

Tale



Winds

EAA Chapter 187 E-Newsletter February, 2013 Dan Badwey Editor

Another fine program set for February

Once again Ron Panton, former chapter vice president, has arranged for a program that will certainly reward members who attend the February meeting. The presenter is Dr. William S. Saric. Following is Ron's review of Dr. Saric's background, achievements and his review of atmospheric flight testing.



Ron writes: "William S. Saric is a University Distinguished Professor and holds the George Eppright '26 Chair in Engineering at Texas A & M University where he has been since January 2005. He received his PHD in Mechanics from the Illinois Institute of Technology in 1969 and has held appointments at Sandia National Laboratories (Re-entry Vehicles 1963-66; Atomic Fluid Physics, 1968-75), Virginia Tech (Engineering Science & Mechanics , 1975-84), and Arizona State University (*Mechanical & Aerospace Engineering*, 1984-2005). He is a member of the *National Academy of Engineering* and *The Academy of Medicine, Engineering and Science of Texas*. He received the *AIAA Fluid Dynamics award (2003)*, the *SES G. I. Taylor Medal (1993)*, and the *AGARD (NATO) Scientific Achievement Award (1996)*, *IIT Alumni Recognition Award (2005)* and the *Alumni Research Award* from Virginia Tech (1984). He is a *Fellow* of AIAA, APS and ASME, and is Chair of the AIAA Transition Study Group (2000-present). He has re-established two major wind tunnels and a flight research laboratory at Texas A & M University and is the Director of the AFOSR/ NASA *National Center for Hypersonic Lamina -Turbulent Transition Research*. Most recently, he has conducted computational, experimental and flight research on stability, transition and control of 2-D and 3-D boundary layers over a range of Mach numbers."

Note: In the following paragraph Dr. Saric describes the practical application of his work.

"Atmospheric flight testing has a role in complementing wind tunnel testing when issues of flow quality and low turbulence are of primary importance. One such example is drag reduction on airfoils which is determined by whether the flow is laminar or turbulent. Laminar Flow Control (LFC) refers to techniques of extending flow on wings, the payoff of which is considerable savings in fuel. The problem of laminar-turbulent transition on swept wings is so critically sensitive to freestream turbulence that most wind tunnels are not suitable above Mach 0.3. We endeavored to address this problem by establishing a flight laboratory with an inventory of experimental aircraft which could be used for LFC studies. The presentation will describe Cessna 0-2A, the Velocity XL-RG-5 and the Stemme S-10 and how they are used in the flight test program. For example, on the 0-2A, a swept wing model is mounted on the wing pylon formerly used for ordinance stores. IR thermograph and hot film anemometry are the principal diagnostic tools. Recent techniques for achieving laminar flow are described which still use some of the basic ideas incorporated in the P-51."

Work is supported by AFOSR, AFRL-WPAFB, NASA-Langley and Northrop-Grumman.

Editors note: Mark Petrosky has been elected Vice President for the remainder of the present two-year service period. The primary responsibility of that position is arranging meeting programs. Members can expect a continuation of fine ones.

Also in this issue: 2012 Awards Banquet review, pages 2 and 3; Possible 2013 first flight reviews, pages 4, 5 and 6; Events and Destinations, page 7; Chapter officers, other positions and contact numbers, page 7.

2012 Awards Banquet

The past year's Awards Banquet was held at Opal Devin's Marina, Saturday, January 26. As reported by Haruko Reese, 21 members and guests were in attendance. Pictured on this and the following page are members who were present to receive from President Anthony Plattsmier their Chapter Service Awards. Officers and other eligible members not present can receive their awards at future meetings.



Seth Hancock

Tech Counselor for many years running and whose qualifications are certified by his being a skilled craftsman and machinist and by having constructed several airplanes.

Haruko Reese

Treasurer, and very effective in her job Her talents go farther. She also is a pilot and is helping her husband, Rob, in the construction of their RV-12 .



William Bennett

Secretary. Writes the minutes of our meetings and keeps records of other chapter business. He, too, builds air-planes. (One RV flying, another under construction.)



Yours Truly

Edits and publishes Tale Winds, going on third year.

Haruko holds an Origami shape she made and presented as a door prize. It proved to be worth \$25 when the person who had won a Lowes gift certificate in that amount traded it for Haruko's creation.

Origami is the Japanese art of making representational shapes from paper and cloth.

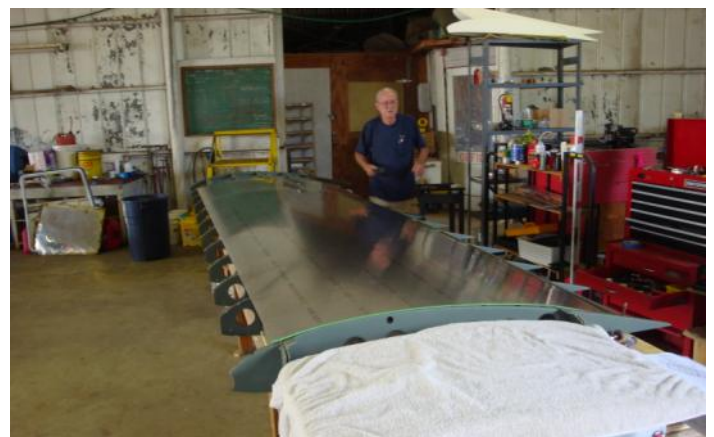


2013...A big year for “first flights” ?

Unlike what's not happened in previous years, this one promises to see several members take flight in the airplanes they are finishing. The builders and their planes are, to this writer's knowledge: Jerry Stofer, RV-8A; Barry Gould, Bush Caddy; Haruko and Rob Reese, RV-12; Seth Hancock, RV-7 and Ken Firestone, RV-7A.



Clockwise from upper left. **Jerry Stofer** posed with his RV-8A several months ago. A few months later, he readied the engine, a 180 HP IO-360, for a run up as Seth looked on and stood ready to assist. The panel consists of two 10" Dynon Skyview units, a GNS 430W and an SL-30 radio. Finally, the big day came when DAR John Schmidt approved Jerry's airplane for flight... a looming event. .



Barry Gould started building his Bush Caddy about two years ago in his garage as shown in the left hand photo. He ran out of room when it came time to start on the wings, so he moved his project to Hangar A at GTU where it now resides. (Read more about Barry's work and that of others on page 5.)



Barry is seen with his Bush Caddy in its present state of completion. *He expect to be flying in about two weeks.*

The Bush Caddy is probably the most unusual of all the projects currently in work. The manufacturer is in Canada where, because there' so much rough country and relatively few long runways, aircraft with the capability of making short take-offs and landings are in demand. The Bush Caddy, a two-place side-by-side ship with a 100 HP Subaru, provides the needed performance.



The **Reeses, Haruko and Rob**, are presently the chapter's husband/wife plane-building team, their project being an RV-12. Haruko is the team's pilot and, during an earlier stage of construction, felt the urge to climb into the cockpit and make airplane sounds while Rob smiled approvingly. To the right of her image is the panel with a Dynon Skyview EFIS which has been augmented to give more information than that of the standard unit. Included in what the pilot will see and react to are: GPS, moving map, artificial vision, engine monitor and a fuel monitor that displays quantity and consumption per hour. The instrument also records flight information which can be uploaded for analysis. In addition, it can be configured for ADS-B. Next in the photo array is Haruko the Driller, today's version of Rosie the Riveter? Rob is proudly standing with the team's RV-12 project as it exists as of this publication. The engine is a 100 HP Rotax 912. f. "First flight' is in the offing.



Seth Hancock's latest project is an RV-7 which, as can be seen in the left-hand photo, fills his garage. The –7 is one of many airplanes Seth has built., which aircraft include an RV-6, RV-8A and a Veri EZ. He still owns and flies the –8A. In the lower left image, Seth is shown installing the right wing-root fairing.

The aircraft features a sliding canopy which, according to Seth, is more challenging to fabricate and install than RV-6 canopies. The instrument panel has yet to be designed and configured.

For many years Seth has served as chapter Technical Advisor and, through those years, has aided and advised many builders during the construction of their projects.



Clockwise from upper left, **Ken Firestone** poses with his RV-7A. The engine, above, is a 180 HP fuel injected IO-360. The red arrow in the photo points to a blue tube that is part of a "Splatt" oil/water separator . The device returns blow-by oil to the crankcase and vaporized water to the exhaust pipe. Jerry expects a clean belly. In the panel are a Dynon D-180 (left) and a D-100 (right). Situated in between are a transponder, an SL-30 radio and amounting bracket for a Garmin 496. Ken's work, (along with that of Jerry's, Barry's, the Reese's and Seth's) can best be described as impressive.



Events/ Destinations



Return to Kerrville Reunion Fly-in

April 27, 2013

Come for the Day or stay the weekend!

No Agenda

Just reacquaint with old friends and make new ones.

Bar-B-Que Lunch hosted by Joe Kennedy of Kerrville Aviation

Location

Kerrville-Kerr County Airport

Under Wing Camping allowed

Free Transportation to Hotels Available

Questions

Kerrville Convention & Visitors Bureau

Lodging Information

1-800-221-7958 www.KerrvilleTexasCVB.com

If you plan to fly to any of the following destinations post your intentions on lister@lists.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 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.

Editor's note: Here's a heads up on a possible destination. Luke Skiles recently expressed interest in a trip to Mustang Beach later in the year when the weather is more accommodating. Perhaps a chapter flight could be organized.

Chapter Officers

President: Anthony Plattsmier

Vice President: Mark Petrosky

Secretary: William Bennett

Treasurer: Haruko Reese

Officer: Bob Elliott

Officer: Dan Badwey

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

Another Angel Flight



Mike Robbins, left, stands with Cheryl and Dave Burns at Hobby Airport, Houston. The couple was flown there so that Cheryl could undergo cancer treatment at M. D. Anderson. The primary mission of the Angel Flight organization is to transport, free of charge, patients who, for reasons beyond their control, are unable to drive or fly commercially for medical treatment.