

Tale



Winds

EAA Chapter 187 Newsletter

October 2013

Dan Badwey, Editor

Event of the year...we'll be hosting the EAA Ford Tri-Motor November 7—10.



As in the case of twice being the host chapter for “Aluminum Overcast,” EAA’s B-17, we have the upcoming privilege (and fund-raising opportunity) of hosting the historic Ford Tri-Motor. Although the dates the vintage aircraft will be on public display and flying passengers are the November 7 –10, NC8407 will arrive November 4. During the interim period, the crew will be selling tickets and providing promotional media flights.

A bit of history (excerpted from the Tri-Motor Manual)

Just as Henry Ford recognized the potential of a mass produced affordable automobile (the Model “T” being the first example), he foresaw the potential for mass air transportation. Thus was born the Tri-Motor, nicknamed “The Tin Goose.” The aircraft was designed to carry 10 passengers and, in the interest of reassuring the safety of all aboard, three engines were specified. From 1926 through 1933, 199 models were built. The EAA’s was number 146 and was initially sold to Pitcairn Aviation’s passenger division, Eastern Air Transport, the paint scheme of which is replicated on NC8407. Through the years it flew in various and interesting capacities. In 1930, it was leased to Cubana Airlines and flew between Havana and Santiago de Cuba. Later it was flown by the Dominican Republic.

The aircraft returned to the U.S. in 1949. Here, through various owners and conversions, it flew barnstorming tours, fought forest fires, carried smoke jumpers, dusted crops and served in the Jerry Lewis comedy, “The Family Jewels.” As a crop duster it was refitted with a 450 HP P & W under each wing and a 550 HP P & W on the nose making it the most powerful aircraft of its kind in the country..

In 1973, a severe thunder storm ripped the old bird from its tie-downs, lifted it some 50 feet in the air and smashed it to the ground on its back. The EAA purchased the wreckage and, after 12 years of arduous and meticulous restoration work the Tri-Motor flew again. Its official debut was at the 1985 AirVenture in Oshkosh. It resides there now and is the flagship of the EAA’s Pioneer Airport.

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Volunteers needed

Whoever Anthony selects to take charge of running the Tri-Motor event will be in need of help from chapter members. According to the operations manual, a minimum of four volunteers per shift will be required. But this number is predicated on average crowds and the area to be monitored. Recommended shifts are 8:00 a.m. to 1:30 p.m. and 1:30 p.m. to 6:30 p.m. Duties consist of helping to load and unload passengers, crowd control and selling tickets and merchandise. With regard to ticket sales, a member will assist an EAA cashier from headquarters.

During hot turn-arounds the pilots prefer to have two engines running. For this reason crowd control barriers are required as well as volunteers to man them. Three volunteers will be required to support passengers to and from the aircraft. Obviously, more than four volunteers per shift probably will be needed. Without this support, the engines have to be shut down between rides. This need takes extra time and means that, on a busy day, fewer rides can be sold. Headquarters will supply rope and safety cones, *but we will be responsible for providing four barrels or other fixed objects to which the rope can be fastened.*

Publicity

The Tri-Motor visit will give our chapter with great publicity and the exposure to crowds will provide an ideal time for additional activities, such as Young Eagle flights, serving burgers and dogs (depending on city health dept. approval) and signing up new members. There's \$\$\$ to be made.

In addition to the media flights that probably will be performed prior to November 7, there are additional promotional activities that must be undertaken, such as:

- Placing posters (furnished by headquarters) in terminal and FBO buildings at surrounding airports.
- Placing signs on the airport perimeter fence and perhaps, along the roadways leading to GTU. (These we would have to create ourselves).
- Sending to area newspapers photos with cut lines describing the Tri-Motor event.
- Informing area chapters (San Antonio, San Marcos, Waco, Killeen and, perhaps others), of the event.
- Furnishing TV stations with videos, if available from headquarters.

Nunn's one-motor

Two seats, two wings, one motor...that briefly describes John Nunn's Steen Skybolt and contrasts it with the Ford Tri-Motor. Since its inception, Tale Winds has followed the steps John Nunn has taken



in building his airplane. The latest step was a long stride...the installation of an overhauled 200 HP Lycoming IO-360 A1A.

The engine was salvaged from a Mooney after a prop strike. It was completely disassembled and all the components were either repaired, replaced or overhauled. It's a 0-time power plant.

The prop the engine will swing is a composite-over-wood Cato.



Plane trips by members

Over the Labor Day weekend, Rob and Haruko Reese, with Haruko in the left seat, took their RV12, N73HR, on a loong maiden cross-country voyage to the Wasatch Mountains, Utah..

The journey, originating at GTU, started well. Flying at 8500 feet and pushed by a tail wind, Haruko landed at Big Springs (BPG) for fuel. Mogas was obtained near the airport. (The Rotax engine is mogas friendly.)

The next stop was at Moriarty, NM, altitude 6,199 feet. The leg from Big Springs was flown at 10,500 with the auto pilot engaged for much of the distance. The AP worked well, according to Haruko. Moriarty airport is a glider base where sailplane guru and composite repair expert Robert Mudd has a hangar in which there are several beautiful long-winged sailplanes. After Haruko calculated how to take off from a high altitude runway, she and Rob safely departed and headed for Farmington/Four Corners, NM (FMN).

En route speed to FMN at an altitude 5506 feet, was more than 120 knots. Along the way, a couple of storm systems were circumvented. The Farmington airport is on a mesa and, as is the case with many such airports, the runway in one direction ends at a cliff. Mogas was again obtained at a gas station in town. At this point all had gone well in the air, but trouble on the ground arose when Haruko *had to abort her take off due to the engine losing power*. At the run-up area, several power checks were made, but the problem persisted, so the Reeses decided to stay overnight with the intention of solving the problem the following day. Then, there was more trouble in the form of one of the storms catching up with them. Farmington's streets were flooded and the Reeses were drenched as they strived to tie down and cover their airplane. In Haruko's words: "It was as refreshing as swimming in Barton Springs."

On the following day, the Reeses were at the airport at 7 a.m. to trouble-shoot the engine and, it was to be hoped, fix the problem. The carburetor was cleaned by cycling the choke and half the mogas was replaced with avgas. It's unclear which procedure or if both procedures worked because the engine again produced full power. Haruko said they were taxiing for take off when yet another problem occurred. It was a flat tire, which it took half the afternoon to fix. When the job was finally completed, several touch and goes were performed. All went well, so the Reeses headed to Provo, Utah..

Before reaching Provo (PVU) Haruko and Rob flew over beautiful Canyon Lands and Dead Horse Point with ground speeds exceeding 140 knots at one point. They had planned to also fly though a canyon in the Wasatch Mountains but another thunder storms erupted. It prevented that adventure and forced a diversion down to Price Utah, located at the foot of the mountains. After a three hour wait they were able to reach Provo and observe the canyon they had to abandon earlier. It was changing colors, red and green, and "was indescribably beautiful." The airport is located at the edge of Utah Lake and "was wonderful to see the sunset at the lake as we were getting out of the mouth of the canyon."

The way home was a route back to Provo and Green River Utah, Cortez Colorado, Moriarty New Mexico, Andrews Texas and, finally, GTU. There was a headwind all the way and average ground speed was only 85 knots. It was hot and bumpy in New Mexico and Haruko reported having a challenging time maintaining level flight. There was one more glitch along the way. The Dynon Skyview EFIS/EMS overheated. The screen turned red and indicated an altitude of minus 8000 feet. Fortunately, VFR conditions prevailed. The last leg was flown at night and on auto pilot. As they cruised toward home, Haruko and Rob viewed the Milky Way and billions of stars. Haruko said: "it was beautiful and romantic." In the closing words of the narrative she submitted to Tale Winds, Haruko described the trip as being a bigger adventure than expected but one that taught valuable lessons and has been fun to talk about.



Haruko expresses her happiness having completed the first leg of her first cross-country adventure.



Even the tire that went flat at Farmington NM didn't dampen Harukos high spirits.

Pete Christensen latest trip

If there were an award for the member who flew the most hours on a monthly basis, Pete would probably win it. Here's his report on his latest trip.

"I flew into EAA Chapter 35's meeting on Saturday September 14 at their meeting facility at San

There were about seven or 8 fly in attendees and more than 50 attendees all together for a great spaghetti lunch.

After the lunch and meeting, chapter president, Nelson Amen, introduced Col (ret) Lex Brown who gave a talk about his Air Force career which, among other things, included time in an A-10 as well as the, A-7D Corsair II, the OV-10 Bronco.

In 1980, he quit the Air Force to attend medical school at Texas Tech University Health Sciences Center, Lubbock, TX.

He rejoined the USAF in 1992 as a flight surgeon and became a pilot-physician in 1993, flying the F-117A Nighthawk stealth fighter.

I was impressed by the attendance at this daytime meeting. The club has about 150 members.

After the adjournment, I took a walk out to the club hangar and saw a couple projects underway as well as tools available to chapter members



It really wasn't there. →



Events and destinations

Heart of Texas Air Show

Following is Stu McCurdy's account of Falcon Flights participation in the event

On

Friday, 27 Sept 13, Falcon Flight of 8 headed to TSTC Airfield (KCNW) near Waco to attend the practice day for Heart of Texas Airshow on 28 Sep 13. <http://www.heartoftexasairshow.com/index.html>. After the briefing and our practice, we hangered the planes and attended the Pilots and Sponsors Dinner, catered by Outback Steakhouse. The following day we arrived back at TSTC under a layer of clouds, rolled out the planes, and conducted our Dawn Patrol to warm up for the days events. During the Pilots Brief weather was of concern due to a frontal system moving in from the Northwest, but we always press on until it presents a problem. We were also instructed to not overfly the L-3 compound on the Southeast corner of the field. That was of concern to me as Falcon Flight Lead as I would have to conduct the maneuvering routine by turning tighter than normal during the turn back to show center, so I warned the pilots to expect tighter than normal pulls in that corner. After the brief, we went into a 1 1/2 hour weather delay while a storm with lots of thunder and lightning passed over the Eastern side of the field while we watched from the Western side. Finally we were instructed to start engines to start the airshow. After engine start we checked in on Airboss frequency, only to be told to shut down as there were two storm cells moving rapidly in from the West. By the time we shut down the rain was over us, so we spent about a half an hour in the cockpits with canopies closed, cockpit temperatures and humidity rising, canopies fogging over, in heavy rain, with water overflowing the ramp. We became soaked in perspiration. Finally, the rain stopped and we got instructions to start engines. This time when we checked in with Airboss he said to takeoff and fly over town to alert people we were starting the airshow back up again, then return to conduct our short version of our routine, as the TFR had not been extended. Following our shortened version, turning appropriately to not overfly the L-3 compound, we split up and headed to our home bases, circumnavigating the storm cells associated with the frontal system. We all made it home safely and rested easy that we had all earned our Airshow Sauna ratings. [The Falcon Flight Pilots: Stu McCurdy, \(Falcon\); Win Harris, \(Dallas\); Bobby LuCroy, \(luke\); Ron Walker, \(Shorts\); Pat Tuckey, \(Glider\); Roy Geer, \(Jarhead\); Jeff Jackson, \(Shiner\) and Steve Richmond, \(Lizard\).](#)



Falcon Flight aircraft are on the flight line under the cloudy skies that produced the rain that interfered with the air show. As reported, in spite of storms the show went basically as planned.



Ron "Shorts" Walker using a Spot Tracker application overlaid Falcon Flights route over the air show area. The required sharp, high-banked, hard-pull turns are apparent.



Young eagle events

As reported last month a big event is to take place October 12 at San Marcos, where avgas is \$1.00 all month. It was organized by EAA headquarters with the intent of showcasing Sean D. Tucker. He will sign autographs and fly some kids. In addition to pilots, volunteers are needed to handle the paper work and flight scheduling. Stan asks that all participants arrive at HYI by 9 a.m. for fueling, if required, and for briefing. Flights will take place between 10 a.m. and noon. To contact Stan, send an email to stan@LightningRanch.net.

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Young Eagle's events cont'd.

November 23. This event involves flying Cub Scout members of Pack 404. It will take place at GTU. It's estimated that 20 to 25 scouts will be arriving at about 9a.m. Pilots are to arrive by 8:30.

At this point three pilots are committed. One more would be welcome.

For further information, contact Anthony at 512 657-0541

October 19. Killeen's chapter 542 and the Lampasas Pilot's Assn. have scheduled a Young Eagle's rally that will take place in Lampasas (KLZZ). Signing of kids will begin at 0800 and nominally end at 1000.

The YE coordinator is Dick Kost. He can be reached at 254 547-1934. Contact him if you wish to participate. Gene Cockrell is the dispatcher. His cell phone is 305 747-5804.

Even though Ch. 542 is small, it ranked 3rd at one time in the number of Young Eagle's flown in Texas in a single year.



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If you plan to fly to any of the following destinations post your intentions on lister@eaa187.org. Others may wish to join you.

- 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.

As previously announced, the annual AirFest is scheduled November 2.



First flight comin' soon?

Ken Firestone, with the able and enthusiastic support of his wife, Charlotte, are shown displaying the flight approval document given on October 5 by DAR John Schmidt of Boerne.

The Firestone's beautifully constructed RV7-A will soon be in the sky. It has Dynon 180 and 100 EFIS units in the panel and is powered by a 180 HP Lycoming IO-360 spinning a Whirl Wind Aviation constant speed prop. Installing a beautiful cockpit interior is underway.

Building the RV7-A has been, to quote Charlotte, "a labor of love."



Emeraude for sale. Gene Cockrell, Killeen Ch. 542 member, is putting his project on the market with several options. He has a 160 HP Lycoming O-320 H2AD which might be offered separately or it can be purchased with the airframe and, also, there is a choice of instrumentation which includes all gyros for an IFR panel, tachometer, air speed indicator and VDO engine and fuel level gauges.

Gene makes the point that our famous founding chapter member, Tony Bingelis, built two Emeraudes and featured one in the first book he wrote which would be a good construction reference for a buyer. For prices and details call Gene on his cell, 305 747-5804.

New leadership at GTU

As most of us know, Sarah Hinton, for reasons unclear, has resigned as Airport Manager. The effective date was September 26.

Filling in as interim manager is Mr. Curtis Benkendorfer. Although he is a city employee in the Georgetown Utility Systems Dept., he will maintain an office at GTU.

At a recent meeting with Mr. Benkendorfer, this writer learned that he plans to seek permanency as airport manager. Also discovered was that he is a commercial pilot and is interested in joining our chapter. On another positive note... when briefed on the Tri-Motor visit, he was all in favor of the event.

At this juncture it seems that we have a good new friend at the airport.



Luke Skiles as reported last month, 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.

This rare bargain is offered because, since it's based at Kitty Hill, which has been sold, it will soon be without a home.

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

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 brodgr@rocketmail.com.

Chapter Officers

President: Anthony Plattsmier
 Vice President: Mark Petrowsky
 Secretary: William Bennett
 Treasurer: Haruko Reese

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

Elections

A slate of members to run for the offices of president, vice-president, secretary and treasurer will be developed soon by the nominating committee consisting of this writer, Gary Hamilton and Pete Christensen. Members reading this notice who are interested in running for one of the officer positions are urged to please contact a member on the nominating committee ASAP.