



The Denton Flyer

Newsletter of EAA Chapter 661, Denton, TX



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El Presidente
Numero Uno
Minister of Information
Minister of Finance
Director of Youthful Enthusiasm
Membership Czar
Cyber Czar

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Next Meeting:

Our next meeting will be on Saturday, 9 September at 1200. Please note this is a **WEEK LATER THAN OUR USUAL MEETING TIME**. It slipped a week to deconflict with Labor Day Weekend. We will meet at our usual location at US Aviation, 4850 Spartan Drive, on the field at KDTO, on the second floor in Classroom Bravo. There will be the usual fare of El Presidente burritos and beverages with the "Straight Arrow" jar.

Our 'guest' speaker will be our own Mike Montefusco. Mike has been involved with aviation and the aerospace industry and an aviator for many years. His background is in engineering and research and development in the aerospace industry. In addition to being a general aviation CFI, Mike taught at the USAF Test Pilot School, American Airlines, and several universities.

Mike's topic will be "Perfect Landings!!!" Here is how he describes his presentation:

It's probably a fair bet that everyone who has flown an airplane has made a bad landing from time to time. Murphy's Law suggests that when we do so, it will always be embarrassing because a lot of people will be watching. So, let's look at some causes -- and some remedies -- to lessen that possibility. Bring your "war stories" and we'll all have a laugh at our occasional, but very human, lapses. Then, let's learn some techniques for making a more "perfect" landing every time (Hint: Some things your flight instructor NEVER told you!)...

Operation: UBERNATOR

After Action Report

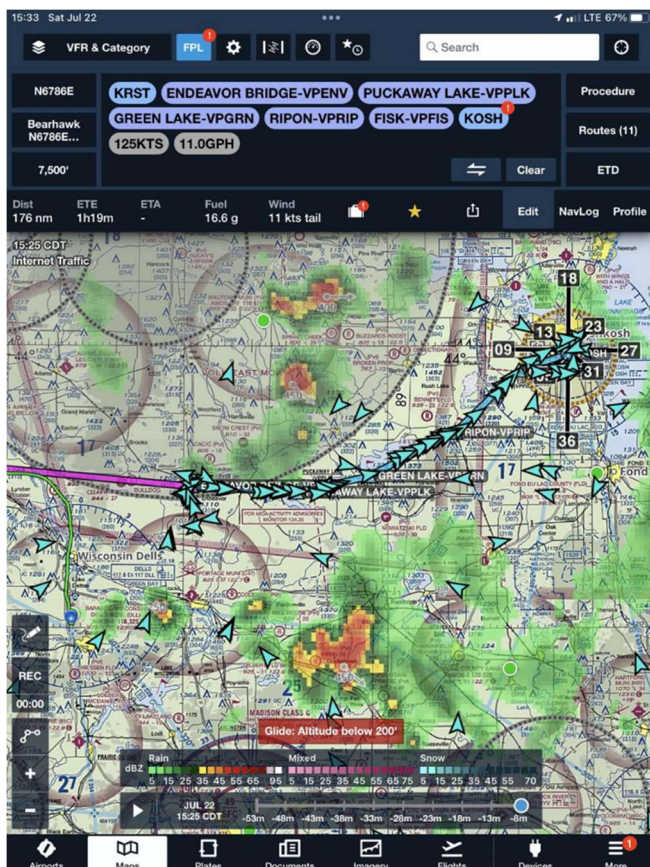
I am happy to report that Operation: UBERNATOR was successfully executed with only three anomalous events. Total distance from block to block was 2,484 statute miles in 40+11 of People in Car (PIC) time.



The first noted anomaly occurred upon arrival at the University of Wisconsin at Oshkosh (UWO) on Saturday, 22 August. The advance team had arrived on station at 0912 CDT to ensure enough time to check in and offload equipment. This was necessary to make room in the Tonka to transport the Combat Bearhawk crew of two and their baggage. However, upon arrival at the Gruenhagen Conference Center at 208 Osceola Street in Oshkosh, I learned that check-in would not begin until 1600. Moreover, there was no place to store any baggage before check-in. I rearranged the plethora of items essential for dorm life in a desperate attempt to adapt to the new mission constraints. All the while, I kept track of the progress of the Bearhawk through the use of FlightAware.



The second anomaly directly involved the Bearhawk. Weather over KOSH had suspended arrivals at the time the Bearhawk reached the initial point (IP) for the Fisk Arrival, A.K.A. “The Conga Line.” The Bearhawk diverted to Baraboo/Wisconsin Dells Regional Airport (KDLL). The weather eventually clear, and arrivals at KOSH resumed. The resulting delay enabled me to execute check-in and offload as planned before extracting the crew.



The third anomaly was the result of a known maintenance issue on the Tonka. The port aft Terrain Interface Rotating Element (TIRE) has a slow leak. It has been seeping pneumatic fluid for several weeks. Attempts to identify the source have been unsuccessful. However, the leak is so slow that I estimated the pressure would remain within limits for the duration of the mission. To that end, I pressurized the toroidal reservoir to 38 pounds per square inch – gauge (PSIG). It remained within limits until the planned departure from UWO, when the on-board instrumentation reported the pressure was down to 20 PSIG. I serviced it to 38 PSIG before departing Oshkosh, and it remained within limits for the rest of the mission.



After Action Report:

If you participated in the meeting on 5 August, then you heard some of us talk about “our most memorable summer vacation.” Think of it as ‘show and tell’ for grown-ups. I can’t recreate that experience in this meager fish wrap of a newsletter. However, I can share a few of the highlights, particularly as they pertain to Chapter 661. The good news is that you can skip though this part if you like. No one is going to see you get up and get a cup of coffee (or a frosty adult beverage) in the middle of this.



Remember that sign we made for Chapter 661? We presented that to the officials in the Blue Barn at AirVenture. The Blue

Barn is home to all things about EAA chapters at AirVenture.



They promptly attached our chapter sign to the pole outside the Blue Barn.

We put the pin in the map.

We sat in the big chair. Well, sitting in the chair isn't really a thing. Several chapters have fabricated Adirondack chairs (normal size) that adorn the Blue Barn. The folks from Chapter 931 took it to another level. At first, I thought this must surely be a chapter in Texas, but no. Chapter 931 is based in Friendship, Wisconsin, 70 miles west of Oshkosh. Being so close to KOSH, perhaps they were able to transport it via back roads and avoid the trouble and expense of those "wide load" signs and escort vehicles. Edith Ann would be proud, "and that's the truth!" If that doesn't make sense to you, it's okay. Just search YouTube for "Edith Ann" and watch a few short segments.



I am happy to report that several other milestones were achieved. There were root beer floats - lots and lots of root beer floats. My root beer float count (RBFC) at the end of the week was four, perhaps a personal best for me.



Glenn is a student pilot. He flew right seat in the Bearhawk from Rosamond, California (L00). This is his first trip to AirVenture. With those dark sunglasses, his wide eyed, youthful enthusiasm is not immediately obvious. However, he joined EAA, purchased the private pilot course from King Schools, and a hat from Van's Aircraft. Moreover, some observers saw him slip an "RV-8" sticker into his pocket. They were giving them away. This was not shoplifting.



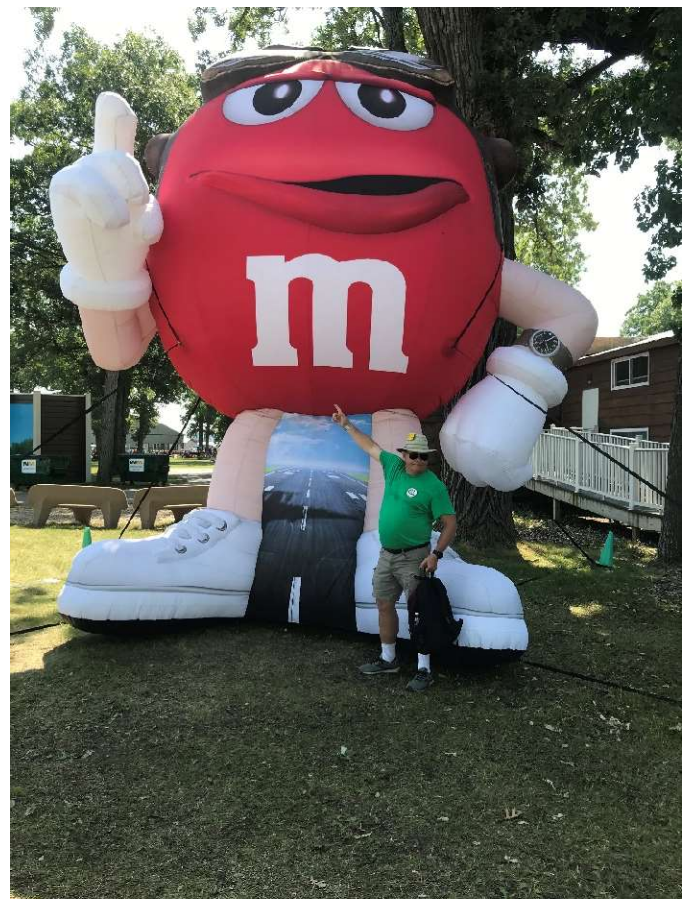
I spoke briefly to the folks from NASA about entering the space program. However, they told me I am too old, my head is too small for my body, and I have no neck. I suppose I will continue in retirement.



Perhaps you have noticed that photographs almost always include someone pointing to an object in the photograph. It's actually a rule in some circles. In this photo, "Doc" demonstrates the technique, by



pointing to the aft window on the left side of the fuselage. Thus, we know that this tradition dates back to the 1940's. In keeping with such tradition, observe the following:



With concern that there aren't enough photos of your Minister of Information in the newsletter, I posed for a self-portrait.





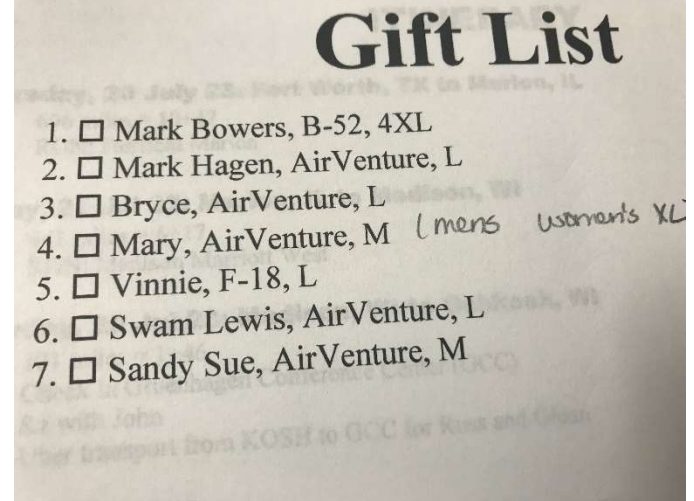
Of course, AirVenture is not all fun and games. There are forums and workshops where learning occurs. For example, there may have been an impromptu lesson on networking:



Despite appearances, the workshops are larger than they appear in the following photograph. These are actually polyethylene voting booths.



No trip to AirVenture is complete unless you bring back T-shirts for the people who could not go with you. I have learned to be deliberate about documenting my shopping list. I also have an appreciation for the advantage of completing gift shopping on the first day of the show. This is particularly true if you have a size 4XL on your list.



For those who like to get up early and go running even though nothing is chasing you, there is a 5K event. This is the only time you can run down the runway without meeting the nice people of airport security.



This is the perspective from inside the polyethylene voting booth.



This is the Combat Bearhawk, owned and piloted by Russell "Erbman" Erb, a frequent content contributor to The Denton Flyer.



This is Erbman posing by the tail of his aircraft, the Combat Bearhawk, which he calls "Three Sigma." If you get the statistical reference, let me assure you that this airplane is on the right side of the bell curve.

If you would like to see more photos from AirVenture, please visit the following

website: <http://erbman.org/trailingedge/2308%20osh%202023%20photo%20essay.pdf>. Pilots more interested in the details of the flights and lessons learned can visit the following: <http://erbman.org/trailingedge/2308%20Osh%2023%20Flight%20Notes.pdf>

Here is photographic evidence that photographic evidence was taken to document Glenn's first (of many) trips to KOSH. There can be no denying it now.



Poker Run:

Men and women of Chapter 661, the Poker Run is still running. You have until December to get to the five airports indicated and take selfies in the designated spots. Then, come to the chapter meeting and be prepared to win some great prizes. I understand prizes include a simulator session in an Airbus simulator. In order to play, you have to snap the selfies and purchase one or more poker hands using the magic square on the attached flyer.



EAA Poker Run

WIN
PRIZES

\$20 PER HAND
*NO LIMIT

July 1st at Noon Denton Airport
US Aviation Bravo Room
Trade your selfies for poker hands.



Fly or drive to each location within
the month of June.
*Selfie must show date



ACT - Black Hawk Building
ADM - The Line Shack
GPM - Statue or FBO Doors
MWL - Mineral Wells Terminal
SLR - Red Barn Cafe



Take a selfie with our chosen
airport identifier at each of
the five destinations listed.

REGISTER



chapters.eaa.org/ea661

