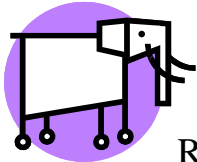


The Official Newsletter of EAA Chapter 493.

# Concho Valley Aviator

[www.geocities.com/eaachapter493/](http://www.geocities.com/eaachapter493/)

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



The next meeting is our annual Christmas Party on Tuesday, December 18, 2001, at 6:30 P.M. at the Zentner's Steak House on Sherwood Way. For reservations, call Bonnie McDuff, 944-2615.

Remember to bring a white elephant gift with you. Order what you want from the regular menu and pay for your own tab. Drinking commences at 6:30, followed immediately by the bragging of who's the best pilot. The food is usually ordered around 7:00, and if delivered promptly, the singing doesn't start until later in the evening. Fisticuffs are not on the schedule at all, but a Marine squad will be on hand to maintain order.

## AVweb's Picture Of The Week



**Leon York came upon this interesting picture on the internet. If you would like to see more go to**

<http://www.avweb.com/potw/week0146.html>

Congratulations to this week's winner, Richard Starks, who sent us an exciting shot of a Nieuport 11 replica making a sharp pull-up with its smoke system turned on. Mark Pierce was piloting this beautiful airplane at the Liberty Landing International Airport in Missouri City, Mo. Great shot, Richard! Your **AVweb** prize is on the way.

## November Meeting of EAA Chapter 493

President George Spinks called the meeting to order at 7:00 p.m. He welcomed everyone.

The President called for the Report of the Nominating Committee. The Nominating Committee presented the following Slate of Officers: President - George Spinks, Secretary - Mitzi O'Hara, Newsletter Editor - Wayne Cutrell, Director - Leon York. The President asked for nominations from the floor. There being no nominations from the floor, Bob Reece moved that the slate of officers be accepted as read; Jim O'Hara seconded the motion. The motion carried.

Nan C. Wright, treasurer, reported a balance of \$1,626.52 in the treasury as of November 22, 2001.

Nan C. reported that she has a few 2002 EAA Calendars for sale, \$6.00 each.

The President brought to the attention of members that it is time to renew the insurance policy for the chapter. Bob Reece moved that the chapter renew the insurance for \$100,000.00 general minimum liability, premium of \$90.00. Kathy Cutrell seconded the motion. The motion carried. The President announced that it is time to send chapter dues of \$40.00 to national EAA. Bob Reece moved that this be sent; Joe Christian seconded the motion. The motion carried.

The President encouraged members of Chapter 493 to complete their applications to join the national EAA organization if they had not done so. Currently annual national dues are \$40.00 for a single membership and \$50.00 for a family.

Joe Christian, program chairman, asked members for their assistance in obtaining programs for 2002. Joe welcomes ideas for programs and offers from those willing to give a program or to arrange for a program.

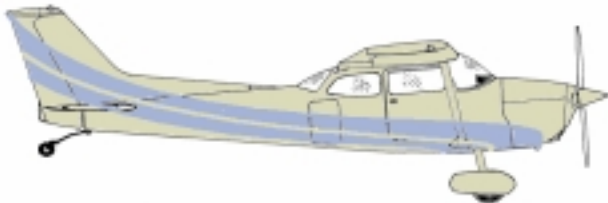
The President reminded members that the December meeting will be the Christmas Party which will be held at Zentner's Steak House, 2715 Sherwood Way, December 18, 2001, 6:30 P.M.

Joe Christian presented the program which focused on emergencies that might occur in flight. Joe showed a video, Emergencies, released by Sporty's Pilot Shop. Richard L. Collins, narrator in the video, offered strategies for dealing with such emergencies as vacuum and electrical problems, engine failures, and smoke in the cockpit. He stressed the importance of having a check list of procedures for responding to specific emergencies. Following the video, Joe led a discussion in which pilots relayed their in-flight emergencies and the manner in which they dealt with them.

The President thanked Joe for the program.

There being no further business, the meeting was adjourned.

The President invited everyone to enjoy the cookies and soft drinks brought by Chris and Gerry Hatch.

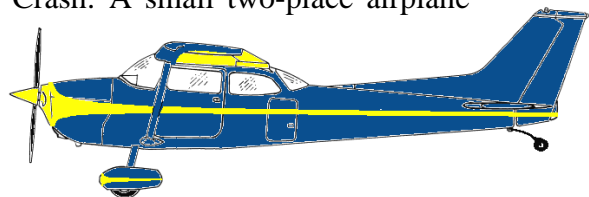


Mitzi O'Hara  
Secretary

## Highlights of the Past Four Years

I decided to replay some of the highlights of the past four years of the newsletter since this is my last issue as newsletter editor, but after reviewing the last 48 issues, I think we better not go there.

Then again, when did I ever let good judgment stop me from making a mistake? My favorite joke during the last forty-eight issues was: Plane Crash: A small two-place airplane crashed last week at College Station in a cemetery just short of the runway. The Aggie Fire Department was called out and so far they have recovered 314 bodies, and they are still digging.



# Instrument Panel for the Treadwell's RV-6

I used Experimental Panel Builder <http://www.sonexlinks.com/panelbuilder/index.htm> to create this RV-6 panel:



Left to right is an air vent, glove box with circuit breakers and FM radio/CD player below; King KY 96A communications radio and Garmin GTX 320 transponder, Rocky Mountain Instruments Micro Monitor with PS Engineering stereo intercom, air vents, and Garmin GPS 90 above; Compaq Pocket pc with Anywhere Map GPS program, RMI Micro Encoder above the computer, a vacuum powered directional gyro with attitude indicator above, and Navaid autopilot with In Air Instruments Lift Reserve Indicator and suction gauge above. The wing leveler will be connected to the Compaq Pocket pc. The encoder gives true air speed, density altitude, and vertical speed while the monitor tracks the engine. The controls across the bottom are: carburetor heat, throttle, mixture, and cabin heat. The switches left to right are: fuel pump, landing lights, strobe and navigational lights, avionics master switch, magneto and starter switch and master switch. I like to fly with the throttle in my left hand and the stick in my right. Maybe you would care to comment on what I need to change? You can email me at [dtreadwell@wcc.net](mailto:dtreadwell@wcc.net) I expect it will only change a hundred times between now and actual installation.

## Flight Level 50

By Donald Treadwell

The weather was really different last month when I flew to Rochester, New York. It was raining all over Texas and dry from Oklahoma to New York. Usually it is the other way around. I left with a special VFR clearance. The clouds were 700 feet broken over Mathis Field. I didn't have to go far before it cleared and I was able to climb to 5500 feet. It started raining about

Ballinger, Texas, and continued for the next ninety minutes. North of Dallas the weather improved to good, solid VFR.

Horseshoe Bay, Arkansas, has good prices on fuel, but this time it took thirty minutes to get someone to come to the airport to refuel the plane. They have a list of people to call at the airport, and I called about five people and left messages before I finally talked to a live person. Ten minutes later about five people showed up within a minute of each other. The first guy was a naval aviator from WWII. He showed me pictures on the airport office wall of a Douglas SBD Dauntless and a Curtiss SB2C Helldiver aircraft that he flew in the war.

“No, you don’t understand, that’s me flying the plane in the picture,” he said.

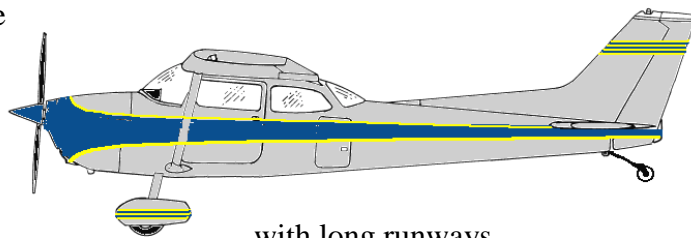
I was impressed. It was a neat picture. He had the canopy pulled open and he was at altitude, ready to dive. He said he was impressed that I would fly my little plane to Indiana in the dark. We talked a while then shook hands, and I left for Evansville, Indiana.

I was on my descent to Evansville Regional Airport when I noticed that the FBO was called Million Air. I’ve been to those guys before and they are nice, but I decided to try and find something less expensive.

Henderson, Kentucky, was just 13 miles south, so I headed there for the night. The motel was kind enough to send a car out to the airport for me, but the next morning I had terrible luck with the local taxi. Seems they forgot to dispatch a car after the first call. It took an hour to get to the airport, which was ten minutes driving time.

I left Henderson and flew the 13 miles to Skylane in Evansville. Skylane is unlighted, but has good fuel prices. The 80 octane was \$1.22/gallon; the 100LL was

\$1.80/gallon. The only 2100 feet long radio towers on trees and a factory was more cared to risk at two nearby airports



turf runway is with tall trees and the south end and on the north end. It challenge than I night, especially with

with long runways.

It was hazy in Ohio where I stopped for fuel. I finally reached Rochester after flying about six hours on Friday, the 16<sup>th</sup> of November. I arrived at 4:40 P.M. as the sun set twenty minutes later.

The following afternoon a flight station briefer said if we don’t go to Texas on Sunday, we probably won’t be able to go at all before Thanksgiving. I talked it over with Matthew and his mother, and we agreed that Matthew and I should leave for Texas first thing tomorrow.

Matthew surprised me by jumping out of bed as soon as the alarm went off. He was ready momentarily, and we packed the car and departed for the airport before sunrise. I wasn’t in a big hurry at that point because there was frost on the cars parked outside, and I knew that the airplane would need to be defrosted.

After loading the plane, I poured water on the windshield to melt the ice.

By 7:50 A.M. the plane’s oil was warm and ready to fly. We took off to the west and watched with fascination as a steady stream of water poured off the wings after liftoff. The sun backlit the water and made it sparkle.

We cruised at one thousand feet above the ground to avoid the headwinds out of the southwest. We listened to some neat books on tape that Nancy found in the Edison school library. By sunset we had flown nine hours and were in Arkansas. We were only five hours away from San Angelo if the weather held out.

It didn't. I wasn't going to fly at a thousand feet at night across Arkansas, and when I climbed to a safer altitude we hit some big head winds. Three hours later we were only to Atoka, Oklahoma, and Matthew asked if we could stop for the night. As it turned out, we should have stopped in Arkansas at sunset. We couldn't get a taxi on the airport phone and had to walk thirty minutes to the nearest motel.

The next day, the cold front we were racing to Texas the day before had caught up with us. The wind was biting cold as we stepped out of our small truck ride to the airport. Matthew climbed in, and I untied the airplane.

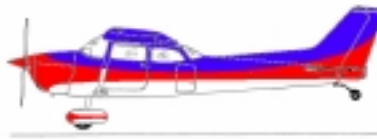
After take off, we found a forty-five mile per hour tail wind that pushed us home in two and a half hours. I told Matthew we were cruising at RV speed. We were only at 4500 feet above sea level, and I considered going higher until I saw a large gaggle of geese headed south at our altitude. I thought, "Those birds probably know the best altitude to fly today."

Matthew and I and Nancy and Katy and Ted had a great Thanksgiving at the ranch. Nancy's parents drove out for the day, and we had a total of seventeen people for Thanksgiving dinner. We had a wonderful visit that week and Matthew headed back to New York on Friday morning with his mom and step dad. It took three days to drive back, but Matthew said it was worth it for the three days he spent in Texas.

On Saturday Nancy and I flew the Cessna to Sugarland, Texas in two hours with the help of a 45 mph tailwind. It's fun to see the terrain go by at 165mph. After spending Saturday at a birthday party for her dad and aunt, we flew home on Sunday at a much more leisurely pace.

## My Turn

By Nancy Treadwell



### The Proud Wife Award

Hereby Goes To

### Donald Treadwell

For Four Faithful Years Of  
Quality Newsletter Writing  
Superior Photograph Editing  
Midnight Oil Burning

And

Nick of Time Deadline Meeting

**Nancy Treadwell**

December 18, 2001

Robert Jay would like to thank the local EAA chapter for the thoughtful gift of flowers during his brief hospital stay for surgery in Ft. Worth.

Hey Don,

Thanks for a great job on the newsletter and congrats on finding a replacement.

No need to send a hard copy of the newsletter...the e-mail root is great.

HAPPY HOLIDAYS, Gerry Hatch

# Longster Aircraft

By Leon York

Don,  
This looks  
like Les  
Long's first  
design, built  
about 1929.  
It was said  
to have  
flown well  
but had an  
Anzany  
engine

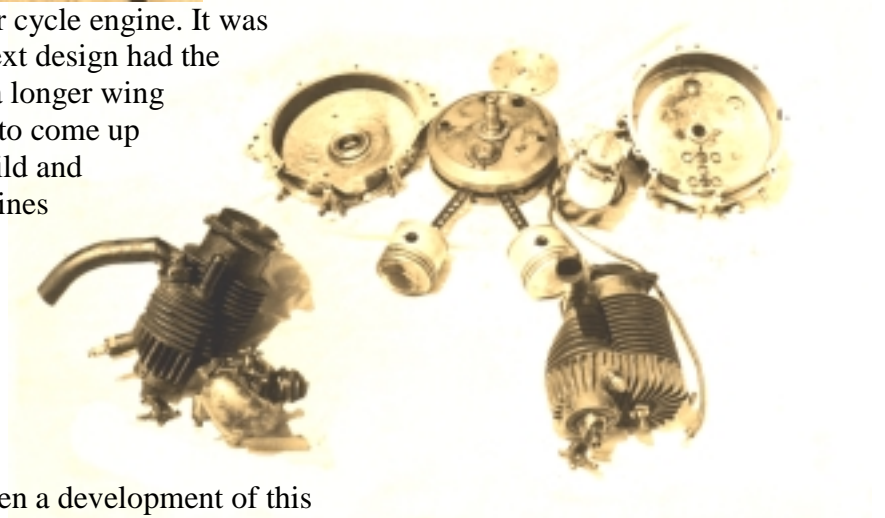


which was very expensive for the time and not all that reliable. It was called a Longster.



His second design was much like mine but had a distinctive fin and rudder shape, somewhat like the Fokker WW1 aircraft. It was named the Henderson

Longster, as it used a Henderson motor cycle engine. It was also tested with other engines. The next design had the rounded fin and rudder like mine and a longer wing with elliptical tips. Long was striving to come up with a design that would be easy to build and inexpensive also. He tried several engines but finally came up with an engine of his own design. It used Harley Davidson cylinders and pistons but a case and shaft of his own design and construction. He called it the Harlequin engine and the rounded tail airplane was the Harlequin Longster.



Next came the Longster Low Wing, then a development of this one called the Wimpy. This was his last design. He offered plans and kits for the engine but plans only for the airplane. He was one of the first designers to know about "span loading"; the wing span compared to the weight. A low span loading meant good performance with low horse power engines.

Les became disillusioned about his airplane development because Oregon was the only state in the Union where home built airplanes could be flown.



I heard that the gull wing design was a failure as far as better performance was concerned, and it was considerably harder to build. Both the low wing Longster and the Wimpy had straight wings, used the Harlequin engine, but the landing gear was somewhat different, I think.

There are other interesting stories about Les Long. A Wimpy was instrumental in getting the first federal regulations approved for home built airplanes.



An American Eagle Eaglet built by the American Eagle-Lincoln Aircraft Corp. of Kansas City, Kansas. It was one of many "depression babies", designed to be the most economical trainer possible. One of these is still flying and based near Fort Worth. Rearwin Aircraft, which was based on the same field, Fairfax, built one that appears to be an exact copy.

EAA Chapter 493 Newsletter  
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I thought I would end with the airplane I bought 21 years ago. I want to wish Wayne Cutrell good luck with the newsletter next year. I know he will do a good job. **That's all, Folks!**