

Hangar Flyin'



September 2017

www.eaa471.org

President's Message Steve Krazer

Thirty inches of rain... thirty... in a couple of days. Can you even imagine? That's more rain than we get in a whole year. ...yet countless people in the Houston area got that much rain.... others even more. Efforts are underway to get much needed supplies to the flood stricken area. Our fellow Chapter member Chad Rubino took a load of donated supplies to Houston in his RV10. It's a cinch much more will be needed when all is said and done. Many thanks, Chad!

A lot is happening round the Airport property.... 17R/35L is down again for installation of new lights. (*For the record... our airport management tried their dead level best to get the FAA to do the lights at the same time as they did the runway..... but noooooooo!*) The light installation is supposed to be completed by October 14th. As you know, city just completed the Fire Department Maintenance Facility immediately behind our hangar. Also, TSTC has begun construction on their new campus on the other side of Navajo Circle. And they thought parking was a nightmare at AirFest this year? Where are we gonna park folks in 2019? Ideas?

I attended a runway safety meeting at the tower last week. Most of our airport tenants were represented. With all the stuff that goes on around the facility, it's good to have everybody hear the same things at the same time. Most of the discussion and presentation involved near misses.... Either two aircraft almost being in the same place at the same time.... or situations like maintenance vehicles chasing wildlife away from a runway. Chris Taylor commented that they recently witnessed a whitetail doe flat-footing it over the airport's 7-foot border fence that also has three strands of barbed wire on top. All this to say... always be on the lookout for unwanted critters in your flight path.

An effort is being made to have controllers slow down their instructions to pilots.

Also, two-way communication is so vital for both the pilot and the tower. If you are not clear what the tower wants you to do.... always ask questions.... and be clear about what you want/need to do if what you're being told won't work. There was discussion about a pilot being cleared to land... then between the time he received clearance and attempted to land (just a two minute time period)... a NOTAM went out that the runway had been closed... a maintenance vehicle went out on the runway and an accident occurred. As a non-pilot, this seems nuts to me... from any number of standpoints. Like most everything in life... we've all got to be fully engaged in whatever we're doing in order to stay safe. Be safe!

Chapter elections are coming up in November. I've asked Hobby Stevens, Charlotte Rhodes and Sam Evans to serve as this year's nominating committee. If you would like to serve as an officer or director of the club.... let these folks know.

I look forward to seeing y'all at our Chapter Breakfast on Saturday, September 9th.

Chapter 471 Helps With Harvey Relief Effort

By Sam Evans

It's amazing how folks will jump into action to help out when disaster strikes. Cliff Hale had sent me an email about the [AERObridge](#) organization and how they coordinate aircraft for immediate response towards relief efforts. Cliff had previously participated in AERObridge efforts and was familiar with its operation. So, an email request was sent out to Chapter members for pilot volunteers to fly donated supplies to the Texas coast. In addition, members were asked to make donations of specific supplies. Chad Rubino stepped-up to the request with the use of his RV-10 which he said could haul about 700 pounds of supplies.

Chad planned to make the flight on Saturday, September 2nd, so we had two days to collect supplies. Several Chapter members brought a variety of things to Hangar 3 and by late Friday evening there was 562 pounds of supplies loaded into the plane. Everything from frozen meat to a chainsaw was loaded. In fact, there was some of everything that was on the AERObridge request list, sans a generator.

On Saturday morning, Chad called for the fuel truck, made final checks of his plane and discussed the flight plan with his friend and co-pilot Rob Knox. Chad's wife, Dani was on hand to see them off. After engine start and a very long taxi, the plane lifted off 17L about 8:30am on its way to Rockport, Texas (KRKP). Rockport is one of the locations designated by Aerobridge to collect supplies for distribution to areas needed. Flight time would be about two hours.

Upon arrival in Rockport, the supplies were eventually unloaded and they headed back with a fuel stop in San Marcos. They arrived in Abilene around 4:00pm. Here is an excerpt from an email Chad had sent to me shortly after arrival: "It all went well. Had some delays in Rockport and getting fuel in San Marcos, but all is well. The supplies were greatly appreciated and are going to both relief workers and a makeshift tent City "refugee" camp. Our contact their described the conditions, and from the airport it simply looked like a huge bomb had gone off. EAA can be very proud of this one."

Thanks to all of you that made a contribution and to Chad for his willingness to use his personal aircraft to make the flight. *Sam*



Chad Rubino (l) and Rob Knox with the loaded RV-10 just before departing to Rockport, TX.



Above photos: Lon Beasley, Audie Gill and Cliff Hale assist Charlotte Rhodes in preparing personal hygiene kits. Charlotte was responsible for coordinating this particular effort.

The following photos were submitted by Chad & Friend Rob Knox.



Left: The back of Chad's RV-10 was loaded with relief supplies.

Below: On approach to KRKP, the destruction from Harvey was quite apparent.





This series of photos show the off-loaded supplies and people that were on hand to see that it got to the right places. Also note the hangar / buildings that were destroyed.



An ADS-B Installation

One way to do it...

By Ron Pearson

I acquired a PPL in 1973 and for a lot of years after, I flew non-electric airplanes exclusively. It wasn't until 2015 that I bought my first fully functional, totally equipped, transponder onboard airplane only to be told that I would have to upgrade to an ADS-B (what the heck is that) out unit by 2020. So the research began. In the beginning most of the information I got was from folks who knew as much or less about this new technology than I did.

Well, what were the options? First off, the transponder in my little Cessna 150E was a Narco AT50. Was that good? I thought so. Wrong, it's old. So, I'm old! Does that matter? Well, yes it does. All my parts still work and if need be, I can be serviced. Not so with the ol' AT50.

When you need info on something related to Airplanes where do you go? AirVenture of course. My first stop at AirVenture 2017 was at the Garmin display. Garmin has just introduced the GDL-82, which should be approved and ready for shipping in November. The GDL-82 is a supplement to an existing transponder. It is very easy to install and works sort of like a repeater. I liked it a lot.

Second stop was at Navworx. Theirs is called the 2020. How iconic is that? The lady I spoke to was very nice and helpful, but there was something in the back of my brain that kept setting off warning bells. She finally spilled the beans and told me how badly Navworx had been treated by the FAA and how so many people had bought their certified unit only to have the certification rescinded and their FAA rebates canceled. The sound of shoes hitting the floor and running was me.

Then there was ILevil who had built the "BOM" and was looking for certification of their ADS-B OUT called the "Beacon". I was never a fan of the BOM, an ADS-B IN device, mainly due to its use of a little beanie style propeller that powers the unit. It reminded me of the old Our Gang movies of the 30's. Also, as it's been from year to year the beacon is still not certified. I don't think they were even at Oshkosh this year.

And finally there was Appareo the makers of Status 2S, which I already bought for the trip to Wisconsin. The Status is fully functional when tied into the Appareo ESG ADS-B OUT unit. That was something that even Garmin couldn't do.

So it was time to head home and decide. First was the Navworx. Not a difficult decision here. Not the kind of company history I was looking for. ILevil, by its own account, was once again not even in the running. So it was down to Garmin and Appareo. The Garmin GDL-82 for \$1795 beat the Appareo ESG at \$2995 hands down price wise. In fact, I put my name on the list to buy one as soon as they shipped. Twenty-four hours later I took my name off the list. The Garnim GDL-82 is a fine unit when coupled to a good transponder... something I didn't have. And since I already had a Stratus 2S ADS-B IN the logical choice for me was the Appareo. And I'm glad I chose it.

The installation was done by Jim at Carroll Aviation at Elmdale Airport. The certification was performed by Dave at Ezell Avionics in Breckenridge and the final rebate flight was done in Abilene. When I left Breckenridge the first thing I did was call Fort Worth Center for flight following. Might as well see if it's working before getting too far away. In less than a minute I got a squawk code and a minute later was told to contact Abilene Approach. Now to get the 500 bucks. *(continued)*

The rebate program is a five step process that I found to be really simple. Go to FAA.gov/Rebate and they will walk you through it. And unless God comes down from the Heaven the program ends on September 19, 2017. So if you are in the market for ADS-B you'd better act fast. For those who think they'll take the "wait and see" approach all indications at this time are you may be in for a very disappointing shock when you try to schedule an installation.

The picture on the right is actually my rebate certification flight in Abilene. Thirty minutes inside Class C airspace!



The Rest of the Story

By Dave Bradshaw

My good friend, Stu Nielson, was [featured in a newspaper article](#) about the Cleburne Airport. As many of you know Stu is the man that restored the beautiful Cessna 120 that I now own.

Stu has participated any some our chapter activities over the years. He's now working on a Taylorcraft, the one he formerly owned. He taught both his sons to fly in it, and then sold it many years ago. Both sons went on to successful careers in aviation. A few years ago, they went on a quest to find the Taylorcraft and did! He bought it, and is now restoring it in Cleburne, and making good process. What a cool family heirloom!



Flight Before the Wrights?

By Audie Gill



You look at the picture on the left and ask: What the hell is that? Last month I, Audie Gill, ventured to Pittsburg, Texas to see for myself.

Inspired by and named after the Book of Ezekiel, the craft's design featured four "wheel within a wheel" paddle wheels powered by a four-cylinder gasoline engine. There are unverified claims that it was flown in 1902 in Pittsburg, Texas, a year before the Wright Flyer flew at Kitty Hawk, North Carolina.

The Ezekiel Airship was the brainchild of Baptist minister Burrell Cannon, who was born in

Coffeerville, Mississippi, in April 1848. A saw miller by trade, he migrated to East Texas in search of the opportunities presented by its relatively plentiful hardwood forests.

The airship was inspired by the Book of Ezekiel, both in name and general design.[2] Cannon drew particular inspiration from Ezekiel's vision in Ezekiel 1:16: "The appearance of the wheels was as if they were a wheel within the middle of the wheel." For Cannon, the pertinent text continued with Ezekiel 1:19: "And when the living creatures went, the wheels went by them...And when the living creatures were lifted up from the earth, the wheels were lifted up."

The aircraft design featured a three-part wing made of fabric that measured 26 feet and was powered by four sets of paddle wheels that were driven by a four-cylinder gasoline engine, while the pilot sat at the center of the machine. The airship was designed to take off horizontally, like a conventional airplane, but to land vertically, like a helicopter. The aircraft's design was described as being reminiscent of that of a paddleboat.

On an unspecified Sunday in 1902, the Ezekiel Airship is claimed to have flown in Pittsburg, Texas, a year before the Wright Flyer flew at Kitty Hawk, North Carolina. According to these claims, the craft flew approximately 160 feet at a height of between 10 feet and 12 feet in the presence of only a handful of witnesses; those involved allegedly took an oath of silence, and there is no physical evidence to support any of their claims. Cannon himself was not present during the alleged flight, as he was preaching at a local church at the time. One of the builders working with Cannon, Gus Stamps was claimed to have been the craft's pilot. No patents or blueprints of the craft nor photographs of its alleged flight are known to exist. The Texas historical commission has erected a historical monument at the site of the flight.

The original Ezekiel Airship was destroyed in a storm near Texarkana, in route to St. Louis for the 1904 World's Fair. Cannon had accepted a challenge extended by the organizers of the World's Fair promising \$100,000 to anyone who could make a "sustained, controlled flight" in St. Louis.

The destruction of the airship caused Cannon to give up on it as a specific project, but it did not deter him from continuing to tinker and invent. Ten years later, he built a second aircraft that was ultimately destroyed during testing. Furthermore, at the time of his death in 1922, all of Cannon's original plans for the Ezekiel Airship were destroyed in a fire.



In 1986 and 1987, a full-size replica of the Ezekiel Airship was built by local craftsman Bob Lowery and the Pittsburg Optimist Club, based largely on a single surviving photograph. It weighs roughly 2,000 pounds, much heavier than the original aircraft, which is believed to have weighed 406 pounds. After originally being displayed in the Pittsburg Hot Links Restaurant in downtown Pittsburg, in 2001 it was moved to the city's [Northeast Texas Rural Heritage Center and Museum](#), where it remains on display along with other artifacts related to the craft and to Cannon

Historians of human flight have generally dismissed claims that the Ezekiel Airship was the first aircraft to successfully make a heavier-than-air flight. Some, however, believe that it may have achieved uncontrolled flight.

Needless to say, it was an interesting and informative adventure on my part, but I believe I will stick with proven designs for my heavier than air assaults.

Fuel Mismanagement

By Dave Bradshaw

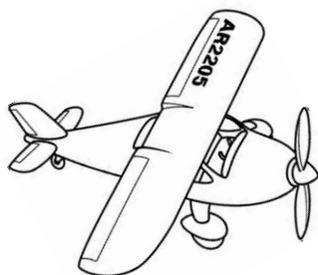
It is one of the very first things we learn as student pilots, but yet running out of fuel has been and continues to be one of the leading causes of accidents.

Fuel mismanagement is the sixth leading cause of general aviation accidents in the U.S., the NTSB noted. Fuel exhaustion, when an aircraft runs out of fuel, was involved in 56 percent of the fuel management-related accidents. Fuel starvation, when fuel is present but doesn't reach the engine, accounted for another 35 percent. Pilot error was a contributing factor in 95 percent of those accidents; equipment issues contributed to just 5 percent. Nearly half of the fuel management-related accidents involve pilots holding commercial or air transport pilot certificates. Only 2 percent involve student pilots. *(continued)*

Please take the time to review [NTSB Safety Alert 067](#), basic steps pilots can take to better manage fuel, including knowing how much is on board at all times and confirming fuel quantity during preflight inspection. Ensuring fuel needs and fuel reserves before flight and knowing engine burn rate were also among the preventive measures cited by the NTSB.

Let's get back to basics guys; be careful out there.

Make Time for an October Poker Run!



Gary Potter and the rest of the CAF gang at Elmdale are sponsoring a Poker Run on October 21. The starting point will be Elmdale then to Stamford, Albany, Cisco (KGZN) and back to Elmdale. Cost is set for \$10 per hand. Gary says there'll be a cash prize of some unknown amount. Sounds like fun!



Yikes!

Yet another rattle snake encounter. Audie Gill and partner in crime, Lon Beasley, happened on the critter while doing some clean-up in one of the end-rooms. Gotta' be careful around those end rooms and hangars!

A Rocket and a Pocket Rocket

You may remember a while back, the newsletter story about chapter member Larry Vetterman building a [Panther](#). Well, he got it finished a few months ago and is now flying it. He ended-up giving it the same paint scheme as the Rocket he owns. So now he has a Rocket and a "Pocket Rocket".



Upcoming Texas Flying Events

Saturday, Sep 23, 2017

Pancake Fly In

**Eastland Municipal Airport (ETN)
Eastland, TX**

Come fly in and have pancakes with us at Eastland Municipal Airport.

Contact: Bode Zietz
Phone: 255-629-1588
Email: Etnaero@txol.net



CELEBRATING 106 YEARS IN 2017

OCTOBER
6-8



RANGER AIRFIELD'S OLD SCHOOL FLY-IN & AIRSHOW #11



FRI: Burgers 5pm, Airshow 6:30pm,
Fire pit & drinks
SAT: BBQ 11am, Airshow 1-2pm, Flying,
Fire pit & drinks
SUN: Breakfast, Flying & departures
° Rides to hotels ° Showers for campers ° Ident: F23
www.rangerairfield.org



Saturday, Sep 23, 2017

Fly-In Breakfast, Slaton, TX

**Slaton Municipal Airport
(F49), Slaton, TX**

Fly In Breakfast, 8:00 a.m. - 11:00 a.m. Eggs, Bacon, Hash Browns, Pancakes, Flour Tortillas, Coffee or Orange Juice. \$5.00 Donation Requested. Awards: Oldest Aircraft, Oldest Pilot, Longest Distance Flight. Drawing for Warbird Flight : \$10.00/chance!! Other Unique Prizes and Hourly Drawings!! All Proceeds go toward funding the Caprock Chapter of The Texas Air Museum. F49 - Radio 123.00, Altitude: 3123, Runway 18/36 4244' x 75'

More on next page...



Friday - Sunday, Sep 29, 2017 - Oct 1, 2017
4th Annual Texas STOL Roundup,
Hondo, TX

South Texas Regional Airport at Hondo
([KHDO](#)), [Hondo, TX](#)

Traditional STOL Obstacle STOL Short Takeoff and Landing competition. Experimental Certified LSA, Bush, Light Touring, Heavy Touring, and Super Heavy Touring classes. Flour bombing contest. Camp on the airport, hotels in town, or fly in daily.

Friday - Saturday, Oct 13-14, 2017
Fall Festival of Flight - 55th
Annual Texas Fly-In
Gainesville, TX

Gainesville Municipal Airport ([KGLE](#)),
[Gainesville, TX](#)

Welcome to the Fall Festival of Flight, hosted by the Texas Chapter, Antique Airplane Association, with the cooperation of the City of Gainesville, Texas. It is a chance to see the planes of the past and meet the pilots who lovingly maintain them. It is a chance to make new friends and renew acquaintances with pilots and airplanes who are long time friends. Airplanes participating in the Fly-In include: Antiques, Classics, Warbirds, Replicas and Homebuilt airplanes that will be on display throughout the event. All aircraft are welcome. Gainesville, Texas, considered the northern Gateway to Texas is located on I-35, six miles south of the Oklahoma border.





Monthly Breakfast
Hangar 3
Saturday, September 9
9:00AM
Full Breakfast Will Be Served