

Concho Valley Aviator

www.geocities.com/eaachapter493/

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

Sunday, July 15th Thunderbirds at Mathis Field.

Saturday, July 21st Annual Fly In and Feed at Joe

Christian's Ranch. We'll try to eat at 12:00. We will furnish BBQ, chicken salad, and beans. Bring dessert or other side dish. 122.9 is the frequency. The strip is in good shape, and the center line will be marked with lime. Thanks, Joe

June Meeting

U.S. Customs Service was host to Chapter 493 which held its monthly meeting at the U.S. Customs Building, Mathis Field. Gene Bohl, air traffic control specialist, MAF, presented the program. Gene thanked personnel at U.S. Customs for the use of their facility and introduced Chip Spence, pilot and training officer, and Jay Dickens, pilot, U. S. Customs Service, San Angelo Branch.

Gene introduced Ray Minix, Jr., air traffic manager, SJT, Andi Ramaker, air traffic manager, MAF, and Joe Grier, Air Traffic Control Specialist, MAF.

The topic for the program focused on the area around SJT. Gene encouraged pilots' taking off from Ducote Air Park to contact Approach for traffic advisories even though they did not want flight following.

Joe Grier projected an area around SJT on the screen and pointed-out flight patterns often used by military pilots practicing various approaches at SJT. The area of San Angelo approach encompasses about a thirty-mile radius of SJT. The areas of the highest military activity are to the northeast and southwest of SJT, but helicopters are coming from the west. Air Force and Navy planes come from several bases. The controllers cautioned those in attendance to be aware that often there would be an aircraft, for

example a T-38, just a mile behind a T-38. They also stated that for practice, military pilots might be using an approach opposite to the runway being used by landing traffic.

The next meeting is Tuesday, July 17, 2001 at 7:00 P.M. at the Mathis Field Conference Room located in the terminal building. Some members come early to have supper at the airport restaurant. **Andy and Sharon Spinks** will provide the refreshments. Bring your handheld GPS for a program comparing everyone's navigation tools.



Lawrence Wright's RV-6 is inspected during the Father's Day Bar-B-Que.



Lawrence Wright's hangar was full of good people and good food for the day before Father's Day meal.

Chip Spence said that U. S. Customs pilots had eight minutes to get off the ground when they received a call. In such cases, they might cause a delay in traffic; otherwise, they got in line just like everyone else.

The controllers wanted to know about pilots'

concerns. Andi Ramaker made note of Bill Yeates's calling attention to the annoyance at Ducote Air Park of low-flying helicopters. LeRoy Anderson expressed his appreciation for the great help he received from a controller who gave him vectors around bad weather and into SJT for landing.

Andi announced that San Angelo Approach would be operating twenty-four hours a day beginning July 1, 2001. She said that SJT Tower may go to twenty-four hours when approach does. She asked pilots to contact her whenever they had questions.

Gene invited Chapter 493 to tour the approach facility at Midland. Joe Christian, program chairman, will coordinate details for a fly-in and tour.

Joe thanked Gene and all participants for the informative program.

Nan C. Wright, treasurer, presented to the secretary a report which showed a bank balance of \$2,071.11 as of May 31, 2001.

Mitzi O'Hara
Secretary



More bikes than airplanes at the Father's Day Bar-B-Que.

Flight Level 50

By Donald Treadwell

The Pocket PC arrived from Compaq on the 6th of June. The Anywhere Map software and Garmin GPS 35 arrived on the 12th, which gave us a whole day to install it before leaving for New York. I found some heavy duty aluminum c bar in my hangar left over from a hanging wall divider I helped install at church. It was perfect for bolting the aluminum mounting plate that was included with the yoke mount. I never use the yoke mounting bracket that comes with GPSs because it places the screen too close to me and too far from the windscreen, not to mention the GPS would be moving about during control inputs. So the new GPS screen ended up installed over a VOR head and almost side-by-side with my Garmin GPS 90. I considered mounting it in place of the old GPS but decided two GPSs were better than one, and the old unit would help teach me the new unit, and it did.



I entered the flight plan into the new GPS the night before we left. On Thursday the 14th of June, Nancy and I departed Mathis Field at 9 A.M. The two GPSs were in complete agreement. Our course was 56 degrees, no wait, 55 degrees. Okay, the two units started arguing almost immediately about which had the best great circle route for a 275 mile flight to our first fuel stop. By the half-way point the two were three miles apart, but of course they gradually came together at the

destination.

During the first few flights I navigated with the old Garmin and studied the new GPS. On the second leg we always call Razorback Approach for guidance through Ft. Smith, Arkansas, and the surrounding MOAs and restricted airspace. I like to tell them how far south I am, which required reprogramming the Garmin GPS 90 from the flight plan to Ft. Smith direct. The Anywhere Map software showed FSM, and next to it was a mileage readout that was counting down as we approached. The restricted area was outlined in blue and was much more discernable from the MOA than it was on the monochrome GPS 90. The bombing range was not hot, so we continued direct to our next fuel stop. We had a tailwind, so we skipped the next planned stop and flew 3.9 hours to southern Illinois. There was a bit of a wait for fuel service, but we finally left at 5 P.M. Nancy had packed plenty of sandwiches and snacks, so we continued to feast across the country. We stopped at Darke County Airport in southern Ohio 2.6 hours later and spent the night. The French restaurant in the hotel was still open, so we treated ourselves to dessert. My chocolate dish was better than her vanilla, but there was enough for four people, so we left food on our plates and glided up to bed like two dirigibles.



The Garmin GPS 35 is the size of a mouse on a computer and mounts easily with Velcro in front of the compass on my Cessna 172. It doesn't matter if it's mounted forward or sideways; it still gives position and direction as the same. The 2¼ by 3 inch color screen on the Compaq Pocket PC made the Garmin GPS 90 map seem like a joke, so after a while I didn't use the 90's map page except for laughs. The no-map navigation page on the Garmin 90 with large

numbers was easier to read than the smaller numbers on the map page of the Compaq. The brighter and colorful display of the new unit was far easier to read under all conditions. The only problem seeing the new display came when flying into the sun. The unit reflected the sun shining on my shirt, indicating a need for a tilting mechanism to be added to my mounting bracket. The many windows behind me sometimes were reflected in the screen. That's something they don't have to worry about in the EFIS displays used in the airliners. I tried using a cardboard light hood around the display, but that limited my ability to use the touch screen to call up data. In turbulence it was very difficult to use the touch screen, but I learned to use the hat switch at the bottom of the Compaq to scroll through menus and select different pages of data.

Nancy liked the feature where we could touch the knots readout and it would change to mph. We were intrigued to find that we could download a complete audio book from the internet to the Pocket PC and then listen to it in the plane with no need to carry cassettes or CDs. We can listen to a book or our favorite music on the Pocket PC while also using it to navigate with a GPS. We also kept track of our expenses on the trip, entering them in Pocket Excel as we incurred them, but not while we



were navigating.

First Flight!

Pulsar XP N912RV made its first flight July 2, 2001 at Ducote Air Park. The Rotax 912 ran cool; flight controls were delightful. Even the initial trim settings were close. Bob has a few minor items to fix before continuing the test program. Carol and Bob Heiser celebrated by going out for a steak lunch. Congratulations Bob and Carol!



Young Eagles

Eleven kids took a Young Eagle flight from the Christian Ranch on June 22, 2001. Tiffany Hernandez, Alicia Ann Corrales, Clayton Sauer, Liana Danford, Emmanuel Gonzales, Justin Garcia, Caleb Daniels, and Jay Samaniego flew with Joe Christian while Jorge Sanchez, Jose Buitron, and Michael Redish flew with Gerry Hatch.

SWRFI

Copperstate is off this year--moving again -- who knows if it will return. Golden West is out of business--no money. Tulsa Regional is cancelled for the year--airport closed for work. I invited the Tulsa group to join us this year since we were on the same weekend--seems there is not much interest--it is a Tulsa deal—most of their folks don't travel.

It looks like we will be carrying the ball for EAA this year. Bad news for these others may help us---if we don't have a big turnout this year--we never will.

We need all the help we can get!!!!

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Les Long Longster

Don't forget to bring your GPS to the next meeting!

