

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 October 2001

The next meeting is Tuesday, October 16, 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. George and Martha Spinks will bring the refreshments.

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

## September Meeting

President George Spinks called the meeting to order at 7:00 p.m. He welcomed all members and introduced guests Janett Hotchkiss and her son Rafe who is interested in aviation and becoming a pilot.

President Spinks congratulated Norm Beauchamp on his fine

hamburgers and thanked Norm and Marty for the swim and cook out party they hosted.

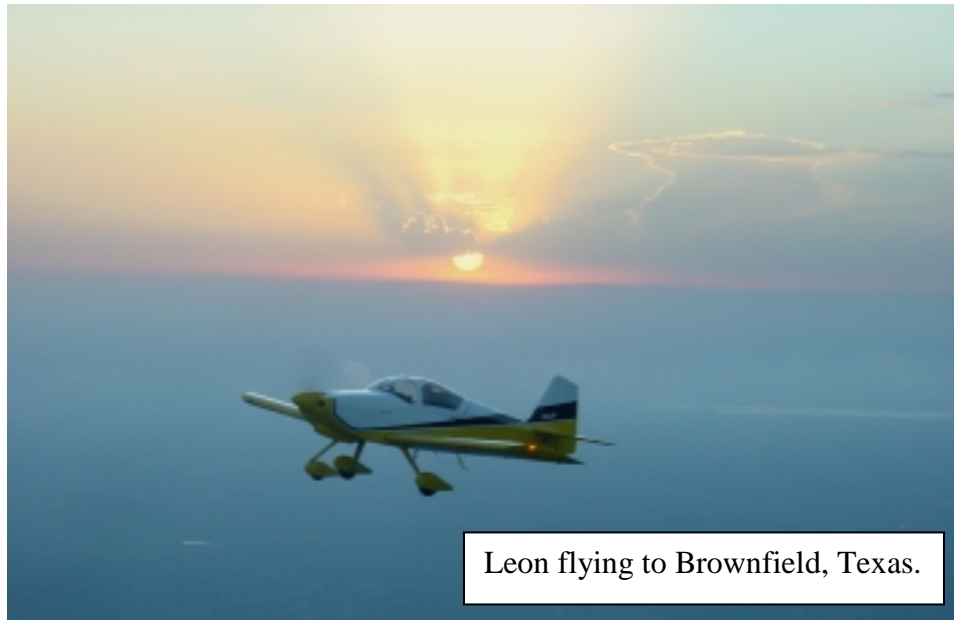
Nan C. Wright, Treasurer, reported a balance in the treasury of \$2,030.40 which includes \$132.00 collected for EAA 2002 Calendars. Nan C. reported that calendars were ordered but had not arrived by meeting date. Nan C. ordered a few calendars more than pre-paid orders. Anyone who did not place an order and wishes to purchase a calendar may contact Nan C.

Arb Rylant updated members on the current status of flight approved since the terrorist attack of September 11, 2001.

President Spinks announced that SWRFI is scheduled as planned for September 22, 23, 2001.

Andy Spinks announced that plans for the Young Eagle Rally scheduled for October 13, 2001, are on hold until VFR flight is permitted.

President Spinks invited members to share their recent activities. Don Treadwell reported that the one-way time for bus trip from Rochester, N. Y. to San Angelo is 48 hours. While he was waiting for the restrictions on general aviation to be lifted, Don said he received offers for his



Leon flying to Brownfield, Texas.

airplane. None was acceptable, and his airplane is riding out the restrictions in Rochester. Nancy was in San Angelo teaching English. Jim O'Hara complimented Nancy for the letter which she wrote and read to her students September 12, 2001, and in which she relayed her concern for and interest in her students. Nancy's letter was subsequently printed in the San Angelo Standard Times.

Norm Beauchamp reported that he had been working on his Kitfox.

LeRoy Anderson said that he and Marie spent time at their favorite place on Mustang Beach.

Leon York told of working on his prop, "whittling" 150 pounds to 34 pounds.

Bob Reece urged members to write their representatives in Congress and express their concerns about the future of General Aviation and ask for their support.

Brian Brown has been working on the landing gear for his RV.

Art and Judy Steele's airplane has been stranded at Mathis Field after an annual had been completed. They look forward to having the plane home at Ducote. Judy is busy teaching.

Bob Heiser said that he will try to add hours toward the 40 required on his Pulsar by filing IFR. Carol is looking forward to that day the 40 hours are amassed so she can be in the air in the Pulsar.

Wayne Cutrell has been flying a simulator while flight training has been suspended.

Arb Rylant has been reacting and responding to the changes imposed on flight operations since the terrorist attacks of September 11, 2001.

Lawrence and Nan C. Wright have been following the news on television.

Johnny Williams has been working on the flaps on the PT-2. Mary kept up with events on television.

Andy Spinks reported that although there was little traffic, Mathis Field had not been closed.

President Spinks suggested a break in the meeting for members and guests to enjoy the assortment of cookies and soft drinks brought by Nan C. and Lawrence Wright.

Bob Heiser presented the program for the evening. His topic was centered around taxiing and four flights of the Pulsar he and Carol built. Bob made the initial taxi July 2, 2001, and to date has logged 15 hours. Bob recounted his various experiences, analyses and solutions to problems. He popped radiator hoses, found causes and made changes. During the first flight, he noted that



Leon York illustrates the proper form for starting a tailwheel airplane.

indicated speeds were not what he expected. He determined the air speed indicator was not accurate, and he replaced the air speed indicator. During the second flight, he tested the stall speeds. Bob flew to Mertz on the fourth flight and limped home on partial power. Bob found the problem was the carburetor spring. He found the size that should be used. Bob is happy with the performance of his Rotax engine which uses 4 gallons fuel per hour. With full fuel, 19 gallons, 50 pounds of baggage may be carried when Carol and Bob take to the air. Bob brought pictures which showed various phases of their project.

There being no further business the meeting was adjourned.

Mitzi O'Hara  
Secretary

## Flight Level 50

By Donald Treadwell

Remember when weather was our biggest problem when flying?

I wanted to fly to New York on September 5th. There was a low pressure area situated over the Texas panhandle and DFW was reporting IFR conditions with low visibility and low ceilings. I logged a few hours on the computer studying the variety of radar maps and other weather information available from many different sources. I became proficient in reading metars again as I waited for the situation to improve. A large and dangerous cell was moving north from Waco into my flight path. By two o'clock the storms looked isolated enough to pick my way through, so I loaded the truck and headed for the airport. I had several flight plan options in hand thanks to AirNav.com. They offer flight planning by giving ten routes with the best fuel prices. All you do is answer a few questions and a few seconds later you have ten choices. You can click on the various airport choices and get complete information about that airport, including the last reported price for fuel.

I departed Mathis Field at 4 PM and was searching for a northeast passage around a cell directly over Ballinger. I tried flying north but I couldn't clear the clouds between two thunderheads. So I circled around south and found a passage in light rain. I descended to 10,500 as I was growing



SPOD at Brownfield, Texas

tired of my deep breathing exercises.

There was the usual jet traffic at my altitude as I flew past Ft. Worth. My first fuel stop was Gainesville, where the 100LL was the predicted price of 1.79/gallon.

There was some lightning north and south of my course. As the sun set a dark rain cloud loomed ahead. I figured I would have to land if conditions did not improve. It started raining, but I still had 5 miles visibility. The lights on the ground were few as I was flying through mountainous terrain. Without the lights on the ground it would have been difficult to see the ground. The largest percentage of weather related accidents happen at night. I decided I had few cards left to play, and I didn't want to meet any terrain head on, so I picked the "find nearby" feature on the new Anywhere Map software. Talihina, Oklahoma came up as the closest choice, seven miles ahead. The next choice was thirty-five miles further, and I wasn't tempted. After circling three times to lose altitude, I made a careful approach and smooth landing. I put on a plastic poncho and searched the ramp area for a phone. No luck. I tied down the airplane and headed for town with my backpack.

After walking a mile I came to a T-intersection. I knew the town was straight ahead, but that wasn't a choice, so I guessed right. After walking another two miles I was able to turn back toward town on a regular highway. One more mile further brought me to the only motel in the area. I had luckily taken the shortest route to the motel, and there was one room left.

The next morning I asked a neighbor for a ride to the airport and he agreed. The trip back to the Cessna was much better. I watched his odometer count off the four miles. It sure seemed a lot further than that in the dark and rain.

There were a few low clouds in the area, but I soon climbed above them and headed for Horseshoe Bend, Arkansas.

My next fuel stop was a picturesque airstrip with a lake on one end and a large hill on the other. I had to wait for a local man to arrive at the airport before I could get the Cessna topped off. He told me that the local airport was supported by fuel sales, so he didn't mind coming to the airport just to sell me fuel.

The weather was good VFR to the next fuel stop in Victory, Ohio. Elliott's Landing is a grass strip surrounded by a large corn field. Elliott's Restaurant is located at the north end of the field. Next to the restaurant is a car dealership and convenience store with fuel pumps. The fuel was \$1.75/gallon. There was a small blue car on the other side of the pump with a five-year-old boy in the back seat. I was standing on the strut pumping fuel when I noticed him wave at me. I smiled and waved back. What a thrill for both of us!

The winds were favorable into New York and I was able to complete the journey without any more stops. I didn't know that it would be almost one month before I would get to fly my plane again.

Next month: Don escapes death on the return trip!

Homer's story of Ulysses in the *Odyssey* is retold in the movie *O Brother, Where Art Thou?* Bluegrass or folk music is heavily featured in the film, and *I'll Fly Away* is one of my favorites. I think it would be highly appropriate for any pilot's funeral:

I'll Fly Away

Some bright morning when this life is o'er  
I'll fly away  
To that home on God's celestial shore  
I'll fly away

I'll fly away oh glory  
I'll fly away in the morning  
When I die hallelujah by'n by  
I'll fly away

When the shadows of this life have gone  
I'll fly away  
Like a bird from these prison walls of life  
I'll fly away

I'll fly away oh glory  
I'll fly away in the morning  
When I die hallelujah by'n by  
I'll fly away

Oh how glad and happy when we meet  
I'll fly away  
No more cold, darn shackles on my feet  
I'll fly away

I'll fly away oh glory  
I'll fly away in the morning  
When I die hallelujah by'n by  
I'll fly away

I'll fly away oh glory  
I'll fly away in the morning  
When I die hallelujah by'n by  
I'll fly away

Just a few more weary days and then  
I'll fly away  
To a land where joys will never end  
I'll fly away

I'll fly away oh glory  
I'll fly away in the morning  
When I die hallelujah by'n by  
I'll fly away  
I'll fly away



Goodyear blimp hangar at Akron, Ohio



Don's Cessna in its hangar away from hangar.



Aircraft carrier and circle target southeast of San Angelo

## Subject: Aviation Maxims

Keep the aeroplane in such an attitude that the air pressure is directly in the pilot's face. - Horatio C. Barber, 1916

When a flight is proceeding incredibly well, something was forgotten.  
Robert Livingston, 'Flying The Aeronca'

The only time an aircraft has too much fuel on board is when it is on fire.  
Sir Charles Kingsford Smith, sometime before his death in the 1920's

Flexible is much too rigid, in aviation you have to be fluid. – Verne Jobst

If you can't afford to do something right, then be darn sure you can afford to do it wrong. -  
Charlie Nelson

If you crash because of weather, your funeral will be held on a sunny day. - Layton A. Bennett

I hope you either take up parachute jumping or stay out of single-motored airplanes at night. -  
Charles A. Lindbergh, to Wiley Post, 1931

Never fly the 'A' model of anything. - Ed Thompson

Never fly anything that doesn't have the paint worn off the Rudder Pedals. Harry Bill

Keep thy airspeed up, lest the earth come from below and smite thee. -William Kershner

When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible. - advice given to RAF pilots during W.W.II.

Instrument flying is when your mind gets a grip on the fact that there is vision beyond sight. -  
U.S. Navy 'Approach' magazine circa W.W.II.

Always keep an 'out' in your hip pocket. - Bevo Howard

The Cub is the safest airplane in the world; it can just barely kill you. - attributed to Max Stanley,  
Northrop test pilot

A pilot who doesn't have any fear probably isn't flying his plane to its maximum. - Jon McBride,  
astronaut

If you're faced with a forced landing, fly the thing as far into the crash as possible. - Bob Hoover

It occurred to me that if I did not handle the crash correctly, there would be no survivors. -  
Richard Leakey, after experiencing engine failure in a single engine airplane, Nairobi, Africa,  
1993.

If an airplane is still in one piece, don't cheat on it. Ride the bastard down. - Ernest K. Gann, advice from the 'old pelican'

Though I Fly Through the Valley of Death I Shall Fear No Evil For I am at 80,000 feet and Climbing. - sign over the entrance to the SR-71 operating location on Kadena AB Okinawa

You've never been lost until you've been lost at Mach 3. - Paul F. Crickmore

The emergencies you train for almost never happen. It's the one you can't train for that kills you. - Ernest K. Gann, advice from the 'old pelican'

If you want to grow old as a pilot, you've got to know when to push it, and when to back off. - Chuck Yeager

Never fly in the same cockpit with someone braver than you. - Richard Herman Jr. 'Firebreak'

There is no reason to fly through a thunderstorm in peacetime. - Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970.

An airplane might disappoint any pilot but it'll never surprise a good one. - Len Morgan

To most people, the sky is the limit. To those who love aviation, the sky is home.

Life is simple. Eat, sleep, fly.

## Bulletin Just In

Apparently the Texas A&M Aggie ROTC has just surrounded a department store in College Station, Texas.

They are acting on a tip that "Awesome Bed Linen" is on the second floor.

## Future Events:

Young Eagle Rally at 10 AM Saturday October 20, 2001 at Skyline Aviation, Mathis Field. Call George Spinks at 853-3415 or Donald Treadwell at 655-4646 if you can help.

Hamburger Fly-In and Young Eagles Program 9:30AM Saturday, October 13, 2001 at Skywest Airport, Midland, Texas. Serving 11:30AM to 2PM for a cost of \$5.00 per plate, hamburger or hot dog with all the trimmings, chips, beans, tea, and dessert. There will be a silent auction.

This edition of the newsletter was delayed by computer problems. Future electronic editions (in pdf format) are doubtful.

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