

Tale



Winds

EAA Chapter 187 Newsletter

June, 2013

Dan Badwey, Editor

June 13th, a program not to be missed



Shown left are co-pilot Carol Foy and pilot CarolAnn Garratt standing on the wing of latter's Mooney M20J which, in 2008, carried them on an 8.5 day around-the-world record flight that began and ended in Orlando, Florida. The adventure, "Dash for a Cure," was inspired by the desire to raise funds to aid in a cure for ALS (Lou Gehrig's disease). Proceeds from the book CarolAnn wrote, "Upon Silver Wings II," as well as donations were in behalf of the cure.

At a meeting several years ago we hosted the two Carols and heard all about their epic trip. The sale of the book about the trip the two had made and post-meeting comments were testaments to how stimulating the program was. Now, all who attend the Thursday, June 13 meeting will be privileged to again hear and see a presentation by CarolAnn Carratt. Her program will be centered on the world-wide adventurous flights she has made over the years.

The following is excerpted from a description of a program given to EAA Chapter 40 late last year. It has been paraphrased herein but applies to what we'll be seeing and hearing June 13.

CarolAnn's presentation will be about here flights, which took 11 months to make, to over 35 countries with landings and visits at each one. Included were Madagascar, Jordan, Egypt, Thailand, Israel, Cambodia, Australia and New Zealand!

In addition to the preceding countries, she travels around the US and Europe giving presentation about her world-wide flights to raise awareness of and donations for ALS research. (Our Chapter, of course, is part of her touring). CarolAnn's energy to accomplish what she's done comes from the fact that her mother died of ALS. Her efforts have raised over \$375,000 so far to help researchers find a treatment for this terminal disease. She has written a book about each flight made and a \$20 donation for a copy goes 100% to research. No deductions for expenses are taken.

At the meeting, her presentation will cover the aforementioned flights and the countries she visited. There'll be interesting stories highlighted by a great many educational and inspiring pictures. CarolAnn states: "It's not just about flying, it's about possibilities. Can you imagine landing in Haifa, Israel, Aqaba, Jordan, Muscat when you don't know anyone there? It's a leap of faith that has enormous positive results."

CarolAnn lives in Florida and, in addition to being a 5000-hour pilot and motivated to perform many goodwill endeavors, she has business skills as well, having been general manager of a Fortune 500 company. Moreover, she embodies the spirit of EAA's mission and commitment to sport aviation. After retiring from the business she managed, CarolAnn built a Rans S-7S and has flown over 300 Young Eagles and many Angel Flights. More information is available at www.alsworldflight.com.



Air shows

Central Texas Air Show

Show boss Beth Jenkins is shown briefing all pilots and crew with emphasis on safety.

Beginning the year after the city of Georgetown banned future air shows due to a minor accident, Beth arranged to continue the yearly event in Temple (KTPL) and has managed the shows ever since.

The Commemorative Air Forces has a prominent role in the Central Texas Air show since Beth is a very active member and, through the business she owns at GTU, Pilot's Choice Aviation, sponsors "Devil Dog," a B-25 bomber formerly in the Marine Corps' fleet of war planes.



Tora! Tora! Tora! One of the CAF's traditional aerial demonstrations involves BT-13's and AT-6's in Japanese war colors as well as Zero replicas. BT's are dive bombers called Vals, the T-6's, are torpedo bombers called Kates. At air shows they are flown by CAF volunteers dedicated to keeping alive the drama and consequences of the attack on Pearl Harbor. Tora, Tora, Tora was the enemy's code for designating the success of the Pearl Harbor attack. Of interest is the fact that some of the aircraft modified by the late Paul Mantz for the enduring Tora Tora Tora movie are still in the CAF fleet.



A replica of the A26M Zero.

The Kate Torpedo bomber

Falcon flight at the Central Texas Air Show



Back row, left to right: Jeff "Shiner" Jackson; Roy "Jarhead" Geer; Pat "glider" Tuckey; Bill "Gunbody" Gunn; Steve "Amizin" Grace.
Kneeling, left to right: Winn "Dallas" Harris; Scott "Scoot" Card; Stu "Falcon" McCurdy; Bobby "Luke" Lucroy; Ron "Shorts" Walkers.



Falcon flight at Corsicana

Falcon Flight continued its busy flying season with a subsequent performance at the Corsicana Air Show, May 11.

Two of the precision formations that were flown are Diamond, right, and Arrow, lower left. The performance ended with a photo pass. (Photos provided by Stu McCurdy.)

Pilots: Leader Stu McCurdy, (Falcon); Bobby LuCroy, (Luke); Steve Richmond, (Lizard); Ron Walker, (Shorts); Pat Tuckey, (glider); Roy Geer, (Jarhead); Jeff Jackson, (Shiner) and Steve Grace (Amazin).



More helicopter fun

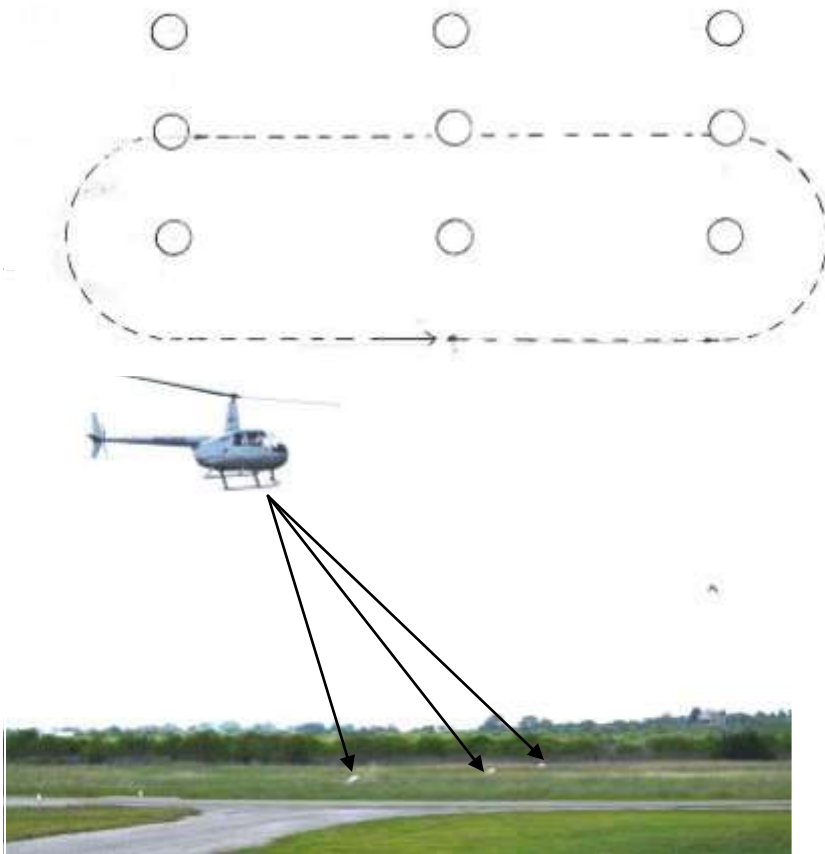
By yours truly

In a prior issue I wrote about flying experiences in my friend Steve Van Buren's Robinson R44. Shown here is his ship with the port-side doors removed, the reason being that it will be flying left-seat passengers armed with AR-15 rifles! Here's why:

We are all probably are aware of the damage wrought to land and lawns throughout Texas by the ever-growing population of feral hogs. In reaction to this scourge, Steve's company, Helicopter Tours of Texas, in association with Kent Morrison of Blackstone Group, has again gone beyond tours and now offers, several times a year a program called Aerial Platform Shooting that trains men and women to shoot from helicopters.

Read more on the following page.





The not-to-scale drawing depicts the nine targets of the shooting range and the helicopter's flight pattern. To maximize the arc over which the AR-15 can be moved, the shooter, firmly strapped in his or her seat, leans out of the cockpit. A total of 30 223 caliber rounds are fired as the helicopter passes along one of the three horizontal rows of targets. Generally, three rounds are fired at each of the first two targets and four at the last. With each shooter, three passes are made at an altitude of about 65 feet and a speed of 30 knots.

After the final flight of the day, shooters are scored as to their accuracy and given a certificate that qualifies him or her to shoot predators from a helicopter. In this regard, Helicopter Tours of Texas holds a permit issued by Texas Parks and Wildlife Department to manage wildlife or exotic animals by aircraft.

HTOT contacts: info@helitourstx.com; 512 557-3656



Prior to the shooting, the program is described and safety issues thoroughly covered by Kent Morrison, who heads Blackstone Group, which is partnered with HTOT in staging Aerial Platform Shooting events.



The shooting event is strictly co-ed. Pictured from the left are Mandy Creager of Sure Shot and Niki Jones of Blackstone Group.



Above, Steve's brother Larry Van Buren, Steve, yours truly and astronaut Tom Henricks, a veteran of 3 space shuttle missions.

Right, I'm ready to go shooting with Steve at the controls of his Robinson 44.



Waldo's great adventure

In this case Waldo's great adventure is a review of Pete Christensen's early Spring flight to attend the 1st annual Sport Aviation Association Fly-In in Barnwell, South Carolina. Although not as adventurous as Carol Garratt's world wide trips described on page one, Pete's was not without its challenges and rewards. He wrote:

"It was a dark and stormy night on Wednesday, April 3, 2013. (Well that's how scary stories start.) As I slept soundly in my bed, I was occasionally awakened by flashes of lightning and claps of thunder. I woke up before daybreak and got up to check the aviation weather on my computer, which still predicted low ceiling until late morning, as it had before I turned in for the night. I had all my camping gear packed in the car and was anxious to leave for Kittie Hill Airport. No use hurrying as it was reporting IFR conditions at nearby Georgetown, as well as along much of my 980 mile planned route.

It looked like once I got going that I might hit some bad weather, but I knew I could land and wait it out if necessary.

Finally about 10 AM it looked like it would clear up, so I headed to the airport to 'stuff' my camping gear in my plane.



As you can see, not much room in my Kitfox III. I can't land on any runway with right hand traffic, as I won't be able to figure when to turn final.

I was wheels up at 11:25 AM, heading for Cameron (T35) to get fuel. Sky was overcast at about 1800'. Cameron is directly on my route and I wanted to fuel up there as they have good fuel prices and the coffee I drank before I left home was doing it's thing.

My landing at Cameron was the first of many good landings on my trip to Barnwell. I hate to say it, but after Barnwell I could hardly buy a good landing. I managed a quick stop at Cameron and departed at 12:35 PM, with the local Police pulling up to watch my takeoff.

Since I was trying to fly to Barnwell on mogas as much as possible, my next planned fuel stop was Pineville, LA (2L0), about 270 miles from Cameron. I called ahead to be sure they had mogas and they assured me that they had a recent delivery. As I climbed out heading East from Cameron, I found the ceiling was getting a bit lower, so I flew quite a while below 1000'.

After another hour and a half I needed to stop and stretch my legs, so I checked Foreflight on my iPad and decided to stop at Lufkin (KLFK) and maybe get a bite to eat too.

Ceiling out of Lufkin continued to be low and visibility was getting a bit hazy as I was crossing lots of water at Sam Rayburn Lake, Toledo Bend Lake and a couple small lakes heading for Pineville and passing through Warrior 1 MOA.

Landing on runway 36 at Pineville was like landing on an aircraft carrier. I turned left base just downwind of Lake Buhlow and short final took me over the lake to the runway threshold at the North edge of the lake.

Wheels up at about 5:15 leaving Pinewood and the ceiling didn't look too good. It looked like things were going to get a little worse ahead, too. As I was flying along I was looking on Foreflight for alternative airports along my route in case the distance between the earth and sky reached my personal minimums (which are not very conservative). I soon reached the conclusion that those minimums were fast approaching. Over Catahoula Lake it started misting and I was down to flying about 800' AGL so I got to seriously picking a spot to land. Jonesville, LA (L32) was 19 miles ahead and only a few miles off my course. Foreflight said that Edward's Motel was 2 miles away from the airport and I figured I could walk that far. I altered my course a few degrees North and soon was convinced I made the right call. I was flying at about 500' AGL as I approached Jonesville and was happy to be on the ground even though the weather was wasting a couple hours of daylight.

The airport looked like not much went on there and as I was taxiing around looking for a tie-down spot, a pickup truck pulled up, so I cut my engine. A gentleman named Pat Mc Caughy walked up, introduced himself as the airport manager and CEO of the crop dusting outfit based there. After I inquired about a tiedown, he said he could do me one better, and offered a free hangar for the night, a ride to the motel, and even offered to pick me up in the morning. What wonderful hospitality we pilots find as we travel.

After breakfast Pat drove me the rest of the way, about ¼ mile, to the airport. I had mentioned to Pat that my dad had been a crop duster pilot and crashed his Stearman and was killed when I was 4. Though all of Pat's planes were Turbine Thrushes, he said he had something in his hangar that I might like to see. It turned out to be a Blue and Yellow Stearman with wheel pants and a ring cowl. What a beautiful plane. He had traded a cherry Supercub he had for it.

I'm sure I could have talked Pat into a ride in the Stearman, but all the crop dusters needed to be fueled and loaded and I had Barnwell in my sights and no time to wait for all that activity to finish. Though they had 100LL on the field, I felt I would be in the way, so I waved goodbye and at 8:15 departed into nearly clear skies to fuel up at nearby Concordia Parish (OR4).

Well the clear skies didn't last long. As I was approaching the Mississippi River, light fog was hanging in the area and the ceiling was back. At Jonesville I was warned about the inhospitable land I would be traveling over going East and I was getting the opportunity to view it up close and personal. Usually when I'm flying I'm keeping an eye for where I could make an emergency landing. From 500' AGL I was looking for places to make a soft crash if need be and, at the same time, spotting each of the abundant towers sprinkled along my flight path.

I remember not too long after I left Concordia Parish I passed just south of Natchez-Adams County (HEZ) thinking I hope the ceiling lifts. A half hour later I was thinking I would turn back to Natchez if it didn't get better in the next few minutes. Fortunately the ceiling slowly lifted and it wasn't long that I was flying over the towers instead of around them as I was working my way to my first successful, mogas fuel stop.

As I approached Clark County (23M) I listened to nearby Meridian, MS ATIS for the winds. I was expecting a crosswind from the right on final approach to runway 34. Well, on short final I watched the windsock shift back and forth from right to left. I won't say it was a bad landing, but it was an exciting landing.

As I pulled up to get fuel, I was greeted by the airport manager (missed his name) who was very friendly and asked about my plane and trip. When I walked into the terminal I could see that this was a real grass roots type airport. There were pictures of visiting aircraft on a bulletin board and a mural of a biplane on the wall painted by kids from a nearby school.



12:10 it was wheels up and again heading East. I was looking at about 6 hours to Barnwell and didn't plan to make another stop for fuel until Swainsboro, GA about 70 miles WSW of Barnwell where they had mogas. I guess I had one too many soft drinks on this leg so after a couple hours I had a strong desire to find a spot to land. Marion County, GA (82A) was handy but had no facilities so I had to make do.



As I was approaching Swainsboro, I tried to reach someone on CTAF, but there was no answer. I had somewhere crossed time zones and the non self service mogas was unavailable. Knowing I had a proven 6 hour range I trudged on towards Barnwell, watching my fuel sight gages like a hawk and keeping an eye on alternative airfields fields in route.

About 6:45 PM I was in the pattern at Barnwell, SC and 6:55 was parked in my spot at the fly-in and greeted by several Sport Aviation Association

members including President Ed Fisher and VP Butch Harvey, who had been following my trip on the internet with GPS signals sent by my Spot Tracker.

Below are Pete's Kitfox (upper left) and some of his favorite planes



For sale... finished and almost finished RV's

RV-6A N51BJ For Sale Georgetown, Texas Bobby Lucroy (512)657-6167.

Gotta sale!!! New low price \$45K, Nice ready to fly, & Flown weekly. Gotta see it before you look any further if you are looking for a proven airplane. Please contact me for a look and demo flight of N51BJ!



Quick Build (QB) or Standard Build (SB): SB
(James Erskine)
Slider or Tip Up: Slider
S/N: 20453
Location: Georgetown, TX (GTU)
IFR/VFR: Day/Night VFR
Total Time (hrs) on airframe: 1040
First flight date: 6/24/1992
Original Builder (y/n)?: N
Empty Weight (lbs): 1051
- date of last weighing: 9/14/2012
Year painted: 1992
- Painted by: James Erskin
Engine Make/Model: Lycoming O-320 E2D
- HP: 150
- Time Since Overhauled (hrs): 1032
- Ignition: Slick Mags
- Carb/FI: Carb
- Exhaust system: Vetterman
- Engine Assembled by: James Erskin
- Date of last compression check: 3/26/2103
- - Cylinder #1: 76/80
- - Cylinder #2: 78/80
- - Cylinder #3: 76/80
- - Cylinder #4: 77/80
Other unique features FWF: Chrome cylinders



Seth Hancock's RV-7

Yes, it's a fact, master aircraft and engine builder Seth Hancock is selling his RV-7 project. His plan after the sale is uncertain. He might find a Light Sport to his liking or buy a Harley.

Seth's RV-7 reached him as a quick-build. The buyer can be assured of only superior workmanship performed during the process of completion. Ample evidence of this is made abundantly clear by the other airplanes Seth has built. They are a Vari-'EZ, RV-6 and an RV-8A, the latter having been recently purchased by Bobby LucRoy, who's RV-6A is listed for sale on this page.

Seth estimates that his project is 90% complete. This being the case, the buyer could, with reasonable work time expended, be in the air in less than a year.





Here is the project as it presently exist. The sliding canopy is complete as is the airframe itself and all control surfaces, their mounting brackets and stops. The flaps, ailerons, elevators and rudder have been fitted and checked for proper movement and clearances. Seth is in the process of completing the wheel pants to the point of being ready for priming.



The panel has a 10" square cut out for a Dynon Sky-view EFIS (not included). The Rectangular cut out is for an Icom A-210 radio, which is included, but no other instruments are. Upholstered seats are in the box in which they were received.



The engine is a 180 HP Lycoming O-360 and is in fire-wall forward status which includes a Cato three-blade prop. As an ECI distributor, Seth is qualified to build that company's engines, which he has done here. With the exception test running it is zero time!



In summary, the only significant remaining work the buyer must complete in order to fly within a year is installing the desired panel components, the top skin and windshield.



A snug fitting plenum, which Seth designed and built of fiberglass with aluminum sides, assures proper cooling.



The price established by Seth is \$60,000. The new zero time 180 HP Lycoming adds great value to this figure. For more details and to arrange a viewing of the RV-7 contact Seth at 512-864-5529.

Airstrip for sale

Kerry and Brian Rodgers are moving and, as a result, offering their grass airstrip for sale. Details follow:

Location: Eight miles north of GTU on the 358 degree radial. There's easy access to IH35, Toll Road 130 and the Parmer Lane extension.

Property: 22.3 acres in the countryside but surrounded by quarries. It's on a finger of black land prairie soil that's conducive to growing grass. Regarding taxes, there's an agricultural exemption.

Runway: 1600 foot turf; reasonably flat; aligned with prevailing SE/NW winds.

Improvements: Eight hundred square foot cabin and 40 by 60 foot hangar. All utilities (electricity, septic and water) in place.

For pricing and more details call Brian at 512-577-1696 or reach him at brodg@rocketmail.com.

Destinations

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

Free engine hoist

This engine hoist will be located at Hangar H-11 at GTU for another week.

I would like to part with it now before more stuff moves in.

The hoist was fabricated by an EAA member years ago and is robustly built from appropriate (3 inch?) steel tubing. It has four steel casters and rolls easily.

It has been used on countless EAA 187 (Austin) projects over the years and remains in good working order. It uses a long stroke hydraulic cylinder and a handle, a simple and reliable design.

While the unit does not fold or collapse, it will fit in the bed of a standard pickup, even a 6 ft. bed. In some cases the tailgate may have to be used.

EAA 187 has come into a new folding model, better suited for all the transport involved in a community asset, and inclusion in a hangar cluttered by plane building, rather than a more settled environment.

Please contact me soon. I would like this to remain in the aviation community, even better at GTU.

**Tim Willis
Georgetown, TX 78628**

mobile number 512.864.4158

If I do not answer, please leave a brief but detailed message.

First come, first served

Chapter Officers

President: Anthony Plattsmier
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Secretary: William Bennett
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Young Eagles Coordinator:
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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 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
Treasurer@eaa187.org
Webmaster@eaa187.org