Hangar Flyin'

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Young Eagle Flight in Sweetwater

EAA 471 members will be flying interested young people this coming Saturday, March 7, in Sweetwater, Texas. Pilots should arrive no later than 9:00 AM for flight planning. Flying is from 10:00 AM until 2:00 PM. The local FBO is providing a 20 cent per gallon discount for those EAA members participating in the Eagle Flight.

The members of Women's Air Service Pilots (WASP) will host us, and a group of high school students from Alvarado, Texas, will perform a one-act play about the WASP's.

I'm sure that several youth will catch the enthusiasm of flying- let's help make that possible.

Your (New) Newsletter Editor

Hi, my name is Ben Mallon, and I'm glad to be the new editor for your newsletter.

I guess my biggest qualification for this editor job is my love of flying and all things that fly. I grew up on U.S. Air Force bases around the world, and as far back as I can remember, I've loved watching airplanes. When I was about five years old, I watched huge cargo aircraft (maybe C-133's?) coming in on final approach over the end of Lancaster Green, Hemswell Royal Air Force Base, England.

Years later I was privileged to be an aircraft mechanic in the Air Force, working on B-52 bombers and occasionally flying along. I've also worked on C-141's, C-130's, and now I work on American Eagle regional jets.

I am pleased to be your editor and look forward to working you.

Trip to Redbird

By Hobby Stevens

I'll try not to bore you with a narrative of every flight that I make, but when something out of the ordinary happens which reinforces prior instruction or knowledge, I feel compelled to let other pilots know.

Last Saturday, I flew to Dallas Executive KRBD (previously named Dallas Redbird) to visit my daughter and her husband. I had been there before, but it had been a few years. I knew that it would be a different flight as winds in Abilene were 20 kts. gusting to 29, and KRBD was forecasting 20 gusting 35. But winds aloft at 9,500 MSL showed a 25 kt tailwind, so off we went.

After a 46 minute flight, we were cleared to land on runway 35, with the winds from 330 at 21 gusting 40. I quickly did the mental math computing crosswind component. I also compared the crosswind with two other components, being the RV-6's crosswind design limit and my prior experience with this airplane and this much wind.

I reminded myself to keep my speed slightly above normal to counteract any gusts, to keep the upwind wing down, use right rudder to keep the nose straight, with feet ready to use the brakes if needed to stop any weather vane tendencies, etc. After a gusty, bumpy short final, we settled into ground effect and the wheels lightly touched down, took a short hop and touched down again with the tail wheel on the ground.

THEN THE FUN BEGAN. A big gust hits from the left side, lifting us a few inches back into the air and starting to slide us to the right. I hear and feel the right main wheel chirp and sense the right wing starting to dip. I applied hard left stick to counter the roll and pushed in a little power. Now I'm flying again, but into the wind and slightly across the runway. I quickly decide that rather than try to salvage the landing, I've got plenty of airspeed and power, so let's just go around and try again. I tell the tower "41HS is going around". Tower responded "I thought you had it on the ground", to which I replied "So did I".

As I extended my downwind to let a King Air land, I replayed in my head the first landing. What happened, and what did I do wrong? I did everything right, up to the point that I relaxed when the tail wheel came down. So this time I was ready for anything. The short final was just as below, with about the same landing. But no gusts appeared this time, just a short roll out with the stick firmly back waiting for that gust to come. We taxied to parking, and shut down. Then I told my wife to hold the brakes while I jumped out to chock the plane as I was afraid that the winds would push it all over the ramp. Once properly secured, we unloaded the plane.

The moral of the story is FLY THE AIRPLANE TO THE CHOCKS! As long as it is moving, there is the potential for high wind to cause unwanted results. I relaxed just a bit at a crucial moment, and in most winds, nothing would have happened. But this was not a normal wind.

Your Impact on History

By Ben Mallon

Have you ever stopped to consider how this world is different because of what you do? Allow me to share a personal example: Back in 1924, some US Army Air Corp pilots flew three small aircraft over the town of Janesville, Wisconsin. Watching this formation were a couple of young boys, including my dad, who was then three years old. One of the older boys said "There are people in those airplanes." To which my dad replied "No, they're toys." But the other boy stuck to his story and convinced my dad, who promptly fell in love with flying. He dreamed of flying for years, then as a teenager, he saved up money during the Depression, working for 13 cents an hour, so he could get a few rides in a small aircraft. When America joined World War II, he enlisted in the Army and was recognized early on as a potential pilot. He flew 30 combat missions over occupied Europe, mostly as co-pilot, in B-17G's. He flew in the first daylight raid over Berlin, and went on to a 24-year career in the Air Force.

Sometimes I wonder what my dad would have done with his life if not for his love of flying. And who can say who is going to be at the Young Eagles flight this Saturday? Maybe some young person will fall in love with flying that day, and someday pilot a commercial or military aircraft, or even maybe a spacecraft. We can't say what our impact will be, but if we don't show up and give of ourselves, we know what our impact won't be. See you there, and let's see what we can do to shape history.

Handy Shop Tool Guide

For those of you who occasionally suffer confusion as to the right tool for the job:

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say "Son of a bit--".

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

Handy Shop Tool Guide (Continued)

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMM-IT TOOL: Any handy tool that you grab and throw across the garage while yelling 'DAMM-IT' at the top of your lungs. It is also, most often, the next tool that you will need.

AirFest in May

Details to follow- check on the web site and in the April newsletter

T-Hanger Roof Refinishing

As many of you already know, we plan to refinish the roofs of our T-Hangers - which we lease from the City of Abilene. For the last two years, we have been setting aside money for this project. We now have sufficient money to complete the task. We will start this project towards the end of March or when ever the weather temperature will not go below 55 degrees. We will notify all members who have aircraft in the hangers via e-mail when the actual time is set.

This is a three phase process. **First** - we steam clean the roofs. This really cuts the dirt and rust off the roof so that we can apply the primer. **Second -** We apply a primer that is designed to adhere to a metal roof very well. **Third** - We apply the finish coat. This is a ELASTOMERIC coating. It is an acrylic product that never hardens. It seals the roof and reflects over 90 percent of the sun's energy. This entire process will take most of one week.

If your have ever had a leak in your hanger, you should plan on covering items in that area. You do not have to take your plane out of the hanger. If we have a bunch of planes parked around the hangers - this will get in our way and slow down the process. They are much better off being left in their hangers. We urge you to come to the March breakfast. We will be there to answer any questions and give you a better idea of when we will start. We can tell you this - - The City of Abilene will be extremely happy that we are finally going to paint our hangers!!!

Any more questions: Jim Snelgrove jimsawdust@nts-online.net

Please Send Your Stuff

My thanks to Hobby Stevens for submitting TWO (!) stories, (I'm saving the other story for April). Please send me articles, stories, photos, recipes, rants and raves, etc. I need your ideas as well. Our newsletter will be better with your submissions. THANK YOU. Please send to my email address: benmallon1@suddenlink.net