



# 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  
Co-Director of Y.E  
Membership Czar  
Cyber Czar

Janet Patton  
Mark Cohen  
Stormy Weathers  
Scott Wiederhold  
Mike Farlow  
Harper Carr  
Tony Jones  
Craig O'Rourke

janetpatton737@gmail.com  
tx.cohen@gmail.com  
flynwx@pobox.com  
wiederh@gmail.com  
mike@mikefarlow.com  
harpercarr@gmail.com  
falcondriver20@gmail.com  
orourke.craig@gmail.com

## Next Meeting:

Chapter 661 will meet at US Aviation, 4850 Spartan Drive, on the field at KDTO. The meeting will be up the stairs, the first door on the right, in Classroom Bravo. The meeting will start at 1200, on Saturday, 4 June.



Our guest speaker will be Brian Kelly. He will talk about the arrival at AirVenture from the controller's perspective.

Brian was commissioned a second lieutenant through Air Force ROTC. After completing Undergraduate Navigator Training, he served as a navigator aboard the HC-130P, the search and rescue variant of the C-130 Hercules, or "the Herk." In the aftermath of Hurricane Katrina, Brian was a member of the crew who flew the first active-duty mission to extend the

flying time of Air Force rescue helicopters via aerial refueling. He coordinated Temporary Flight Restrictions (TFRs) that ensured the integrity of the airspace above the disaster area. For this, he was awarded the Air Force Achievement Medal. With this experience, he was key in planning the response to Hurricane Rita, which struck the already devastated Gulf Coast only one month later. While in the Air Force, Brian was deployed twice in support of Operation Enduring Freedom.

Brian continues to be actively involved in aviation and flight safety in several capacities. He is a private pilot and a member of the Love Field Pilots Association. He works as an air traffic controller, joining the FAA in 2008. Notably, he was selected to serve as a controller at EAA AirVenture in Oshkosh in 2014. Brian has worked ATC at every AirVenture since then, becoming ATC team lead in 2018.

Brian says his most important roles are in service with his church and as a devoted husband and father.

## How it Really Happened

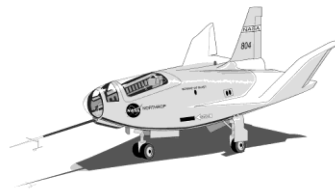
By Heather Fahle

The June 4th meeting of EAA Chapter 661 was well attended, with roughly 50 pilots and other aviation lovers in attendance.

Prior to the meeting, the chapter hosted a Young Eagles event in conjunction with the Denton ISD aviation program. Six pilots each flew two or three sorties to get fourteen of these aspiring young aviators, airplane mechanics, controllers, and dispatchers into the air. These teens were so excited!

If you would like to be a part of our Young Eagles program in any capacity, reach out to Michael Farlow. He would love to hear from you! Email him at [mike@mikefarlow.com](mailto:mike@mikefarlow.com).

As usual, we hosted a guest speaker to entertain us and enhance our overall aviation knowledge. This month's topic was insurance. Although insurance might seem like a pretty boring topic, seeing as our guest was none other than Chad Smolik of Aviation Insurance Experts, it was informative and fun. Yes, fun! I'll hit some highlights of all that Chad covered. If you would like to talk to him about your insurance needs, you can reach him at 682.583.0474, email [Chad@AIExperts.biz](mailto:Chad@AIExperts.biz).



Dryden Flight Research Center February 1998  
HL-10 static

The big question that pilots want to know is why insurance rates are rising so steeply. The short answer is that there were a couple of big events over the past couple of years that cost the insurance companies a lot of money. I didn't realize that insurance companies have insurance through companies called reinsurers to cover such contingencies. Still, when the insurance companies suffer big losses, they pass the cost on to their customers. Another big reason for growing premiums is that we keep landing with our gear up. Apparently, age plays a part in that. As we get older, we lose a little sharpness.

The big takeaway from Chad is this: There are ways that you can keep your premiums as low as possible. Please don't take this as gospel, although it is good news, but talk to Chad. Each pilot and each situation is unique. Here are some things that you can do to keep your premiums as low as possible: Fly a lot, and do so frequently. You read that right. Flying more saves you money. Get lots of hours in type. Keep learning. Get new endorsements. Get an annual flight review. Eat right and stay fit so that you don't have a lot going on in your medical profile. Do type-training if your aircraft manufacturer offers that. If you haven't already, get your instrument ticket. Use SOP's (and checklists) for all phases of flight. You can minimize the chance of an event like a gear-up landing. Seriously, even if you don't talk to Chad,

use an insurance agent rather than going directly to any insurance company. An agent will shop you around and find the best deal for you. They will be able to make recommendations to help you. They are on your side.

To round it out the meeting, Janet said some inspiring words, we talked about some more aviation things, we visited, talked about airplanes, and laughed. After the meeting, some folks went to lunch together. In general, it was a fantastic meeting! See y'all around the airport!

## Name Tags:

Got your name tag yet? Why not? Now, don't think you can sit on the back row and go unnoticed. We know who you are. Stand up and be somebody. Request a name tag from Stormy and decorate it as you choose. Wear it to every EAA event. Don't leave it on the refrigerator. Also, if you choose the magnet over the pin on back (Most of us did.), don't leave it in the airplane near the whiskey compass. Just sayin'.

## Member of the Month:

By Tony Jones, Membership Czar

I would like to take a moment and wish everyone a safe and happy Fourth of July. I hope you have time to visit with friends and family while celebrating the founding of our wonderful country. I had the pleasure this month to sit down with Craig Cantwell. We enjoyed an early lunch and talked about life, airplanes, and aviation. If you have not had the pleasure of meeting Craig, you are certainly missing out. We met after Craig had spent a full week of working overnight shifts, yet he was still full of enthusiasm and entertaining stories, easily talking for almost 2 hours. He works the flightline with Lockheed Martin at USAF Plant 4 in Ft. Worth, maintaining post-production F-35s that are completing acceptance test flights before delivery to operational units around the world.

Craig is restoring a Fairchild AT-21. He is slowly working on restoring it back to its former glory. Craig purchased the aircraft from a museum that used to be located at Plant 4. As the museum was closing its doors, it was apparent that the aircraft was headed for the scrap pile. Most of the other aircraft in the museum had found homes. However, an old, rotting,

wooden airplane was not garnering too much attention. (I can sympathize with that poor airplane!). Right now, most of the project is in storage while Craig searches for the parts and documentation to bring his unique aircraft back to life.



Craig is also working on bringing an L-5 back to life. His decisions about what to build or restore are rooted in his family heritage. Two of Craig's uncles flew in WW2. The stories Craig can retell from his uncles' exploits alone make for a fascinating visit with Craig. Some of those stories seem to be a big reason why he chose to restore the aircraft he is working on. Craig has spent quite a bit of time helping at Winnsboro Municipal Airport (F51) working to restore some beautiful warbirds. Turning wrenches with Texas Aerosport and other companies helped to build his knowledge and skill set to work on his own projects.



Craig and I had a good laugh about how small the world of aviation is. Many of us share very similar experiences. Like me, Craig spent some time

working for an "on demand" freight operator. He worked on Falcons and Lears. I used to fly for a competing company. It was a hoot to swap stories with Craig about how "interesting" it can be working in that business, for pilots and maintainers. If you've been there, you know! If you haven't been there, ask us. We'll make you either laugh or cry.

Near the end of our visit, Craig shared with me a story that had me absolutely enthralled. He talked about his time working on attempts to improve helicopter inflight refueling. He worked with a team in a transonic wind tunnel as they tried resolve numerous issues with using the "probe and drogue" method of connecting the helicopter to the tanker. Most notably, the helicopter's rotor would sometimes strike and sever the fuel hose! Craig described the inordinate amount of work required to capture mere milliseconds of data.

As I said at the outset, Craig has some wonderful stories and an impressively vast amount of technical knowledge and experience. Moreover, he is an engaging and entertaining speaker. Please take some time to sit down with Craig and enjoy the experience of his company! Thank you again, Craig, for being our July Member of the Month!

As usual, keep the shiny side up!

Tony Jones, Membership Czar

## Chapter Shirts:

Just so you know, there is a move afoot to get a new batch of T-shirts with the chapter logo emblazoned upon them. This time, we are not asking for individual orders. The plan is to order an array of appropriate sizes and have them available for sale in the Victory Pilot Shop. We will send out the word when those become available for purchase.

## Who's going to AirVenture?

Are you planning to go to AirVenture this year? Are you flying or driving? Where are you planning to stay? We are taking an informal survey to see who is going from the chapter. Perhaps we can meet up at Kelly's for a Chapter 661 Off Site. I'll promise no minutes will be taken and no action items assigned. Here is who we have so far:





1. Stormy Weathers, driving, staying in the dorms.
2. Dave Anderson, flying the EZ, homebuilt camping

## After the Meeting:

What do you do after the monthly meeting at KDTO? It's typically still early Saturday afternoon when the meeting breaks up. Let's meet up for lunch and swap lies and "there I was..." stories. Wait! Aren't those the same things? It will be like the hundred-dollar hamburger without the avgas expenditure.

We are thinking about checking out the Horny Toad Café. This is truly an informal endeavor. So, if you feel so inclined, talk to Tony Jones before or after the meeting. (We wouldn't want you coordinating your lunch plans while El Presidente is speaking.)

## Help Wanted:

Our Chief Editor Buck Rivets launched this feature a couple of months back. The idea is to give you a place to ask for help with something on your plane. Perhaps you are looking for those who are building (or have built) something similar. As you know, we have quite an array of skills among our membership here in Chapter 661. This section is a way to reach out to your fellow chapter members. However, so far, we have no takers. If you have a request to go in the "Help Wanted" section, send email to Buck Rivets at [flynwx@pobox.com](mailto:flynwx@pobox.com). Be sure to put "Help Wanted" in the subject line so you don't end up in the spam folder.

## Christmas?

It's exactly 180 days until Christmas. Santa is making his list. (He will check it again in October.) Heather Fahle is also making a list. We are going to have a Christmas party in December, and one of the featured events will be an auction, both silent and live! Start gathering items for the auction. It all benefits your local EAA chapter. Please reach out to Heather if you have items to donate.



## Ode to Friction:

a poem by Stormy Weathers

Friction, oh friction. It's a force we love to hate.  
We use bushing and bearings, and we also lubricate.  
We love to fight old friction with everything it takes,  
But we thank the Lord for friction whenever we hit  
the brakes.

You know about that old friction; it can make things  
mighty hot.

Just rub two sticks together, and see just what you've  
got.

Because friction transforms energy, it turns  
everything to heat.

So, if you want to build a fire, friction's pretty neat.

Yes, we love to hate old friction. We say it isn't very  
nice.

But we wonder where the friction went whenever we  
walk on ice.

Friction, oh friction. It opposes everything I do,  
With an opposite force to the original force at the  
normal force times mu.

You know, friction comes in flavors, static and  
dynamic too.

Static is the stronger one, but once things slide, it's  
through.

Then dynamic friction is the one in play, with a  
smaller value for mu.

So pump your brakes when you drive on ice, it's the  
best that you can do.

So I thank the stars for friction. It keeps things where  
they're placed.

It lets us move around the town without making too  
much haste.

Because friction lets us start and stop, and turn the  
corners too.

I'm glad that we have friction. It's the force that's N  
times mu.