

# Concho Valley Aviator

www.geocities.com/eaachapter493/

111 South Washington Street, San Angelo, Texas 76901

February 2001

## January Meeting

President George Spinks called the meeting to order at 7:00 p.m. President Spinks announced that Andy Spinks, who recently attended a conference of the International Council of Air Shows, would present the program. Andy showed videos of aerobatic performers from the conference.

Aerobatics were shown being performed in a glider, a long EZE and a bi-plane.

Following the program, President Spinks called a recess for refreshments before the business meeting.

President Spinks shared observations of SWRFI made by Pete Chapman of EAA Headquarters. Mr. Chapman recognized Chapter 493 for administering the Fly Market. Johnny Williams, Chapter 493's Delegate to SWRFI, was in charge of the Fly Market.

President Spinks called on Nan C. Wright who reported that she had two calendars for sale. Ted

Conrad moved that Chapter 493 give Arb Rylant a calendar for his office. Marty Beauchamp seconded the motion. The motion carried. During an informal discussion a question was raised

Mitzi read an e-mail from Wayne Cutrell who hoped that everyone had a happy holiday season. Wayne and Kathy are at Langley, Virginia, and missing San Angelo; they expect to return in March.



**Kyle Spinks, the P-51 Pilot,  
ready for take off!**

regarding the possibility of including an EAA calendar in the Mathis Field window display in the Hemphill-Wells Building. Andy Spinks will investigate the matter.

Mitzi O'Hara, secretary, read a note from Marty and Norm Beauchamp. They expressed their thanks for wonderful friends and appreciation for expressions of sympathy at the loss of Marty's mother. They thanked everyone for the poinsettia.

Nan C. Wright, treasurer, reported a balance in the treasury of \$2,021.51 as of December 31, 2000. As of January 16, 2001, income was \$139.00: \$49.00 from calendars; \$90.00 came from dues. Disbursement was \$158.23 for the Christmas Party. As of January 16, 2001, the balance was \$2,002.28. Nan C. reminded members that dues for

2001 are payable. Dues may be mailed to: Nan C. Wright, 8654 Ducote Air Park Road, San Angelo, TX 76904.

Barbara Yeates will serve as coordinator for refreshments. Members who would like to bring cookies and beverages to a meeting may call Barbara, 223-5072.

Joe Christian, Vice President and Program Chairman, sent his regrets that he was unable to attend the meeting. In Joe's absence, President Spinks asked members to offer suggestions for programs for 2001.

The next meeting is **Tuesday, February 20, 2001, at 7:00 P.M.** at the Mathis Field Conference Room.

Some members come early to have supper at the Airport Restaurant. **Steve and Bonnie McDuff** will provide the refreshments. **Chip Spence** will present a program on Customs operations, including videotapes of pursuits, starting at **7 P. M.**

Gerry Hatch invited members of Chapter 493 to a 4<sup>th</sup> of July 2001 Fly-In sponsored by SPOD (Slow Pilots of Ducote) at his and Chris's hangar at Ducote Air Park.

There were several suggestions for programs, and President Spinks will relay them to Joe. President Spinks asked members to call or e-mail Joe to volunteer to give a program or offer suggestions for programs or flying activities.

There was some informal discussion about the Christmas party. At the meeting, February 20, 2001, a vote will be taken for the location of the Christmas party, December 18, 2001.

Andy Spinks announced that the Thunderbirds will perform at Mathis Field, July 15, 2001. Andy said that there will also be some civilian acts that day. Andy would like to hear from members who are interested in helping with plans for the air show.

Chip Spence of U. S. Customs will present the program at the next meeting, February 20, 2001, 7:00 p.m. in the Conference Room, Mathis Field.

There being no further business, the meeting was adjourned.

Mitzi O'Hara  
Secretary

## Internet Investigator

By Donald Treadwell

January 5<sup>th</sup> after selling his Cherokee 180 to Robert Jay in Eldorado. So these days Leon can



N64JF

I was examining the list of members for the Texas Wing of Van's Air Force yesterday when I noticed Leon York's name. Now I know Leon is building a fast, RV-sized airplane of his own design, so I thought this must be a joke or mistake. I called Leon on the phone and said, "Do you know anything about N64JF?" He said, "Where did you get that N number?" "Off the Internet." As many of you know, Leon bought an RV-6A on

be seen wearing the RV grin. I imagine Robert is happy, too, with the added capability a Cherokee 180 has over the Cherokee 140.



Bob is almost finished with his Pulsar. I need a power squeezer for these rivets!



Bob and Carol Heiser's Pulsar will soon be ready for taxi tests.

## Treasurer's Report

Nan C. Wright has counted our doubloons:

Bank Balance Jan. 1	\$ 2021.51
Receipts	
Calendars	49.00
Membership	110.00
Disbursements	
Mitzi: Christmas Party	<u>158.23</u>
Bank Balance Feb. 1:	2022.28

## We Fly Again!

By Jody Williams

Ahhh, it feels so good to wake up from a not-so-cold night here in the pasture and know that a clear sky awaits to warm my semi-old bones. There is only dew this morning, not the bone-chilling frost of recent cold nights that prevent early morning flight. Maybe he'll remember to look to see if there is frost on my wings or if it is just my old friend, gentle dew.

Sure enough, in the near darkness I see Jody is walking from the trailer to the maxi-storage. He pauses next to Linda's truck and runs his gloved finger along the truck's windshield, undoubtedly determining that it is not frosty this morning! Yee Haw! We get to go flying! That is if he remembers to come over and plug in the belly warmer on my engine. Yes! He remembers! I should not have doubted it, since I know he loves flying just as much as me. The warmth is like honey for my soul, I can feel it creeping up through my engine, giving me a closer-to-alive feeling.

Later, near dawn, Jody comes out from the trailer, burdened down with his ever-present briefcase and

lunch bucket. Shucks, I can lift that stuff with only four of my cylinders producing power, especially since he doesn't weigh too much!

Finally we're ready! Ropes cast off! Preflight done! Engine pre-heater disconnected! Yes! Prop turning, one blade, two, just a hint of primer shot, and one pump of my throttle and Whammm! We got power! YE HAWWW! Let's go flying!

My friend the sun is just halfway over the horizon when we finish our, may I say, always perfect runup?! And now, ody eases in the throttle and it's up to me to start producing flying power, lifting force and control responses. Don't worry, I know my job, after all, I'm half a century old this year! That's a lot of experience! But, oops, back to the job at hand! We're bouncing now, gaining speed rapidly, and I feel Jody tentatively and lovingly tapping my rudder pedals to help me keep pointed straight through the pasture. I'm a little worried since the dew he wiped off my windshield earlier has reformed! How can he see? Then I remember the tall tree on the left side of the runway down there! He can probably see the outline of that through the dew sheen or maybe he's looking out the side screen. At 30 mph I start to lift my tail off the ground, but Jody is impatient or doesn't like the rough ground, he gently pulls back to lighten my load on my main gear and help me into the air quicker. Hey! I got no problem with that, let's fly!

And so it is! I instantly relax and realize again, I love it! This skimming along, two feet off the

ground while I build airspeed, ummm, so nice!

Then we're climbing at my best angle of climb and friend sun pops up even higher, thanks to our assent, and welcomes us to his realm, THE SKY! The word brings wonderful memories of many, many flights, all different, all special.

We're 1,000 feet over the neighboring ranch now, following the stream, hurtling along at the fantastic speed of 120 mph! Yeah, I know, there are faster brothers and sisters out there, but compared to what I was doing 10 minutes ago this is blistering!

Way too soon I feel Jody call out our position in the pattern at Spinks airport, south of Fort Worth, where I'll patiently wait while he goes off to work and faithfully returns at 5:21 pm, as quickly as he can get here!

Now it's right base, and good!, he remembered my carb heat, I'd hate to get a restriction in my throat, so embarrassing to be coughing on final approach when everyone is watching from the tie-downs on the ramp!

"Final" he calls it! Yep, and this is where I shine most of all, I'm good at being real stable in steady air and predictable in rough air, not a problem! We start the turn way too high to final and I smile and smirk at what I'm expecting to come next! I'm not disappointed! Yippee! A long, smooth, delicious side-slip. Ha, ha, ha, that tickles my side!

Over the end of runway he finally, ha, ha, please stop, I'm laughing

too hard! He finally lets up on the cross controls, and whew, I've got tears in my eyes from laughing so hard! Yes, he finally, finally uncrosses my controls and I regain my composure for a smooth glide down to 12 inches above the runway. This is fun too! Skimming along again, but this time without power, bleeding off (I hate it when they use THAT term!) speed, so I can gently stall onto this long, smooth, concrete highway for the air. And it is so. I poke Jody in the ribs with a slight drop in altitude to signal him that I'm fixing to sit down, and he, like the obedient child he is, pulls back slightly to increase my angle of attack for that last, scrumptious particle of flight and, and, and, hold it! YES! I gently settle and it's a "squeaker." We both grin in delight as we roll out, not even needing my wonderful brakes!

Finally, he adds some power to get to the ramp and the only thing left is to see if he parks me straight and true on the yellow marks. Opps, you're a little off there fly-boy, straighten me up! Ah, he does good, at the last minute, a little wiggle and boom, I feel the clump as my tailwheel tire bounces over the tie-down in the little hole in the concrete, perfect!

Power leaned back, reluctantly I can tell, and my locomotive force is silenced for the day. Bored as I sit? Ha! Not me, this is a fun place to be, watching the others fly off to points unknown, some practicing their settling onto the runway and some just sitting, waiting for their partner in flight. And of course all the attention I get helps since I'm the prettiest girl on the ramp!

So long guy, see you at 5:21 pm, don't be late!

## FAA Aviation Safety Program

**Thursday, February 22, 2001**

From 7:00 to 9:30 P. M., a safety program will be presented at the Texas State Technical College, located on the northwest side of the Abilene Regional Airport. Subjects will include;

- Night Flying Tips
- Winter Flying Tips
- Near Midair Collision Avoidance when operating in or near Special Use Airspace.
- Runway Incursion Avoidance

Attendance at this meeting will meet one of the requirements to qualify you for a set of wings in accordance with the FAA Pilot Proficiency Award Program. Plan to attend and bring a friend for a night of aviation safety training and education.

For more information, please contact John Boatright, or Mike Jordan, Safety Program Managers for the Lubbock Flight Standards District Office, (800)858-4115 or (806)740-381

## Aircraft Builder's Workshop

March 24-25, 2001

Dallas, Texas

### Introduction To Aircraft Building

These workshops each provide the basics in the type of construction noted. Only one (1) of the workshops

may be taken during a weekend, except the Saturday night seminar, "What's Involved in Kit Building" which may be taken with any of the other courses. The workshops begin on Saturday (8:00 a.m. to 5:00 p.m.) and end on Sunday (8:00 a.m. to 4:00 p.m.). EAA encourages family participation by offering a \$50 discount for your spouse and children ages 12 and older.

2-Day Workshop

EAA Members \$209

Non EAA Member \$234

### Fabric Covering

2-Day Workshop

EAA Members \$259

Non EAA Member \$284

### Composite Construction

2-Day Workshop

EAA Members \$259

Non EAA Member \$284

### Sheet Metal

2-Day Workshop

EAA Members \$289

Non EAA Member \$314

### Gas Welding

2-Day Workshop

EAA Members \$289

Non EAA Member \$314

### "What's Involved In Kit Building"

Saturday Night Seminar EAA Members & Non Members \$30 (includes dinner)



Ahhh, my new-matic squeezer makes these 1/8 inch rivets easy. Now if she would just stop saying "You call that hard to do?"



Eagle 150 cockpit.

## Eagle 150B

By Wayne Cutrell

On Feb 3, 2001, I test flew a new Eagle 150B with the company sales rep. Mr. Bill Scott. Scott had several appointments in the southern Virginia area, and since I had once inquired about the Eagle, he asked me if I wanted to test fly the plane also. The web address for the company is <http://www.eagleairusa.com/>.

My initial low time pilot impression was generally favorable. Performance on the IO-240 engine was surprising. The plane was fast and climbed at about 1500 ft. per minute. The plane was very responsive in turns and easy to maintain heading and altitude. I wanted to do a slow roll, but the plane is not aerobatic rated and we had no chutes anyway. It got a lot of attention at the airport, including the tower. They had many questions. The plane was responsive to throttle adjustments, stalls were only mushes with and without flaps, i.e., no real stall breaks. Although the cockpit has good size, it is a little small for a

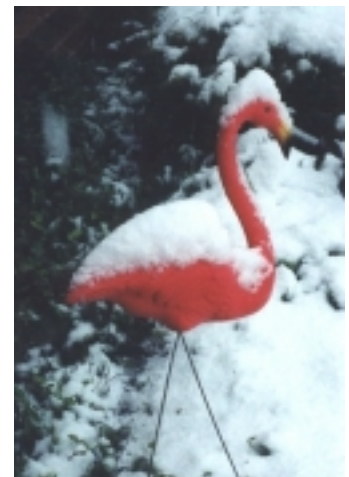
big guy like me. Complaint: I bumped my head several times in convection.

The visibility was great. I have only had better visibility in a few Rans Ultralights. Landings and takeoffs were conventional; there did not seem to be any out of the ordinary performance characteristics. The panel was modern with liquid crystal displays on most instruments.

## Maybe A Good Opportunity For Us To Fly To DFW For Lunch?

There was news today of possibly three airlines being on strike in a

couple of months. That hasn't happened since the 1960s, when there were considerably more airlines in operation. Our new president has suggested that he will step in if that happens.



Winter flying tip: Check flamingo before heading to the airport.



Leon York's new RV-6A features a bold paint scheme.

# Flight Level 410

By Donald Treadwell

Finally, the big leagues! I was coming back from New York in January when they canceled my Chicago to Dallas flight. Since I would have to wait awhile for the next flight, they upgraded me to Business Class. The aircraft turned out to be a Boeing 777. I would say it was a new 777, except that would be redundant. There are no old Boeing 777 airplanes.



My seat was equipped with a slide out, flip-up viewing screen where I had my choice of about ten channels.

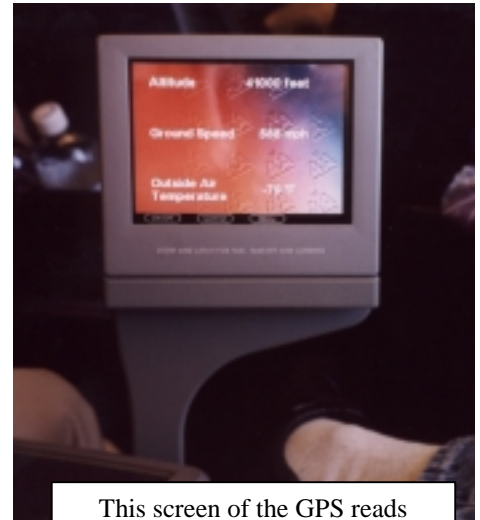
My favorite was a GPS screen that continually updated our progress across America. There was a moving map display of the U.S. that would zoom in and just show the surrounding 100 miles. The screen would also



give other information about our trip in English and metric units.

The seats were as big as Lazy Boy recliners, positioned seven across the cabin. In the cheap seats behind us, there

were eleven seats across the cabin.



This screen of the GPS reads altitude 41,000 feet, ground speed 588 mph, and outside temperature minus 79 degrees F.

Sorry, had to revert to real scissors to cut and past next two pages. See below.



Leon York flying his new RV-6A to Llano.  
Photographs of the RV-6A and Llano by  
Gerry Hatch.



A group of local EAA members enjoyed a sunny day by flying to  
Llano to eat at Cooper's Old Time Pit Bar-B-Que.



Gerry Hatch, Steve McDuff, Lawrence & Nan C. Wright, Mitzi & Jim O'Hara, & Leon York in Llano at Cooper's Bar-B-Que.