



EAA Chapter 187 Monthly Meeting

UPDATE



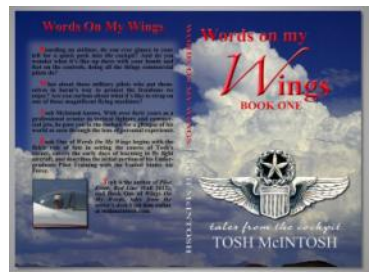
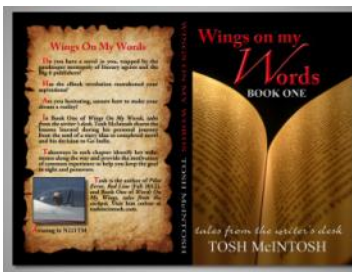
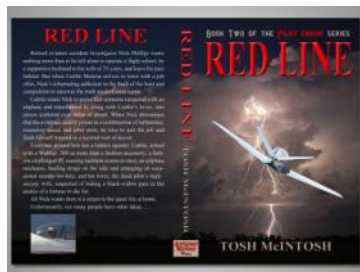
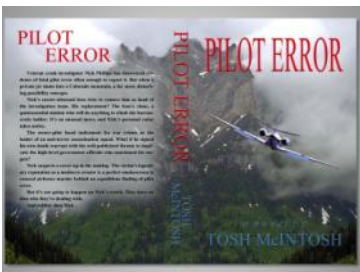
The March 2013 chapter meeting will be very special in content. Retired USAF Lt. Colonel Tosh McIntosh, aviator and author, will present a program entitled Pilot Error in Fact and Fiction.

Col. McIntosh served over 20 years as a fighter pilot flying, for the most part, F-4 Phantoms. Before retiring in 1985, he flew two combat missions in “hot wars.” After retirement, McIntosh embarked on several second careers, which included landscaping, instructing and financial planning. But aviation still beckoned and, in returning to the skies, he flew airliners and corporate jets.

During the time spent flying in military and civilian life, McIntosh held to the desire to write about his experiences, which do and will fit seamlessly into the books that have been written and those planned for the future. .

Pilot Error, a novel, has been published and is the first in a series of fictional accounts of aviation. It was published in 2007. A follow-up novel, *Red Line*, is in work and will come out soon.

In non-fiction, *Words on my Wings*, recounts tales from the cockpit. A second book, “*Wings on my Words*,” consists of tales from the McIntoshes’ desk and will cover his experiences as a fledging pilot and writer.



“Members who attend the meeting will leave with a detailed look into how one of their own presents to non-aviators the reality of pilot error and the negative impact of human performance on safety of flight.

An understanding of how the speaker incorporates his five decades love affair of with aviation with a series of novels based on the concept of how a killer can hide sabotage and air borne murder behind a smoke screen of pilot error.”

Special thanks to Mark Petrowsky for arranging this program and to Ron Panton for setting up the contacts with Col. McIntosh..

Tale



Winds

EAA Chapter 187 Newsletter

March, 2013

Dan Badwey, Editor

Jerry Stofer flies his RV-8A

Early in the morning March 3, Jerry Stofer took to the air in his recently completed RV-8A. From the beginning of the project to the magical first flight, Jerry was encouraged and supported by his wife Gail. Being more than just an observer, she wrote:



This taxi will end with a take off

It was a beautiful surprise and what a day it would be

The first flight of the Hawk "I was going to see

I was proud of Jerry and all the work he had done

Sunday morning March 3, and it was time to have fun

White, gold and black, she'll be painted later this year

Iowa Hawkeye colors (of course) from front to rear

This is just the beginning of a wonderful year for us

Jerry and Gail will be up in the sky, and not on a boring bus



Gail and Jerry wear their RV smiles.

Falcon Flight “Rubs the Rust Off”



Report from Stu (falcon) McCurdy: Falcon Flight rendezvoused at Temple on February 13 for a “Rub the Rust Off” practice session to get ready for the upcoming air show season. In the morning, we conducted an 8-ship Maneuvering Routine and a 6-ship Maneuvering Routine. After lunch, we conducted multiple 13-ship photo passes. After thorough debriefings we declared we were ready.



“Rub the Dust Off” pilots were leader Stu McCurdy (Falcon); Bill Gunn (Gunnbody); Bobby Lucroy (Luke); Jim Averett (Flagman); Scott Card (Scoot); Ron Hamilton (Shorts); Pat Tuckey (Glider); Jeff Jackson (Shiner); Mark Frederick (Rocket); Roy Geer (Jarhead); Winn Harris (Dallas); Steve Richman (Lizard) and Rusty Williams (Rooster). Unable to attend were Steve Grace (Amazin); Tom Jett (Woody) and Lowell Lemay (Phantom).

Events and 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



Editor's note: Yours truly,, along with Deene Ogden and Luke Skiles plans on going to Sun 'n' Fun in the Debonair. We're leaving March 8 and returning on the 12th. There will be a rental car waiting for us on the airport. Our accommodations are Days Inn, Davenport.

Any one else going?? For more information go to WWW.Sun-n-Fun.org.

Mark your calendars for
May 11, 2013 at 10 AM
Skyport FBO
San Marcos Municipal Airport (HYI)

Sponsors include:
TXAA Foundation, Inc.
Redbird Skyport
Texas Aviation Partners
TxDOT Aviation

Featuring:
Special guest speakers
Redbird Simulator demonstrations
Wings Program Credit
Door prizes will be awarded.
All you can eat shrimp boil (salads and sandwiches also available)

You do not have to be a TXAA member to attend. Pilots flying to HYI will receive a special discount on aviation fuel. TXAA members get the discounts year around.

Fun for all and educational! You will come away a safer pilot.
To register visit:
<http://redbirdskyport.com/about-skyport/txaa-safety-day-fly-in/>

Site may be under construction - please check back

Sponsors:




3/3/2013



TXAA welcomes our newest business member
King Aircraft Title, Inc.



If you plan to fly to any of the following destinations post your intentions on lister@lists.eaa.187.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.



Pictured left is the view from Fisherman's Wharf restaurant in Port Aransas. It is shown as a means of announcing that Luke Skiles is more than a little interested in flying over to Mustang Beach airport, when the weather gets better, and taking the trolley into town for some good seafood. If you are interested in joining Luke as a member of a fly-out group, he'd like to hear from you. Email him at lukegin2@gmail.com.

Projects

John Nunn's instrument panel in an early stage of design



John Nunn, builder of a Skybolt, now 7 years in the process, blogged:

The electrical system, firewall aft, is almost complete. Running dozens of wires is really mind numbing; I can't explain it any other way, except "visual disorientation" when corralling the wiring into neat groups. I seemed to go through a process of adding and cutting of tie wraps several times over...you need to order 10 times as many tie wraps as you think you need. I may or may not finalize the wiring by using black lacing and removing each zip tie as I go.

Once the wiring has been locked in, I'll take some pics. Currently, it's close, but still kinda "mayhem," as you can imagine. I also got a little wiser regarding the GPS; this time, it's to be stuck on with Velcro; on my first panel attempt I had cut in an Air Gizmo dock for a Lowrance 600c; trouble was, it didn't occur to me that by the time this was flying (August, 2013 will be 7 year of building), the Lowrance would be like having a 1960's B & W stuck in the panel. The plan is to use a Samsung Player 5, which is a mini tablet running an Android system. I will stick an aviation GPS Android App on it.



His panel now...details follow:

FL-760 Transceiver

Seems to be currently the best buy in a 2 1/4" hole format.

After perusing the manual, I decided to get the help of an experienced avionics buddy (*thank you Deene Ogden!*) to make the harness for me (ditto for the intercom)-no mean feat.

PM 1000II Intercom

The FL-760 does have an intercom feature, but this dedicated puppy has an extra feature, like independent squelch control for PAX and pilot.

Pictorial Turn and Bank

For that harry moment.

GT-50 G-Meter

Also has a clock and flight timer.

Continued on next page

Stewart Warner Fuel Gauge

This is linked to a sender probe unit housed within the main tank.

MGL E-1 Engine Monitor

This is a primary monitor; it comes with a nice feature, like preset alarm thresholds for the system being monitored.

MGL TC-1 Engine Monitor

This is a 4-channel thermocouple monitor to show EGT's.

MGL BAT-1

Electrical power monitor.

Other Electrical Systems

Alternator AL 12-E160

This alternator is pretty light at 6 pounds 15 ounces, and has an internal regulator.

Aerovoltz Lithium Battery (16 cell)

After a lot of deliberation, I decided to go the lithium route at only 3.5 pounds. I also bought the matching balance charger. I will be adding a 1" SCAT tube directed to the battery housing box..

EPL Nav/Strobe & Kunztleman Tail Light.

While the plane is not intended for night flight, I decided to add some form of lighting for dawn/dusk flight and easier identification. These are a German deal sold by ACS. They are LED wing tip nav lights with an integral strobe. The whole unit is epoxy resin encased.

Narco 150a Transponder & AK-350 Encoder

I couldn't justify buying a 2 1/4" format, so I settled for an old dinosaur slot-in type. This will be housed in a center console along with the altitude encoder.

Smokingairplanes.com Smoke System

This is a pretty well thought out kit; and the electrical components supplied are well thought out and very comprehensive.

Inertial Switch

This is an automotive (Ford, I think) inertia sensor used for fuel tanks. I am using it to cut the power to the smoke and fuel boost pump during a hard impact.

Auxiliary Outlets

There is one outlet buried beneath the panel. This has a double USB adapter in it to feed power to the panel GPS and to the independent Bluetooth GPS. It seemed the AUX socket/USB adapter approach was easier than trying to hard wire the wiring to these peripherals.

Bendix Magnetos

After researching like it seemed forever, I decided to stick with traditional tried and tested mags. I was very close to replacing one of them with an electronic ignition P-mag. Maybe one day. The two pre-made P leads for the mags are costly at \$75 each, so I decided to roll my own by buying shielded cable at \$1.70 per foot (21 ft. total).

I was discussing panel weight and we were commenting on the lightness of components compared to the old stuff. The MGL instruments weigh between 5 and 8 ounces. The G-meter is 2.5 ounces, the transceiver weighs 14 ounces. I think the heaviest on the panel are the altimeter and ignition.



From **Pete Christensen**: "Here's a picture of the progress I've made on my Raceair Skylite since I started building the wings in the middle of September. I purchased the project from Rick Smith who lives at Cross Country Estates in Georgetown. Rich Welded up the fuselage before I bought this project. I hope to have the final fitting of the wing struts done this week. I plan to buy a 45 HP 1/2 VW from Scott Casier to power the project. I'm probably about ready for my first tech counselor visit."

Soon to be silent



Effective April 7 frequencies 119.125 and 120.225 will be silent because GTU's control tower will be closed. It's the victim of the Sequester, along with about 200 other towers around the nation. Following are airport manager Sarah Hinton's comments:

“ We are working on our options at a local and state level, but once we exercise that option it puts us in a position of possibly never receiving federal funding again.

Therefore, we as contract towered airport managers, are working together to keep fighting this on a federal level because this is our best option for long term operations.

I will be asking for your support in the next few days and ask you to email or call our elected officials. I will forward the points we have been asked to address.

There is a limited time frame to file for and exemption with the FAA based on the effect of our tower closure as a 'national impact.'

I will be generating a response based on our FAA designated reliever status to ABIA.

I will be sending another email soon with contact info and points you may copy and forward.”

Editor's note. The follow up email mentioned above has been sent.

Chapter Officers

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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 jbadwey@aol.com

Meetings

General membership: Wells Branch Library, 2nd Thursday each month.
Business meeting: TBD (4th Saturday of each month proposed)

Board Contacts

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Secretary@eaa187.org
Treasurer@eaa187.org
Webmaster@eaa187.org