

Hangar Flyin'!



July 2006

President's Message Charlotte Rhodes

We are definitely a growing Chapter and our family is growing in many ways. Hanger 3 projects are coming along, some more slowly than others but that's the way it goes. To bring everyone up-to-date: The city has to survey the west side of hanger 3 for a legal description before we can start working on a water line, location of the meeting room is still to be determined due to city code requirements, physical appearance of hanger is shaping up nicely and the board has agreed to allow unrestricted access to members in good standing who have current airport badges. This access will come with a certain set of rules to be followed and consequences if they are not. We have to have accountability of some kind in place to help protect our investment and our tenants' property. At the board meeting on July 7th, we will determine these rules and how we want to proceed with them. Until this process is complete, you will need to be let in by a hanger tenant or

board member so, please be patient with us.

I know I am asking a lot of the members when it comes to the workdays but, we do have things that need to be done before AirFest on August 19th. Many of us have been giving up our Saturday's for our Chapters' projects, quite possibly neglecting projects of their own and for this I sincerely thank you. We are only going to get there if we all grab an ore. The workday on June 17th started out with David, Wes and I, a little later Tiny grabbed a broom, then Paul and Loren came in to help us finish up. We got all the walls power washed except behind the glass, the floor along the west and north wall was scraped, then we cleaned up our mess and ate lunch. Hot, tired and dirty we were! The workday on June 24th we will paint the walls we washed. On all of these days we are exerting ourselves for the good of our Chapter, please keep an eye on the person working next to you. It is hot, so make sure they are drinking water, taking breaks and not pushing themselves to far. Some of our older members have been doing work they

probably shouldn't have, but did so because no one else was there to do it. We need to change this. I am not trying to be demeaning to anyone just trying to shift some of the workload where it should be. We have an awesome Chapter and with your help we can only get better.

**MONTHLY BREAKFAST
★ ON HOLD ★**

**ICECREAM AND A MOVIE
SET FOR JULY 8TH**

We are in the process of moving breakfast to our hanger but until we get the water line in, the big breakfast is on hold. We are going to do something in its place until we can resume normal operations. **On Saturday July the 8th at 6pm, we will have a movie night with ice cream, popcorn, sodas and water.** This will be a family event, so bring the kids along. Just as with breakfast, donations are welcome since what we take in will determine what we can do in the future.

~ Charlotte ~

Hanger 3 Workdays Scheduled

July 8 – 9am we will start moving all the breakfast stuff over. Remember the ice cream, popcorn, and movie starting at 6pm.

July 15 – 9am painting, odds and ends (should have a list by then) and hopefully a water line. Lunch provided this day.

August 5 – 9am layout planning for AirFest, day and evening activities, odds and ends list we haven't finished, we also need to determine/assign any additional AirFest duties.

August 12 – 9am Tie up any loose ends for AirFest and have popcorn and a movie around 7pm.

After AirFest there will not be a workday until September sometime. By then, maybe we will know where our meeting room will be and can get started on it.

June 24th H3 Workday Shows Huge Progress

By Charlotte

If you want to know how to get a job done, just ask anyone who showed up to work at hanger 3 on this day. What an amazing difference! We painted all three walls inside, the east outside top and front including the doors and did a lot of floor scraping. The crew started

at 9am and did not let up until around 4pm. Heath Polasek, a new member, donated approximately 90 gallons of paint, Gray got us approximately 20 gallons of block filler and we used the majority of it all. Doesn't look like the same hanger! We had a great time regardless of the heat, did a lot of Chapter bonding and left with a great sense of pride in our efforts. Isn't this what it is all about? I would personally like to thank those of you who gave up a Saturday to help with your Chapter hanger and the names are listed below.

Wes Hays
Paul Fridrick
David Bradshaw
Harold Cannon
Jim Berry
Steve Krazer
Tiny Malm
Chris Ulibarri
Heath Polasek
Loren Henson
Earl and Jamie Zimmerle

471 Members Make Young Eagles Event A Big Success

By Chris Ulibarri

It looks like we had a very successful Young Eagles Day Saturday, June 17th. We flew a total of **73 Young Eagles** with the help of our pilots and ground crews. Thanks to all for your help in making this special for our youth here in Abilene and the surrounding areas. We

participated along with other EAA Chapters around the world which made it an especially memorable Young Eagles Day. A special thanks to **Abilene Aero** for providing fuel at a discount and to the **controllers at Abilene Regional Tower** for keeping us safe in the air.

Young Eagle Kudo's

I hope I do not miss anyone and if I do please tell me. Thanks to all of the people below our National Young Eagles Day was a success!

Pilots

Chris Ulibarri
Don Bledsoe
Fred Novak
Greg Wilhite
Steve West
John Gullett

Volunteers

Harold Cannon
Darla (Harold's friend)
Debby Ulibarri
Dave Bradshaw
Seymour Beitscher
Jordan (KP's granddaughter)
Tiny Malm
Justin Merritt
Mark Reed
Loren Henson

Chapter Support

Tim McMurray
Audie Gill
Lon Beasley
Lew Jones
Gray Bridwell

More YE News

Airfest is quickly approaching on August 19th so be prepared for that event

also. The Young Eagles will be at the same time as last year and I will be briefing it again at 0830. The procedures and squawks will be the same also. As usual we'll be needing pilots and ground crew support so it's never too late to **volunteer**. I hope to see you all there.

...and one more thing...

Scotty Daniels of Rotan has invited us back to do Young Eagles there on 14 October. Fuel and food will be FREE he said so come and join us on another great Young Eagles event. Pilot briefing will be at 0830 and we will fly from 0900 to 1200. Let me know if you're interested so I can pass a headcount of pilots and airplanes to him. He will be presenting our return to the Rotan City Council. If interested, several of us will have empty seats and we can give you a ride there and back to Abilene. ~ Chris ~



Gone to Oshkosh!

I will be leaving for Oshkosh on July 20th and will not return until late August 3rd. Gray will have the helm while I am gone. I will be driving so I can stop and see Gloria on the way back (some of you remember my friend and fellow controller now in Champaign). My cell

number is 669-9825 in case you need to call or you want to call and remind me how crazy I am for going up there to work. I have a thick training package including a CD on aircraft recognition, one day of training when I get there and I have to pass a test, Damn! I am already feeling the butterflies!

~ Charlotte ~

If you build it ... they will come.

~by Gray Bridwell

For 10 years, EAA Chapter 471 has been working on leasing a chapter hangar on the Abilene Regional Airport grounds. We currently lease two rows of T hangars for a great rate, but we did not have an area large enough for breakfasts, dinners, and various chapter meetings. Finally on January 1st 2006, we took possession of an 8,000 square foot hangar near our T hangars. We now have a chapter home complete with two restrooms. In the months past we have cleaned, painted, and replaced the roof. Our hangar is now completely leased and the tenants love it. We are still making improvements every week with plans of painting "EAA chapter 471" on the front of the hangar to let all who land know where we are before our annual Big Country Airfest held on August 19th. **www.bigcountryairfest.org** Come to Abilene and enjoy our new hangar with us at Airfest!

Papa Fox Refresher Facts

Papa Fox says:

Do you remember the parameters of the VASI system? Here is some information about the VASI that you may take advantage of. The **Visual Approach Slope Indicator** provides **safe obstruction clearance within 10 degrees of the centerline of the runway extending out to 4 nautical miles**. Remember! If you are in mountainous or hill terrain, or at night, don't start down until you are inside 4 NM of the airport even if you see red over white. You just might catch a tree top! The glidepath is usually 3 degrees, but may be as steep as 4.5 degrees if necessary to assure the required obstacle clearance, according to AIM 2-1-2 (a) (1). One thing that some pilots tend to do after getting established on the glide path is they pitch for the glide slope when actually it is better to set the pitch to the desired airspeed with trim (cruise control) and just keep the red over white picture consistent with a power adjustment. This way you will be in position to touchdown on the aiming point or fixed distance markings, those wide bold white stripes, and make a picture perfect landing. By the way, if Charlotte says" cleared for the option, # 2 behind an RJ on a 2 mile final, caution wake turbulence", go ahead

and keep the VASI white over white on final with a little power adjustment to descend a bit until the top VASI light starts to turn to pink, then add a little power to keep the VASI white over white and you will usually land past the RJ's touchdown point, as he is required to stay on the VASI to the runway. Just keep an eye on where he *actually* touches down and if he is a good Part 121 pilot he will touch down on the aiming point markings, unless a new rookie F.O. is flying, and you will land on the captains bars 500 feet past the RJ's touchdown and past his wake. Go ahead and go to full power and try it again without the RJ in the pattern and all will work out just fine. Use the VASI as a tool and benefit from its glide information.

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

Paul Fridrich
aka Papa Fox
CFI/CFII

*****There I Was***
45° nose down, inverted
at mach .68
and accelerating.
**NO REALLY! I WAS
THERE!**
*...as experienced by
Hobby Stevens***

At the end of April, I was treated to a very special, early Father's day gift – a one hour flight in a L-39

Albatros military jet at Santa Fe, New Mexico.

According to the manufacturer's web site, *the Aero Vodochody L-39 aircraft is a low-wing, tandem seating, all metal turbofan powered aircraft designed for basic and advanced training, including weapon delivery practicing, as well as for light attack tasks.* The aircraft that I flew had been demilitarized, meaning that the weapons systems, aiming systems, flares, chaff, and other military specific items had been removed. Also, the ejection seats had been disarmed.

The company that offers training in this aircraft is Jet Warbird Training Center (<http://www.jetwarbird.com>).

The particular course that I took was "Upset Recovery Training", hence now you know how I ended up in the position described in the title to this article. They have other aircraft, including a MiG 15/17, an L-29 Delfin, a T-33 T-bird, and a Fouga Magister. However, the L39 is the newest (therefore, easiest to fly), and this is the aircraft that they use for this training.

The training consisted first of a 1 hour ground school, where they used a poster sized picture of the front and side panels to show you where all the controls, gauges, and other switches were located. It helped that I had already researched the internet for information about this aircraft, and I had some basic knowledge of the aircraft's systems. We went

over emergency procedures. The one I most vividly remember was how to release the canopy, then release the parachute harness from the seat pan (remember, no ejection seat), then crawling over the left side of the cockpit and pulling the D ring on your chest. I am glad that I didn't get to use that procedure, but I knew it. Then we went over the various checklists and airspeeds.

We preflighted the aircraft by checking fuel and several oil sight gauges. Then I climbed into the front cockpit, with the instructor making sure that I latched the 6 point harness in the correct manner. The seat didn't move forward or backward, but the rudder pedals did. Once in the seat, the instructor leaned into the cockpit and helped me go through the engine start checklist, which consisted of making sure that various switches were in the correct position, then starting the on-board air start unit (a self contained micro turbine), then starting the main engine. After the main engine started, the air start unit shut itself off automatically. Once rpm's and temperatures stabilized, the instructor climbed into the rear cockpit, and it was time to shut the canopy, pressurize the cockpit and call tower for taxi instructions.

The most notable difference in this aircraft and any other aircraft that I have flown is the braking system (the

instructor noted that all Soviet block aircraft utilize the same basic system). If you look carefully, you can see the lever in the cockpit photo. The rudder pedals are connected together on a rigid bar that pivots in the middle, so that when you step down on one pedal, the other pedal comes up. To brake, you first step on the appropriate pedal, then you squeeze a lever on the backside of the control stick. This lever looks like a bicycle brake lever, but it's highly sensitive. You just use 2 fingers, and you pull really slowly. The brakes are fully anti-skid, but they do come on fast, and it did take a little practice to get to where you weren't going down the taxiway like a drunk. To stop straight ahead, you would neutralize the rudder pedals, then pull the brake lever.

Take off was straight forward, brakes on, power full up, and watch for 100% rpm on the fan gauge while counting to 10. Once you have 100% rpm, release brakes. You might need to use the brakes momentarily to keep centered, but the rudder becomes effective pretty quickly. At 100 kts. it's 10° nose up, gear up, flaps up, and accelerate to 180 kts. Then it's climb at 180-200 kts. to maneuvering altitude, where this aircraft shines. The attitude indicator was original, and only showed climb/descent information. There was a separate bar on the face of the instrument which showed bank angle. This was

distracting at first, but since bank angle didn't factor in much to what I was doing, I just ignored it.

We did a few clearing turns, then steep turns, to give me a feel for the aircraft. The controls were crisp and firm. Also, I had to keep adding nose down trim as the aircraft accelerated. Then we did aileron rolls. The instructor showed me one, then I did a couple. You pull the nose up 20°, neutralize the controls, then a hard side push on the control stick. We rolled quickly with no need for rudder input. After I did my rolls, he finally said "my aircraft", rolled the plane inverted and said "your aircraft". I just half rolled the plane to normal wings level. He said "enough of that... let's go fast". So we climbed to 16,000 feet, then pushed the nose down 45° while leaving the power up. Yes, it did accelerate. The mach meter just kept climbing...point 67, point 68. Then he had me recover back to 16,000 feet. He said again "my airplane", pointed the nose down again, half rolled the aircraft and said "your airplane". Again, I half rolled the plane, reduced power, put out the speed brakes, and pulled out of the dive.

The rest of the hour was spent doing a couple of loops and then touch and go landings. The speeds were fairly simple – 85% rpm would give you 180 kts. on downwind leg, put the gear out about midfield (which will slow you to 140 kts. which is

approach flap (25°) speed), put the 1st notch of flaps out abeam the numbers just before turning base, keep the base in close, slow to 120 kts., turn final and put in landing flaps (45°), and don't let the speed get much slower than 110 kts. until over the numbers. You might need to add just a touch of throttle on final.

If you have been to Oshkosh recently, you probably have noticed that more and more L-39's are showing up. This aircraft seems to be the favorite of those financially positioned to fly a high performance aircraft. If you look in Trade-a-Plane, these aircraft are selling from \$300,000 to over \$1 Million. But the purchase price is not the real issue, since they burn at least 120 gal/hr of Jet A, and the maintenance costs are higher than for "normal" jets such as a Citation, etc. OK, it's not a cheap plane, but it sure is fun.

General characteristics

- **Crew:** 2: student and instructor
- **Length:** 12.13 m (39 ft 10 in)
- **Wingspan:** 9.46 m (31 ft 0 in)
- **Height:** 4.77 m (15 ft 5 in)
- **Wing area:** 18.8 m² (202 ft²)
- **Empty weight:** 3,459 kg (7,625 lb)
- **Maximum Take-Off Weight:** 4,700 kg (10,362 lb)
- **Powerplant:** 1× Progress AI-25TL turbofan, 16.9 kN (3,800 lbf)

Performance

- **Never exceed speed:** Mach 0.80
- **Maximum speed:** 750 km/h (400 knots, 470 mph) at 4,000 m (16,000 ft)
- **Range:** 1,000 km (540 nm, 620 mi)
- **Service ceiling:** 11,500 m (37,730 ft)
- **Rate of climb:** 22 m/s (4,330 ft/min)
- **Wing loading:** 250.0 kg/m² (51.23 lb/ft²)
- **Thrust/weight:** 0.37
- **Take-off roll:** 530 m (1,700 ft)
- **Landing roll:** 600 m (2,000 ft)



Thanks, Hobby, for sharing this experience with our members. It's always great to have member articles like this for our newsletter.

~Sam~

Note to members:

If you have an aviation experience you would like to share in the newsletter, please send to me via e-mail at sjevans@cox.net.

Sam Evans

471 Newsletter Editor



Hobby flies the L-39

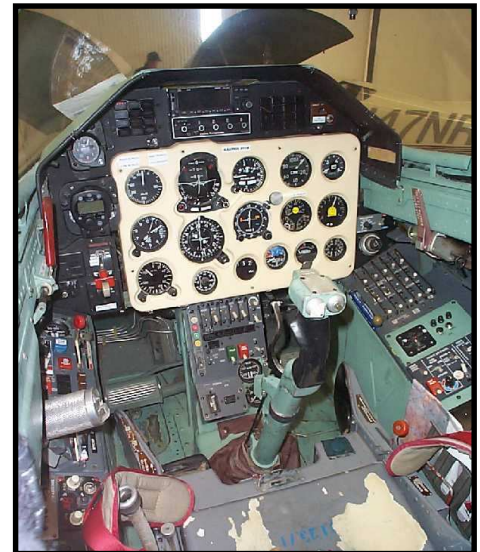
These photos show Hobby Stevens preparing to fly the L-39. Cockpit photo (right).



Note to Members

Don't Trash It!

The inside of the address page of this newsletter is an Airfest poster. Help promote the event by posting it at your place of work.



EAA Chapter 471 Officers & Directors

President ~ Charlotte Rhodes
Vice-President ~ Gray Bridwell
Secretary ~ David Bradshaw
Treasurer ~ Loren Henson
Director ~ Seymour Beitscher
Director ~ Steve Krazar
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Director ~ Tim McMurray
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BEFORE

**AMAZING
TRANSFORMATION !**

AFTER



**MEMBERS
MAKE IT HAPPEN!!**



See more pictures of the progress of Hangar 3 on the 471 website at:

<http://www.eaa471.org/>



Left: **John Gullett** with two “YE’s” ready for flight.

Right: **Chris Ulibarri**, 471’s Young Eagle Coordinator with three Eagles.



Left: **Fred Novak** with three proud Young Eagles back from their first flight.

EAA 471 Young Eagles Flight Squadron Ready!





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August 19



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