

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 November 2001

The next meeting is Tuesday, November 20, 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. Gerry and Chris Hatch will bring the refreshments.

The calendars are here. They will be available at the next meeting for \$6 each.

## October Meeting

President George Spinks called the meeting to order at 7:00 p.m. He welcomed everyone to the meeting. In his opening remarks, the President noted the most recent FAA regulations for VFR pilots in enhanced Class B airspaces. Pilots are required to have encoding transponder or "approval/waiver".

Pilots are to monitor 121.5, if able.

Leon York presented the report of the nominating committee, Art Steel, Leon York and Mitzi O'Hara: The nominees are as follows: president--George Spinks; newsletter editor--Wayne Cutrell; secretary--Mitzi O'Hara; director--Leon York. The election will be held at the November 20, 2001, meeting.

Nan C. Wright, treasurer, reported a balance in the Treasury of \$1,861.14 as of October 16, 2001.

Nan C. announced that she received and has for distribution EAA 2002 Calendars. A few calendars are available for sale.

The President reported that Joe Christian received the Grand Champion Contemporary Award at SWRFI for his Beechcraft P35, N61JC.

Andy Spinks announced that a Young Eagles Rally is scheduled at Mathis Field, Skyline Aviation, Saturday, October 20, 2001, 9:00 A.M. George Spinks said that he would deliver



Leon York has finished his new prop and is currently testing it on his RV-6A.

information regarding the rally to schools for distribution to the students. Members who would like to participate were invited to come to the rally. Lawrence Wright moved that Chapter 493 provide a discount of \$5.00 per flight on fuel through a local FBO with a cap of \$250.00 for 2001 to pilots who fly Young Eagles. Andy Spinks seconded the motion. The motion carried.

Leon York and Art Steele suggested that refreshments be served after the business meeting and program. The President said that sequence would be used tonight.

Leon announced that the fall fly-in at the Old Kingsbury Aerodome would be October 20, 2001. Leon mentioned that Roger Freeman builds true replicas of vintage aircraft and has them in a museum in the Aerodome at Kingsbury, Texas.

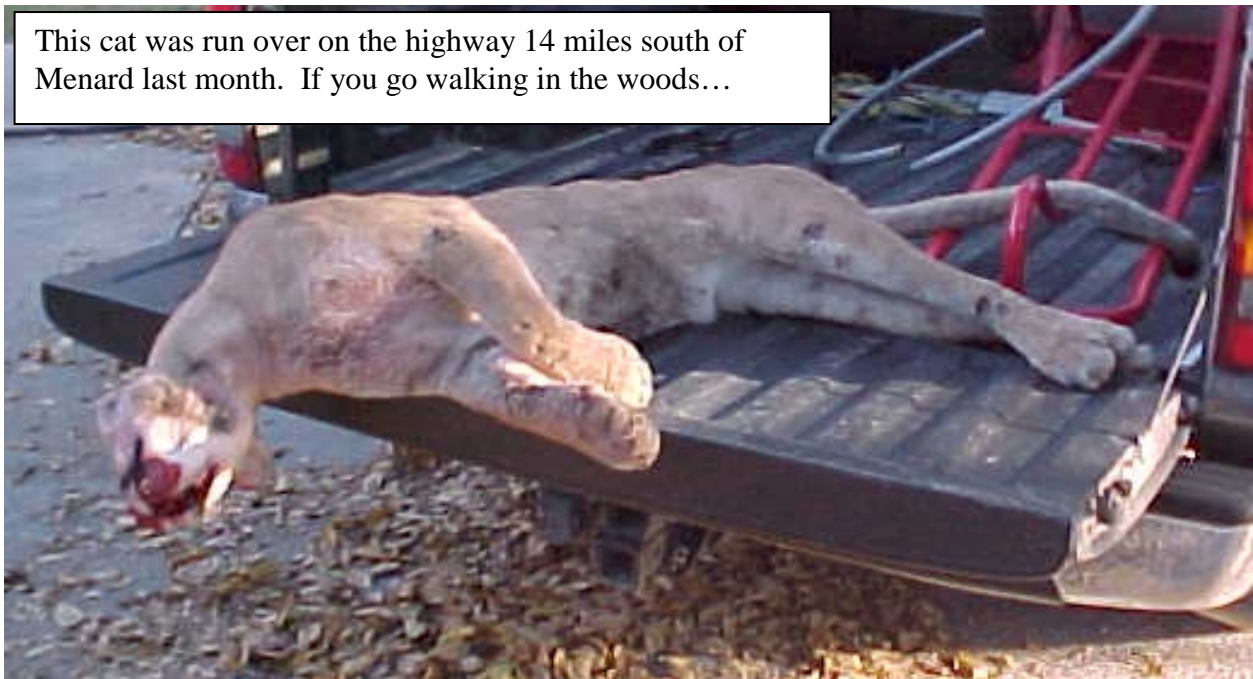
The President introduced Gerry Hatch whose topic for the program was the 1999 Great Texas Taildraggers Tour. Gerry said that in 1993 when he was in Connell, Washington, working on his Avid with a Subaru engine, he met Richard Dillard who was also working on an Avid with a Subaru engine. A friendship developed between Richard who lived in San Angelo and Gerry who lived in Massachusetts. They began planning a tour to be held in 1994 in Texas for people they knew who were building an Avid and using a Subaru engine. They were not ready for that tour in 1994. The idea did not die, but there was no tour in 1995, 1996, 1997 or 1998. Plans continued, though; and in 1999, the Texas Taildraggers Tour became a reality. Not an Avid nor a Subaru made the tour; there was only one taildragger. Gerry said that a few hearty Taildraggers camped under a wing of their airplane one night in Fredericksburg. A few flew to Brownwood and then to SWRFI. The final leg of the tour was from San Angelo to Ruidoso to Lajitas, where the question was raised "What's a Traildragger?" Gerry showed a video of the airports visited and in-flight scenes of a Bonanza, Cherokee, Citabria, Tri-Pacer and Meyers which comprised a Texas formation.

There being no further business, the meeting was adjourned.

Nan C. Wright and George Spinks provided refreshments which were enjoyed by all as members continued talking about airplanes and flights.

Mitzi O'Hara  
Secretary

This cat was run over on the highway 14 miles south of Menard last month. If you go walking in the woods...

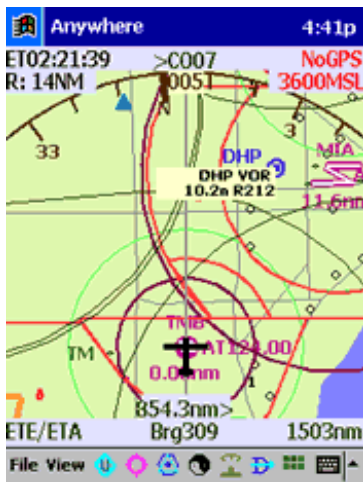


# Anywhere Map GPS Update

It seems like every month I have a new reason to be happy I bought the Anywhere Map GPS. The latest notams for 90 nuclear power plants affect the route of my flights to Rochester, New York, in four places. Controlvision, the company that created Anywhere Map, made a separate TFR (temporary flight restriction) database available at their download portal. I loaded the database into the pocket pc and the power plants now have 10-mile red and blue segmented circles around them. It took longer to locate the plants on the sectional charts and draw the circles around them. For once the computer saved me some time. The power plant TFR notam is only for a week, but I expect it may reoccur in the future. The best part was that I learned how to enter TFRs into the database using the latitude and longitude coordinates. I can specify the diameter and altitude of the TFR and not have to wait for the company to update the data base.

IFR approaches will be added during November, and the iPaq can now couple to an autopilot on experimental aircraft. When terrain warnings are enabled in **File->Reminders**, Anywhere Map checks terrain elevation every 45 degrees of bearing within a 10 mile radius of, and directly

beneath, the aircraft. The pilot is warned any time he is less than 500 feet from terrain. He receives an alert **“WARNING — CHECK TERRAIN.”**



**Touch a VOR** – Tap once on a VOR for its range and radial bearing from your position. Info stays onscreen for 5 seconds.

The display shows you are 10.2 nm from the DHP VOR on the 212 degree radial.

**Preview Mode and Off Screen Pan** – Quickly jump the display to a distant location to check out the destination area. The GPS is ignored until RESTORE MAP is pressed in the display. This immediately snaps the display back into the traditional moving map configuration. The Hat Switch can also be used to pan the display in Preview Mode.

## Flight Level 50: Evansville, Indiana

By Donald Treadwell

I had a few errands to run before leaving Rochester, New York, last month. The weather briefing was not brief. It took about twenty minutes. I didn't get off the ground until 11 AM. I had hoped to be off by 10. I decided to file a VFR flight plan. I didn't want the newspapers to claim I had no flight plan if I should happen to make the papers. The pilot always has a flight plan; he just doesn't share it with others when he fails to file. The weather was good up to the Ohio/Indiana border. The headwind was usually 34 knots on the nose, but north of Dayton, Ohio, my speed was 54 knots over the ground at 6500 feet. The controller was amazed and asked for an ID from a plane below me on approach. After that I called him and identified myself as the target headed southwest at 6500 feet. I changed my transponder code and talked to him for a long time before I finally exited his area.

The weather was cloudy and raining in Indiana. It was a patchy light rain, so I didn't have to divert because of visibility problems. I reached Evansville just after sunset. The whole class C

airspace was in the clear but still wet from a recent shower. A couple of radio towers are about a mile and a half south of runway 36/18, the only runway at this little grass airport. They extend 580 feet above the ground. I landed on runway 18 and parked on the south end of the airport not far from the gas pumps.

The next day it was sprinkling, overcast with the visibility varying from three miles to eight miles and the ceiling varying from 800 to 4,000 feet as the clouds swept through from the southwest traveling northeast. I checked the Weather Channel. The radar showed all the green stuff moving away on the northeast side of town. I called flight service. VFR not recommended. Scud running not recommended. Poor judgment not recommended. Go back to bed.

Okay, but what are the current conditions along the route? Well, they are VFR. Mostly eight miles visibility and 1200 feet ceiling, but McAlester, Oklahoma is 200 feet and less than a mile. I thanked the briefer and headed for the airport. I wouldn't consider flying in this back home, but I was ready to go, even if the weather was not. If I'd had a passenger that day I would have waited for better weather, but I thought I could just fly the pattern and land if the weather looked bad to the southwest. There's a plan! When planning to get just your toes wet, you may get in over your head quickly. I knew I was a hot pilot. Hadn't I just yesterday landed smoothly in Ohio in a 20 knot, 90 degree crosswind? I could handle some low clouds. With 2,899 hours of flying time, I knew when to stop and when to push it.

I took off to the north to avoid those towers to the south and climbed straight out for noise abatement. I turned west and then south to stay in the pattern before exiting to the southwest. I checked the GPS to gauge my progress. It was further north than I expected. I scanned the vicinity and checked the GPS again. Still no change; the map display had frozen. Oh my. A load of adrenaline dumped into my heart. I didn't know my exact position or how close those two antennas were. I depended too heavily on the GPS to keep me away from the area antennas, of which there were several to the north and west.

I was headed southwest when I spotted an interstate highway leading west. I knew if I stayed over the middle of the highway, I would miss the antennas. I turned and followed the road. After a while the GPS came back on its own accord. I was headed west but north of my planned route. I could see by the GPS map that I was clear of the antennas, so I descended to 800 feet where I could see over 10 miles. A little lower I could see the horizon. I bumped along in the turbulence and started to relax. I pried my left fingers away from the control wheel. They seemed to be permanently bent and without blood. I thought about all of those high-time pilots who still managed to crash in weather. There but for the grace of God...

I bumped along at 600 to 700 feet with the horizon always in view, at least the 180 degrees that I could scan in my direction. After a couple of hours, I was ready for a break and landed at Poplar Bluff, Missouri. I rested and drank a soda.

After thirty minutes I decided to try for Horseshoe Bend, which was 75 miles away. The weather had deteriorated during my break, and I had to maneuver around some scud to stay clear of the clouds. Several times I had to turn back and try a different route around the cells. I thought about all the good pilots who had crashed in Arkansas, specifically Bill Benedict and his son Jeremy, going to Sun'n Fun in the first RV-9A last year.

I landed at Horseshoe Bend and took a long break. I argued with myself about continuing the flight. The area was nice and a great place to spend the night. I called flight service to check the weather. After an hour I decided to try for Fort Smith. I climbed above the patchy low-level clouds to find excellent weather. The sky was quickly clearing.

When I reached Ft. Smith, the line of heavy thunderstorms ran north/south to the west of my

course. Not a problem, as I could see a large opening with the sun shining through just left of my intended flight path. The radar controller pointed out the storm, which to me meant it was time to question my judgment again. She couldn't see my view of the weather, though, so I continued toward the sunlight and made it through with no problems.

On the other side of that line of heavy rain were more clouds, and I had to climb to stay out of them. A couple of times I had to turn back and try a different route around the build ups, but I finally made it through the last line to see the Texas border ahead, clear of clouds.

I stopped at Gainesville, Texas, at sunset to take on 18 gallons of fuel. That gave me 30 gallons total, and I needed only 20 to get home. I checked it closely with my plastic soda straw fuel stick.

The night flight to San Angelo was smooth and uneventful. I stayed below the jet traffic as I flew past DFW. I was at 4500 feet, and the traffic was 8,000 and above.

I used the GPS "Find Nearby" feature to check ATIS and AWOS to keep the altimeter setting current.

I arrived at Mathis Field at 9:30 P.M., feeling shell-shocked. Nancy and I unloaded the plane, and then I paused to spend a moment with the Cessna, placing my hand on the cowling. We had made it; maybe just barely, maybe not. I thought about Johnny Williams and his description of flying a badly out-of-rig airplane once around the pattern at Ducote. Flying's not much fun when you scare yourself. Nancy looked at me and said, "What happened?" I started telling her about Evansville...

## Young Eagles Rally, October 20, 2001



George Spinks put together a fine crew of pilots and ground support personnel. I'm sure we could have flown a couple of hundred kids if we could just figure out how to reach those that really want to fly. George and Andy Spinks were assisted by Mitzi O'Hara, Gerry Hatch, Don Treadwell, Lyle Daniel, Wayne Cutrell, Bob and Carol Heiser, Tom Hyde, Mike Noyd and Bob Reece. Five pilots flew twenty Young Eagles during the day. Wayne Cutrell took these pictures.





## Pulsar Update, Adam's Rib is missing.

Would you believe a Pulsar flies fine with 5 ribs missing, from San Angelo, Texas to Lawrence, Kansas and back.

On our way to Lawrence to attend the Pulsar Fly-In we stopped at Wichita Falls for gas and lunch, in the pattern only the right flap went down. I assumed I had a linkage problem and decided to finish the trip without flaps and fix the problem when I returned to San Angelo, Texas. Note that there is not a controllability problem with only one flap down.

After the trip I trouble shot the flap problem - After putting a tiny light in the wing thru the hole in the rear spar for the flap push rod I discovered that the #3 rib that holds the inboard end of the flap torque tube was not there. Wow, what a shock. Further investigation revealed that ribs 2,3,4,5, and 6 were gone, eaten away by gas, and rib 7 was damaged. Yes, I had to sit down for a minute after that discovery.

There was no sign of a gas leak (stain) inside the wing. I believe gas fumes did the damage. A quick drain on the bottom of the wing was weeping. On pulling the left wing there were gas

stains on the outside of rib 1 and the fuselage where it mates. There is a low pressure area on top of the wing and inside the wing via the hole for the flap torque tube. I think gas fumes entered the wing around the flap torque tube and aileron push rod. Those are small gaps but there were gas stains on the exterior of rib 1 by both. I ran a test to prove that gas fumes will eat blue Styrofoam - it does.

I suggest getting a light inside the wings at annual and after gas spills or leaks.

The good news is our wings are strong. I did not notice the wing walk flex with the ribs gone and we flew 1200 miles in high winds with 5 missing ribs. I am in the middle of replacing the ribs with polyurethane foam, which is fuel resistant, fixing the quick drain, and adding inspection plates. If I had known what the problem was on the trip my plane would have made the rest of the trip on a trailer. I know now that WITH STYROROAM RIBS, NEVER IGNORE A FUEL LEAK, NO MATTER HOW SMALL!

Today the wing is back together and I am putting on filler and getting ready to paint.

Bob Heiser Pulsar XP N912RV

## The Faster Flying Club

It's time to form a flying club branch to our chapter. We need to buy something faster than anything that anyone is currently flying and make it available for renting to everyone who is interested in the occasional quick cross country. Many of us are tired of having to find nearby airports in order to plan a round robin that is less than a day. The \$100 hamburger has lost its appeal. What we want is some really fast food. And we want someone to help pay for it! By forming a flying club we can share the expenses with a large group. I can just see our club's airplane and the typical remarks in the newsletter...



**The SR-71 will be down in December.**

We need to replace the right engine and give the bird a wax job. Please show up with your bucket on Saturday. **Does anyone know how to get this thing to stop leaking fuel all over the hangar?**

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Dryden Flight Research Center EC95-42883-4 Photographed 1995  
SR-71B over snow-capped mountains. NASA photo

