

Tale



Winds

EAA Chapter 187 Newsletter

April, 2013

Dan Badwey, Editor



Up, up and away

A few days after Haruko and Rob Reese proudly displayed their DAR Frank P. Sperandeo's flight approval, the RV-12 they constructed as a team took flight at GTU. The date was March 25, 2013. At the controls was John Albury of Denton, Texas. He was the ideal choice as first-flight pilot since he has been giving transition training to Haruko in his own RV-12 which he built with the help of fellow American Airlines Captain Colin Richardson. His plane is shown below flying as chase with Captain Richardson as pilot and Haruko in the right seat. The flight spanned two hours and consisted of power, control and trim checks and several low passes down runway 36. There were no notable problems.



Continued on next page.



Before the arrival of Captains Albury and Richardson, Rob does some engine “tweaking,” in this case balancing the Rotax carburetors. Haruko is, perhaps, talking to Captain Albury regarding his time of arrival at GTU.



Captains Albury and Richardson, along with Haruko and Rob, carefully inspect all areas of construction to assure safety of flight.



After being again inspected N73HR taxi's for take off. (The engine is running; a 1/1000 of a second exposure stopped the prop.)



Acquaintances of Haruko and Bob drove down from San Antonio for the sole purpose of witnessing the first flight of 73HR. From left to right they are Darly Gibson, Will Smith and Stephanie Gibson. That's Haruko in the background.



Another "first flight"

On March 6, 2013 the RV-7A constructed by chapter member Larry C. Bowles was flown by his friend John Prickett. At the end of the flight 887RV had been in the air 3.5 hours. Power is from an I-0 360 with horizontal induction for air flow performance injection. The panel, equipped with "steam gauges," is IFR qualified. Deene Ogden served as tech counselor. DAR Mel Asberry certified the RV as ready to fly. It's based at San Marcos Municipal Airport (HYI).



First-flight pilot John Prickett shows that famous RV smile in behalf of Larry Bowls.



Air show season is underway

In preparation for participation in 2013 air shows and other flying events, Falcon Flight, lead by Stu McCurdy, has performed two practice sessions. One, which took place in the Temple area was described in the March issue. The second occurred March 30, again at Temple. Falcon flight has “rubbed off the rust” and will begin the season as follows:

- Bluebonnet AirSho, April 13, Burnet; followed by a same-day 25 ship flyby for NASCAR at Texas Motor Speedway, about 1830 in the afternoon.
- Central Texas Air Show, May 3, 4 and 5, Temple; a new feature will be a Mig 17 demo flight by Randy W. Ball
- Corsicana Air show, May 11.



Tower or no tower?

The question as to whether or not our tower (as well as 148 others nation-wide) will continue to operate remains unanswered. The focus here, of course, is on GTU. In this regard, there have been recent developments that favor the possibility of continued service to pilots and the attendant economic benefits enjoyed by the airport and the city. Back in March, in reaction to the federal government's mandate that the FAA trim \$637 million from its budget, it was announced that, effective April 7, funding of the 149 towers would cease, forcing them to close unless other sources of operating revenue could be found.

The first favorable development, with Governor Perry's involvement, was the Texas Transportation Department's commitment to fund 90% of the operating costs of the 14 Texas towers snared in the FAA's closure net. To cement this source of dollars and with safety as a prime motivator, Georgetown city counsel voted on Friday, April 5, to provide the remaining 10%. Also, on the 5th, the FAA announced it would further delay the closure of all 149 towers until June 15. Concurrently, it has been reported that the temporary funding from the State will remain and commence on June 15, rather than April 7. This extensions has given airport manager Sarah Hinton and others involved an additional 70 days to make plans for keeping the tower open beyond the new cut-off date or, worst case, more time to implement the procedures for closing the tower.

During the extended period, Sarah, along with Georgetown's Utilities Operations Manager Jim Briggs and other interested officials will be finding and establishing sources of revenue adequate for permanently keeping the GTU tower open. In addition, it's possible that, due to the national uproar over the FAA's apparent indiscriminate tower closings and the accompanying threat to aviation safety, permanent funding could be restored. Another force that might come to the rescue is the U.S. legal system. Two groups, one consisting of several cities, have filed suites against the FAA which, if won, would probably keep all presently funded towers open. Georgetown is not a party to the suits but, according to Jim Briggs, need not be because the city would automatically benefit from a favorable decision.

Tower or no tower? Time will tell.

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

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.




**BREAKFAST
FLY IN!**

**MAY 4TH
2013**

**West Side
Abilene Regional Airport
Abilene, Texas**

Lots of Flying, Food & Fun!

- Plenty of aircraft parking
- Friday arrivals welcome
- Scrumptious Friday night "Steakfest"
- Hearty breakfast Saturday morning
- On-field prop balancing and VFR transponder checks.
- Fly market...bring stuff/buy stuff
- Sanctioned air races (SARI)
- Static displays, fly-bys and more

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.

Wings of Freedom tour

Austin was one of more than 100 cities across the U.S. chosen to host a Wings of Freedom tour stop. The war birds in the tour, an Me-262, B-17 and B-24 are owned and maintained by the Collings Foundation. The event took place Saturday and Sunday, March 30 and 31 at ABIA.



The replica Messerschmitt Me 262 twin jet fighter, is one of three of which have been built. Two are in the U. S. and one is in Germany. The airframe and aerodynamics have been duplicated to exacting standards. The engines have, of necessity, been upgraded. The design incorporates many features seen today in modern aircraft., one of which is swept wing technology.

Although Me 262 flew for the first time in 1941, it wasn't until March 1944 that the fighter saw effective combat. The delay was due to ongoing development problems and allied bombings of Messerschmitt factories. One of the most notable attacks by the Me 262 came a year later on March 13, 1945. A group of 37 262's intercepted a formation of 1,221 B-

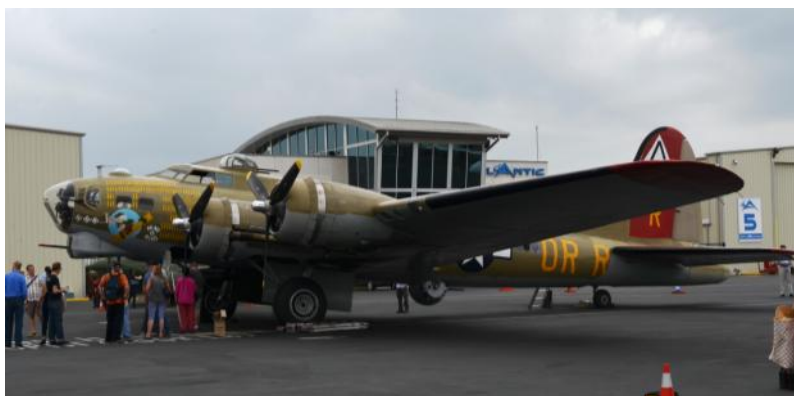
17's and 632 escorting P-51's. The German's plan of attack was to climb high above and to the rear of the formation. They would then dive to gain more speed before pulling back up to attack from below, from which position the B-17's were most vulnerable. With each 262 firing four 30mm cannons, twelve 17's and one P-51 were shot down.

The Me 262 had a maximum speed of 540 MPH, well in excess of the P-51's. This performance made it extremely difficult for the B-17 gunners to track their targets. However, P-51's had some success against the German aircraft by attacking from above, which tactic overcame some of their speed disadvantage.

Had the 262 entered the war earlier and in greater numbers, the outcome might have been different. About 1430 were built, but only 300 ever saw combat. Fortunately, it was too few, too late.

In addition to the Me 262, two of the heavy bombers that saw action throughout WWII in Europe, Africa and the Pacific, were part of the tour. Top right is a B-17 Flying Fortress, one of approximately eight still flying in the U. S. (Long-standing chapter members know we've hosted one of them, EAA's "Aluminum Overcast," on several occasions.)

Below right is the only existing airworthy B-24. it has been reported that more B-24's than 17's were produced and that it was faster and carried more bombs than the more famous B-17. Its wartime missions were largely in Europe.



Editor's note: Details regarding the Me 262 were excerpted from information presented by the Collings Foundation.

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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

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