

Hangar Flyin'



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Young Eagle Flight in Sweetwater

On March 7, in Sweetwater, Texas, EAA 471 members Wes Hays, Wayne McCormick, and Gary Potter flew a total of 30 Young Eagles. For most of these, it was their first flight in a small aircraft. Charlotte Rhodes, Ben Mallon, Jim Snelgrove, Bill Jackson, Jeff Clement and his daughter made up the ground support.

Some of the comments heard from the kids: "AWESOME!!!" "Cool!" "That was GREAT!"

Many of the participants followed up their flight with a visit to the Women's Air Service Pilots (WASP) museum, also there in Sweetwater.

Thanks for coordinating this, Gary. Great work, it went very smooth, and I know this is an experience those kids will never forget!





**DYESS
BIG COUNTRY
AIRFEST**

2009

Mark Your Calendar!

May 2

West Side Abilene Regional Airport
*See Military Aircraft, Warbirds, Homebuilts,
Classics... a Heart-Pounding Airshow... Eat Great Food
and much more!*

Admission FREE!

Learn More at www.bigcountryairfest.org

The poster features a composite image. At the top, a grey fighter jet flies against a blue sky. Below it is a stylized logo for '2009' with a Texas state map inside a circular emblem with wings. The main text is in large, bold, black letters. A yellow callout bubble says 'Mark Your Calendar!'. Below that, 'May 2' is written in large blue letters. The event location and details are in blue and black text. At the bottom, a yellow callout bubble says 'Admission FREE!'. The background of the lower half of the poster shows a large grey U.S. Air Force aircraft with 'U.S. AIR FORCE' and '1669 317 AG' written on it. In the foreground, a smaller white and blue homebuilt aircraft is on the tarmac. A woman and a child are standing near the homebuilt, and a man is standing to the right.

(Press Release)

“The Experimental Aircraft Association, (EAA), is pleased to announce the date of the 2009 Dyess Big Country AirFest has been set for Saturday, May 2nd, 2009, on the West side of the Abilene Regional Airport. The EAA continues its partnership with Dyess, beginning in 2007, to provide a joint venture air

show; alternating locations between Dyess Air Force Base and the West side of the Abilene Regional Airport. Spectators can expect to see a variety of aircrafts, from small "homebuilt" airplanes to large military combat jets.

Col. Rob Gass, Wing Commander Dyess Air Force Base, says "I am excited to continue this partnership with the community of Abilene and the EAA. Dyess and Abilene are leading the way in the Air Force in this type of venue. "

The 2009 lineup begins with an air race at 8:00am, followed by demos from both military and civilian aircraft until noon, and finishing with a heart pounding acrobatic show. The afternoon will feature the Houston Acrobatic Chapter, including performances by national acrobatic champion Debbie Rhin-Harvey and several other well known performers.

Gray Bridwell, Chairman of the Dyess Big Country AirFest says "I am proud to provide a wonderful cross section of aviation, from small general aviation aircraft to the best military aircraft the Air Force has to offer" Bridwell says the EAA has worked hard to guarantee AirFest attendees shall see a wide range of aviation marvels. He also added that local food and drink vendors will be on hand to offer a great menu of refreshments to the crowd.

The military portion of the 2009 lineup will feature flybys from the Dyess based B-1 bomber and C-130. Flybys by B-2, B-52, KC-135, and F-16 west fighter demo teams are also in store.

Colonel Bernie Mater, 317th Airlift Group Commander says "On behalf of the men and women of the 317th, we appreciate this opportunity to reciprocate the warm Texas hospitality you have so freely given -- Abilene's own 317th Airlift Group is pleased to display the mighty C-130 Hercules for all AirFest participants to tour. The C-130 "Hercules" is our deployed troops' work horse, providing airlift, aeromedical evacuation and combat airdrop wherever they may be, whenever they might need us. The C-130 is versatile -- we also fly humanitarian missions, such as evacuating those at risk from hurricanes in Louisiana and Texas last year. Though in the coming years we will modernize and transition to the newest version of the C-130, we look forward to continuing the awesome relationship we have with Abilene and West Texas."

Major Tom Peralta, Dyess Air Show Director, says "We are working hard to provide a terrific lineup of both military and civilian acts for static display and flyby demos.

And as is tradition we will have a band, steaks, fix'ins, and drinks on the ramp Saturday night at 6:45pm after AirFest for all pilots, crews, EAA members and friends!"

Here's a link to the website: <http://www.bigcountryairfest.org>

I hope to see you Chapter 471 members there- it should be an exciting day! Please take pictures and e-mail them to me.-Ben

Night Flight

by

Hobby Stevens

FAR 61.51

(b) Night takeoff and landing experience. (1) Except as provided in paragraph (e) of this section, no person may act as pilot in command of an aircraft carrying passengers during the period beginning 1 hour after sunset and ending 1 hour before sunrise, unless within the preceding 90 days that person has made at least three takeoffs and three landings to a full stop during the period beginning 1 hour after sunset and ending 1 hour before sunrise, and—

It's been almost a year since my last night flight. I have a day trip to the Houston area planned early next month, which should start about 8am and return to KABI around 6pm. But it's to attend a noon wedding, and you never know how long the reception will last. So I thought that in the spirit of being overly prepared, I needed to get "night current" again. Last night was a dark moonless night which offered the perfect opportunity.

Normally, I take my map bag with me when I fly. This bag contains my King KX-99 portable transceiver, NOAA instrument approach charts and enroute maps, as well as my various checklists, numerous pens, several of those yellow AOPA chart rulers that you get when you renew your membership, and a couple of flashlights (one with a red lens). But in my haste to get to the airport and knowing that I was going to stay in the pattern, I left the bag at home.

I did a quick preflight in the hangar where I have overhead lights. Sure makes it easier to check fuel and oil levels. Then I pulled the plane out of the hangar, shut the hangar doors and we're ready to load up. I did remember to get the flashlight that I carry in the car and put it in my pocket.

There were a number of items that I wanted to check during the flight. I had recently adjusted the taxi and landing lights to a hopefully more useable position. Previously they both were good only for spotting raccoons high up in trees, but worthless for landing or taxiing an aircraft. My recently installed upgrade to my autopilot wasn't working just the way it should and I had been in contact with the factory. They wanted me to check that a certain item appeared on the autopilot display, which would indicate that the autopilot was receiving all information from the GPS.

After engine start and listening to ATIS, a quick call to Ground Control and we're taxiing to RW 35L at Tango. It's pitch dark and time to try out the taxi light. Normally during the daylight, you have many visual cues to assist you in determining where you are on the taxiway. But at night, it's your taxi light and the occasional blue taxiway light that gives you the cues. My taxi light is mounted on the right wing tip and I sit on the left side of my side-by-side plane. If I leaned up where I could see completely over the nose of plane, I could see the spot where the taxi light was pointing, dead ahead at about the correct distance. And all along the right side of the taxi way, from the plane to where the taxi light beam hit the ground, the taxi way was lit. But the left side of the plane and taxi way was dark. Since the landing and taxi lights are interchangeable and mounted in opposite wing tips, I made a mental note to swap their function. Of course, that means readjusting both lights to point to the correct position and switching the wires under the panel. But that's the flexibility of building your own airplane.

It's amazing how you notice small things that just aren't important in the daytime, like the light on the whiskey compass not working. The vacuum suction appears a little low. I also really like how my fuel and engine gauges (all 11 of them) are internally lit. My flight instruments are illuminated by a small "eyeball" light that does an adequate job. I still need to install the LED strip under the glare shield on the top of the instrument panel.

OK, cleared for takeoff. As I line up with the centerline of the runway, I use a mnemonic "STP", to remind me to turn on my strobes, transponder and fuel pump. On the takeoff roll, I notice that the taxi light is showing the runway centerline nicely. Careful to maintain proper airspeed and climb angle, I fly farther upwind than I normally would during daylight pattern work. Time to turn crosswind just past the softball fields and I am already at pattern altitude. It's back on the power as I marvel at the lights of Abilene. It really does look pretty at night.

I need to widen the pattern slightly. I see the dark spot that I know is Lytle Lake, so I use it as a reference. Then it's abeam the strobes on the approach end of RW35L, reduce power, half flaps, 80 knots and turn a close base. Turn on the landing light, check the volt meter and ammeter, everything is OK. Turn on final, full flaps, 65-70 knots, and mentally go through the landing checklist again. In my airplane, it is just fuel on, fuel pump on. I note that because I turned a close base, my approach is steeper than a daytime approach. I go ahead and turn on the taxi light too, and as I cross the runway threshold, the runway numbers come nicely into view. Noticing that the runway is coming up fast, I slow my sink rate, flare, and with a small hop, land and come to a full stop.

Sitting still on the runway, I reset flaps and trim, and congratulated myself on an acceptable night landing, and not only that, one in a tail wheel airplane. Then it's off we go again with the climb out getting more comfortable in the night environment. My comfort was quickly dashed, as downwind again over Lytle; I looked at my wing tips at the comet flash strobes and realized my position lights were not on. Dad gum'it, where's that night takeoff checklist. The final two landings were uneventful and I even did a wheel landing on the last one.

So now I am legally "current" in accordance with the FAR's for night flight with passenger for the next 89 days. That doesn't mean that I am an expert at night landings. I am just legal. I plan to make a few more soon, when the opportunity presents itself. I also need to go fly some instrument approaches soon, too. See you at the airport.

I hope that you all have tailwinds.

Blackies' Hummelbird





Build an Airplane in High School??!

by

Ben Mallon

That's right, friends; I've gone off the deep end... oops, I mean I intend to build an airplane in high school. This is part of my Graduate Capstone Project for my Masters degree in Aeronautical Science at Embry-Riddle Aeronautical University.

My thesis is based on the idea that the enthusiasm that an aircraft construction project can bring to high school students will have a positive effect on the student's academic performance. I hope to have Air Force Junior ROTC cadets from both Abilene High and Cooper High help build an ultralight aircraft called the Sky Pup. It is important for me to be able to measure the academic impact of the project over a short duration (one semester), so I can finish my Capstone project and turn it in. I have noticed that EAA SchoolFlight projects consistently take several years for completion, thus the selection of the Sky Pup. Most builders report build times of 400 hours for the Sky Pup. I personally spoke to one builder who built two, his first took 400 hours and his second took 180 hours.

I will provide more details later, and please carefully consider what talents you could bring to this project, and if you would kindly do so. Thanks! -Ben

How to Install a Home Security System

1. Go to a secondhand store and buy a pair of men's used size 14-16 work boots.
2. Place them on your front porch, along with a copy of Guns & Ammo Magazine.
3. Put a few giant dog dishes next to the boots and magazines.
4. Leave a note on your door that reads:

Bubba- Big'un, Duke, Slim, & I went for more ammo and beer. Back in a little. Don't mess with the pit bulls -they attacked the mailman this morning and messed him up bad. I don't think Killer took part, but it was hard to tell from all the blood. Anyway, I locked all four of 'em inside the house. Better wait outside.

Cooter

AIRSHOW

SAT. MAY 23, 2009

RANGER AIRPORT

MEMORIAL DAY WEEKEND AIR SHOW & FLY-IN

- Brisket lunch served to pilots/passengers 11:30 A.M.
- Texas Antique Airplane Assoc. meeting 12:30 P.M.
- Airport closes **1:00** P.M. with performances from:



David Martin

- 1936 Bücker Jungmeister
- BREITLING CAP 232

Mike Gallaway

- Pitts S-1T

Texas Twisters

- Beechcraft T-34 Mentors

Identifier F23

Elevation 1470

CTAF 122.9

Rwy 01/19 3300 x 75 Turf
Good Condition

Contact: Jared Calvert 254 433 1267 jaredwd@yahoo.com
Visit: www.myspace.com/rangerairfield

TAKE A TRIP INTO THE PAST

RANGER ANTIQUE AIRFIELD

ESTABLISHED 1928

1402 Oddie St. Ranger, Texas 76470



Thank You for Sending Your Stuff

My thanks to everyone for submitting stuff for the newsletter, it makes my job easy and I can even give people the impression I know what I'm doing. Please continue to send me articles, stories, photos, 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