

Tale Winds

July 2014 Chapter 187 E-Newsletter Dan Badwey, Editor



July 3 was the date of yet another Young Eagles event. This one was originated by Jimmy Cox who arranged for almost 20 enthusiastic kids to gather at Austin Executive Airport.. In addition to first flights, there were ground schools that explained the basics of aircraft construction and the functions of each control surface.



Fourteen eager-to-fly kids, some with their parents, arrived at the airport en masse. All came from Tinkering School run by Kami Wilt. She is standing in the back row third from the left.



Ground school. Anthony Plattsmier was the “professor” who lectured to a group of kids and gave hands-on instructions to anyone in the class who had questions.



The ground school took place on the ramp as well as in the hangar. Upper left, Jimmy Cox tells a couple of first-flyers the functions of the ailerons. Back in the hangar, Jack Bell tells about the elevators. These lessons were repeated as more kids gathered around.

The fleet



Avid Mark IV owned by Jack Bell. (Readers might recall the issue that featured Jack's beautiful Catalina.)



This RV-7A was built by David Nelson, who still owns it and often flies Young Eagles.



Two Cessna Cardinals were at the event. The one above left is owned by the Rockdale Flying Tigers. Jimmy Cox flew it. The other Cardinal is owned by Jim Crawford who also flew in the previous YE event.



Jimmy Cox is in the roomy Cardinal Cockpit with Alison Wong.



David Nelson is helping Madeline Davenport into the cockpit of his RV 7A.

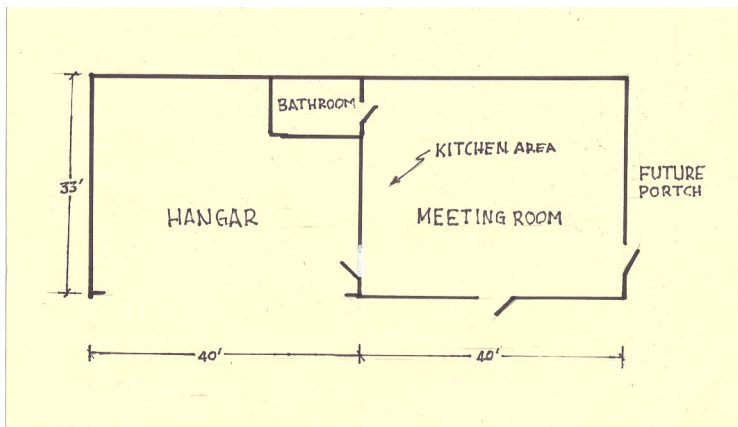
Luke and Carl Skile's new Cardinal

Of course it's not factory new since Cardinals are no longer manufactured, but as far as the airframe, paint, upholstery, instruments and engine are concerned it about as good as new. The engine, for example, a Lycoming IO 360, has run only about 600 hours since overhaul and has a constant speed prop bolted to it. Luke and his nephew Carl bought the plane from a seller in Paragould, a town in northeast Arkansas. Memphis was as close as they could get on a commercial carrier, but from that point on generosity on behalf of the seller prevailed. He arranged to have Luke and Carl transported to Kirk Field, the Paragould airport. The driver of the car that picked them up is a young helicopter mechanic who took care of the sale and asked for no compensation. Luke and Carl each flew the Cardinal for about half an hour with a local instructor who also asked for no money. Another freebie was the airport car...a Police interceptor which they used to get around town.



"Kirk field, with its long concrete runway and a fine terminal building looked like new" Luke said. Twenty foot square T-hangars rent for \$185 er month. The flight from Kirk to GTU was uneventful.

A GTU home is still possible



In a recent message to Lister, acting airport manager Curtis Benkendorfer said "...we are looking at building a lot of new hangars in 2015." In following up on this statement I met with Curtis to see if he would still favor my original proposal, described in a prior Tale Winds issue.. He will!

What I had proposed was that, for about \$50,000, a facility something like the one shown, would be incorporated into the overall construction project. When the time comes, he will present our plan to city officials and speak in favor of it.

The latest from Stu (Falcon) McCurdy.



Falcon flight has performed at the following airshows in June and July:

6-7 June, Rusk county Airshow, Henderson, TX.; 9-ship formation. This was the first airshow in many years due to the efforts of a new Airport Manager, a retired US Marine Colonel.

20-21 June, Snyder Airshow, Snyder, TX.; 8-ship formation. Falcon flight has performed in this airshow, held every other year, since 2005.

5 July. Thunder over Cedar Creek Airshow, Pinnacle Golf Club, Mabank, Tx.; 8-ship formation. This was Falcon flight's second performance in this airshow which is conducted in the over-water air space over Cedar Creek Reservoir off shore from the golf course. The airshow box, highlighted by buoys was clear but surrounded by hundreds of boats. We staged our planes from Athens Airport (F44).

Also, on 15-17 May, I was invited as a Founder Member to the USAFA Wings of Blue Parachute Team's 50th reunion at the Academy and delivered the keynote speech at the "Blue Suit" Ceremony, during which the new 2nd class (Juniors) team members receive their blue jump suit uniforms.

How can I attend a 50th reunion when I'm only 39? Guess there have been some anniversaries of my 39th birthday in between!!

Stu McCurdy (Falcon)



The August program ...Alaska, By Ken Wittelend

The meeting is scheduled for Tuesday, August 12 . Before it starts there will be a 5:30 pre-meeting supper at the Taco Cabana in Pflugerville. Gather for the chapter meeting at 6:45. The location, as usual, is the Wells Branch Community Library.

If you plan to go to AirVenture be sure to attend the July 8 meeting since the program will consist of how to safely get to and enjoy the big show. Even if you're not going, the show in itself is a very interesting subject, so come to the meeting.

For sale



You can buy this 3-book set from EAA for \$89.99...**but wait**, Jerry Stofer is offering his set to chapter members for half price...\$45.00, plus shipping, if applicable. The books were written by Ch. 187 founder Tony Bingeles Contact Jerry at hawkeyestof@yahoo.com.

RV-7(A) Quick-Build 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 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 air-frame 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.

Contact Herb Taylor, any time up until 10 p.m.
[512-825-4151](tel:512-825-4151).

Chapter Officers

President: Anthony Plattsmier
Vice President: Mark Petrowsky
Secretary: William Bennett
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Young Eagles Coordinator:

Stan Jensen

EAA Flight Advisor:

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EAA Tech Counselors:

Deene Ogden

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Darrell Reiley

Special Committees

Building Committee:

Barry Gould, Chairman

Tim Willis

Chapter Contacts

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Newsletter

Dan Badwey: Submissions due last Thursday of each month. Send to jdbadwey@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

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