

Concho Valley Aviator

Monthly Newsletter, Chapter 493, Experimental Aircraft Association

Refreshments

January	
February	
March	
April	
May	Norm & Marty Beauchamp
June	George & Martha Spinks
July	Don Treadwell
August	Al & Anne Elliot
September	Pat Nuytten
October	Bob Reese
November	David Weathersbee
December	Christmas Party

May 2010 Newsletter, San Angelo, Texas

May Meeting

The May 2010 meeting will be on May 18th at 7:00 pm in the Mathis Airport Terminal Conference room. The program will be a DVD from EAA HQ received by Pat Nuytten.

Refreshments will provided by Norm and Marty Beauchamp (if Norm doesn't eat it all on the way to the meeting).

Bill Yeates, Editor

Minutes

EAA Chapter 493 Minutes for April 20,2010

1. Pat Nuytten called the meeting to order
2. Visitors: Doug Vaubel, Edward and Pam Earwood
3. Treasure report read and accepted Motion by Don Smucker second by George Spinks Motion approved
4. Minutes of March meeting posted on EAA493 web page, motion to approve made by Don Smucker, Second by Bob Reece approved.
5. Old business: 16 people going to OSH discussion about housing , transportation and meals.
6. Motion to donate (very quickly) \$500.00 to National EAA to be used this year for youth programs made by Don Smucker and seconded by Bob Reece.
7. Pat Nuytten explained liability Insurance we have to have to be an EEA chapter.
8. New Business: Chapter Awards Forms. Discuss trip to OSH. Discuss Meyers owners Association.
9. Program that was prepared by Pat Nuytten was postponed due to DVD not being compatible with DVD player.
10. Meeting adjourned.

Richard Martin, secretary

My Saturday Morning with Dick Rutan

Wednesday May 5th was just a typical day at Mathis Field with the usual students that I fly with. I normally spend time in my new office getting caught up on paper work but, this day I decided to go to Ranger Aviation to get some exercise and to wake up after eating lunch that day. I noticed this tall fellow inside the FBO giving instructions not to move his airplane. I thought he looked familiar but did not recognize him at first. After he left the office I asked Natalie, who was working behind the desk, the name of that fellow. Once she told me that it was Dick Rutan, I immediately jumped up to introduce myself to him and say hello. Wow, I got to shake hands with Dick Rutan! My day was complete. I asked Mr. Rutan what brought him to San Angelo. He told me he was here to have dinner with the gentleman that was next to him. I found out that he would be leaving on Saturday. I hoped I would get a chance to say good bye. However, I was not counting on that. At least I got to see him.

On Thursday I got a call from one of my Air Force students asking me if I would be willing to help Mr. Rutan with his plane on Saturday before he left to go back to Mojave, California. He was looking for someone from the local EAA chapter so he could borrow some tools and put his plane in a hangar while he investigated a fuel leak. My student asked me if he could give him my phone number. "Are you kidding" I shouted. "Please give him my phone number and anything he wants." Boy was I excited. I told my student that I was the President of our local EAA Chapter and the chapter would be willing to help him out in any way we could. I could not wait for him to call.

I got a call from Dick Rutan on Friday to make arrangements to have his plane put in a hangar and borrow tools. I told him that I would meet him at 7:00am. I talked to Buddy Gaston and he was going to be gone this weekend which left his hangar empty with tools. Dick was at the airport promptly at 7:00 am and we proceeded to work on his plane together. He did most of the work but I did help with the cowlings. We talked and visited for about 1 ½ hours and then he said, "Let's go eat breakfast." Imagine me eating breakfast with Dick Rutan! We got back to the airport and finished cowling his plane. Then he was on his way. I will remember my Saturday morning with Dick Rutan for a long time. Dick was very easy to talk to and very interesting to be around. You never know who you will meet here in San Angelo, Texas.

Patrick Nuytten
EAA Chapter 493

Showcase

This month's showcase photo is of a Flitestar coming into Ducote Airpark ahead of a thunderstorm. It was then owned by Art Steele and now by Leroy Ingham. The photographer was Bill Yeates.



Ahead of the Storm

I don't know if this story is true, but it makes a point.

Birth of the Pilot's Checklist

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.

A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (thus Hill AFB, Ogden, UT).

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.

While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls.

The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly. The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple

approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany.

REFERENCE: <http://www.atchistory.org/History/checklst.htm>





Upcoming Events

Ranger Fly-in Ranger Texas, May 28-30 (see brochure below)

Winston Field Fly-in, Snyder, Texas, June 19 2010

Father's Day BBQ, Johnny Williams Hangar, Ducote Airpark, June 19, 2010

EAA Airventure, Oshkosh, WI July 26-Aug 1, 2010

Classified

FOR SALE: MEYERS 200A Continental IO 470D, King IFR, up-dated panel, 4-place, leather interior, good paint.
Jim O'Hara, 325/949-3891.

FOR SALE: 1995 Challenger II Clipped Wing Special, Rotax 503, 300 hrs, Good condition but hasn't flown in a couple of years, so to be sold AS IS.
Bill Yeates, 325/223/5072



SPREAD THE WORD

AIRSHOW

MAY 28-30, 2010

RANGER AIRFIELD

MEMORIAL DAY WEEKEND FLY-IN & AIRSHOW

- **FRI:** Fish Fry (\$8) 6:00 P.M. & Evening Airshow 7:00 P.M. (airfield closed 6:50-7:30)
- **SAT:** Lions Club Breakfast (\$5) 7:00-8:30 A.M.
Lunch served to pilots/passengers 11:30 A.M.
Airshow 1:00 P.M. (airfield closed 12:50-3:00)
- **SUN:** DAWN PATROL ~ MISSION BRIEFING 0700



©Drews Price - 2009 Ranger Airshow

• Weekend includes
International Biplane
Association Fly-In •



Identifier F23
Elevation 1470
CTAF 122.9
Rwy 01/19 3300 x 75 Turf
Good Condition

Showers available to campers
Transportation provided to hotels

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