

The Official Newsletter of Concho Valley EAA Chapter 493

Concho Valley Aviator

www.geocities.com/eaachapter493/

111 South Washington Street, San Angelo, Texas 76901 **April 2001**

March Meeting

President George Spinks called the meeting to order at 7:00 p.m. President Spinks welcomed Wayne Cutrell who spent the past three months working in the Washington area. The President introduced Norm Beauchamp, Program Speaker.

Norm's subject was "The Kitfox." To acquaint the Chapter with the Kitfox, the type aircraft he is building, Norm showed a video produced by the company. "Dream It, Build It, Fly It" is a slogan used by Kitfox. The Kitfox features a plane with folding wings, and it can be outfitted with floats or skis. Norm anticipates his cruise speed will be 125 mph. Norm will be flying his Kitfox with a Subaru engine. Norm expressed his appreciation to many EAA members who have helped him with his project. Via contacts on the Internet Norm has found builders of Kitfox planes as well as builders using the Subaru most helpful. Norm is planning to have his plane ready to fly to Alaska with other Kitfox owners June 2002.

The President thanked Norm for an informative program.



The President announced that Marty and Norm Beauchamp brought refreshments and suggested that everyone enjoy the cookies and drinks.

To open the business portion of the meeting President Spinks called on Joe Christian, Program Chairman. Joe announced that the program speaker for the meeting April

The next meeting is **Tuesday, April 17, 2001, at 7:00 P.M.** at the Mathis Field Conference Room. Some members come early to have supper at the Airport Restaurant. **Bill & Barbara Yeates** will provide the refreshments. **Arb Rylant** is going to relate some of his experiences aboard the USS Ranger from 1989 to 1991. His program starts at **7 P. M.**

17, 2001, will be Arb Rylant, Airport Director at the San Angelo Regional Airport and EAA member. Arb will share his experiences as the “Air Boss” on the aircraft carrier USS RANGER, 1989-1991.

Nan C. Wright, Treasurer, reported that in February income was \$120.00 from membership dues; disbursements were \$91.96 for benevolences, and a bank service charge of \$1.75. As of February 28, 2001, balance in the treasury was \$2,048.57. In March, to date, \$120.00 had been received for dues and \$159.80 disbursement made for the Newsletter for January, February and March 2001.

For the Chapter Nan C. sends flowers at appropriate times to members. Nan C. asked members to call her when they know of special times a member should be remembered.

The President said he knew that Bob Reece, President of the Air Show Committee 2001 at Mathis Field, would welcome helpers. The President expressed his desire for a static display of airplanes at the Air Show to promote General Aviation.

The President thanked the Chapter for flowers sent to Martha and himself when they were hospitalized.

The President said he is planning to attend the Welding Workshop, one of Aircraft Builders’ Workshops, in Dallas, March 24-25, 2001. He could take three others who might like to attend one of the workshops.

The President invited members to relate any items of interest. Leon York told of the truly red carpet treatment he received when he landed his RV-6A at the Albuquerque International Airport. Leon brought a print-out of information from the Internet regarding the efforts of EAA in working with the FAA to create a system for recruiting and certifying Designated Airworthiness Representatives (DARs) for amateur-built aircraft.

Paul Shacklette announced that work had been completed on the Stinson, and the airplane had been approved for the Airworthiness Certificate.

LeRoy Anderson reported that he attended a seminar, in San



Antonio, led by personnel from the FAA, AOPA and officials of the Mexican government. It was reported that some airports in Mexico had been closed because fewer American pilots had been using them. Americans had not been flying to the airports because of the high fees imposed. The Mexican representatives said that they were working to reduce some of the fees. If a pilot’s destination is an

international airport in the interior of Mexico, he is not required to land at the border which eliminates a landing fee, fuel fee and customs' fee at the border. Safety and other topics related to flying were addressed at the seminar, which LeRoy found most beneficial.

George Cude presented a note of appreciation to Jim O'Hara from the students attending Texas State Technical College, West Texas. Jim spoke to a class about his designing and building a two-thirds scale P-38.

There being no further business, the meeting was adjourned.

Mitzi O'Hara

Secretary

News from Nathan

From Joe Christian

Nathan Wood just dropped me a line giving the URL for his Web Page. He's added some additional info. I think that it is a great "one stop shopping" place for weather information. Here's an excerpt from Nathan's message: "I do miss those Tuesday night meetings and the comradery with fellow pilots. There are no clubs or other such here in Temple." His web site is at: <http://fly.to/nathansaviationpage>

FLYING IS A RISKY HOBBY

By Johnny Williams

Hopefully you who take *Flying* magazine read the article by John King on risk management in the March issue.

The following comes mostly from that, along with some observations of my own. John calls it the "Big Lie"-- that flying is safer than driving a car. Flying is as safe as we make it considering several factors. The most important one is our attitude, followed by training and practice. Judgment, both inherent and taught by your instructor, is the most important part of making flying safe.

Of course we all love flying; otherwise you would not be reading this! We can make it safe and enjoyable by using our judgment, considering the risks we are taking, and minimizing them by using the training and judgment we have between our ears.

One of the main things to consider is your self: how do you feel both mentally and physically? How long since you undertook a flight like you are planning? Are you current in the aircraft you are about to fly? When did you last practice a crosswind landing or takeoff? How long since you took some dual instruction to sharpen up your skills and correct some bad habits? Are you familiar with your destination



airport? Do you know the correct procedures for that airport and the physical characteristics (runway length, grass or paved runway, if not paved, is it wet, is the grass long, elevation, radio frequency, available services, lights if an after dark arrival or departure, have you checked the weather)? All good questions if we are to minimize the risks.

We like to call flying “Safe”. Did you ever look up the meaning of “Safe” in the dictionary? It says that “Safe” means without harm or risk. Flying is not safe! It is as safe as we can make it using risk management. It is up to us to minimize the risks through proper planning which means that we consider all the above. And you may think of some more.

Many times pilots give in to external pressures: get-home-itis, peer pressure (Joe made it through in that old kite of his), a business appointment, need to impress your ___ (boss, wife, girl friend, fellow pilot, yourself). It is better to make an appointment a day late than never! Another old saying “Most pilots killed in bad weather are buried on a clear day”.

In your flying career you will have to make many go or no go decisions. These will have to be based on your experience and judgment. Don’t be pressured into making a flight you do not feel comfortable with. Takes a lot of guts to tell your passengers, “Sorry but we cannot go flying at this time.”

On another tangent -there is a lot of press lately about runway incursions. A wreck on the ground can be bad or just a minor inconvenience, though usually costly. When the airplane starts moving, keep your eyes out of the cockpit, all the way to the runway. If the tower is giving you instructions you feel need to be written down, stop the airplane or tell them to wait till you get to the runup area. Don’t set the transponder while taxiing to the runway. Repeat to the tower all hold short instructions. Be sure the controllers are talking to you, listen for your number and repeat it in all read backs to the tower. There have been several very bad wrecks on the ground from one plane following another’s clearance.

Most of the above applies also in the air. Keep your eyes out of the cockpit; scan for traffic all the time. When climbing make shallow turns to see better in front of you, look over your shoulder before starting a turn. Be especially alert near any airport, the traffic is a lot heavier there. Also watch closely when near a VOR; be sure you are at the proper altitude. Going west even altitudes plus five, east odd altitudes plus five.

Another danger is taking pictures while flying. Be sure to have a pilot AND a photographer in the plane with the camera. Ted Conrad says that if a fighter pilot was caught with a camera in the airplane, he was automatically grounded. They knew the danger of the pilot flying the airplane and trying to take pictures. Besides being dangerous, the pictures usually turn out sorry.

All for now, enjoy your flying. Manage the risks, and you will have many more enjoyable hours in the air.

PILOT PROFICIENCY AWARD PROGRAM

Also known as the Wings Program

By Donald Treadwell

I renewed my aircraft insurance today at the same coverage and cost as last year. My agent said my rate had not gone up partly because I was enrolled in the wings program and underwent yearly training, just like professional pilots. I also emphasized the many safety discussions held at our monthly meetings.



The Wings program is now more available than ever, as the AOPA Air Safety Foundation makes their runway incursion program available on the Internet http://www.aopa.org/asf/runway_safety/

The computerized class is interesting and well done, with good graphics and audio clips to enhance the realism. The test at the end on procedures and signage is only 15 questions.

After the written test, its time for the flying sessions. To complete each level of the Wings program you need to take three hours of flying instruction. One hour of flight training should include basic airplane control, stalls, turns, and other maneuvers directed toward mastery of the airplane, one hour of flight

training should include approaches, takeoffs, and landings, including crosswind, soft field, and short field techniques, and one hour of instrument training in an airplane, FAA-approved aircraft simulator, or training device.

Ultralights are covered by the Wings program, too. Training given in powered ultralight vehicles by the United States Ultralight Association, Inc., or USUA-approved flight instructors, or other approved powered ultralight flight instructors will be accepted. The areas covered are: one hour of ground training on preflight operations to include operating limitations, weight and balance computations, performance data, vehicle servicing, use of optional equipment, and standard emergency equipment. One hour of basic vehicle control, turns and other maneuvers directed towards mastery of the vehicle. One hour of flight training to include airport and traffic pattern operations, including departures, normal and crosswind approaches and landings, maximum performance takeoffs, and steep approaches.

Applicants who successfully complete a FAA-sanctioned mountain flying course, including ground and flight training, are also covered by the Wings program. The flying required is one hour of training to include basic airplane control, stalls, and other maneuvers with emphasis on the use and difference of performing these maneuvers in mountainous terrain and under high density altitude conditions. Also, one



hour of flight training to include approaches, takeoffs, and landings at or simulating mountain airports with high density altitudes. And finally, one hour of ground training to include effects of high density altitude, mountain terrain, and mountain weather conditions.

The Wings program objective is regular proficiency training emphasizing safe piloting. Bronze, silver, and gold colored wings are awarded for each phase of the safety program for the first ten years of participation. The program can be substituted for the biennial flight review and taken as seldom as once every two years, but the insurance companies want to see you participating every year. The FAA will award the wings only once a year. The small lapel or tie pin (wings) are an incentive for yearly recurrent training.

As pilots complete each step of training, their logbooks must be endorsed by the persons who gave the instruction. That endorsement should read as follows:

Mr./Ms. _____, holder of pilot certificate no. _____, has satisfactorily completed the training requirements outlined in Advisory Circular 61-91H, paragraphs 7a, airplanes; 7b, seaplanes and amphibians; 7c, rotorcraft; 7d, gliders; 7e, lighter-than-air; 7f, ultralights; or 7g, mountain flying (state which).

Signed (date) M. Smith, 385652472CFI or



Signed (date) M. Smith, USUA Ultralight Instructor

(or other approved instructor)123454

In the case of ultralights, no certificate number is required.

The Pilot Proficiency Award certificate and the appropriate wings will be awarded after the pilot's logbook or other proficiency record (such as a properly documented "wings card") is presented to the Safety Program Manager in the local FAA Flight Standards District Office (FSDO) for verification of completion of training.

New Prohibited Area Over Bush Texas Ranch

March 23, 2001 — The Secret Service has asked FAA to establish a new prohibited area over President George W. Bush's ranch in Crawford, Texas, west of Waco. P-49 will become effective May 17. It will extend from the surface up to 5,000 feet for a three nautical mile radius from the President's Texas residence. A portion of the V 358 airway will also be moved about 4 miles north to avoid the new prohibited area.

AOPA met with both FAA and the Secret Service to discuss the need for the new airspace.

Prohibited areas over presidential homes are common. There are permanent prohibited areas protecting the White House and Camp David. The prohibited area surrounding former President George Bush's vacation home in Kennebunkport, Maine remains in effect because President George W. Bush is expected to visit there.

Simulator Rides

By Norm Beauchamp

This might not relate directly to the KitFoxes, but many on the list will smile as I did, and I smile again remembering that I am retired and have no more simulator rides to go through! I miss the flying but not the sim! Sent to me by an AA Check Airman I've known and flew with for over 25 years (he is retired as of this month)! Here is a home study simulator course for those who still hunger for the romance and adventure of airline & charter flying. It will all come back to you if you practice the following at home:

1. Stay out of bed all night.
2. Sit in your most uncomfortable chair, in a closet, for nine or ten hours facing a four-foot wide panoramic photo of a flight deck.
3. Have two or three noisy vacuum cleaners on high, out of sight but within hearing distance and operating throughout the night. If a vacuum cleaner fails, do the appropriate restart checklist.
4. Halfway through your nocturnal simulator course, arrange for a bright spotlight to shine directly into your face for two or three hours, simulating an eastbound flight into the sunrise.
5. Have bland overcooked food served on a tray midway through the night.
6. Have cold cups of coffee delivered from time to time. Ask your spouse to slam the door frequently.
7. At the time when you must heed nature's call, force yourself to stand outside the bathroom door for at least ten minutes, transferring your weight from leg to leg, easing the discomfort. Don't forget to wear your hat.
8. Leave the closet after the prescribed nine or ten hours, turn on your sprinklers and stand out in the cold and "rain" for twenty minutes, simulating the wait for the crew car.
9. Head for your bedroom, wet and with your suitcase and flight bag. Stand outside the door till your wife gets up and leaves, simulating the wait you'd have while the maid makes up the hotel room.
10. When your spouse inquires, "Just what in the hell have you been doing?" just say, "Recalling the allure of all night flying to romantic places" and collapse into bed.
11. If you are a purist, do this two nights in a row.



BEEN THERE DONE THAT :-)

Elbie Mendenhall

Capt. American Airlines, Retired.

Vantage Points

From Ken Libbey, Ph.D. Decatur, GA

EAA Member and Author of *Vantage Points*

If any of your EAA members enjoy historical fiction about World War II aviation, they might like to check out my [website](#). *Vantage Points* is a new historical novel featuring a woman pilot in World War II. *Vantage Points* is on the recommended list of Wings Across America, a project based at Baylor University devoted to the history of women pilots during the war. From the Director's review: "I really enjoyed it...weaves the history of WWII in a fresh new way...and makes it seem almost as if 'you are there.'"

Regards,

kenlibbey.home.mindspring.com



Treasurer's Report

From Nan C. Wright

Balance March 1 \$ 2048.57

Receipts:

Dues +	125.00
	2173.57

Disbursements:

Newsletter	159.80
Flowers	11.90
Bank Charge	.50
Total spent	- 172.20
Balance March 31	\$2001.37

An Open Invitation to the next Great Texas Taildragger Tour

From Gerry Hatch

We are planning a "2001 Great Texas Taildragger Tour" probably in early October. It is planned to include the Naval Air Station in Corpus with almost unlimited use of their simulator courtesy of a guy we met in San Antonio while Chris was taking the AOPA Pinch Hitter Course. He runs the simulator facility and is happy to let us all "have at it"

At the June meeting, I plan to extend the invitation to all for this year's "Great Texas Taildragger" The good news is that you don't have to be flying a taildragger to go along. Last time, I was the only taildragger.

Contact the Editor of Concho Valley Aviator, Donald Treadwell at: dtreadwell@wcc.net

Flight of Passage

By Rinker Buck

A book review by Don Treadwell

There are many good books at the downtown Tom Green County Library. I liked this one because it is about aviation and Piper Cubs. This is the true story about two teenagers, 17 and 15 years old, who restore a PA-11 Cub over the winter of 1965 and pay for it by plowing snow in New Jersey. In the summer of 1966, Kernahan and Rinker Buck flew from New Jersey to San Juan Capistrano, California without a radio. This was no stunt. In fact, there was no news coverage of the flight until a reporter heard about it as they flew through Indiana. Kernahan had a private pilot's license and over 100 hours logged flight time and needed another 100 hours before he could take the Commercial Pilot" test. He convinced his brother to help him with the airplane rebuild and go on the trip as the navigator. Kern figured a new pilot would be busy enough just flying the plane.

Besides the adventure of flying coast-to-coast in a Cub with no radio, Rinker explores the relationships between their Dad and the two fledgling aviators.

Of course I would love to make that flight, even today. If you are interested, the book is located at 629.13092 BUC. I thought the flight through Texas was the best part.

Let State Representative Rob Junell know you support the new Texas airport.

The Texas legislature is considering House Bill 2522, which would require the state to establish and maintain a new airport in central Texas. The airport would help reduce the strain on aviation in Texas caused by already packed airports that offer minimal general aviation services. When the House Transportation Committee scheduled an upcoming hearing on the bill, Texas Airport Support Network volunteers were immediately notified with information on how they could help support the bill. The ASN volunteer program is a valuable resource for AOPA, especially on timely issues.

State Representative Robert Junell can be contacted at rjunell@jw.com or write him at 40 W. Twohig Ave., San Angelo, TX 76903

COLEMAN Fly-In and Air Show

COLEMAN, TEXAS. A Fly-In Air Show takes place April 7 at Coleman Municipal Airport (COM). Call 915/625-4693 for event information. J. D. Daniel is scheduled to perform in his Stearman.

Tony Bingelis

Tony Bingelis, the "patron saint" of Homebuilding, passed away in March. The services were Saturday 3/31/01 at 2:00 PM in Austin, Texas