Tale Winds

EAA Chapter 187 Newsletter September 2013 Dan Badwey, Editor

August program review

This review is given in behalf of the many members who were not in attendance to hear and see the presentation of John Welsh, commander of the Civil Air Patrol unit based at GTU. The few members who were on hand soon learned just how far beyond search and rescue the mission of the CAP extends. In this regard, three core missions were given as the foundation for explaining the overall roll of the CAP.

Commander Welsh began by summarizing the history of the CAP. He stated that in the late 1930's more than 150,000 volunteers with a love for aviation argued for an organization to put their planes and flying skills to use in defense of their country. As a result, the Civil Air Patrol was born one week prior to the Pearl Harbor attack. The organization was assigned to the War Department under the jurisdiction of the Army Air Corps. In action, more than 500,000 flight hours were logged and two enemy submarines were sunk. In addition, hundreds of US crash victims were saved.

After the war, the CAP continued to provide valuable services to both local and national agencies. On July 1, 1946, Harry Truman signed Public Law 476 that incorporated the organization as a benevolent, non-profit entity. On May 26, 1848, it became a permanent auxiliary of the U.S. Air Force, this being the result of public law 557 passed by Congress. At that time the three primary missions of the CAP were established: (1) aerospace education, (2) cadet programs and (3) emergency services.

Operational mission capabilities are covered below.

Introduction

The Civil Air Patrol (CAP) is the Air Force Auxiliary and a national community service organization made up of professionally trained civilian volunteers. CAP has a modern, well-equipped fleet of aircraft, vehicles and equipment that is exercised and utilized daily. CAP is a locally-available talent and asset pool for federal, state and local government entities.

CAP's Benefits

◆ Professionally trained National Incident Management System (NIMS) qualified personnel ◆ Rapid response ◆ Low cost ◆ Located in all 50 states plus Puerto Rico and the District of Columbia

CAP's Customers

◆ DoD ◆ FEMA ◆ USCG ◆ CBP ◆ USFS ◆ USGS ◆ EPA ◆ DEA ◆ BLM ◆ NOAA ◆ NWS ◆ NGA ◆ plus hundreds of state and local agencies

CAP Assets/Resources Available

◆ 31,000 trained volunteers ◆ 550 aircraft and over 900 vehicles owned by CAP ◆ Over 10,000 VHF-FM and HF interoperable radios ◆ Fixed digital nationwide radio network with over 500 repeaters ◆ 133 tactical (portable) repeaters ◆ 900 ground teams ◆ Over 500 chaplains

CAP Mission Types

◆ Search and Rescue ◆ Disaster Response ◆ Drug Interdiction ◆ Law Enforcement Support ◆ Homeland Security ◆ Environmental Monitoring and Response ◆ Air Intercept and Radar Evaluation Targets ◆ Low-Level Route Surveys ◆ Fire Spotting ◆ Traffic Monitoring ◆ Ground and Aerial Digital Imaging & Reconnaissance ◆ Hyperspectral Imaging ◆ Endangered Species Tracking ◆ Air and Ground Communications Support

CAP Mission Details

◆ Airborne reconnaissance of border and coastal areas, ports and harbors, and critical infrastructure as "presence" missions; impact and damage assessment and recovery support for disaster areas

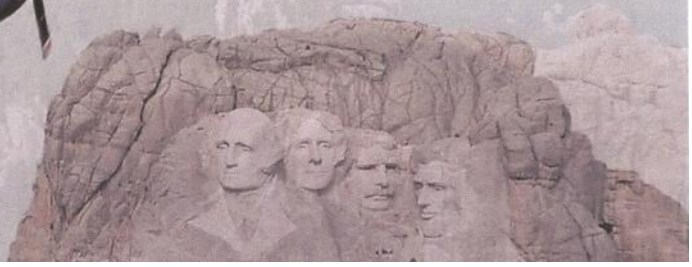
◆ Damage assessment and disaster recovery with trained ground teams able to augment civil and military authorities

◆ Aerial transportation of personnel, equipment, blood, tissue, organs and various customer-supplied sensor packages (subject to FAA reimbursement rules)

◆ Communications support, nationwide VHF-FM and HF capability to include fixed site and tactical (ground and air) repeaters

◆ CAP has ICS/NIMS trained emergency services personnel available to serve at all levels in the Incident Command System mission organization

◆ Chaplain and critical incident stress management support



Formation flying

What is formation flying? Well, as far as most Ch. 187 members are concerned the answer is simply Falcon Flight. In many past issues, Falcon Flight has been featured in terms of its flight demonstrations in various air shows locally and nation-wide. What has not been covered are the skills and planning needed to safely and expertly perform not only the formations themselves, but the maneuvers involved in transitioning from one alignment group to the next. In this regard, the true answer to What is formation flying? is found in the following text taken from Falcon Flight's web site.

Formation flying is two or more aircraft flight in close proximity with one-another performing coordinated maneuvers. All formation flight have a lead who assigns a numbered position to each pilot and plans the route, formation and maneuvers. The lead thoroughly briefs pilots and passengers, beginning with start up procedures and frequencies, taxiing, takeoff and the flight itself.

During the flight, the pilot's attentions are focused on the lead and they perform subtle attitude and power adjustment to maintain their position relative to the lead and the wingman. Radio operations are kept to a minimum and are usually initiated by the lead to instruct frequency changes or to remind of an upcoming maneuver. All other communications between the team are performed via hand signals or aircraft motions (e.g. rocking the wings or the rudder).

Landings occur as briefed. Back on the ramp, they park, shut down and debrief. The debriefs begin with the lead recounting the entire flight and noting areas that could be improved upon (including his own actions). Then each pilot has an opportunity to comment and critique from his or her perspective.

Formation flying helps pilots hone their skills and better understand and manage the power settings on their aircraft. Pilots who are interested in learning these skill can locate one of the formation clinics that occur around the US for specific makes and models. Once they achieve a proscribed level of precision, pilots can earn a wingman or lead card through Formation Flying Incorporated (FFI) program.

(As all Ch 187 members know, the organization was founded by Stu McCurdy.) FFI's web address is http://www.falconflight.aero.

First float

We're all familiar with the phrases First Start and First Flight, but not First Float. The latter phrase describes Jack Bell's recent experience with the beautiful Catalina he built (and which was covered in an earlier issue of Tale Winds). Here's Jack' story:

"I hadn't had the opportunity to water test my Catalina (dubbed the Blue Heron), and didn't want to find out it wouldn't float after landing on Lake Granger, the lake I'd specified in my test area. I'd worried about that for a while, asked over at Decker Lake about the possibilities (which turned out to be limited), and finally wandered down to the tank on the Birdsnest side of the airport, and figured it might serve. After a week spent cutting a path and an investment in hip waders where I might search out and clear any surprises, I augmented the muddy transition with roofing metal and took the plunge. I'd tried to arrange for assistance, but it wasn't in the cards, so I threw the waders in the plane, just in case. June 3rd was the date of the successful First Float.

Working through a few gear release issues other tweaks took a bit, so the first real water landing on lake Granger took place on August 19th. I have 14 hours thus far and am very pleased with the water handling characteristics."

Editor's note: *A video of the action described has been posted on Youtube*. Http://www.youtube.com/watch?v=norJCkD-TMM&feature=youtu.be.

Jack Bell's Catalina replica, N92KL, sits ready to taxi down into the water for its First Float, which occurred June 3, 2013. The photo of the lake was taken from the cockpit of the Catalina. The problem of the muddy fringe surrounding the lake was solved by laying down strips of roofing metal .

First start

On August 18, Ken Firestone started the Lycoming IO-360 engine in his RV-7A. In the shadow of his T-hangar is the audience that was on hand: Ken's wife, Charlotte; his brother Clark; Seth Hancock;, Gary Hamilton and yours truly.

Jerry Stofer was there, too. He took the photograph.

Coming next? Attending to a few details and scheduling the DAR.

Fascinating aviation history

How air mail pilots got around before VOR's and the GPS

This bit of aviation history was submitted by Claudette Colwell. In the early years of air-mail flying , finding and staying on a course between landings was as big a challenge as dealing with the weather.

First, there was seat-of-the-pants flying, followed by dead-reckoning. Then along came Jimmy Doolittle and the invention of the artificial horizon. Today, we have dual-inertial navigation systems, VOR's and the Global Position System (GPS). Before all of that, Help came from the government. For example, many have heard of the air mail beacons that were set up for the 1920's air mail pilots, but few of us ever knew about the other aid to navigation... huge concrete arrows that marked the route's that pilots were to fly.

They are still out there. Every so often, usually in in the vast deserts of the American Southwest, a hiker or backpacker will run across one of these enormous arrows measuring as much as 70 feet in length and just sitting in the middle of scrub-covered nowhere. What is it, he or she might ask. Is it some kind of surveying mark, or maybe a guide for a flying saucer or does it point to the earths direction of rotation?

Shown left is a re-creation of a 1920's map of the route flown by airmail planes. The dots are intermediate stops along the course.

The concrete arrows were along the way, keeping pilots from going astray.

Here's the rest of the story: On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop . There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and that night flying was just about impossible.

The US Postal Service solved the problem with the world's first ground-based civilian navigation system: a series of lit beacons that would extend from New York to San Francisco. Every ten miles a pilot would pass one of those bright yellow concrete arrows. Each was surmounted by a 51 -foot steel tower with a million candle-power rotating beacon on top that was powered by generator in a shed at the tail of each arrow. This innovation cut coast-to-cost mail delivery from weeks to about 30 hours!

Even the dumbest airmail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of markers stretched from Rock Springs, Wyoming to Cleveland, Ohio. By the next summer it reached New York and by 1929, spanned the continent.

Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in navigation and communication technology made the big arrows obsolete, and the commerce Department decommissioned the beacons in the 1940's. The steel towers were torn down and went to the war effort. But the hundreds of arrows remain to this day. Their yellow paint is gone, their concrete cracks a little more with every winter frost and their path is seldom crossed except by coyotes and tumbleweeds.

Information and illustrations courtesy of Aviation Archaeological Investigation & Research.

Events and destinations

32nd Annual AirPark Picnic

Join us for a day of fun!

Bring your family, friends, and cameras. Enjoy sausage wraps, hotdogs (with all the fixin's), chips, cookies, drinks and desserts. See a variety of aircraft from around the area!

Date:	**Time:**	**Location:**
Saturday, September 21, 2013 (Rain date: Sat., Sept. 28)	11:00am – 2:00pm	Hangar at north end of east taxi-way

Flying Information—*Use runway at your own risk. Airpark, owners* ***not*** *responsible for any damage/injuries.* Sorry -- no fuel, tiedowns, or services available.

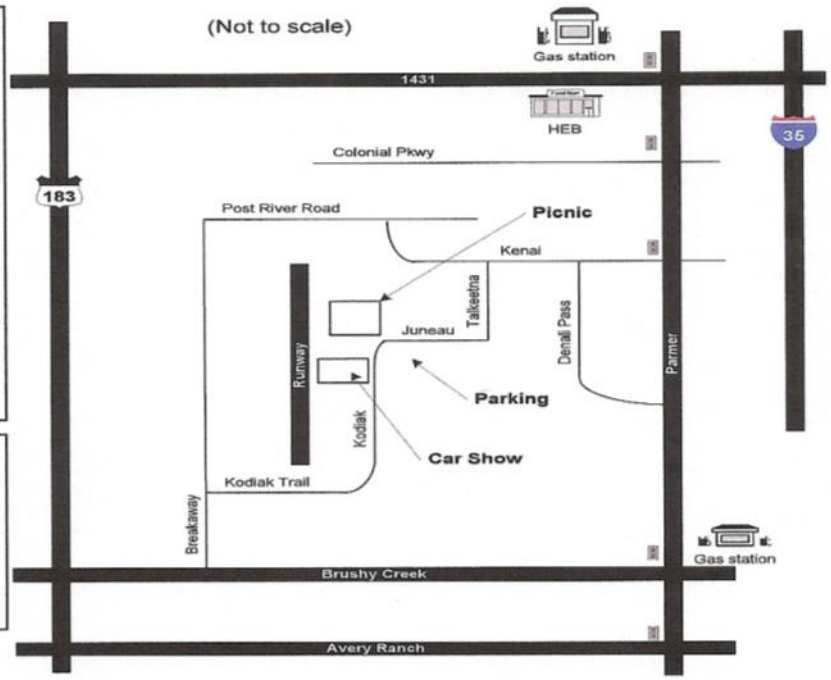
- **Location:** Northwest of Austin in Cedar Park, TX; 11 miles SW of GTU; Labeled as Breakaway Airpark on the San Antonio sectional; ID—40XS; Lat: N 30-31.1 Long: W 097-46.8
- **Runway:** 2900ft x 30ft paved, oriented 15/33 with surrounding trees and houses. Taxiway: West-side, caliche; East-side, paved, possibly closed for pedestrians.
- **Traffic Pattern:** East of the field; LP 15, RP 33
- **Radio Frequency:** 122.90. Parking instruction will be provided on arrival.

Safety Information—Use caution and watch for other traffic, runway lights, and children! Children must be escorted by an adult. Please do not cross roped-off areas.

** Car Show **

We will also be hosting an informal **car show** during this picnic. If you have a car, motorcycle or any other vehicle you'd like to show, please bring it! Vehicles will be on display in the empty lot just north of 501 Kodiak, entry from Kodiak will be provided.

For questions or more information, contact:
John Farrington
jrf@prismnet.com
512-740-0818



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More events and destinations

From Young Eagle's coordinator Stan Jensen comes the announcement that EAA headquarters has chosen our chapter and Red Bird's Skyport as hosts of an event at the San Marcos airport (KHYI) on October 12 from 10 a.m. 'til noon .

Flying kids is a major EAA program and it's rewarding to give kids their first rides.

In addition to flying, members have another great reason for being present...the chance to meet famous air show performer Sean D. Tucker who'll be present.

Stan, of course, is reaching out for pilots and asks that you contact him via flycirrus@gmail.com to confirm your participation.

If you plan to join in, remember that KHYI is now a towered airport. The tower frequency is 126.825; ground, 120.125.

Will we host the tri-motor?

No definite dates nor duration have been set, but Anthony reports that headquarters would like for us to host the EAA's Ford Tri-motor sometime in November. Look for details in the near future and be prepared to help out at the event.

Georgetown AirFest

Coming November 2, at GTU

If you plan to fly to any of the following destinations post your intentions on lister@eaa187.org. Others may wish to join you.

- Brenham (11R)—café on the field
- Giddings (GYB) —barbecue, 2nd Saturday, but must be confirmed
- McGregor (PWG)—lunch every Thursday, pancakes every 1st Saturday
- Sonora (SOA)—Tex-Mex and barbecue a short walk away
- Fredericksburg (T82)—50's style diner on the field
- Near Stephenville (SEP)—Tex-Mex and barbecuey
- Llano (AQO)—Coopers Barbecue, courtesy cars available.
- Hamilton (MNZ)—Deli in town, courtesy car available.
- Port Aransas Mustang Beach (RAS)—great seafood, trolley into town. Call (361) 749-4008 for the combination to the air conditioned trolley waiting room.
- Hilltop Lakes resort. This is a private field, but open the public. A buffet lunch is served daily. The field is on the Houston Sectional , about 35 miles north of the College Station VOR on the 20-degree radial.

(Going to any of these destinations in October or early November could be a lot cheaper, read below.)

Avgas $1.00 per gallon!

When, where, why

Here are the facts. During the entire month of October Red Bird's Skyport FBO, located at San Marcos muni (KHYI), will be dispensing 100LL for a mere $1.00 per gallon. To receive this rare bargain pilots will be asked to participate in a brief survey probing their views on flying habits and if or how the price of avgas affects their views and flying.

" The idea is to test whether the cost of fuel has either a direct or indirect or even a cumulative effect on the fact that there's a lot less flying going on ," said Redbird's CEO Jerry Gregoire.

There are no restrictions as to size of aircraft or frequency of fill-ups; however avgas will be pumped only into fuel tanks, no cans allowed.

Co-sponsors of the dollar-a-gallon event are Garmin, King Schools, The City of San Marcos, Bendix/King, EAA, Piper Aircraft, Avemco Insurance, Hartzell, Brown Aviation Lease, Phillips 66 and Sennheiser.

AIRSHOW NO. 7

OCTOBER 4-5-6, 2013

FLY-IN & CAMPOUT COMMEMORATING 102 YEARS OF

RANGER AIRFIELD

©Dennis Price

- **FRIDAY:** Hamburgers ($5) 5:30 P.M.
  Evening Airshow **7:00 P.M.** (Airfield closed 7:00p-7:30p)
- **SATURDAY:** Breakfast ($5) 7:00-9:00 A.M.
  BARBECUE Lunch for Pilots/Passengers
  Airshow **1:00 P.M.** (Airfield closed 1:00p-2:30p)
- **SUNDAY:** Breakfast & Dawn Patrol 7:00 A.M.

VISIT: www.rangerairfield.org **Identifier**: F23 **Elevation**: 1470 ft.
CTAF: 122.9 **Runway 01-19**: 3415 x 75 ft. Turf, In Good Condition

Ranger Airfield
SINCE
1911

Airstrip for sale

Kerry and Brian Rodgers are moving and, as a result, offering their grass airstrip for sale. Details follow:

Location: Eight miles north of GTU on the 358 degree radial. There's easy access to IH35, Toll Road 130 and the Parmer Lane extension.

Property: 22.3 acres in the countryside but surrounded by quarries. It's on a finger of black land prairie soil that's conducive to growing grass. Regarding taxes, there's an agricultural exemption.

Runway: 1600 foot turf; reasonably flat; aligned with prevailing SE/NW winds.

Improvements: Eight hundred square foot cabin and 40 by 60 foot hangar. All utilities (electricity, septic and water) in place.

For pricing and more details call Brian at 512-577-1696 or reach him at brodg@rocketmail.com.

Luke Skiles has reduced the asking price of his Pober Pixie, from $12,500 to $10,500. The ship, which resembles in many respects the famous, fun-to-fly Heath Parasol, is in excellent condition throughout. It's powered by a 65 horsepower continental with a mere 200 hours SMOH. There's only about 2000 hours on the airframe. The fabric is in the green and has new paint.

This rare bargain is offered because, since it's based at Kitty Hill, which has been sold, it will soon be without a home.

Interested? Call Luke soon. His number is 512 705-2383.

Free engine hoist

This engine hoist will be located at Hangar H-11 at GTU for another week.
I would like to part with it now before more stuff moves in.

The hoist was fabricated by an EAA member years ago and is robustly built from appropriate (3 inch?) steel tubing. It has four steel casters and rolls easily.

It has been used on countless EAA 187 (Austin) projects over the years and remains in good working order. It uses a long stroke hydraulic cylinder and a handle, a simple and reliable design.

While the unit does not fold or collapse, it will fit in the bed of a standard pickup, even a 6 ft. bed. In some cases the tailgate may have to be used. EAA 187 has come into a new folding model, better suited for all the transport involved in a community asset, and inclusion in a hangar cluttered by plane building, rather than a more settled environment.

Please contact me soon. I would like this to remain in the aviation community,
even better at GTU.

Tim Willis
Georgetown, TX 78628

mobile number 512.864.4158
If I do not answer, please leave a brief but detailed message.

First come, first served

Pulling blind rivets made easy

Chuck Martin is selling his pneumatic rivet puller (not a pounder) for $25.00 If your building or thinking of buying an RV-12, Rans S19 or other kit that's put together with Cherry rivets, the "Air Riveter" is just what you need. Chuck's phone number is 512 864-4155.

Another bit of aviation history

The previous issue of Tale Winds featured the Air Tractor AT 301, which appeared at Air Venture 2013 as "Dusty, the main character is Disney's recent release of the animated movie PLANES. The picture below was taken at the Air Tractor factory at a fly-in the company sponsored a couple of years ago. According CEO Jim Hirsch, the 3000th model AT 502B rolled off the production line in mid July. Thousands of other models have been sold world wide since the Air Tractor was founded by Leland Snow.

This is the Snow S-2, the forerunner of the now world-famous Air Tractors. This model was completed in Harlingen in the late 50's, at which time the picture was taken by this writer. It's a tube and fabric airplane powered by a 450 hp Pratt and Whitney. Leland is at the controls.

Medical renewal

The paper form filled out in your AME's office is, as you probably know, a thing of the past. Today, applications must be completed on line. To get instructions and see the application form 8500-8, go to medx-press.faa.gov.

Chapter Officers
President: Anthony Plattsmier
Vice President: Mark Petrowsky
Secretary: William Bennett
Treasurer: Haruko Reese

Young Eagles Coordinator:
Stan Jensen
EAA Flight Advisor:
Deene Ogden
EAA Tech Counselors:
Deene Ogden
Will Chorley
Seth Hancock
Darrell Reiley

Special Committees
Building Committee:
Barry Gould, Chairman
Tim Willis

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Website & E-Mail
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info@eaa187.org

Newsletter
Dan Badwey: Submissions due last Thursday of each month. Send to jdbadwey@aol.com

Meetings
General membership: Wells Branch Library, 2nd Thursday each month.
Business meeting: TBD (4th Saturday of each month proposed)

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