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Left Seat: Our Brand



I'm fired up about our new shirts and caps. We've needed for several years a format for an emblem that reflects the energy and excitement of our group and our new logo materials do just that. Let me share a little background on how all this came about.

Last year I asked Bill Pratt if he knew anyone that could do a logo. He said, talk to Jud Phillips, "he loves stuff like that". So in passing last summer I mentioned to Jud, who I'd only met a couple of times, the chapter was in need of a logo, a local brand if you will, and would he have an interest in helping. Off hand, he said "sure", and like so many other ideas, other squeaky wheels got the attention. About a month before our Holiday gathering with no warning, I get an e-mail from Jud with four attachments. All were phenomenal aviation themed insignias!!!

At the Holiday party, we incorporated different logos on name tags and everyone was excited about the prospect. A group discussion ensued and one was chosen. Again, other squeaky wheels, programs, newsletter, website, membership, etc got the attention, and other than using a poster at meetings little work on how the Chapter would use our new emblem transpired.

At the May board meeting, we decided it was time to do some shirt, caps, mugs, whatever, but let's do something. Sonya Zimmerle advised us and Doug Small who has an embroidery company in Cockrill Bend put together a package for us. So we took some pre-orders at the June meeting, ended up with in excess of forty orders and were off and flying to get some shirts and caps produced.

Our objective was to have something neat, recognizable and uniform. We can extend this concept out for many years and varying platforms, but it will always reflect the positive image of the group. We ordered a very few extra shirts(\$25.00) and caps(\$15) so if you are interested please commit today. We are also looking at doing other types of items, later this year - Denim shirts, mugs, name tags, flags with our new brand, but the first run of summer gear is in limited availability. Hopefully, as we extend the capability of our website, orders can be done online.

Shirt - \$25.00
Cap - \$15.00
Stickers - Free



In closing, I just want to continue encouraging all to share our unique flying opportunities, bring a guest to the meetings, invite someone to breakfast or any other flying event, and as always be safe.

See you soon,

Shelby Smith
2007-8 President EAA Chapter 162

On the Horizon: calendar of events

2008 features programs on Thursday evenings--generally the third Thursday--of each month.

Date	Topic	Location
August 21	Terry Richardson: Flying the Navy N3N	JWN
September 18	John Beam: Checklists	JWN
October 16	Marty Emrath's RV-6A Project	JWN
November 20	Chris Wallower: Survival Techniques	JWN
December 5	Chapter Holiday Gathering	TBD

For more details see www.eaa162.org.

Goodbye, Bullet Bob



Chapter 162 lost one of its most colorful, famous and beloved members with the passing on July 3, 2008 of Bob Reuther. Bob's hangar was a magnet for friends and acquaintances, and there was never any shortage of opinions

and input by chapter members on the care and feeding of Bob's Ercoupe, Luscombe and RV-7 airplanes.

The Tennessean published this article about Bob on July 3:

"Bob Reuther, the first track champion in Music City Motorplex 50 years ago, died this morning after a long battle with pancreatic cancer. He was 80.

Reuther, nicknamed "Bullet Bob," was considered the Dale Earnhardt of his era because of his aggressive style.



"We had some great times back then," Reuther said in an interview last year. "We didn't make much money. We raced mostly for the thrill and the fun, and we had

plenty of both."

Reuther got his "Bullet Bob" nickname from Tennessean racing writer Tom Powell for the way he sped around the track and sometimes targeted rivals.

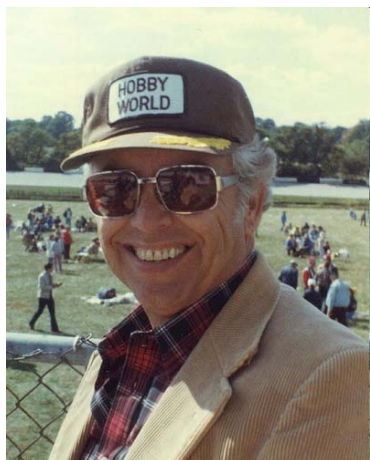
"He had a headline-creating style," racing historian Russ Thompson said. "He had it all. He was absolutely one of the top drivers in the whole Southeast."

He grew up in Nashville and during a Navy stint was stationed in Seattle where he saw his first race car. When he returned he helped create a local league that raced on a dirt track on Cowan Street called Cumberland Speedway.

His local success led him to other tracks in the South and then to Daytona Beach, Fla. In 1947

he set a beach record of 150.250 mph in the Modified Division that still stands.

A decade later, the Fairgrounds track was built in Nashville and in 1958 Reuther won the first championship. He also raced in three Grand National (pre-Winston Cup) races, including Nashville in 1959 and 1960.



Reuther owned and operated an electronics business to support his family and his racing. He also was a licensed pilot and flew his godson, Bobby Hamilton, to many of his NASCAR

races.”

Liddie Dyer was Bob’s devoted caregiver for the difficult days at the end of his life. She wrote:

“With amazing peace and grace, the life of Bob Reuther concluded at 1:45 AM, Thursday, July 3rd, 2008. There are so many ways to describe him, and so many wonderful stories that you each have of his multi-faceted life, that I would not know how to do justice to him here. What I do know is that he touched many, many lives, and will be remembered for a long time to come. For his airplane friends, he has gone west. For his racing friends, he has crossed the finish line. For his model airplane friends, he has flown beyond radio range. However you remember him -- remember him often and with a smile. Share your stories, raise a glass, and celebrate the fact that you knew such a free spirit.”

Goodbye, Bullet Bob. We will miss you.

Flying the Desert Southwest

One of the joys of flying is going to different places. Each airport and surrounding terrain is unique. If you mainly fly east of the Mississippi like me, something really out of the ordinary is the desert southwest; i.e. West Texas, New



Mexico, Arizona, Nevada. While the elevations are high, it’s not mountain flying. The scenery is spectacular and the environment quite different from what we experience around here.

In May, Gwen and I took a flying vacation in the Bonanza. We started in Nashville with an ultimate destination was Santa Barbara, California to spend a few days with our daughter and family. Other than Santa Barbara, we had no preplanned destinations. We stopped along the way as the urge hit to relax and sightsee. We were gone 12 days and put 23 hours on the Bonanza.

If Gwen were writing this article, she’d tell you about the interesting places we visited. I enjoyed that, but, for me, the flying was especially fun because it was unique. Here are some of my observations.

Initially I spent a lot of time looking at the map to find suitable routes. It soon became clear that all you have to do is stick to airways for lowest altitudes to cross mountains and get you to suitable airports. Many of the airways are located to avoid the higher peaks. Albuquerque is a good example. There are some tall peaks

just east of the town, but two routes about 10 nm apart. One has a minimum altitude of 12,000', which means 13,000 going east, the minimum on the other is 10,000' lower. The highest we flew on the entire trip was 12,000'.

The desert southwest is littered with military airspace that you want to avoid. The simple way to deal with this is to go IFR and let ATC keep you out of MOAs and Restricted airspace. They will also point out VFR traffic. This is especially important as there is a lot of VFR traffic out there and it's flying the airways for the same reason you are and close to your altitude. The downside to the high accuracy of GPS navigation, is that pilots tend to be dead center of the airways. Flying left or right of the centerline is not a bad practice.

It gets hot in the desert southwest, even in May, and altitudes suck performance out of normally aspirated engines. The temperature at Prescott,



Arizona was 92F and the field elevation is 5,000'. Departing Prescott you only have about 15 miles to get to 10,000' to clear the hills. Pay attention to density altitude and climb performance. This is turbo country. If I lived in the area or flew there a lot, I would seriously consider a turbocharged engine.

Up and downdrafts over the flatlands of the desert can be challenging. On one segment cruising at 11,000', I regularly had to go to full power to maintain altitude because of the downdrafts.

Engines don't cool as well at high altitudes. If your cooling is marginal, you may have problems. Normal oil temperature for my Bonanza is 196-204F. At one point in the climb out of Prescott, it got up to 226F because of my high power setting and low airspeed in the climb.

It's always windy and gusting in the desert southwest; at least it seems that way. Gusts to 30 kts are pretty standard. Make sure your crosswind and turbulence flying skills are current. Around here we don't pay a lot of attention to turbulence Airmets. Watch them closely out there. Also, study the winds at altitude. Anything over 30 kts has the potential for turbulence problems.

Weather patterns are different in the desert. Weather seems to pop out of nowhere. The good news is the visibility is generally fabulous so avoiding storms visually works pretty well. What you can't tell visually is how extensive the area is and thus how it might affect you overall. NexRad in the cockpit is a good investment. Use it even when you don't expect any weather.

Pay the extra for full service at the FBOs. The people are great and they will be a big help for just about anything including recommending hotels and transportation. That said, some airports are more GA friendly than others. In California, we found that at Camarillo (CMA) fuel was \$2 per gallon cheaper than at Santa Barbara (SBA) and there was no charge for overnight parking. CMA is a full service airport like Smyrna, tower and ILS, only much busier. One of the FBOs, Cardinal, has a very nice pilot shop.

If you're looking for something different, try the desert southwest. It's a lot of fun and will broaden your flying experience.

Peter Cassidy

Tool Tip: Bead Breaker

Changing the tires on your aircraft is a relatively easy job which an owner-pilot can do. I changed all three of mine a few weeks ago, the second time in eight years. One part that can be difficult is breaking the bead to get the old tire off. They make special tools for this job, but they are not inexpensive and it's not something you use very frequently. Avoid the temptation to use pry bars lest you damage the rims in the process.

In my search for a bead breaker, EAA 162 member John Beam suggested a simple home-made solution which I used and it which works well. You take a piece of heavy plywood and cut a hole in the center the size of the rim. I used a 2' x 2' piece of 3/4" plywood. I got two pieces and cut one the size of my nose wheel rim the other to fit the main wheels. To break the bead, simply place the plywood on top of the deflated tire and stand (jump if necessary) on the plywood. Be careful to protect the rim on the bottom side during this process. I used my second piece of plywood for this rather than have the rim rest directly on the concrete floor. Bingo, bead is broken; well almost. It worked fine for me except for one bead on the nose wheel. For this one I applied extra pressure using a pry bar made from a length of 2 x 4. The pressure was applied to a block of wood on top of the plywood (see picture). I used my hangar door as a pry point.



You can help make the job easier next time by cleaning old rubber off the rim and liberally applying talc before assembly.

Peter Cassidy

Oshkosh 2008

EAA AirVenture week in Oshkosh is always a highlight of the year, and a focal point for unveiling new and provocative products. Your newsletter editor and fellow RV-10 builder Brian Sutherland made the three hour flight to OSH and camped by the bird on the field, among the hundreds of RVs that converge on Oshkosh each year.



One of the big buzzes at this year's event was the unveiling of the "first practical personal rocket belt" in Aeroshell Square on Tuesday morning of Oshkosh week. Thousands of interested attendees showed up and had to be backed up to create a flying area for the device, which turned out not to be a rocket belt. Instead it was a twin-ducted-fan apparatus that weighed 250 pounds and was powered by a two stroke 200hp engine that sounded like a leaf blower on steroids.



It only flew a few inches off the ground for a few seconds, but if you've got \$100 grand burning a hole in your pocket, it's promised you can buy one next year!

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