



THE *SPORT FLYER*



November 2004

!!! NOTICE !!!

**November meeting will be Nov 18th
At West Houston Airport, 7:30pm**

Want Back-Issues? See Chapter 774's Website at: www.eaa774.org

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**Rick Human
15803 Knoll Lake
Houston, Tx. 77095**



November Meeting on Nov 18th, 7:30pm at West Houston Airport

Our November 18 meeting will feature Mr. Paul Downs of the FAA's Flight Standards District Office speaking on the Light Sport Aircraft rule and its associated regulations. The meeting will be held at West Houston Airport.



Southwest Region Fly-In Moves from New Braunfels to Hondo for 2005

The EAA Southwest Regional Fly-In has called it quits at New Braunfels after only two years. Citing reasons of flooding problems and conflict with airport growth, the SWRFI (now called The Texas Fly-In) has chosen Hondo, TX (HDO) as the new location. Hondo is just slightly west of San Antonio. Below is the open letter sent out

by the SWRFI board:

Dear SWRFI Volunteers and attendees:

Your SWRFI Board has made two major changes relating to SWRFI, and we wanted to tell you about them and enlist your support. **First**, we have streamlined our organizational structure, and **second**, we are moving the Fly-in.

The streamlined structure was approved by representatives of the constituent chapters, and consists of a **Board of Directors** and its Executive Committee (EC). The EC is the 7 elected officers (a Chairman was added) and three Directors-at-Large. Besides the EC, the Board additionally has six Directors elected from the general membership. These two groups manage the business of the Fly-in. Backing the Board of Directors we will have an Advisory Committee of EAA Members, Fly-in Chairs, and Chapter representatives that will meet twice a year with the board for input and ideas.

The second major change was to move the event to Hondo, Texas in 2005. This decision was reached with a great deal of regret. We consider New Braunfels, its public servants and its citizens to be among the best in Texas. It is a great place to visit.

In planning for the 2005 Fly-In, your Board members took a careful look at our potential for future growth and what that growth would require in terms of facilities and safety, especially safety. After the last Fly-In, there were many comments fed back to the Board regarding the activity on the taxiway at New Braunfels, and the interactions between vehicles, people and the aircraft on display. In addition, the consensus was that we needed parallel runways; one for high speed and heavy traffic and one for lower speed aircraft, as well as a good venue for ultralight, powered parachutes and rotorcraft.

Further, our experience in 2004 showed us what a disaster a rainstorm could be. We had to reorient the entire fly-in and we could not have survived had more aircraft shown up. We know that the New Braunfels has near and long term plans to correct drainage, but that alone would not result in enough dry space during heavy rains.

We have another problem looming on the horizon were we to remain in New Braunfels. The airport is undertaking a multi-year growth effort to include lengthening runways, developing an industrial park and

bringing in more industry. All of these endeavors will be great for the city, but disruptive to a developing fly-in.

In our final analysis, the mixture of vehicles, aircraft and people dictated by the New Braunfels layout is an accident about to happen, and an intolerable circumstance. With these considerations in mind, the Board decided it was time to move on. Our emphasis here was the airport facility itself and how it could safely meet our needs. This was foremost in our thinking and overshadowed other concerns.

Hondo is ideal for an event. It not only has parallel runways but also several others that we can utilize if needed. It has more ramp space than most airports in Texas. Everyone---people, planes, and vendors will be on concrete. The city of Hondo is supportive beyond belief. We really have a recipe for success and future growth. We can envision an event with 5,000 aircraft conveniently handled and tied down. Our airshow line will offer good viewing and the performers will be flying over open land. There is plenty of camping and lots of facilities available.

We are somewhat more distant than before and there are fewer motels in the immediate area. We have solutions to these concerns. Again, first and foremost, we needed an airport to stage a safe, comfortable fly-in. Hondo fills that need better than any other facility in central Texas.

So, for 2005 it's on to Hondo! Your continuing participation is essential. Please join us in Hondo, May 13-15, 2005, and help make our fly-in one of the most enjoyed in all of aviation.

Sincerely, Your SWRFI Board of Directors



Summary of Hondo benefits:

- All aircraft can park on ramp
- No mud – well drained
- Uncongested airspace
- Easy separation of moving aircraft and people
- Plenty of hangar space for exhibitors and forums
- Permanent restrooms and showers for campers
- Gym and golf course

- Room for growth – “a Texas-size airport”
- 2560 acre airport
 - 5 runways to 6000 ft. paved
 - Grass runway with splendid drainage
 - Landing and take-offs EVEN ON GRASS during RAIN
 - VOR on the field
 - Concrete ramp will accommodate 5000+ planes
- Multiple meeting halls for type clubs, etc.
- Great food and beer after 5pm
- Texas hospitality, convenient to San Antonio

EAA Chapter 774 Get New Web Master

As the former webmaster, I'd like to take a brief opportunity to apologize for the lack of website updates over the last six to nine months. Now that I've started my own business and taken on the responsibilities of “stay-at-home dad”, I've learned that my free time has taken a toll. With that being said, I'd like to profusely thank Phil Birkelbach who graciously stepped up to the plate and has taken over management of the website. Phil is an extremely capable webmaster and has already spruced up the website and gotten our online newsletters up to date.

Check it out at www.eaa774.org.

Many thanks Phil !

Gary Craze – Newsletter Editor



Kitfox Model V to be Ruffled Off

EAA Chapter 517, in western Montana, is conducting a fund raising sweepstakes. The Grand Prize is a beautiful KitFox Model V that was completed in 1997. This airplane has approximately 110 hours on the engine and airframe. I've attached a copy of a press release.

We will only be issuing a maximum of 4,000 tickets and as long as we receive a \$25.00 donations for at least 1,800 tickets the Grand Prize KitFox will be awarded. Please see the rules for complete details. I will keep you posted, once or twice more, to let you know about ticket availability. Your

help spreading the word about our sweepstakes is greatly appreciated. If we can help your Chapter somewhere down the line, please let me know. Thank you,

Steve Rossiter President

EAA Chapter 517

Do You Want to Win a KitFox EAA Chapter 517, Inc. in Missoula, Montana is conducting a sweepstakes with a KitFox Model V which was completed in 1997 as the Grand Prize. Built by a retired airline captain, this beautifully completed aircraft is powered by a Teledyne Continental IO-240 engine. This beautiful airplane, painted in a patriotic red, white, and blue scheme, has approximately 110 hours total time and is a 9+ inside and

out. Pictures and full details about this airplane are available on the EAA Chapter 517, www.eaa517.org.

The odds of winning will be based on how many ticket are actually issued. The Chapter hopes to receive donations for a minimum of 3,000 tickets to see an appropriate return on the generous donation made by one of our Chapter members. A donation of \$25.00 is requested for each ticket. The drawing for this sweepstakes will be held on March 5, 2005 Entry forms and rules are available on the EAA Chapter 517, Inc. website at: www.eaa517.org.



Reklaw 2004 Fun and Foggy

I loaded up the Expedition with just about every conceivable piece of camping gear and hit the road the Thursday night before the 2004 Flying M Ranch Fly-In, informally known as Reklaw. It was also Game 7 in the Astros' bid for a World Series berth, so I kept mashing the seek button on the radio during the three hour drive to keep finding the game, only to beat my head in frustration as I pulled into the motel parking lot in Rusk as the Astros went down in the 9th. The next morning I made the short 15



minute drive into Reklaw over to Dave Mason's to get a good flight-line camping spot. The Flying M Ranch fly-in is getting darn popular and there were already people there camping from the night before. However, a good location was found and I set up the requisite canopy, table and chairs on the flight line before setting up my tent. Then I sat back with the handheld radio and waited for Kitfox 962TangoCharlie (Ted Callahan) to call in. Ted arrived about mid morning and we secured the Kitfox and did some real hard relaxing in the shade. Friday and Saturday were really nice with decent temperatures and blue skies. Saturday, as usual, was the big traffic day with dozens and dozens of folks making low passes for



the cameras. Rather than pack up Saturday afternoon, we stayed a second night (thanks to Ted's camping shower). Sunday morning proved to be the kicker with fog so thick that you could hardly see across the runway.

We ate breakfast, broke camp and then hung around waiting for the fog to lift. Finally, about 11am, I headed back in the Expedition, and arrived at Hooks three hours later, almost the same time as Ted due to his need to dodge fog, rain and make an unscheduled fuel stop. This year was a dry run for next year when I'll trailer Ted's new Nieuport 11 up to Reklaw while he flies the Kitfox in. – Gary Craze

From Houston Chronicle, Nov. 9th 2004

FAA rejects idea for airport

Officials in Fulshear are happy with rule

By RUTH RENDON

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FULSHEAR - The Federal Aviation Administration on Monday denied a proposal to build an airport in northern Fort Bend County, much to the delight of local and federal elected officials.

The FAA cited air space conflicts in denying the building of Houston JetPort West, saying three smaller commuter air strips are within 4 miles of the proposed airport.

"We're all elated. I think we can go back to planning and managing our countryside estates," Fulshear City Councilman John Smart said. "We were seriously concerned about the industrialism and what airports bring along with them. None of us were happy at all with that."

The proposed 575-acre jetport with a 7,000-foot runway was planned to handle big corporate and business jets. The jetport was planned for just outside the Fulshear city limits.

Aside from Fulshear, Lamar Consolidated School District, Fort Bend County and other area communities, along with Sen. Kay Bailey Hutchison and Congressman Tom DeLay opposed the jetport.

Hutchison, R-Texas, and DeLay, R-Sugar Land, both wrote to FAA Administrator Marion Blakey requesting a thorough review of the proposed airport after receiving letters of concern from area mayors. Area officials had envisioned homes being built in the area, not an airport.

Rick Asper of Aviation Professionals Group, the Florida-based firm that is coordinating the project for the proposed airport's owner, Ron Henriksen, had said the jetport would bring jobs, create businesses and generate millions in tax dollars to the area.

Asper, who has declined to specify how much the airport would cost, could not be reached for comment Monday. Since no federal money was sought to build the airport, federal officials could only evaluate the proposal based on airspace use.

The three private-use airports near the proposed Houston JetPort West — Jordan Farms, Cardiff Brothers and Covey Trails — all plan to continue operations.

CLASSIFIEDS

FOR SALE:

Corvair engine, 110hp/164cu.in. (case serial# ending in RF). It does not come with the heads as it had 140 heads (I need spares for my two 140hp engines), but the rest of the engine is complete. The previous owner took it apart to rebuild it, but then got cold feet. All of the nuts bolts & pieces are sorted, so it is not a mess. The crank (code#8409), cam, cylinders, etc. all appear to be fine. 1st \$50 takes it. Contact David Brown at brownd@bsci.com, or 281-579-9321.

Gary Hunter Composites

Gary does custom fiberglass work and balances props. You may know of Gary, he is Bruce Bohannon's crew chief. 281-277-7767

Short Final Funnies.....

I was eagerly awaiting takeoff clearance while holding short of the runway in FLL. There were several aircraft on approach, including a Shorts 360. After several requests for takeoff, I intervened one more time. The response was a bit of a surprise... Tower: "Sir, just give me a moment while I get my Shorts down."