



The Official Newsletter of EAA Chapter 493.

Concho Valley Aviator

www.geocities.com/eaachapter493/

415 W Twohig Ave, Ste 2A, San Angelo, TX 76903

March, 2002

Feburary Meeting of EAA Chapter 493 February Meeting

President George Spinks called the meeting to order at 7:00 p.m. He welcomed everyone and asked Johnny Williams to introduce his guests. Johnny introduced Jack and Mildred Williams who live in New Mexico. Jack and Johnny are putting final touches on Jack's PT 2 which Johnny has been working on.

The President reminded members to renew their EAA National Memberships when dues come due. Local dues for 2002 are due now.

President Spinks reported that comments regarding the notice of proposed rules for Sport Pilot/Light Sport Aircraft (NPRM) must be made before May 6, 2002. President Spinks printed the NPRM from the Internet and offered it to anyone interested in reading it. Leon York reported that there seemed to be a great deal of opposition to the proposal, and he suggested that those who support the proposal register their approval. Information regarding NPRM and the way to comment may be found on the FAA sport pilot web site,

EAA Sweepstakes. The President told of the offer from National EAA to the Chapter to participate in the EAA 2002 Sweepstakes. President Spinks has tickets, \$1.00 each, for chances to win a newly refurbished Piper Cherokee, a new BOSE Aviation Headset X and other prizes.

The President recognized Donald Treadwell for having flown 10 Young Eagles in 2001.

.RAFFLE. Leon York brought a book, Rand McNally Encyclopedia of Military Aircraft, and Wayne Cutrell brought a disk containing a review of specs for homebuilts by Aerocrafter for the raffle. Chances of \$1.00 each were sold;

\$14.00 was netted for the Chapter.

Johnny Williams, Representative of Chapter 493 to SWRFI Board of Directors, reported that he and Steve McDuff attended a recent SWRFI Board Meeting. Johnny said

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that discussion at the meeting centered on the location of SWRFI for 2003. SWRFI has been at Abilene Regional for the past four years and will be held there in September 2002. A survey to obtain opinions on continuing of have SWRFI at Abilene was mailed to 500-600 EAA members. Johnny said that 69% of the 170 people returning surveys to date favored moving SWRFI from Abilene. Johnny said that a search for possible other locations is underway and that the results would be discussed at the April 20, 2002, Board Meeting of SWRFI.

Johnny noted that he will be in charge of the Fly Market at SWRFI 2002, and he is hoping that many members of Chapter 493 will volunteer to assist him in operating the Fly Market as they have in previous years. Johnny reported that the Fly Market netted \$571.00 for SWRFI 2001.

Johnny Williams, CFI, IA, and member of Chapter 493, presented the program. Johnny's topic was "Safety." He geared his remarks to 'hobby fliers' as he thought all those in attendance were now flying for fun. He stated that he felt the two most dangerous things were flying in formation and taking pictures while piloting the airplane. Johnny was emphatic when he said, "If you are going to take pictures, have someone else fly the airplane."

Johnny reminded the hobby fliers to practice. They may "know" what to do, but they don't practice. Practice some cross-wind landings; fly out from the airport and practice approaches watching rate of descent and reaching pattern altitude one mile from the airport he said. He reminded pilots of many things to observe and be aware of while flying. Johnny hopes that everyone enjoys flying his airplane, and he says "fly safely."

President Spinks thanked Johnny for the program.

President Spinks said that Bonnie and Steve McDuff brought refreshments. He invited all to enjoy the cookies made by Bonnie and the soft drinks.

There being no further business, the meeting was adjourned.

Mitzi O'Hara

Secretary

Treasurer's Report

Nan C. Wright, Treasurer, reports a balance of \$1,762.14 in the Treasury as of Feb 19, 2002

March Meeting Date

The next meeting will be March, 19, 2002. See you there!!

March Program

March Program

Bob Reece will present a program about magnetos at the March meeting. He plans to take a mag apart and discuss the various parts, timing, etc. Should be very interesting.

Refreshments

March refreshments will be done by Marty and Norm Beauchamp.

Annual Dues Reminder

Nan C Wright, Treasurer is collecting dues for 2002. Dues are \$20.00 per member and \$25.00 per member and spouse. Checks payable to EAA Chapter 493, Inc. may be mailed to Nan C. Wright, 8654 Ducote Air park Road, San Angelo, TX 76904.

In the past, it has been policy that in order to continue to receive the Chapter newsletter, that Dues had to be in to Nan by **March**.

WEBMASTER

Our webmaster asks, Please ask a the next club meeting if anyone knows of a free site that is suitable. I will be back for the May meeting. Lease let Bob Heiser or president Spinks know if any assistance can be given.



Flight Level 50

By Donald Treadwell

What is it about a Piper J-3 Cub that I find so enticing?

I remember when I was six-years-old, I had a yellow plastic model of a J-3 that cost 49 cents. I actually had several models of the J-

3 because they couldn't stand up to the harsh treatment of a six-year-old. I can still see myself in front of the house at the ranch flying that toy around the yard. I loved to imagine flying a J-3 someday.

In 1979 I finally made that dream come true with Frank Hinds's help. He owned a blue J-3C-65 at that time and he was willing to let me fly it solo. He introduced me to Cub flying on Lewis Roach's small grass strip on the north side of San Angelo.

"Now, Don," said Frank, "chances are you will be by yourself when you fly a Cub, and the best way to start it is to stand behind the prop. That way you can reach the throttle quickly and brace yourself against losing balance and falling into the propeller."

That seemed very strange to me. I had never imagined the best way to start the plane alone. The books and magazines I had read growing up always had someone help to prop the airplane. Frank set the parking brakes and cracked the throttle. He pulled on the prop a couple of times and then switched on the mags. The 65 horse Continental started puttering. Wow, that was easier than starting a lawn mower. I thought that 65 hp would be a lot harder to pull through than he made it look. Frank pulled the mixture and let me try it. The propeller was very easy to pull through a compression stroke. It started right up for me too.

I had already learned the proper technique for mounting a Cub when I was learning to fly in a Super Cub. I sat on the open side panel and pulled myself into the back seat. We strapped ourselves in and prepared for take off.

Frank showed me how to do a preflight check of the magnetos, oil pressure, carburetor heat, and flight controls. Then he made a circle to check for traffic and taxied on to the grass runway. He took off to the north. I remember watching the wheel on the right side lift away from the grass and gradually come to a stop. We climbed and headed east to practice some maneuvers. Frank did some 90 degree turns to the right and left and then let me try the same. We did some stalls and more turns before returning to the grass strip

for landing practice. After a few practice landings, he decided I was good enough to fly solo.

The next time I flew N6873H, I was alone. I admired the old fabric stretched across the steel tube and wood frame. I checked the gas cap with wire and float. Everything was so simple. The magneto switch was just like the one in my 1924 Model T Ford. There was no VSI or VOR. No radio at all. No battery. It was just your basic airplane. I pushed it out of the corrugated steel shed. There were no doors to this hangar. It was open on the east side that faced the south end of the runway. I pointed the Cub north to avoid prop wash blowing things about the shed. I set the brakes and tested them by pushing on the strut. I pushed the mixture in and cracked the throttle. I pulled on the prop a couple of times and then switched on the mags. It started on the first pull. The adrenalin hit me as the engine caught. I was definitely going flying! I walked around the strut to the back seat. A Cub is flown solo from the back seat. Once I was strapped in, I calmed down a little-- but not much. I left the door open to enjoy the great view.

I added full power and the tail came up shortly. It wasn't long before the fat tires lifted away from the grass. I climbed to altitude and practiced all the same things that Frank and I had done on the previous flight. I was grinning from ear to ear. That simple little airplane was so much fun. It was five years older than I and couldn't go as fast as my car, but it was what it was like to fly airplanes in the early years, when feeling the tail come up on takeoff was routine. It was pure flying with nothing between the pilot and the wind.

I would call my friends and convince them they needed to experience Cub flying. We had a great time imaging flying the western front and feeling the wind blow around us in the cockpit. We loved the joysticks that were so much sportier than control wheels. Real airplanes, fun airplanes, had sticks and tail wheels. I dreamed of the day I could afford an airplane. I wanted it to have a stick and tail wheel.

I took it on a cross-country to Menard and was surprised to find how long it took. There was the usual wind out of the south-east, and it was close to an hour before I landed. Maneuvering around the ranch was more like flying a kite. The Super Cub was a real hot-rod compared to this Cub.

I still have a soft spot in my heart for fabric airplanes with a stick and a tail wheel.

EAA MEMORABILIA WANTED

The EAA AirVenture Museum is actively soliciting donations of memorabilia for a planned 50th Anniversary display this year and to better document the history of EAA for the future. We are looking for artifacts relating to EAA and EAA Fly-In Conventions prior to 1980. Particularly sought are items from the very early days of EAA (1953-1970), including EAA-related souvenirs, clothing (hats, jackets, t-shirts, sweat-shirts), and convention-related ephemera (pins, patches, decals, posters). Contact Curator of Collections, Ron Twellman, at 920-426-5917 or rtwellman@eaa.org.

SUN 'N FUN Is Just Around The Corner. Sun 'N Fun website for complete details of activities, how to volunteer and more:

<http://www.sun-n-fun.org/content/splash.asp>

EAA CHAPTER LEADERS FORUM AT SUN 'N FUN

“Come join us for the EAA Chapter Leadership Forum at Sun N Fun, Lakeland, FL, on Thurs. April 11th from 9 a.m. to 11 a.m. in forum tent #10.

This forum will be a fun and interactive presentation that will allow you to take away some ideas on how to make your Chapter more effective and more satisfying for your members!

Please come armed with your best ideas on Chapter Fundraising, Membership Recruitment, Chapter Activities, and anything else you think will be of value.

We look forward to a fresh exchange of ideas and information. No registration necessary.”

YOUTH MEMBERSHIPS

EAA still has several youth EAA Memberships available for Chapters to nominate a child from their community to receive the one-year EAA membership. Nominating a child is easy, just send an e-mail to bander-son@eaa.org with the child's name, address, and a few words about why your chapter feels they should receive one of the memberships

FiFi

I received the following message from Bob Barnes regarding the B-29 visit to San Angelo. “If things go as planned FiFi and Diamond Lil will arrive in San Angelo April 1 and leave April 8th. They will be parked at Skyline Aviation, inc(Dave Gossett's operation) He is sponsoring some sort of fly in and or a pancake breakfast. Get the details from him.



Still can use sponsorship to cover expenses, as you well know flight time is very costly both from expense and wear and tear perspectives. We are requesting 1 55 gallon barrel of Shell 6006 oil. plus 1500 or so gallons of 100 LL. With patriotism and the flag kinda back in style since 911 sponsors can get some good milage in PR benefits.

You can get some pertinent info about the CAF on the net FiFi is the only B-29 still flying and Lil is one of only two Airworthy B-24,s

Thanks, Bob Barnes”

CIRRUS WARNS OF PARACHUTE SYSTEM PROBLEM

Cirrus Design Corporation on recently issued service alert bulletins mandating immediate modification of the emergency parachute systems in SR20 and SR22 aircraft. The bulletins said that owners should not fly their aircraft until the repairs are made or make one day VFR flight to get to a repair station. Ballistic Recovery Systems Inc. (BRS), manufacturer of the parachute system, discovered a problem as it was completing work on a new system for the Cessna 172 Skyhawk. The problem involves the BRS activation cable that the pilot would use to deploy the emergency parachute, but the condition does not affect the parachute or the rocket. The repair, at no cost to owners, is estimated to take less than an hour. Cirrus is manufacturing and shipping the replacement parts to its service centers. FAA sources indicate that the agency is considering emergency airworthiness action. The current Cirrus fleet numbers about 320 aircraft. See the [Web site](#) for updates.

AIRCRAFT STC LOOKUP

Are you searching for an Aircraft STC? You can look it up on <http://av-info.faa.gov/stc/> Are you searching for an Aircraft AD? Look for it at <http://av-info.faa.gov/ad/AD.htm>

SWRFI

The leadership of the EAA Southwest Regional Fly-In (SWRFI) recently conducted a brief survey of EAA Members regarding their satisfaction with our past fly-ins and their future interest in attending our fly-in. We have received enough responses to warrant, in the Board of Directors opinion, a process of investigating possible alternative locations for the 2003 EAA SWRFI.

We have started the site selection process for the 2003 EAA Southwest Regional Fly-In. If you have inputs we welcome your comments and ask that you contact Bill Gunn, Chair of the Site Selection Committee at wgunn@dot.state.tx.us or Stan Shannon, SWRFI President at shannons@krc.com.

EAA SWRFI is at a critical point:

- * Do we stay in Abilene?
- * Do we move?
- * What will our future format be?

If you want to have an impact on the future of the EAA SWRFI, please get involved now! Come to our meetings and volunteer at the fly-in. Help EAA SWRFI become the best it can be.

Future EAA SWRFI Board Meetings:

April 20, 2002 (Rain Date 4/27/02) 10:30

White Oak 44TX

June 15, 2002 (Rain Date 6/22/02) 10:30

Cedar Mills 3T0 July - To Be Called

DATE	DESCRIPTION	LOCATION
3/23-24/02	Aircraft Builders Workshop	Dallas
4/1 to 4/8	CAF B-29 and B-24 visit	San Angelo, Mathis
4/7/ to 5-13	Sun'N Fun	Lakeland, FL
5/25/02	Ranger Fly In	Ranger TX
6/17 to 6/21	Short Wing Piper Club 2002 International Convention	Odessa TX
7/23/02	EAA AirVenture Oshkosh Fly-In Convention	Oshkosh, WI
9/27/02	EAA SouthWest Regional Fly-In	Abilene, Texas
10/10/02	Copper State	Phoenix, AZ



FOR SALE:

(1) **Gill G-25 battery.** Battery and electrolyte are new, in-the-box, and never opened. (Wag-Aero price \$99.95) I will let go for \$70. (2) **Aviation Oil Analysis Kit** with the analysis prepaid by me. All you need to do is send sample in to company. I will sell for \$15. Richard Holder 944-0575 or rholder1@gte.net

*(ed Note: I will post **For Sale** Items for 3 months unless I receive notice that the item has been sold) All Chapter members may advertise items for sale or trade in the Concho Valley AViator. EAA Chapter 493 assumes no responsibility or liability for use of products occasionally listed for sale. This is a service for EAA members and does not constitute an endorsement of such products by EAA Chapter 493, its members, or the Experimental Aircraft Association.*

REMINDER

If you have e-mail, Please give me your e-mail address if you haven't already done so so that I can send you information and newsletters by e-mail.

MAINTENANCE ON NON EUROPEAN/US CIVIL AIRCRAFT



The above pictures prove the superior dispatchability of the Boeing 747. An Asian airline operator came into FRA (Frankfurt, Germany) for an unscheduled refueling stop. The reason became soon apparent to the ground crew: The fan on the number 3 engine didn't look so good. This had apparently been no problem for the tough guys back in Asia: they took some sturdy straps and wrapped them around both the fan blades and the structures (note the straps are seatbelts, how resourceful!). behind, thus stopping any unwanted windmilling (engine spinning by itself due to airflow passing thru during flight) and associated uncomfortable vibration caused by the suboptimal fan.

Off they went into the wild blue yonder with another revenue-making flight on only three engines! When they got a bit low on fuel, they just set it down at the closest airport for a quick refill. That's when the problem started: Those Germans are kinda picky about this stuff, and they grounded the aircraft. The airline operator had to send a

chunk of money to get the first engine replaced (took about 10 days), and the repair contractor had decided to do some impromptu inspection work on the other engines, none of which looked all that great either. The result: a total of 3 engines were finally changed on this plane before it was allowed to fly again.

Officers Chapter 493 for 2002.

President – George Spinks

Vice President – Joe Christian

Secretary – Mitzi O'Hara

Treasurer - Nan C. Wright

Newsletter Editor – Wayne A. Cutrell

Web page Editor – Bob Heiser

Technical Counselors – Bob Reece, Paul Shacklette

Flight Advisors – Richard Dillard, Johnny Williams

Directors – Andy Spinks, Leon York

Young Eagles Program – Don Treadwell

Book Review (Written by West Texas Pilot)

Member Art Steel recently read a book by a fellow west Texan Gene Beggs, entitled "Spins in the Pitts Special".

"This is a book that is long overdue. Had it been printed 40 years ago it could have saved scores of lives. Spins have been the most feared of anything in flying. This is because they are not understood. The techniques in this book have been researched thoroughly and are an honest to goodness fact that have been proven thousands of times by some of the most experienced pilots in this business. We are indeed fortunate to have someone with the background, experience, expertise and perseverance of Gene Beggs write this book. Thank you Gene Beggs."--Curtis Pitts

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Once in a great while, an aviation book comes along that makes all others only in comparison Gene Beggs has done just that with his book, *Spins in the Pitts Special*. This is a must read book for every pilot from

the beginning student in a Cessna or Piper to the aspiring aerobatic novice or the expert aerobatic competitor. In a clear, concise, and easy to read. format, Gene has managed to take the reader through spins and spin recoveries in a captivating and descriptive mode.

WARNING! Do not open this book unless you have time to read it cover to cover be-

cause you will not put it down until you finish! Deposit yourself in a soft, comfortably chair in a room alone. You will be "flying the airplane" within a few pages. Emergency Spin Recovery procedures are covered thoroughly. Armed with this knowledge and a few lessons with a qualified flight instructor in spin training, you may very well .save your life someday!

If you are looking for a great book, for a friend, this is it! Consider it a "Life Saving Gift." I most strongly endorse Gene's honk as a "MUST READ!"

Softbound 8.5"x11" (44 pages)

AerobaticSource.com price: \$19.95



MONTHLY MYSTERY PLANE CONTEST

Name this plane and get the great prize of a hearty handshake fomr our president. Maybe if I can find sponsors, we will have other prizes to give out to future winners. Show off your aviation knowledge by identifying the mystery plane, Get your name printed in this newsletter indicating you are a Young,

Handsome, Lean, Mean, Firm-Jawed,
Tough-as-nails, Slim-Hipped, Curly-Haired,
Thin-Lipped, Clean Talking, Flat-Bellied,
Hairy-Chested, Biceps-Bulging, Steely-
Eyed, Sinewy-Muscled, Tight-Bunned,
Lean-Shanked, Milk-Drinking, Apple-Pie-
Eating, Clean-Talking, Red-Blooded, Pure-
Thought-Filled, All-American Heroic
Knight Of The Air



hint: navy jet

EAA Chapter 493 Newsletter
Wayne A. Cutrell
415 W Twohig Ave
Suite 2A
San Angelo, TX 76903

Picture of a "DEBUTANTE" ... 1943 Style!

She never thought her world would change so much ... but there she is, like millions of her sisters, fighting on the home front ... and doing a job she's doing!

EVERYTHING'S CHANGED NOW

Remember the Top-Quality, long mileage and extra safety you came to take for granted as a General Tire? The rubber and skill that gave you these are now going into common rubber products our armed forces must have as well as well as to save their lives.

Meanwhile ... our job at home is to conserve in the utmost the tires we have or buy. Not a single of precious rubber can be wasted.

Yet, as we work and sacrifice, we know that one good day we will see still more change ... for the better.

New materials, new compounds, new methods being developed now ... plus General's ability to get the most out of rubber ... and its 25-year strict adherence to Top-Quality ... are your promise of the best General Tire ever built.

THE GENERAL TIRE & RUBBER COMPANY - AKRON, O.

WHAT WOULD YOU GIVE TO LOOK UNDER THE WRAPPER?

A tire that may last as long as your car? That exact General? That is the answer, isn't it? That is one answer by now! That takes on the air! Endless, more, right? Coming from General? Just wait and see! Because, as General's adjectives describe new ways to make better tires better ... they are discovering, day by day, how to bring you a Top-Quality General even better than the ordinary tire that the latest General of the past.

GENERAL TIRE

Stamp
Here