

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 June 2001



Cessna 180 at Scott's Airfield, Waco on June 2<sup>nd</sup>.

Time to eat! Yes it's the annual Father's Day Bar-B-Que at Lawrence Wright's Hangar, June 16<sup>th</sup>. Johnny Williams is cooking his famous recipe for mouth watering brisket. Don't be late. Show up at 11 AM and offer to take the cook flying. Call 944-7909 for more details.

## May Meeting

President George Spinks called the meeting to order at 7:00 p.m. The President welcomed all members and guests; he introduced Brian Brown and Lee Brandt who were attending for the first time.

The president read a note from Sharon and Andy Spinks who expressed their appreciation for the flowers sent by the chapter upon the arrival of their son Layton.

President Spinks relayed the news of a May 14, 2001, crash of a Vultee BT 13A aircraft which belonged to the Confederate Air Force High Sky Wing. Killed were Neal Clifton, EAA member, and Dan Secker.

The President reported that he and Mitzi O'Hara, Secretary, completed the application forms for the EAA Newsletter Editor Award and the EAA Web Editor Award. The application forms with copies of the newsletter for the months of March, April, and May will be sent to the EAA

The next meeting is Tuesday, June 19, 2001 at 7:00 P.M. at the Mathis Field Customs Building located at the far north end of the airport. Some members come early to have supper at the Airport Restaurant. Since the meeting is at the Customs Building, we will not have a business meeting this month.

National Office. Annually a Major Achievement Award is made by EAA; Chapter 493 did not submit a nomination for 2001. President Spinks suggested that for next year members be thinking about nominating a member whose actions or accomplishments have contributed to further the cause of sport aviation and to EAA.

The President called on Joe Christian, program chairman. For the program Joe provided the video Personal Minimums hosted by Richard Collins and produced by Sporty's Pilot Shop. Mr. Collins stressed the importance of a pilot's evaluating his own personal physical condition and mental state and flying only when he is sure he can perform well. The pilot should know the condition and equipment of his airplane. The pilot should have a forecast for weather along his flight path and then be alert to actual weather encountered and make adjustments in flight as necessary. Each pilot should set his own personal minimums and have the discipline to adhere to them. Mr. Collins recommended that pilots perform some form of proficiency flying monthly.

President Spinks thanked Joe for bringing the video and suggested a break for members to enjoy the cookies and soft drinks provided by Jeanne and Ted Conrad.

During the business portion of the meeting the president called attention to fly-ins in the area.

President Spinks announced activities of the chapter. Chapter 493 is invited to a bar-b-q, June 16, 2001, 2:00 p.m., at the hangar of Nan C. and Lawrence Wright, 8654 Ducote Air Park Road, hosted by Mary and Johnny Williams and the Wrights. Johnny will prepare his famous brisket, and the Wrights will have iced tea. Members are asked to bring an "accompaniment"--



something to go with the bar-b-que--and chairs. On July 4, 2001, Chris and Gerry hatch will host a picnic at their hangar. The President reminded members of the July 15<sup>th</sup> appearance of the Thunderbirds at Mathis Field. The fly-in at Joe Christian's hangar in Eldorado will be the afternoon of July 21, 2001.

Nan C. Wright, treasurer, reported a balance in the treasury of \$2,051.46 as of May 14, 2001.

Joe Christian announced that Gene Bohl who is with TRACON in Midland will present the program, June 19, 2001, 7:00 p.m., in the U. S. Customs Building at Mathis Field.

Andy Spinks relayed thanks from Arb Rylant to pilots who came to the airport last Saturday to take Scouts for Young Eagle Flights. Andy asked for volunteers to fly Scouts for Young Eagles, Saturday, May 19, 2001, 10:00 a.m.

President Spinks announced that Celeste Mayer, a commercial pilot, a CFI, and a human factors psychology student at North Carolina State University, is researching visual factors that may affect the outcome of emergency landings for GA pilots. Ms. Mayer is inviting those who have made emergency landings to participate in an online survey. For more information or to complete the questionnaire see <http://www.ncsu.edu/landingsurvey>.

The President invited members to relate their recent activities. Bill Yeates said that he was one of five who flew to the fly-in at Big Spring. Barbara had been enjoying visits of family members.



Nan C. and Lawrence Wright had a great vacation in Florida which included attending Sun 'n Fun. Lawrence enjoyed a flight to the Everglades with Gerry Hatch.

Joe Christian had made trips to Ruidoso, Oklahoma City, and to Galveston where he enjoyed a good air show.

Ted Conrad had finally been able to get up in his airplane after taking care of many major home projects.

Brian Brown said that he has bits and pieces of a 1500 R airplane, referred to as a big Mini-Max. He is renting a hangar at Ducote Air Park and hopes to turn his paper weight into an airplane. Brian joined the chapter.

Art Steele said that he has his 172 for sale. Judy is looking forward to days without school.

Norm Beauchamp has been making progress on building his Kitfox. Marty has been taking supper to Norm with the hope of bringing the time for their date in the sky a little closer.

Don Treadwell flew two Young Eagles last Saturday. He took them their certificates which he did on the computer, and the Young Eagles were thrilled. Don has been checking the Internet regarding building an RV with the hope of learning from and avoiding mistakes made by other builders. Nancy is hoping that English students she has had for three years can become Young Eagles.

Andy Spinks has made some flights for weather modification and given some proficiency flights in the Aztec.

Wayne Cutrell was flying in a 172 the morning of the meeting. He was up for an hour, but he couldn't say where he'd been.....he was under the hood.

Bob Heiser did taxi down to Johnny Williams' hangar! Carol was busy capturing the eventful

first taxi of their Pulsar on tape. Bob and Carol were at Sun 'n Fun.

Leon York had flown to Albuquerque and Ruidoso. Leon had been flying formation with Ted Conrad and doing some aerobatics in his new RV.

There being no further business the meeting was adjourned.

Mitzi O'Hara  
Secretary

## What's Happening – Membership news since the last meeting.

From Gerry and Chris Hatch:

We will be flying from Naples to Ducote with a fresh annual and BFR departing sometime between June 9th and June 11th. The distance is approximately 1200 miles, so I will make it a two-day trip (I hope). See y'all at the Wright/Williams fly-in at Ducote on the 16th.

From Joe Christian:

Don, I just got off the phone with Gene Bohl from Midland Approach. The program is firmed up for 7:00 P.M. on June 19th at Customs. I don't have exact directions to the conference room at customs, but I'm sure that once we are in the main gate, there won't be any problem finding it.



Eating at the RV Fly In at Waco.

The meeting topic will be Airspace Usage. Customs will begin the program, and then Gene and his people will make their presentation. Gene plans on bringing two or three people from his facility and someone from the San Angelo tower will also be present. Midland Approach has been awarded both the Southwest Region and National Facility of the Year Award for their size facility (ATC8). It should be an interesting and informative meeting, and we should encourage everyone to attend, including non-EAA members. There will not be a business meeting nor will we need to provide cookies, etc. He also asked if we would be interested in having a fly-in to Midland some Saturday morning to tour his facility!

I made a trip to Alpine on computer business, went to Hicks field at Fort Worth for a Bonanza fly-in, and took an Instrument Competency check-ride yesterday. Stopped by Ducote and visited with several of the folks there on the way back.

I told this one to the guys at Ducote yesterday and they got a chuckle out of it. I worked as an engineer for a company in Norman that had a large Cessna twin. The pilot was sick one day and the co-pilot asked me to fly right seat for him on a trip to DFW. Everything went smoothly until

we were taxiing back out after dropping off our passengers. The pilot wasn't very familiar with DFW (I certainly wasn't!!) and he accidentally turned onto a maintenance road (vehicles only). He quickly realized his mistake. Luckily, the road was short and connected with another taxiway. What he didn't see was the 727 that was taxiing at a good clip. He pulled out right in front of the 727 which had to brake heavily (you could see the nose go down and back up). Someone on the 727 said over ground control: "Smooth move Ex-Lax!"

Later, Joe



From Johnny and Mary Williams:  
Mary and I have missed three meetings in a row, first time that has ever happened. We went on a very long trip with the RV, two weeks at Sun and Fun, lots of fun and plenty of sun. Sure a lot of pretty airplanes there. While there we had an unofficial meeting of our Chapter, I cooked some steaks and had eight of our members present plus a couple more folks. Jim and Mitzi were invited but had other plans. After S&F we went to D.C. for the museums there,

Philly and Dayton, so had a good dose of airplanes on the trip. Got homesick for Ducote and its people - also my airplane. Had to get home to treat my ground sickness. Then this past weekend our Son, Buddy, showed up from Houston and took the 170B+ home with him—I am out of an a/c again! Will have to bum a ride to treat my ground sickness. Glad to be home, look forward to the next meeting. Johnny and Mary Williams

From LeRoy and Marie Anderson:

Last weekend I had four days off. Marie & I flew to Santa Fe, NM on Friday afternoon. We drove to Chama to take a ride on the Cumbres & Toltec scenic railway. We stayed three nights in Chama at the Vista del Rio Lodge which is owned by an old friend. Saturday was opening day and all tickets were all sold out so we reserved a pair for Sunday. We salvaged Saturday with a trip to Pagosa Springs, CO. They had ten different mineral water hot tubs at different temperatures. The sun was out and although it started off chilly at 7000 feet, it soon warmed up enough to get hot in the sun. The tubs were all outside, next to the raging river. It was flowing heavily due to the spring runoff and many rafters passed us by. It started to cloud up in the afternoon so we decided to get a late lunch and take the long way back to Chama in the rent car.

The rail trip option we used on Sunday morning started with a one hour guided bus ride to Antonito, CO. The bus guide was a volunteer member of the Friends of the Railroad. They are currently operating the system from both ends of the line. At Antonito, the far end of the rail line, we boarded the Parlor car, which was furnished as it was in the 1920's. It was connected to the end of the train so we could look out the back or be seated inside in one of about 10 padded wicker loveseats where we could look out of the large open windows. They served refreshments throughout the ride and the guide gave us more historical information. He was a retired history teacher with a family railroading background which made his presentations realistic and very

informative. The train is narrow gauge and snaked its way up through the mountains to a little half way whistle stop, called Osher, for lunch. We met the other train there, that started from Chama when we left from Antonito. We changed trains in Osher and the Parlor car was now connected directly behind the engine. Talk about chuga-chuga. The second half of the ride was mostly descending on a four degree slope back into Chama. During the trip we went through two long tunnels, over some very high trestles around switchbacks that put us on the edge of mountains and views that were nothing less than spectacular.

Needless to say, we had a great weekend. The flight back to San Angelo on Monday was perfect.

From Lawrence and Nancy Wright:

Hi, Not much going on out here to brag about. I am building a roof over our deck so we can comfortably sit in the shade and watch the planes fly by. Also have a major project cleaning out and rearranging the hangar for the June 16th Ducote barbecue. All you folks come on out and join in the fun and festivities. Bring a desert or something that will go with beef and beans. The meat will be prepared by Johnny Williams so it's guaranteed to be good. We will furnish tea also. You might bring chairs and a card table if it's handy. First white hangar on the right and has deck out front. Lawrence and Nancy Wright

From Bob Heiser:

I got my BFR on June 1 in a Cessna 152.

Pulsar is at the go-cart stage... low and high speed taxing. Carol & I have been fixing small problems, changing prop pitch, etc.

Took Carol for a Taxi ride last week.

Tomorrow I call the FAA to set up the inspection. Bob & Carol

From Bonnie McDuff:

Steve retired on May 31st. That's the big news from Wisconsin. House still has not sold and we are in the process of selecting a realtor. We have been working on our 'summer hanger' at Salk Prairie airport. We are finishing off a 19 foot by 13 foot day room. We will be back to Texas when the house sells. Tell everyone Hi for us.

## Flight Level 50

By Donald Treadwell

Last Saturday Nancy and I flew to Scott Airfield, a small 1900 foot airstrip just west of Waco's main airport. Scott was the sight of the Texas RV Owner's annual fly in. You have all heard of the \$100 hamburger, where you use your airplane to fly somewhere for fun, buy a hamburger, and then return. SWRFI and large gatherings like last Saturday can lead to the \$1,000 Fly In. The thousand dollar fly in is where you go innocently and naively to a fly-in thinking you will see some interesting airplanes and then come home. What is lurking in the



shadows of all fly-ins is the latest technology in flying equipment. The golly gee-whiz gear will make your life easier, safer, and your flying more fun, as if that were a problem. I succumbed last weekend to the latest GPS innovation. It has been six years since I bought a GPS, so maybe I'm not quite ready for the AA equivalent for pilots. Of course in the last six years, I have spent thousands on headsets, intercoms, and other equipment for the airplane, so maybe it is time for me to stop hanging around pool halls and fly-ins.

Scott's Airfield is a marvelous place to have a fly-in picnic. Most of the over 100 airplanes there parked in the **shade** of a pecan or oak tree! There is a paved public road on the south end of the runway with absolutely no fence or barrier of any kind to keep the public away from the airplanes. The green grass was mowed everywhere on this airfield that must have been at least twenty acres.

There were several new RVs there that must have cost over a quarter million dollars. Thankfully, they were the RVs that don't fly, but drive. The 82 flying RVs in attendance cost



much less to build, and they all looked brand new. Bar-B-Que sandwiches were served at noon, and then the pilots began leaving. We stayed around most of the afternoon talking to Tom Green, who had brought the new RV-7 to the picnic, and other pilots from around the country and neighborhood. Of course I had to try on the new RV-7 for size. I couldn't tell the difference between it and the RV-6 cockpit. Tom said it was an inch longer. I asked him if I could buy the RV-7 finishing kit to finish my RV-6. He said there was only one finishing kit for the RV-6, RV-7, and RV-9. One kit fits three airplanes. Why didn't Cessna or Piper ever think of that? When Vans improved the RV-6 into the RV-7, he stopped offering his best selling kit and now offers only the new, improved version.

A man from Florida had a Compaq iPaq Pocket PC computer in his shirt pocket with *Anywhere*

software installed. He handed the small computer to me and said, "Step out there in the sun and look at that screen." I looked at the screen. It didn't change from shade to direct sun. It was colorful, bright, and easy to read under either condition. The Bush ranch (Prohibited Area 49) had a red circle around it. The display looked like it came right out off a jet, with an EFIS arc across the top and a map that covered the screen. Digital readouts across the bottom of the screen indicated bearing, distance, vertical speed, and ETE. At the top was the flight time and ground speed. The course was laid out in a vertical format, but an HSI presentation is available. The software covers terrain avoidance, including antennas over 400 feet high. The FAA is requiring turboprop operators to have terrain avoidance on board by 2005.

When you are not flying, the pocket computer can keep on working for you with a day planner, spreadsheets, email, address book, calculator, and more. It comes from Compaq with Microsoft Outlook, Word, and Excel already installed. Full size QWERTY key boards are available that fold to fit in your other shirt pocket. Be careful when you bend over, or all of that expensive gear will hit the street.

So it does more than most GPS units that stay in the airplane, but what does it cost? The complete package from Controlvision, including software, computer, and Garmin 12 channel GPS receiver, costs \$1129, plus shipping. Think twice before you attend that next fly-in; it could prove expensive! Yes, I ordered one, but I plan to be discrete and not use it in front of the children. And I may send it back if it doesn't work any better than our desk top computer.

We saw Leon York and Mike Plecenik at the RV fly-in. Leon said he had counted 82 RV airplanes on the field and no two of them had the same prop. Talk about the individuality and creativity of homebuilders! We met Mike Haley and his girlfriend Martha while there and spent an enjoyable afternoon talking to them. Mike flies a RV-4 when he is not flying for the state of Texas. He lives in Temple and works out of Austin.

## Young Eagles

Nancy and I flew some of the students from her ninth grade gifted/talented English class from Edison Junior High School on Friday, June 1<sup>st</sup>. Only five kids showed up, but that was okay with the guy who flew both flights. One family brought along a younger sister who also flew. We all had fun on a beautiful evening for flying.

These Young Eagles are Elizabeth, Anne Rose, Jeff, Gloria, and Stephanie.





Young Eagles Davan and William (left to right) flew on May 12<sup>th</sup>, 2001.

## Is it a Chance? Card? No, it's Opportunity Knocks!

June 23<sup>rd</sup>, 2001 8-10:30 AM Fly-In Breakfast at Lea Regional Airport, Hobbs, NM  
FREE BREAKFAST FOR FLY-INS, 40 CENTS OFF PER GALLON FUEL.

Come to the 3rd annual Fly-In and bar-b-que with fireworks on the 4th of July at Gerry & Chris Hatch's Hangar, 8574 Ducote Airpark Road. Call Lawrence and Nan C. 944-7909 for what to bring. Lawn chairs, chocolate deserts, and fire extinguishers maybe a good idea.

July 15<sup>th</sup> Thunderbirds at Mathis Field.

July 21st Fly In at Eldorado's only working airport, Joe Christian's Ranch. Don't miss it!

Comments to the Editor:

- I liked it.
- I read it twice.
- I can't wrap my fish in this electronic format.

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