

# Hangar Flyin'



April 2006

## President's Message Charlotte Rhodes

March was an exciting month for our chapter and I for one am proud to be a part of it. We had some outstanding participation from our members with our special projects and I hope they found it as rewarding as I did. The roof was completed on hanger 3, the hanger was cleaned out, Seymour had his 80<sup>th</sup> birthday party, we had a visit from Manuel Queiroz who is flying around the world and our first meal was cooked at home. If you missed any of this, I will have to say you missed out. The roof on our new home looks awesome! The contractors even closed the open ends on either side of the doors. The first Saturday workday was almost a wash, literally. Since it was pouring down with the rain we so desperately needed, we all gathered in Sam's hanger for coffee, donuts and alternate planning. At first it didn't look like it was going to let up and after checking with the tower on what it looked like outside and on the radar we decided to wait a little longer. The rain stopped not

long after and we all went to work. The roof of course was not on at this time, so everything was wet which on the good side kept the dirt and dust down. We loaded aluminum on Bobby's trailer to take to Pine Street Salvage, sorted out other metals for hauling off, swept, filled a roll off dumpster, dumped water out of barrels, swept, loaded lots of old can stuff to take to the recycle center, cleaned out the bathrooms and swept some more. At noon, we turned Richard's break room into a smokehouse and fixed hamburgers and hotdogs for lunch. The group worked until around 2 pm and put a noticeable dent in the project. The next workday couldn't have had better weather. What we didn't get done before got done this day. Wow, what a difference! We made around \$1200 on the stuff we salvaged which more than paid for our dumpster and haul off services. Lunch again was hamburgers and hotdogs in our hanger with our special guest, Manuel Queiroz. Manuel later told us he was very impressed by the camaraderie and

activeness of our chapter. What a complement! All of this would not have been possible without our members' participation and there was a lot of that. I am going to take a stab at listing everyone who helped out in some manner and if I miss someone please let me know and I will correct the faux faux. My personal thanks go to:

Tim McMurray  
Loren Henson  
Wes Hays  
David Arrighi  
Barry Cotner  
David Bradshaw  
Paul Fridrich  
Brian Bauries  
Seymour Beitscher and his brother in law  
Sam Evans  
Gray, Teresa, Lauren and Austin Bridwell  
Steve Johnson and friend  
Steve Krazer  
Justin Merritt  
Jim Snelgrove  
Earl Zimmerle  
Richard Baxter  
Bobby Nichols  
Brian Carter (C-130 pilot new to Abilene)

## Chasing the Morning Sun

An Around-the-World Journey

With a Stop in Abilene

By Sam Evans

Back near the end of February, I was surfing one of the RV builder forums when I came across some information regarding a British fellow that was attempting to set a record by flying around the world. I clicked on an associated link ([www.chasingthemorningsun.com](http://www.chasingthemorningsun.com)) to find that Manuel Queiroz was going to fly an RV-6 around the world east-bound for a particular speed record. I was studying Manuel's planned route when I saw that one of his legs was from San Jose, California to San Angelo, Texas. I saw an e-mail link on the website inviting interested people to e-mail Manuel during his trip. On a whim, I clicked the link and shot off an email explaining that "there was nothing in San Angelo...to stop over in Abilene which was just up the road and that we would feed you and fuel you."

Well, to my surprise, I received an email back from Manuel stating that he might just take me up on that. At the time, Manuel was in Muscat, Oman having completed the third leg of his trip.

The next day, I received an email from Manuel's wife, Jill, who is in England from where Manuel departed. She was asking if she could ship an immersion suit to me to pass on to Manuel when he arrived in Abilene. I

replied back that I could and forwarded my shipping address to her. I had an idea what an immersion suit was and found that it is sort of a wet suit designed to keep a person dry and warm. Manuel would be wearing it during his flight across the north Atlantic. Jill emailed back within a day and said that she had taken the suit down to be shipped by FedEx to me. She also stated that "apparently it should be delivered to you tomorrow, which I find a little difficult to believe". Now this is not intended as a plug for FedEx, but it was on my porch at 9:30am the next morning. Amazing!

I began to spread the word around the 471 chapter members that Manuel was coming to Abilene. Some of our members got into high gear preparing for his arrival. Arrangements were made for a complimentary hotel room at the Witten Inn on Hwy 80. In addition, we negotiated with the local FBO to split the fuel bill with the chapter. Abilene Aero not only split the bill with us, they also discounted the chapter's portion. Also on hand, was engine oil and filter for the anticipated engine maintenance.

All the while, Manuel was making his way across the south Pacific. One of the longest legs was from Tarawa to Honolulu, Hawaii. It would take Manuel over fifteen hours to make the non-stop, 2493 mile trek.

Manuel's RV-6 was one he purchased used and was

originally built by a Canadian. The plane is pretty much like any other RV-6 except for the extra fuel tanks. With wing tanks, tip tanks and a tank located where the right seat would normally be, the fuel capacity was about 120 gallons. The engine is a remanufactured O-320 with a fixed-pitch prop. Along with the IFR instruments, the plane is also equipped with an autopilot. Manuel landed safely in Hawaii only to be grounded for an entire week due to continuous downpours and impossible flying weather. Finally, a small window opened and Manuel was off on his next leg to San Jose, California. The 2330 mile leg became very threatening at times. With about 600 miles to go, the wings and canopy began to ice-up. The icing pushed him down to 5000 feet before the ice finally began to melt. In Manuel's words, "the coast of California was the most beautiful site I have ever seen."

Manuel arrived in Abilene, Texas on Friday, March 24 around 4:30pm. We had managed to get the word out to the media and chapter 471 members to come and greet the British traveler. When we first saw Manuel's plane, we couldn't help but notice the very obvious high frequency antenna. The antenna consisted of an insulated wire that was strung from the fuselage, just behind the pilot seat, to the left wingtip and then to the top of the vertical stabilizer.

It was connected to an HF radio which, at times, would be Manuel's only means of communication.

Manuel was most interesting to talk with and very willing to share his travel stories. Once all the arrival fanfare had died down, several chapter members joined Manuel at Sharon Allen's restaurant so that he could be indoctrinated to a Texas-sized, mesquite-cooked rib eye steak. After a couple of hours of great conversation, we delivered Manuel to his hotel for a well-deserved rest.

Saturday was a maintenance day for Manuel's RV-6. He had the use of the well-appointed Pride corporate hangar. Along with an oil and filter change, a thorough inspection was in order. A broken cowling hinge pin and an instrument panel light bulb were replaced along with taking care of some other minor maintenance details.

We were having Hangar 3 clean-up day on the other side of the airport and grilled hamburgers were being served for lunch. We took Manuel over to meet and visit with some of the members and have lunch. Afterwards, Manuel spent the rest of the afternoon analyzing the weather situation in the northeast and a possible alternate route. A lingering low pressure system and snow would alter the next planned leg to Akron, Ohio. Instead, Manuel planned his next leg to Savannah, Georgia. From

there, he could hug the coast towards the northeast or head south for a totally different route.

It was gusty out of the south in Abilene on Sunday morning; not unusual for this time of year. Lew Jones, picked Manuel up at the hotel early that morning. Charlotte, John Gullett and myself had gathered over at the Pride hangar to bid Manuel farewell. After a few more pictures, some autographs and a final check of the weather, Manuel did his pre-flight and we rolled the RV out of the hangar. A couple of spins on the starter and the RV came to life. After a few minutes of warm-up, Manuel got his clearance, taxied the plane out to 17R. The cool 25 mph wind helped to lessen the fuel-laden RV's ground roll. A steady climb out then a turn to the east...Manuel was off, 'chasing the morning sun'.

One thing that Manuel said that has stuck in my mind was this: "I have friends that come home from work each day complaining about their jobs and are unhappy about their life. I tell them that life is not a rehearsal...you only have one chance at it. Don't just sit around...if you have a dream, then do it!" Somehow, I think all of us aviators have a bit of this philosophy in us.

At this writing, Manuel was spending his third day in Halifax, Nova Scotia grounded once again by bad weather. The EAA 471 gang

in Abilene, Texas wish him well. ~Sam~

## *Special Thanks*

The **Whitten Inn** graciously donated the room where Manuel Queiroz stayed while in Abilene. Next time you have friends or family in town and need some extra room, point them to the Whitten Inn. There are two locations in Abilene; Hwy 80, one block west of Judge Ely and I-20 & Hwy 351.

**Pride Refining's** hangar was the RV's home while in Abilene. Lew Jones, Pride's chief pilot, saw to it that Manuel and his plane were 'taken care of'.

**Abilene Aero** footed half of the fuel bill to fill Manuel's RV-6; a total of 75 gallons. In addition, they discounted the chapter's share of the bill for the fuel. As always, Abilene Aero provided first class FBO service.

Thanks to these businesses for their great support.

### **EAA Chapter 471 Officers & Directors**

President ~ Charlotte Rhodes  
Vice-President ~ Gray Bridwell  
Secretary ~ David Bradshaw  
Treasurer ~ Loren Henson  
Director ~ Seymour Beitscher  
Director ~ Steve Krazar  
Director ~ Harold Canon  
Director ~ Don Bledsoe  
Director ~ Tim McMurray  
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Sam Evans

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## H3 Roof Under Budget

The roof is on! And more good news is that it was under budget. The original estimate to have the new roof put on Hangar 3 would be \$24k. Thanks Gray!

## Papa Fox Refresher Facts

### Papa Fox Says:

Night flying is a great time to fly because it is obviously cooler, and needless to say, it's much smoother because of less convective lift from the heat of the day. If you elect to go cross country, as opposed to staying in the general vicinity of your home airport, it's a very good idea to request flight following from ATC. If it's severe clear and a million on the visibility, ATC will welcome you, so don't be bashful, give 'em a call. You can find the frequency in the Airport Facility Directory. It is also a good idea to fly at an altitude that will be high enough for ATC to receive you and of course, it's a safety issue as well. In the unlikely event you get a rough running engine or worse yet, a complete power failure, the added altitude will buy you valuable time to get to a safe landing area. But, all in all, nighttime is a great time to fly. The airplane doesn't know its night time and will operate just fine. Go have some fun!

At this point let's review 91.205 (c). For VFR flight at night, the following instruments and equipment are required:

- (1) Instruments and equipment specified in paragraph (b) of this section
- (2) Approved position lights. (Red left wing tip, green right wing tip, and white tail light).
- (3) An approved aviation red or aviation white anti-collision light system on all U.S registered civil aircraft.
- (4) If the aircraft is operated for hire, one electric landing light.

Okay. So we need the day VFR instruments and equipment along with the night equipment. Got that. All position light must be operating. Got that. But wait! You look out and the red beacon light is burned out, but the strobes are working. Can you go fly?

Sure can. The strobe light(s), be it one strobe or wing tip strobes, are approved for night flying even if the red beacon is out of service. Look at # 3 above. It's an either, or, requirement. So you are good to go.

Okay guys and gals.....fly high and remember. Safety is no accident!

Paul Fridrich  
aka, Papa Fox  
CFI/CFII

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*The following article was provided by  
Charlotte Rhodes*

## **BNA: New User Fee Scheme Said Likely to Be Basis for Administration FAA Funding Plan**

With concerns mounting over the adequacy of funding for the nation's aviation system, the Bush administration is expected to propose a new system of user fees as part of a plan to reauthorize federal aviation programs, industry representatives said March 28.

While the details of the proposal are said to be unknown, the administration's plan to better fund the modernization of the aviation system is said to rely on new user fees, including fees to be paid by general aviation, they said.

The funding plan, which will be part of the administration's proposal for the reauthorization of the Federal Aviation Administration's programs, is said to be under review at the White House Office of Management and Budget. FAA Administrator Marion Blakey told the Senate Commerce, Science, and Transportation Committee she is hopeful that the proposal will be ready to send to Capitol Hill later this spring.

Blakey said at a hearing on the FAA's FY 2007 budget that the administration is working very hard to complete work on its proposal. While saying she cannot discuss the plan in any detail, the administrator noted that the White House wants to find a new way to pay for future operational costs and suggested that the plan may address the concerns of major U.S. airlines that general aviation has had a "free pass" under the tax structure for financing the system.

Blakey said that the administration has "heard these complaints" and wants to develop a plan that "addresses those competing interests."

Industry representatives said they believe the administration is likely to come forward with a plan that reflects the approach favored by the Air Transport Association. Earlier this month, ATA unveiled a

plan that would institute a user fee system based on airport arrivals and departures and the time flights spend in the nation's air traffic control system. The ATA said general and business aviation that benefit from this system also should pay user fees to better support the system.

But officials said they do not expect the administration to call for the new user fee scheme as a replacement for the existing system of aviation taxes that support the Aviation Trust Fund, including the 7.5 percent tax on commercial airline tickets. Instead, they said, the user fees would be proposed to supplement the tax revenues as a means of supporting long-term development of the nation's aviation system.