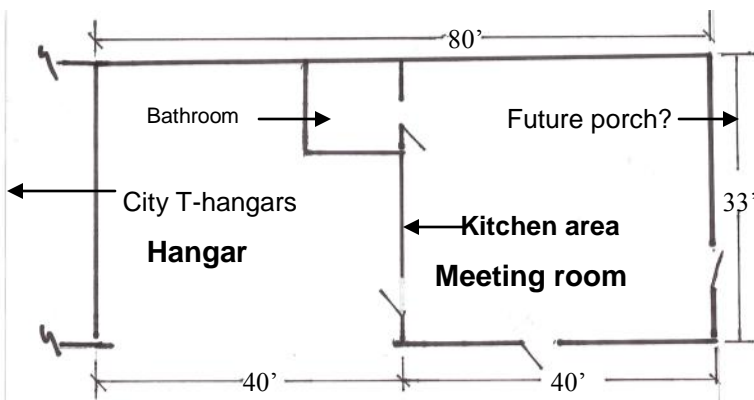


The yellow oval and arrows in the aerial view above indicate the areas where new hangars might be constructed. The associated numbers represent the sequence of construction. If the city undertakes the project, it's estimated that construction on area #1 would begin in about two years. The time required for completion of all T-hangars is unknown, but could span a decade.

In a recent meeting with airport manager Curtis Benkendorfer, I asked what he thought of the idea of our joining in on the project by paying about \$50,000 for a place of our own somewhere among all the new hangars. I'm pleased to say that he favored the idea and agreed with me that an EAA headquarters would be an asset for the airport. Just where we might be located is in question. Area #3 would have plenty of parking available around the terminal building as well as nearby ramp space for members who fly in. However, since construction in that area would be the last to start and many years in the future, area #1 might be the better choice. If construction there were to begin in two years, we could have a home in three.

Raising the needed funds will be challenging, but we could get it done. My reasoning is based on the fact that a few years ago we got pledges totaling about \$25,000 in spite of the fact that there was no defined facility. Now, based on the city accepting our proposal, we would offer something definite to members and, probably, raise at least \$30,000 which, when combined with the \$20,000 on hand, would hit the \$50,000 target. (More \$\$\$ might be required)

This is the size and configuration of the facility I discussed with Curtis. The dimensions given are based on the square footage of some existing hangars. As the drawing shows, it would be contiguous with a row of the new T-hangars and, ideally, at the south end near the main airport entrance road. A paved parking area would be required.



The meeting room and bathroom would have a suspended ceiling, insulated sheetrock walls, lighting, water and a sewer system.

Under the provisions of our proposal, we'd have ownership. This being so, the hangar section could be rented out to produce revenue adequate for paying ongoing operating expenses. Mitigating those expenses is the fact that we'd be granted the same concessions as the CAP receives, the primary one being no land lease obligation.

The extent to which \$50,000 would cover all the improvements thus far described is questionable, even though Curtis thought our contribution would be adequate. In support of this is the fact that there is economy of scale associated with any large construction project, so cost would be less than that of a free-standing building.

As things stand now, we're in a wait and see position. Later, if our proposal is accepted in principle, there will be details to discuss and negotiations as to what our money will buy, which concessions would be granted and our facility's location.

*Note: At the board meeting described in this issue, Anthony said that the CAP has leased land in area #2 and that there might be an economical path to a partnership in a large building.*



# News from members

## From new Webmaster Fidot Formichev

As you might have noticed, we have revamped our website and have given it a facelift. I am responsible for the mess.

Originally Russian, I grew up in the Middle East, and moved to the US five and a half years ago, driven by my passion to fly and a desire for change. I work in the tech industry as a Senior Software Architect for NVIDIA; a Silicon Valley-based graphics chip manufacturer. If you ever played a video game, or watched your (grand)kids do that, graphics were probably powered by our hardware and software! I am not a graphics guy though; web, servers, and all things infrastructure are my bread and butter instead. I got my pilot's license in 2012, flew from CA to KOSH in 2013 (and made it back), and now am in the early stages of building a Skybolt; working on setting up shop and doing all the research and prep work. Check it out on the website in the 'Aircraft - Current Projects' area!

A few things that I've added that might be useful to our Chapter Members are:

- \* The Events Calendar with our Chapter's events, as well as other aviation events, fly-ins, and get-togethers in the area.
- \* The updated Tools Chest, where you can find pictures of our chapter's tools and information on how to borrow them.
- \* Regular postings about Chapter's Updates and Events.
- \* Jack Stanton's updates about local aviation events and listings (I link them from the front page usually every Thursday afternoon. They are always posted into the same page, so bookmark it if you wish, and keep coming back every Thursday or Friday for an update).
- \* The Classifieds area.
- \* And, of course, all the old stuff like chapter information, dues payment page, member roster (which requires you to register first to prevent random visitors from accessing member's personal info), and other things.

I have also got a friend of mine, Dmitri Baranov, a great graphics designer back in Russia, revamp our old logos and banners. He did a great job, and you can see the result online! I especially like Blue and Red airplanes on the banner along with white strip under the logo.

Back when I moved to Austin 5 months ago, I have had very hard time figuring out what's happening in the aviation community around here. Information online is scarce, it's hard to find, and there's very little of it. Going forward, I want to keep expanding the website, making it more useful not only to Chapter members, but also to all aviator types in the Austin area, so that folks like me that aren't insiders and want to connect with fellow aviators in the area can have a place to find out about things. I believe that this will not only help the general aviation community, but also will drive more new members to our Chapter, homebuilding, and EAA. I don't like talking much about specifics until I deliver though, so I guess you will just have to keep checking back :).

Happy and Safe Surfing!

Fidot Fomichev,

### The home page banner



(/)

[Home \(/\)](#)   [Young Eagles \(/index.php/young-eagles\)](/index.php/young-eagles)   [Aircraft \(/index.php/projects-submissions\)](/index.php/projects-submissions)

[Builder's Corner \(/index.php/builder-s-corner\)](/index.php/builder-s-corner)   [Articles \(/index.php/articles\)](/index.php/articles)   [Classifieds \(/index.php/browse\)](/index.php/browse)

[Login \(/index.php/login\)](/index.php/login)   [To Tony B. \(/index.php/to-tony-bingelis\)](/index.php/to-tony-bingelis)

## From Falcon (Stu McCurdy)

*Editor's note: The following news was received from Falcon for publication in the January issue, but because no other news or news leads were received, publication was delayed one month. Since Stu and Falcon Flight represent our chapter in a dramatic manner, news of their activities is always timely.*



“We conducted a formation clinic at Pine Bluff AR (KPBF) on 15-17 Nov. The following Falcon Flight team members went over on Thursday and Friday to participate as Flight Leads, Wingmen, Safety Pilots, and Evaluatees: Stu McCurdy, Bill Gunn, Ron Walker, Scott and Tanya Card, Bobby Lucroy, Roy Geer, Jeff Jackson, Pat Tuckey. Friday was nice day and we accomplished several evaluations before the clinic Ground School started at 1500. Tanya Card (Cookie) passed her Wingman evaluation. As forecast, the next day started out with weather in the weeds and did not lift until about 1100, just enough to be safe to fly formation. We flew three rounds of formation training

under the ceiling. Sunday morning the weather was not good enough to conduct the Large Formation, so when it finally broke we headed back to home base. Maybe we will have better weather next year.”

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2014 was off to a good start when on Saturday, January 25, 11 kids got their first plane rides. The pilots were Tanya Card, David Nelson and YE Coordinator Stan Jensen.

Gary Hamilton, co-coordinator, handled the paper work and scheduling of flights. In the photo below he's standing, far right, with the new Eagles and their parents.





# Dedication, diligence, innovation, skill and humor

## The headline aptly describes John Nunn's work on his Skybolt

For almost a decade John has been building what might be one of the country's finest Skybolts. Here's the latest on the project as reported by John:

"I got the Vans snorkel kit for my air induction requirements. This is a great kit, that is very complete. It even came with an alternative air door assembly and pull cable + bulkhead knob. Problem was, the cable kit was too short for my biplane. I started to make steps to procure longer cable and housing, when I noticed how heavy and overkill the cable and conduit was for the duty it had to perform; it might never get activated in anger in its lifetime, and if used, one pull is required. So, I got to thinking of lighter alternatives...

...I purchased a long brake cable for a tandem bicycle, cable housing, and a carbon fiber BMX type mini brake lever. I didn't weigh it all, but I am sure it's all about 1/3 of the original system weight. Cable \$8, cable housing \$4.99, and the lever \$20.

The door is kept closed simply by the friction of a bent over tab, this concerned me, so my fix was to copper safety wire the brake lever, which will break easily, with a good tug."



A filter attaches to the top of the snorkel. In case of blockage, alternate air enters through the air door assembly shown within the yellow circle.



In the yellow circle is the break lever John mentioned that actuates the cable that's connected to the air door on the snorkel. It's mounted in the rear cockpit on a fuselage cross member.



John poses proudly with the almost completed firewall-forward portion of the construction sequence. In the photo there's a feature that will be found on no other Skybolt—the landing gear is part of the engine mount. It's based on Van's product and was fabricated by John.



In this scene above John is holding in place the cover for a storage compartment built into the turtle deck. "Skybolt" is embroidered in the cloth cover.

The red arrow shown in the compartment points to the ELT antenna.

There's some chuckles on the next page.





Check out the animals on the throttle quadrant; the tortoise and the hare.

Deene Ogden  
I need some help.



John is presently working on the wiring in the engine compartment.

## Miscellany

### Board Meeting.

The first meeting of the year was held at President Haruko Reese's home on Friday, February 7th. Some of the subjects were:

- Hangar possibility at GTU (covered on page 5).
- Chapter Tool Crib, still managed by John Nunn.
- Events, including an AOPA fly-in and B-17 sponsorship at San Marcos on April 6; the annual AirFest and Tri-Motor sponsorship at GTU in November and a Ch. 187 open house, perhaps in June.
- Creation of positions such as a flying activity chairman, social chairman and public relations representative
- Webmaster Fidot Formichev discussed in detail his wishes and plans for the chapter site, [eaa187.org](http://eaa187.org). Primarily, he wants it to be an accurate and timely source of getting and announcing information related to the chapter and what's going on. He encourages frequency of use and topic suggestions.

These and other subjects will be covered at upcoming chapter meetings.

### Need a place to build?

Darrell Reiley has one available as of April 1 at the Taylor Airport (T74). It's in a large hangar he has there. In addition to the space itself, some general help and support will be offered. If interested contact Darrell at [darrellreiley@att.net](mailto:darrellreiley@att.net).

### Destinations

These fly-to places are published in each issue. If, as written in the board meeting summary, a fly-ing activity chairman is appointed, he or she might refer to this list in selecting and organizing flights. More flying in 2014?

- Brenham (11R)—café on the field
- 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 the public and you can walk to the restaurant. The field is on the Houston Sectional, about 35 miles north of the College Station VOR on the 20-degree radial.

## Fuel prices

Recently there's been a big difference in 100 low lead prices at GTU : \$4.75 per gallon at the pumps, \$6.00 per gallon at Aero Centex and from the truck..

## Classifieds

### Zodiac 601 XL

Wings and empennage are finished; the fuselage is about 95% complete. All FAA modifications are installed or are ready for installation. There's no canopy, but one can be easily obtained from Todds Canopies.. The canopy frame is in place but there's some damage to the plexiglass. Asking price is \$15,000 but offers will be considered. Health issues are the reason for selling. The project is located in Texarkana, Texas.

Also available is a 1965 Corvaair Monza engine which has been disassembled and cleaned. It can be a part of the sale for a negotiated price.

Builder Rolly Hughes reports that the airframe has been well constructed and that the aircraft could be flyable in a few months. Photographs are available for prospective buyers.

Contact Rolly at 903-306-2089 (home) or 432-349-3574 (cell). Email is [rolloman66@yahoo.com](mailto:rolloman66@yahoo.com).

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### RV-A wings

The wings were removed from a plane purchased for the engine and instruments. They are completely finished, including the control surfaces. Capacitive fuel sending units with low-fuel warning systems are in the tanks. The fuel tank access plates have been removed to check for SB on the pickup tubes, so the plates will have to be reinstalled. The wings are in Dallas.

Seller, Deal L. Eiland, asks that interested buyers contact him via [deiland77@eranch.us](mailto:deiland77@eranch.us). Asking price and other details will be promptly relayed.

### Chapter Officers

President: Hruko 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

Webmaster

Fidot Formichev

### Website

Eaa187.org

Newsletter

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 Library, 2nd Thursday each month. Gather at 6:45 p.m.

Board members:

Pete Christensen, Director

John Nunn

Anthony Plattsmier

Note: The listing above is subject to correction, revision and expansion.