

The Official Newsletter of EAA Chapter 493.

Concho Valley Aviator

www.geocities.com/eaachapter493/

111 South Washington Street, San Angelo, TX 76901 August 2001

The next meeting is Tuesday, August 21, 2001 at 7:00 P.M. at the Mathis Field Conference Room in the Terminal Building. Some members come early to have supper at the Airport Restaurant. Paul Shacklette will give a program on the Stinson. Leon York will bring the refreshments.

July Meeting

President George Spinks called the meeting to order at 7:00 p.m. He expressed his appreciation to all those who brought their airplanes to the EAA area and helped at Air Fiesta '01 at Mathis Field. President Spinks announced that EAA members from out-of-town parked their aircraft with Chapter 493; Pam and Lon Kelley flew their Lancair from Houston, and Frank Smith flew his RV-4 from Cary, North Carolina.



Norm Beauchamp gets the Tri-Pacer ready to roll.

President Spinks called attention to information available on fly-ins, NOTAM book for those flying to Oshkosh and a copy the EAA Chapter E-Gram.

Leon York told members of new FAA regulations regarding the rental of homebuilts. An owner will be allowed to rent his airplane to a pilot who is purchasing that type aircraft. This makes it easier to get flight training in experimental aircraft.

Ed Brady thanked members for the memorial to EAA in memory of his son who died as the result of an airplane accident.

Judy Steele thanked members for the flowers sent at the time of her mother's death and expressed appreciation to those who attended the memorial service for her mother.

President Spinks announced that EAA calendars could be ordered soon, and he suggested that members think about the number they wanted to order. He hoped that orders might be taken at the meeting in August.

Joe Christian reminded members of the Fly-In BBQ at the Christian Ranch, July 12, 2001, at noon.

President Spinks asked members to share some of their flying activities. Leon York flew to Port Aransas to play golf.

Joe Christian had made several flights, and he delighted in flying over the top of DFW and being able to look down on all the aircraft coming and going.

Lawrence Wright flew to his ranch to do some work.

Bob Reece attended the Northwest EAA Regional Fly-in at Arlington, Washington. He announced that 220 of the 1600 aircraft were judged. He had made some modifications on and had a great time flying Jim Roche's Super Cub. Bob will be going to Oshkosh.

Bill Yeates flew to Terrell to attend the Ercoupe National Convention. There were 75 planes. Barbara said they have a baby granddaughter.

Ed Brady has flown his 1946 Stinson 108 for the first time in five years. The plane had undergone a four-year restoration.

Paul Shacklette reported on the Stinson AT-19 which he has been restoring for the past three years.

Norm Beauchamp was glad to see Bob Heiser flying his Pulsar. Norm is not flying the Kitfox yet. Marty had made several flying trips, going commercial.

Ted Conrad had been traveling in his recreational vehicle. He will be going to the Reno Air Races.



Jim O'Hara told of his friend Frank Smith's arrival at Mathis Field for the Air Show. Frank flies an RV-4. Ground asked him if he was here for the Air Show. "Yes," was his reply. "Follow the gold car," was the direction. Frank followed the gold car to the north area of the ramp, then he followed the gold car to the south area of the ramp. Someone in the gold car said, "The diagram indicates the plane to be parked here is a great big airplane." Frank was being parked in the area reserved for an R4D, the Navy version of the C-47! Mitzi reported that she and Jim attended the Texas Chapter of the Antique Airplane Association Fly-in at Gainesville and the National Fly-In of the Meyers Aircraft Owners Association at Rough River State Park, Kentucky.

Bob Heiser has been flying the Pulsar he and Carol built, and as he does, via radio he tells Carol what adjustments he thinks need to be made. Carol is on the ground taking notes. Carol has been sanding.

Andy Spinks had been flying the desk and the telephone as he worked getting ready for the air show at Mathis Field.

Arb Rylant enjoyed his ride with J. D. Daniel in his T-34.

Don Treadwell went to the air show at Mathis Field and flew to New York and Chicago. Nancy took staying an extra day en route in stride when weather wasn't favorable for flying.

Art and Judy Steele flew to Colorado City for the Annual 4th of July Fly-in Breakfast. Art enjoyed the air show at Mathis Field.

Wayne Cutrell had flown for a couple of hours. He had spent some time at Langley. He was happy to report that he passed his physical.

It was announced that the FAA and the U.S. DOT was hopefully, about to approve the Sport Pilot/Light Sport Airplane proposal which would allow pilots to operate light aircraft and some ultralight vehicles with many benefits not currently available.

Joe Christian, Program Chairman, announced that Paul Shacklette will give a program on the Stinson at the August meeting.

President Spinks suggested a break in the meeting to enjoy the cookies and soft drinks brought by Sharon and Andy Spinks.

Joe Christian presented the program which focused on the GPS which he said "is here to stay." To introduce the subject Joe showed a video which concerned the use of the GPS en route. Prior to the meeting members who used GPS were asked to bring their units to the meeting. Joe asked each member to describe the features of the one he used. Joe has a GARMIN 195 and Bill Yeates has a GARMIN 90. Lawrence Wright and Bob Reece have GARMIN 95 XL and Wayne Cutrell has a GARMIN 295. Norm

Beauchamp has a Lowrance and Don Treadwell has a Compaq iPaq Pocket PC computer with *Anywhere* software installed. Joe invited members to stay after the meeting to ask questions and talk to owners of the various GPS units.

There being no further business the meeting was adjourned.

Mitzi O'Hara
Secretary

Flight Level 50

By Donald Treadwell

I flew to the ranch yesterday to repair Mom's water system. The huge pressure tank that had been in service for 30 years had a leak in it where the seam ripped during an over-pressurization. I don't know how high the pressure got before it failed, but the 16 foot high tank is sitting an inch taller now. I managed to repair the pipe where it was ripped from the ground and was able to isolate the leaking tank by closing two valves, so Mom had water pressure again.

I flew home at dark with the window open on the Cessna and my arm hanging out. What fun! It was about 85 degrees F and smooth.

Last Saturday we flew to Monahans for the free breakfast. The flying was wonderful: smooth, cool air, and the sun behind you. Quite a few people flew from our chapter. The flight back was on the warm side. We need to think about flying somewhere west we can have breakfast, spend the day in a swimming pool, and then fly home in the evening with the sun still at our back.

I found a bulletin board on the internet where people help each other with the *Anywhere Map* software and the pocket pc GPS units. The address is: <http://pluto.beseen.com/boardroom/x/50997/Date>

One post was about how to improve the plug connection between the iPaq and the GPS receiver. Gary Newsted, of New Hampshire, had designed and built a solution to the problem connection. I checked out his web page to see the drawings and also discovered he was building an RV-9A. You can check out his progress on his web page at: http://www.jlc.net/~fcs/Builders_Journal.htm

Gary wrote an interesting essay about flying and was gracious enough to let me include it here:



Some of EAA 493 at Monahans, Texas

WHY FLY? by Gary Newsted

People who consider flying will need to come to grips with questions of skill, purpose, cost, risk and reward. Each of these questions can involve deeply personal and even spiritual evaluation of one's life in its past, present, and future context. For many like me, the very process of learning to fly, then continuing to learn through life-long lessons of experience is far more meaningful than individual milestones such as soloing or certification.

SKILLS?

The physical skills of a pilot are insignificant with respect to the mental conditioning required to become and remain, a good airman.

I've never bought the idea that some people are "natural born pilots". Flying is about the most unnatural act you can perform as a mere human being. But if you look beyond the romanticism of aviation, flying is not that different from any other serious motor sport, such as boating, auto-racing, or motorcycling and can rightfully be viewed in the same manner. If you have demonstrated the ability to operate a car, boat, or motorcycle within its full performance envelope, then you already possess the fundamental physical skills required to safely fly a plane. You should find the new skills easy to learn if you apply yourself. But mastery of any vehicle is more than the sum of simple physical skills. As with any motor sport, exceeding the performance envelope can adversely influence your longevity. It's the mental skills and conditioning that will keep you flying and bring you home safely at the end of the day.

To "become one with the machine" begins with recognizing that it's just a machine, then learning the operation of its many controls, and most importantly, achieving the mental conditioning to recognize when to execute these controls. Mastery comes from knowing the machine, knowing the environment you operate in, and honing the relevant mental and physical processes until instinct blurs their distinction. Many good pilots have frozen at the controls, while a real master remains a step or two ahead at all times - calm within the storm.



PURPOSE?

Purpose is an individual thing. One person's purpose might be to simply have fun. To another, it might be to enable endless adventure. My own purpose included both of these, as well as achieving a sense of continuity between my childhood love of radio-controlled model airplanes, fond memories of a prior aviation career path, and an ongoing love affair with complex machinery. To my delight, my sense of purpose has grown stronger after achieved my certificate and again as I come to grips with my newfound mobility and wider view of the world. Perhaps it's part of middle age, but flying has connected me in many ways I hadn't considered before and couldn't begin to hang a price tag on now. I became a pilot at forty two, and my only regret is over how much of my life I was hung up on reasons why I didn't fly. Passion became my purpose.

COST?

Cost compared to what? Make no mistake about it, flying cost money. So does just about everything you do for sport or recreation. Getting your certificate will cost you about what a used pickup truck would, or about one-third the cost of a new Harley Davidson. However, I can say with certainty that you'll forget the truck and the Harley, but you'll never forget what aviation brings to your life. The initial cost varies, depending on your own ability to learn and to stick with it. Plan on \$6000 to \$7000 and you're safe. Most VISA cards handle this with ease, and I seriously suggest charging it so you only pay for what you spend as you go. This also puts the finances out of your mind so you can concentrate on your lessons.

As for ongoing cost, most pilots rent planes. As close as I can figure, I plan to spend about \$3000 a year for my type of flying, mostly local day trips with the occasional half-continent vacation adventures. Insurance is obscenely cheap during training and is no worse than auto insurance later on. Over the longer

term you might consider buying a used plane, for roughly what a new BMW would cost, joining a partnership (look on local bulletin boards) or if you're really into it, building a plane.

Building has the advantage of eliminating most of the ongoing maintenance cost since the FAA allows the builder to maintain the aircraft. By the time you're finished building, you wouldn't let anyone near your baby anyway. You'll get a lot more knowledge, skills, and aircraft for your money if you build, but that's a topic for another time.



If you buy a plane, you should consider leasing it back to your local flight school so it earns its keep and remains in active use. The worst thing for planes and pilots alike is to be tied down to the ramp.

There is another side of cost to consider: personal cost. While your instructor might do a fabulous job teaching the skills, you must be willing and able to invest the time and energy to do some serious studying on your own if you expect to pass the exams. You might want to invest in a CD-ROM self-study course if you are concerned about the cobwebs. Consider, too, the impact on your family and other social affairs. Flying requires dedication from you, and support from those who love you. All the more reason why it's such a life-changing experience!

RISK?

You've heard the statistics. You're far more likely to be hurt or killed on the way to the airport in your car than in command of a plane. No other form of transportation has undergone the rigorous study and development of safety practices as aviation. If everyone driving our highways had to endure the level of initial training, written, oral, and practical exams, then ongoing biennial reviews and medical exams, and checklists for every aspect of vehicle operation, the number of auto accidents would decline dramatically. Likewise, if every car on the road were subject to a national network of radar and radio surveillance, the way aircraft are, our roads would be incredibly safe.

Consider any city highway with bumper-to-bumper traffic moving at 75 mph, a moron in every sixth car. Compare it to the relatively wide-open airspace occupied by a very small number of vehicles operated by well-trained pilots. I would be remiss if I didn't say that some degree of risk comes with flying. But the type of risk you assume is far more likely to be under your own control.

Envelopes come to mind again. Risk management is envelope management. And there are multiple envelopes working simultaneously when we consider machine performance, pilot performance, and Mother Nature's own performances. You might push one envelope and get away with it, but the risks rise exponentially as you push more than one envelope. Live by this and you'll grow old and happy.

If you are dedicated to remaining proficient with regards to piloting skills and weather knowledge, and you have the self-control to know when to be in the air and when to be on the ground, you'll do fine, and live to be one of those crusty old aviator types with wonderful stories to pass along to your great-grandchildren.

REWARD?

Here again the only possible answer is personal. In my case, the reward runs deep. The sense of personal achievement has been awesome. The effects have filtered into my everyday life in too many ways to list. I am simply a better person and I view life with a new perspective. I'm in tune to my environment and to political affairs governing my sport. I've made many new friends and I know that I'll be making many more. I've been to Oshkosh b-gosh! I can have breakfast in New Hampshire, visit my parents in Detroit for lunch, and be home for dinner. I can explore New England like never before. I can take friends on aerial photo or foliage tours. The list goes on.

I have also come to greatly enjoy reading the journals and memoirs of early aviation pioneers such as Otto Lilienthal, Alexander Graham Bell, Glenn Curtis, Sir George Cayley, Octave Chanute, Samuel Langley, Wilbur & Orville Wright, Lt. T.E. Selfridge, Louis Bleriot, Howard Hughes, and Charles Lindbergh. To each I've found a new connection, and from each I draw new inspiration.

When my instructor asked me to write "a couple of paragraphs" describing my experience, I suspect he knew I couldn't resist - or keep it to two paragraphs. What you read here is raw enthusiasm. A seed of the same type that drives crusty old aviators all over the world to tug on your ear for hours of hangar flying and endless stories of aviation adventure and romance. If you do decide to fly, look around and find an instructor that can provide the personal touch that fits your own idea of what flying is all about.

I've taken the most important step. I can't put a price on it.

I'll never regret it. I hope you'll join us too!

Welcome to the adventure!

The Fabulous "*CoRV-9A*"



Talk about your ultimate in cruisin' comfort! An instant classic.

It's Gary Newsted's fabulous [CoRV-9A!](#)

1962 [Open Cockpit Convertible](#) (hardtop and electric ragtop).

327ci 360hp V8, 6.0gph @ 140kts cruise. Hardtop and electric ragtop and windows.

Navigate like a real man, using only AM radio! Tucks away in your garage! A real babe catcher! Be the first at your field to buzz the tower to the monophonic sound of Elvis. Tease the troopers and aggravate the airlines in your very own UFO! So new, it's not even regulated by the FAA! Seats two comfortably or three sociably. *Rated for limited aerobatics.*

Treasurer's Report

May bank balance	\$2071.11
June bank balance	2071.11
July	
Flowers	-29.23
4 months newsletter	-192.78
membership dues	+20.00
Current balance	1869.10

Calendar

September 1st Ranger Airport Fall Fly-In
call 254 647-1317 or kaye@txol.net

September 21-22 Southwest Regional Fly-In
www.swrfi.org

October 13-14 El Paso Amigo Air Show
www.amigoairsho.org or 915 532-jets



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Gerry Hatch and his grandson Nicolas Malinowski. Nic is visiting from Massachusetts but will be heading back on the 14th. They have been flying, looking for arrow heads and snakes, shooting the BB gun and .22.