

Tale Winds

September 2014

Chapter 187 E-Newsletter

Dan Badwey, Editor



Hello Chapter Members and Friends,!!!! September, 2014! !

The summer is virtually ending when school starts even though the summer heat remains beating down on us. The forecast says that it will be a wetter than normal fall and winter, so it might fix our long lasting drought for a change. Maybe that means less flying??!

We have had quite a few activities so far this year, and it was exciting to have so many new faces getting involved to make these events happen. Coming up are the two Young Eagles activities at Heart of Texas Airshow at TSTC Waco Airport (KCNW) on September 27, and Air Fest at GTU on November 8. We welcome Jimmy Cox as one of the Young Eagles coordinator and thank him for his tireless efforts to find the youth and different events to promote these wonderful EAA activities.!

As I was writing this, an e-mail came from EAA announcing that after all, the Ford Tri-Motor Tour will be able to come to GTU for our Air Fest on November 8! What a shock! After EAA told us that the tour will come to Texas later in the year, I wrote to them how much Air Fest committee wanted to have the Ford Tri-Motor at GTU, and It was a disappointment. In July, Georgetown Air Fest Committee changed the venue from Ford Tri-Motor to P-51 Mustang, but now they are very excited to have the Ford Tri-Motor back as its main attraction. Are you guys ready for another tour to volunteer? This is going to be really good!! EAA changed the course of the tours just for us! We ROCK!!

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Chapter September Meeting is all about Aviation Safety. San Antonio FSDO volunteered to come and talk to us about amateur built and light sports certificate, and also 2014 accident review. They agreed to give those who participate in WINGS program credits for attending this Chapter meeting. Those who are interested in signing up for credits, please go to faasafety.gov and signup for the meeting online. Please bring all the questions that you want to know to the meeting. Mr. Mike Jordan and Mr. Gary Stamper are the FAA Safety Program managers of Airworthiness and Operations. !

Our 10th grandchild will be coming and I will go help our daughter for a couple weeks.!

Have a great September!!

Haruko Reese!

EAA Chapter 187 President

August program review

A total of 33 members learned just what it takes to safely fly in Alaska. This knowledge was presented by Ken Wittekriend of San Antonio. His trip, along with three fellow pilots, was seven weeks in duration and required 140 hours of flying per airplane. And, in Ken's words, the voyage was an adventure, not a vacation. This assessment is true because the challenges of flying in most any area of Alaska require commitment, skill and careful planning beyond what's usually needed when flying in the lower 48. Here are several of the reasons, as described by Ken, for increased capabilities and awareness plus the need for life-saving devices:



- Fuel planning is essential because airports and FBO's with fuel are rare. Fuel prices are very high...\$8 per gallon in some places.
- FBO's and paved runways also are rare.
- Weather is always a factor
- There are many "Alaskas" and much flying is over rough terrain in the wilderness and off-airport landings are often made, either in emergencies or by choice.
- Planning ahead for what may occur during routes of flight is essential. Have a "Plan B".
- GPS navigation also is essential because of scarce nav aids and airports.
- Because off-airport landings are frequent and there could be damage that prevents taking off, a position locating device, such as Delorme, should be carried. (It is tuned to a satellite which spots the pilot's location and permits texting of the situation via wireless phone. The satellite beams the information to a preselected receiver that arranges for the needed aid.

Flying with a group of friends is recommended because the collaborative knowledge of the pilots results in better planning and, when needed, assistance on the ground. There is also the ensuing fellowship. Flying with Ken were Mike Mitchell, Lou Furlong and Dawson Simmons. Ken, Mike and Lou flew Super Cubs; Dawson was in a Cessna 172 with a 180 HP engine. During long distance flights over wilderness areas landings were made on gravel, grass and sand. With only one exception, no problems were encountered. Those landings were made in the interest of exploring the existing surroundings. One was on a gravel strip near a path to one of Alaska's hundreds of glaciers. Thus, there was the opportunity to enjoy great views and take stunning photos.



Ken leads Mike, Lou and Dawson to the gravel strip near the glacier seen in the distance.

And here's the landing, made challenging by the approach that is bordered by mountains. Although all four pilots were on the ground without injury or aircraft damage, there was a wildlife threat, mainly bears. For this reason a repellent spray was on hand as well as a special electric fence wire. But there were no long guns because of Canadian prohibitions. (Some in-route landings were in Canada and involved inspections by customs officials.)



Reaching the glacier via the pathway meant moving boulders out of the way. They had rolled down the side of the mountain which is skirted by the path.



With the intent to fish, landings on a beach were performed and there was a major problem. Mike Mitchell had stopped his 172 a bit close to the water and an incoming tide quickly mired the wheels in the sand. Without the help— of Ken, Lou³ and Dawson his plane would have been lost.



Not all landings in Alaska were in the wilderness, seen in the left-hand picture. In Fairbanks, Seward and Anchorage, the northern terminus of Ken and his friends trip, modern airport facilities are abundant. But regarding off-airport landings, or accidents that seriously damage the aircraft and it cannot be flown, the pilot is responsible for removing the wreckage and if he or she does not, there's a \$25,000 fine.

Editor's note: Each pilot in Ken's group had a camera and provided the pictures seen in this review. Also, although Ken strongly advises group flying, many pilots fly to and within Alaska by themselves. Readers know that this adventure was recently safely accomplished by Jerry Stofer.

Coming events



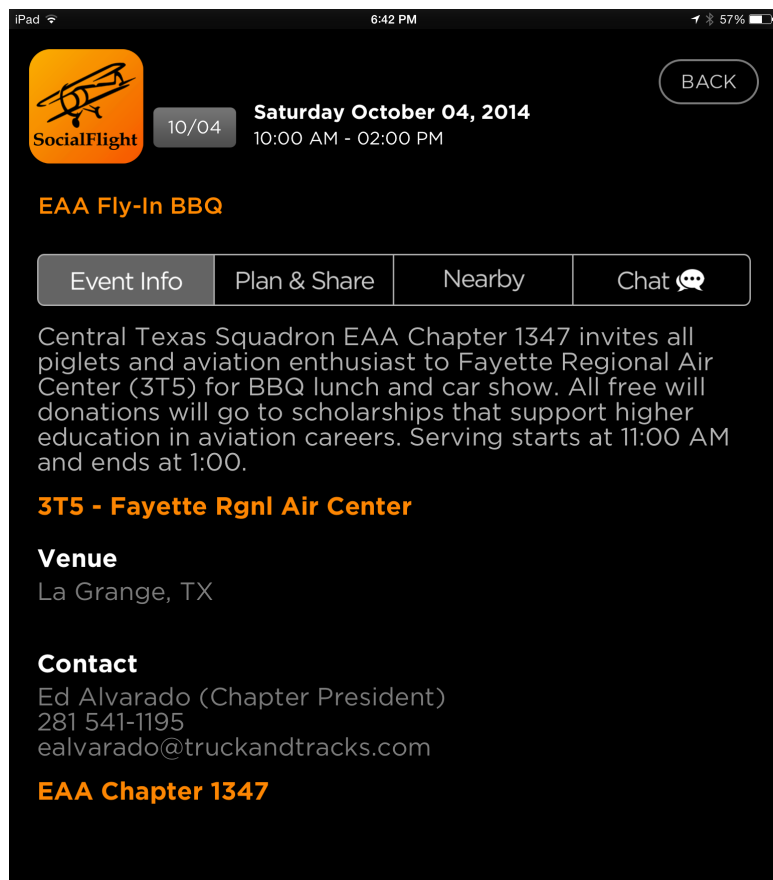
The **Heart of Texas Airshow**, scheduled Saturday, September 27th at TSTC airport in Waco, promises to be one of the most exciting and enjoyable of the year. As has been the case at airshows in Temple, Corsicana, Burnet and at other Texas airports, Falcon flight will perform. The nine-ship formation pictured above is typical of the many precision fly-overs attendees will see. Of course, outstanding aerobatics will be featured and, in addition, flights will be available throughout the day to the public in helicopters, airplanes, historic warbirds, bi-planes and other aircraft. The show is definitely worth attending.



Apart from the usual demonstrations and attractions at the Heart of Texas Airshow, there will be a Young Eagle's Rally, one reason being because Jimmy Cox has obtained insurance coverage from headquarters. The event will take place September 27 from 10 a.m. until about 1 p.m.. So far, three Ch. 59 pilots of four place airplanes have volunteered. But quite a few more will be needed because there easily could be over two-hundred kids to take for rides. Many ground support volunteers are needed as well. As of this writing, the event coordinator has not been determined, but Jimmy is willing to be the receiver of the names of air and ground-crew volunteers and will forward all needed information to whomever emerges as the coordinator. He also will tell us who that person is and how to contact him or her. Contact Jimmy at jcox@extremecomposites.com.

Events *and* destinations

5



The screenshot shows the SocialFlight app interface on an iPad. At the top, there's a status bar with 'iPad', signal strength, time '6:42 PM', and battery '57%'. Below that is the SocialFlight logo (an orange square with a white airplane icon) and a date/time selector set to '10/04' and 'Saturday October 04, 2014' with a time range of '10:00 AM - 02:00 PM'. A 'BACK' button is in the top right. The main title is 'EAA Fly-In BBQ'. Below this are four tabs: 'Event Info', 'Plan & Share', 'Nearby', and 'Chat'. The 'Event Info' tab is selected, showing text: 'Central Texas Squadron EAA Chapter 1347 invites all piglets and aviation enthusiast to Fayette Regional Air Center (3T5) for BBQ lunch and car show. All free will donations will go to scholarships that support higher education in aviation careers. Serving starts at 11:00 AM and ends at 1:00.' Below this is the venue '3T5 - Fayette Rgnl Air Center', the location 'La Grange, TX', and contact information for Ed Alvarado (Chapter President) with phone '281 541-1195' and email 'ealvarado@truckandtracks.com'. The chapter is identified as 'EAA Chapter 1347'.

If you plan to fly to any of the following destinations post your intentions on liter@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
- Stephenville (SEP)—Tex-Mex and barbecue nearby
- 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. 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.

*

Be aware that the City of Port Aransas is shutting down the Mustang Beach Airport, starting September 2nd at 6 AM. It will remain closed for the entire month, reopening in early October.

A new perimeter fence will be installed during this time, as will new runway lights.

We will be moving our hotel courtesy vehicle to Ingleside Airport (T.P.McCampbell, KTFP) for our fly-in guests to use. Skydive South Texas will also be relocating to McCampbell for the duration. Stokes Aviation (our scenic flights operation) will be relocating to Rockport (Aransas County, KRKP).

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Jay Honeck
Owner/Innkeeper
www.AmeliasLanding.com <<http://www.PortAHarborInn.com>>

"You may all go to hell...and I will go to Texas."
- Davy Crockett, 1835



The flyer features a background image of a biplane flying over a landscape. The text is as follows:
It's our 25th Anniversary and are hoping at LEAST 25 Stearmans will fly in to join our celebration!
Friday, September 19th
Early Arrivals
Fun Flying and Stearman Formation Practice
Mexican Dinner- provided by Daron and Jamie
Saturday, September 20th
Arrivals and Fun Flying
Food Trucks for Lunch
5:00 PM Flour Bombing
7:00 PM World Famous BBQ
Contest Awards and Hanger Party
Live Entertainment
Sunday, September 21st
Fun Flying and Departures
Airport Information
Flying V Ranch (T26)
N29 06' 29.80" W096 23' 55.60"
Runway- 3000' x 120' Turf
Monitoring- 122.80
Caution: 180' Tower 2 Miles Northeast
Please Bring Tie-Downs and Ropes
Camping & Hotel Information
RV parking, bring your tent and camp under the oaks, by the pond, or stay at one of the following:
Best Western (979)543-7033
Shoney's Inn (979)543-1666
El Campo Inn (979)543-1110
Lone Star Inn (979)543-7833
Transportation available
Make your reservations early! September 20th is Opening Day for the 2014 South Texas Dove Hunters! While flying, watch out for hunters and long barrels!



November 8, that's the date the City of Georgetown's annual aviation event will be staged. As Haruko said in her front-page letter, headquarters has agreed that we can host one of EAA's two Ford Tri-Motors. This agreement provides a major fundraising opportunity and serves as a crowd magnet. In past years, even without an attraction such as the Tri-Motor, attendance has been in the thousands. With the historic early airliner as part of AirFest

2014, even greater crowds can be expected.

In addition to hosting the Tri-Motor, our participation will include flying Young Eagles. Details of the rally as well as other AirFest activities will be discussed at the September and October meetings and covered in the October issue of Tale Winds.

First-flight comin' up



Here's Deene Ogden running the Rotax engine in his nearly complete RV-12. Since this picture was taken a week or so ago, his light sport airplane has been inspected by DAR Mel Asbury and will be flown during the week beginning September 9.

The September program

In her monthly letter Haruko also described the upcoming program. Here again is her message: "San Antonio FSDO volunteered to come and talk to us about amateur built and the light sport certificate and also a 2014 accident review. They agreed to give those who participate in the WINGS program credits for attending this Chapter meeting. Those who are interested in signing up for credits, please go to faasafety.gov and sign up for the meeting online. Please bring all the questions you have to the meeting. Mr. Mike Jordan and Mr. Gary Stamper are the FAA Safety Program managers of Airworthiness and Operations."

Still for sale

7

Stinson 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.

Contact Herb Taylor, any time up until 10 p.m.

[512-825-4151](tel:512-825-4151).

RV7-A 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

Pober Pixie



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.

Interested? Call Luke soon. His number is 512 705-2383.

7

One more for sale ad on the next page.



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 haw-keyestof@yahoo.com.

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.*

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