

April meeting review

Haruko opened the April meeting in a well organized fashion. Topics displayed by the projector and narrated by Haruko were:

- Recognition of new members and visitors
- Word that the B-17 schedule had been mailed and that 29 members had volunteered to help during the event.
- Announcement that there would be a picnic at GTU Saturday, May 17 and that *it would be in lieu of that month's regular meeting.*
- Questioning whether or not Marc Parmalee's RV7-A project, listed for sale on our website, might become a chapter project. ***however, Marc's project has been sold!***



Haruko displays an example of the B-17 event posters that will be placed in airport pilot's lounges and store windows.

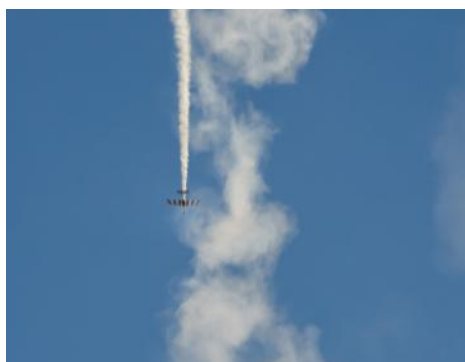
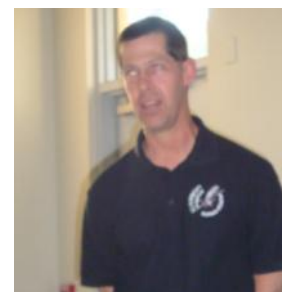
The program:

Noted aerobatic pilot and air show performer Andrew Wright of Carbon Fiber Air Shows gave an engrossing presentation of his flying skills and air show routines. He began by describing how he became interested in aerobatic flying and how he qualified to perform his routines in air shows. In the qualification process, he presented ground-based videos of his maneuvers as well as videos made in the air by image-stabilizing cameras mounted on the wingtips and fuselage of his airplane. One very interesting point made by Andrew was that at air shows, the size of the area in which pilots can perform varies with their experience. The heights of the floor may range from 500 down to 200 feet. Andrew can fly to the lower level and his ability to safely do so was dramatically shown in one of the several videos we saw.

The first video shown was one in which Andrew flew a series of snap rolls and high -G maneuvers with Connie Baker as his passenger in the front seat. Connie, who is employed at Aero Centex, was laughing throughout the aerobatic session. Additional videos showed high-speed rolls, micro loops, vertical climbs, knife edges, hammer heads, flat spins tail slides, tumbles and other maneuvers. Speeds sometimes reached 250 mph and rolls were made in rates up to 500 degrees per second.

The airplane Andrew flies is a non-certified Giles C202 of which 65 have been built. It is made of carbon fiber, a material which inspired the name Carbon Fiber Air Shows. Its design is based on the MX ships flown in Red Bull exhibitions. Weight is under 1000 pounds so the engine, a 238 HP parallel valve Lycoming, supplies all the power needed for the maneuvers in Andrew's itinerary.

Andrew has been flying in air shows for 14 years. He started the journey toward professional flying after having earned his private pilot's license in 1996. Since, he has logged over 900 hours in the C202. He'll soon be adding time by performing in the Burnet and Temple Air Shows. The former is scheduled April 26, the latter, May 2, 3 and 4. These venues are convenient, since Andrew keeps his airplane at GTU. His performances are not limited to central Texas; he'll be flying nation wide.



President's message



Hello Chapter members and Friends

The spring has come and blue sky and wind is waiting for us to fly, but fly safely please!!

Our “Aluminum Overcast” B-17 project has been the main focus this last month, and it is finally here. Thank you for all the time and work that you put in for the various assignments including the distribution of posters. It is very exciting to see so many people are willing to pitch in and I myself feel like a child jumping up and down with joy watching this taking place.

Hope many people would see the posters and our website/blog/twitter and attend the event. Please spread the word to your friends, neighbors and co-workers, also!!

This was a bit different from the regular B-17 Tours at GTU (Georgetown Municipal Airport) because of us participating in AOPA Regional Fly-In at HYI (San Marcos Municipal Airport).! Distance and communication with AOPA and HYI in addition to EAA creates a little hardship but it is worth it!!

It is exciting to announce that our annual May Picnic is back and also we are starting Saturday “Hangar Hop”. This will be a monthly event for now and we plan to have lunch every time.! If you would like to give us the opportunity to visit your hangar to see your projects, completed airplanes and other planes (and toys) that you have, please let us know your hangar location. We are making a list of hangars we can visit.!

Also Pete Christensen is setting up the opportunities for us to fly-out together periodically as a Chapter Outing. The more people participating, the more exciting it will be!!

Please keep Tim Willis, Chuck Martin, Darrell Reiley in your thoughts

The new Japanese Aviation Word for this month is “kyuyu” meaning refuel, and pronounced “Qyou”

Have a wonderful month with the Spirit of Aviation!!

Haruko Reese !
EAA Chapter 187 President!



A companion program was presented by Haruko after Andrew finished his presentation. Pictured left is "Lil Cub," a 600 pound STOL airplane built and flown by Frank Knapp. Its low weight, adequate horsepower, huge Fowler type flaps and full-span leading edge wing cuffs provide outstanding STOL performance. In fact, a 60-foot-long air strip is all it needs for take offs and landing, provided, of course, that there are no obstructions at either end. It will take off in 54 feet, land in 58.

2014's flying season has begun

From the viewpoint of chapter 187, the season was introduced by Stu McCurdy's Falcon Flight performances. The first exhibition, was a 50-ship fly-over at a NASCAR event which was the Phoenix Raceway's 50th anniversary. Here's an edited version of Stu's report: "We arrived Friday afternoon, briefed Saturday morning and headed to Goodyear Airport for two planned practices. But rain, hail and even a small tornado cancelled our practice. We came out to the airport early Sunday and got in a full practice under sunny skies. After lunch provided by the FBO all 50 planes and a photo ship flew to the orbit area. NASCAR had given us for a practice Time over Target, so after a couple of timing orbits we headed toward the raceway. A preacher and bugler at the event overran their scheduled times so we did our fly-over slightly before the end of the National Anthem, but we were on time. After the fly-over we began our separation maneuver to end up with a 4-ship in trail to arrive on initial for pitchouts to land. After the debrief we were able to see the last half of the race."



** Jawbone, Photo / AssClown, JJ Flying spares / Weeble, Tailwind Trackside Radio
** Spares fly Saturday NASCAR Nationwide Race

Continued on the next page.



Pictured is Falcon Flights 50 ship formation. Stu wrote: “We had great reviews from the NASCAR officials, the drivers and the fans. TV coverage was better than usual. The best photo of the day was taken by one of our wives in the stands.”

Falcon Flight at the Durant Air Show.

“Falcon Flight recently accepted an invitation to perform at the Durant Airshow in SE Oklahoma, just across Lake Texoma. Stu McCurdy, Bill Gunn, Ron Walker and Scott and Tanya Card departed GTU on Friday, 28 March 14. We picked up Steve Richmond over Ennis Texas and flew around Dallas air space. We descended to slide under the weather where we rendezvoused with Roy Geer, Jeff Jackson and Winn Harris. We arrived at Durant (KDUA) under an overcast sky and in a little light drizzle. After a briefing to use the scheduled TFR for our practice and having FAA inspect our planes, we conducted a full air show practice in somewhat challenging winds as a front blew through. We then hangared the airplanes and headed across the highway to the Choctaw Nation Casino where our lodging and dinner were provided.

Next morning we briefed and conducted what we call a Dawn Patrol over town to let the town know there would be an airshow later in the day. We then attended the formal airshow pilot’s briefing and watched the pre-show activities, which included some Choctaw Indian dancers, and started engines for airshow taxi out. With a beautiful post-frontal blue sky day, Falcon Flight performed our first airshow of the season for a good crowd of enthusiastic folks from the casino and town, Pictured below are four of the seven formations performed at the show.



Diamond



Cluster



Arrow



Delta

Falcon Flight will perform at the Bluebonnet Air show at Burnet April 26 and at the Temple show May 2, 3 and 4.

More news from and about members



Dick Gossen wrote: I just returned from Sun -n-Fun where my airplane was featured prominently . They parked me right in front of Homebuilt HQ...actually asked some other guy to move his airplane to make room for me. As some of you know, I am not the original builder, only the caretaker/modifier. The airplane was built by Jerry Gruber of Elkhart, Indiana. He's the only man alive to win two Grand Champions...and this was his THIRD.

I was about to begin construction on my own G-III when I heard on Sunday night in 1990 that the airplane on the cover of Sport Aviation was for sale in Indiana. I had the keys in my hand by 10 a.m. Monday morning, and lived in California at the time!...but that's another whole story, as we say.

Editor's note: Dick keeps this fine airplane at GTU and flies it often, although he's in the process of building another one. .

Some projects in work

Clockwise from the right: John Nunn's Skybolt now has wings. John is standing behind the engine; his frequent helper, Jim Accuntius is on the right.

Barry stands next to his almost complete Bush Caddy. He'll probably be a first-flier this year.

Deene Ogden's latest project is an RV-12. His prior project was "Kermit," an award level RV-8. Other planes succeeded Kermit. He stands next to the newly installed engine, a 100 HP Rotax.



Events and Destinations



KERRVILLE
CONVENTION & VISITORS BUREAU

The Return To Kerrville FLY-IN

Fly-In & Dance Free!

Mother's Day Weekend • May 10 & 11, 2014
Kerrville/Kerr County Airport at Louis Schreiner Field/ERV
KerrvilleTexasCVB.com

Saturday Night • May 10th

Hunger Dance with Men in Black!
Hits • 60s • 70s • 80s • Pop • Country • Motown • Rock

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180 PERSHING LANE
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www.pioneerflightmuseum.org

Smithville fly-in Saturday May 10, 10 AM—2 PM.

Attractions: Judged beauty contest; catered lunch choices; Young Eagles; simulators and more.

The airport (84R) is Crawford Municipal Airport. For more information call Sandy Meyerson, 512-237-3500

Email: smbuilds@gmail.com

CAF Air Show

This event, sponsored by the Commemorative Air Force, will take place at the Hondo airport (KHDO) Saturday, May 17 between 10 a.m. and 5 p.m.

More than 20 WW II warbirds are to be on display, open for tours and performing fly-overs. Attendees will have the opportunity to meet the pilots, one of whom was Doolittle's co-pilot on the famous bombing raid made over Japan not long after the sneak attack on Pearl Harbor. Added attractions will be a **Falcon Flight performance** and music by the Hondo High School marching band.

Since the show is an all-day event, food will be available from booths on the airport.

Admission is free, but there is a \$5 parking fee.

Anyone arriving before noon can register to win a free ride in a B-25. Rides in the bomber can be purchased for \$350.

Hondo is the site for the show because it's the new home of the sponsoring CAF wing, according to John Gobeau, Wing Commander.

Curtis Field fly-in

Curtis Field (KBBD) is Brady's municipal airport. The date and hours of operation are Saturday, May 19th, 9 AM./ until 4 PM. Yes it is in conflict with the CAF event.

In order to attract pilots and planes, fly-ins must present good reasons for attendance. Such is the case with the Curtis Field event. Here's what awaits those who fly in: Free P-51 rides for veterans; rides in other warbirds; demonstrations of flame-throwing weapons; half-track rides offered by the National Museum of the Pacific War, which is a partner in presenting the fly-in; museum art exhibit; Honor Guard ceremony at noon and Curtis Field heritage fly-over.

Camping is allowed and rest rooms and showers are available.

To end the day, there will be a WWII hangar dinner dance with music by the Sentimental Journey orchestra.

For more information contact Nanette Morgan, 325-456-6726. The website is <http://www.morganmilitaryaviationmuseum.com>.

Continued on next page.

Critter's Lodge ~ An Aviation Preserve SPRING FLY-IN

May 2-4, 2014

weather date May 9-11



Join us in our fly-in at Critter's Lodge!! Campout event will begin on Friday evening, ending Sunday morning. Join us with our kick off dinner on Friday evening at 6:30. For those who like to camp out we offer camping facilities, indoor restrooms (No Port-O-Lets), solar outdoor showers, firewood, Wi-Fi, and LOTS OF GOOD FOOD. Our new improvements include Motor Home parking with electric/water hookups, Wi-Fi, and a BUNKHOUSE which includes cots, pillows and blankets for those who do not like sleeping on the ground. Please call us for more details, and/or to reserve your spot. Critter's Lodge is located on the Houston sectional chart near the 30 degree radial out of Leona identified as "Dillard Airport" (TE01) Packed turf, 3,100 foot lighted runway, elevation 255 ft. ~ MONITORING 122.9 ~ Land and taxi at your own risk, trees on both sides and end of runway. The runway is suitable for piston driven aircraft 12,500 pounds or less. Taxi and follow signage to proper parking area to avoid back taxi. taxi and park in mowed areas only.

Reserved Trailer/RV parking with available hook-ups offered \$20.00 for fly-in weekend. We also offer limited "Reserved parking" spaces for \$5.00 each on a First Come Basis, along runway. Bunk house space is limited, and available for \$20.00 for weekend including cot, pillow and blanket. Additionally we offer 22 Acres of pasture camping/parking for free. For a reserved parking space fly-by early or email us to reserve your preferred space or for site locations.

(CrittersLodge@Windstream.net). Looking forward to your visit. If you have an unusual aircraft (warbird, etc) or would like locate near special friends please let us know in advance, if possible, we will be glad

Food flights

- 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.
- La Grange. At the Fayette Regional Air Center (3T5). Ch. 1347 will again serve barbecued sausage and brisket with all the trimmings. Every 1st Saturday.

“Aluminum Overcast” headed our way

As the main attraction of AOPA's fly-in EAA's B-17 will land at San Marcos Municipal Airport (HYI) on April 24. As far as our chapter is concerned it's as though the famous bomber would be at GTU, the reasons being that volunteer members will be handling most of the ground-bound duties and selling merchandise. We'll earn a percentage of the income from ride fees and merchandise sales.

Volunteers

There are no shortages. Twenty nine members, including this writer have signed up. This count is adequate for each assignment and day of the event. They are: Larry Bowls; Jim Crawford; Barry Gould; Deene Ogden; Ron Pantan; Haruko Reese; Gerald Champaign; Ed Cooper; Steve Richardson; Jerry Stark; Fi Dot Formichev; Marc Parmalee; Nadine Parmalee; Pete Christensen; Stephen Huffmeyer; Jeremiah O'Fihelly; Mark Petrosky; Bob Elliott; John Nunn; Brad Bellamy; Elicia Bellamy; Ken Firestone; Seth Hancock; Clell Bond; Luke Skyles; Larry Skyles; Dan Waynant; Karen Wynant and yours truly..

Show schedule

- Thursday, April 24, media flight over San Marcos to gain attention and spark interest in attending the event.
- Friday, Saturday and Sunday. The event opens at about 8 a.m.. each day. There will be tours of the big bomber and flights carrying passengers who have paid for the privilege of riding in a famous WWII bomber that played a major role in winning the war. Veterans receive free ground tours.



Our tent and an EAA merchandise trailer will be in proximity of Red Bird Skyport. If you haven't volunteered and wish to do so, go to eaal87.org and sign up under the section B-17 Experience History..

Letters to the editor

Bob Elliott describes his trip to Sun-n-Fun.

Oops! “We’re off to SUNnFUN” was the text message to my wife Wendy as Bob Wiseman, my Mooney partner and I closed the cabin door and buckled up in preparation for take off from KGTU. This was followed by a quite “TYPO” message as I really didn’t need to leave the wrong impression as I was about to leave town for a week (I love it when Apple spell check tries to help me out.)

It was a beautiful Sunday morning as we climbed out on an easterly heading for what was supposed to be the start of an eight day trip to SUNnFUN and family visits. In the end, weather delays stretched the trip to eleven days of great fun sprinkled with fabulous flying and wonderful folks.

Our round trip route included KGTU (Georgetown), KAEX (Alexandria, LA), 82J (Ferguson-Pensacola), KLAL (Lakeland, FL), KSEF (Sebring, FL), KCOI (Merritt Island//Cocoa Beach FL), 82J (again) and back home to KGTU. Add to this a bit of local sightseeing time with family and the Mooney logged an even 17 hours for the trip.

At KAEX self-serve fuel was under \$5/gallon and Million Air provided a free Crew Car along with two \$10 dinner coupons for a local BBQ joint. With iced tea our total bill was under \$5.

Arriving at 82J later the same day, pattern altitude was only 527 MSL (500’ AGL) as the field is only 3 NM northwest of Pensacola NAS’s Sherman Field (NPA) and one has to sneak in under their controlled airspace. As a retired Navy man, Wiseman had actually taken his private pilot check ride with old man Ferguson (no longer with us) here at 82J back in the late 70’s. After swapping stories with the current owner, we were given free tie downs and use of the airport Hummer (FIGURE 1) for the next 18 hours. Rooms at the Pensacola naval base BOQ exceeded expectations and, at only \$57 each, were a real steal. Taking advantage of our awesome wheels, I listened to by buddy Wiseman relive his young Navy days as we drove through the old central district in route to a great dinner at the Fish House on the pier. Breakfast the next morning was at the base Starbucks (this ain’t your father’s Navy anymore) and then we toured the Naval Aviation Museum.

We departed 82J later that afternoon in “severe VFR” weather and flew the beautiful gulf coast line (FIGURE 2) in route to Lakeland. Having just upgraded Mooney’s GTX330 transponder with ES (ADS-B Out), our iPads’ ForeFlight/Stratus 2 Traffic Advisories really came alive as we approached the Florida peninsula. We found ourselves often watching potential traffic conflicts long before ATC Flight Following issued any alerts. Then, having plotted and saved the FUNnFUN NOTAM’S arrival procedures as a “Favorite Route” on Foreflight in advance of takeoff, our arrival into Lakeland was a piece of cake.

Being a SUNnFUN first-timer, I wasn’t sure what to expect, but in reality it reminded me of OSHKOSH from years past...i.e. much the same, except smaller and with facilities being a bit less established. Nonetheless, everyone was friendly and helpful. We pitched our tents for four nights and explored. Two retired FedEx “Cargo Dogs” (as they called themselves) were camped next door with their Cessna 310 and helped to provide evening entertainment. Wandering the exhibit grounds after hours one night we met Roger, the BBQ Pit Master (FIGURE 3). He was taking pulled pork and brisket out of the smoker in preparation for the next day. We ended up with samples and an unplanned sandwich to go with our late night beer. The next day Roger introduced us to his wait staff as “regulars” and told them to take care of us. Later that afternoon we were happy to see Dick Gossen’s Glassair III ...the 19990 SUNnFUN Grand Champion (FIGURE 4)...parked front and center in a place of honor on the flight line. Also, it was great to see the Blue Angels back in action once again. We had actually tried to visit their hangar while at Pensacola NAS a couple of day earlier; however the fence was a bit too high and the signs were intimidating.

After four nights at Lakeland we headed down to Sebring to check in with Wiseman’s brother with plans to go the next day to Merritt Island to see his mom. In between, the Mooney’s starter gave up the ghost ...thankfully before we left Sebring. The Sky-Tec 149-12LS’s cast aluminum front end had cracked completely off (FIGURE 5), although we later learned the crack had started some time ago and it just decided to finish the job that morning. With a stroke of luck and the help of friendly folks at both KSEF and back at SUNnFUN we tracked down Roger Smith, the owner of Carter Aviation Group out of Sebring who just happened to be at SUNnFUN himself that afternoon. Roger found a compatible upgraded Sky-Tec 1490NL at Aircraft Spruce’s SUNnFUN booth just before they closed Saturday evening, then met us back at his shop at Sebring at 8:30 AM Sunday morning to install it. And we did it all with a smile! A great guy!

Despite the exceptional turnaround on the starter repair, by Sunday afternoon we’d missed the weather window home, so instead we flew on to Merritt Island where we were lucky to stay with Wiseman’s mom for a couple of days until we could safely depart. Meanwhile, we took advantage of the layover to visit Kennedy Space Center (FIGURE 6, just a short 20 minute drive north from Cocoa Beach. Finally, we got a short break in the storms Tuesday afternoon and were given a 6 minute clearance void time for departure. It was great to have two qualified IFR pilots on board and we were really glad the Mooney has both XM weather and Stratus ADS-B weather radar on board. We made it back to 82J before once again being blocked by storms to our west. After refueling and once again being loaned the Hummer, we checked back into the Pensacola NAS BOQ and said we’d recheck weather for an early departure. The next morning we were wheels up at 4:15 AM in perfectly clear, calm star-studded skies. As we flew along the north shore of Lake Pontchartrain, the lights of New Orleans were clearly visible in the distance...and it was just us, along with the FedEx “Cargo Dogs” on frequency.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6. Atlantis at the Kennedy Space Center.

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 Corvair 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.

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. Asking price and other details will be promptly relayed.

EMP Kit for RV-6

I've been offered an EMP kit for an RV6 for a song. No price quoted, but they really want someone who'll use it to have it. [Email schybolt@austin.rr.com](mailto:schybolt@austin.rr.com) This email address is being protected from spambots. You need JavaScript enabled to view it., or call 512-422-3339.

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