



THE *SPORT FLYER*



December 2003

!!! NOTICE !!!
December Meeting will be December 18th
At GARY PARR Hangar, Sport Flyers

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

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Rick Human
15803 Knoll Lake
Houston, Tx. 77095



Pat's Patter

This is my farewell newsletter as your program director for 10 years. It has been a wonderful ten years bringing some famous speakers, pilots, writers, FAA Safety Directors, NASA's finest, project builders, innovators, world record setters, war heroes, aircraft vendors, master instructors, dieticians, ladies WASPs, aerobatic pilots, adventurers, Spitfire restorations, etc, etc, etc, etc. But I did fail to get one speaker whose time schedule would not allow: former President George H.W. Bush. Sorry about that.

Your new program directors are Tom Boyett, Jimmy Carter, Geoff Kimbrough and Bobby Jackson. Maybe their columns will be Bobby's Blabber, Geoff's Jawin's, Jimmy's Jabber and Tom's Talkin's.

Our next meeting, Thursday, December 18th, will be at Gary Parr's hangar at 4407 Sport Flyer Lane. It is four hangars down from Leonard's. Look for the hangar with a balcony on the side. Our speaker will be Jimmy Carter.

My other farewell is to our Young Eagles events. Another ten years well spent. We completed with 4,502 youngsters flown, one at a time, from these events with great support from West Houston Airport's owner, Woody Lesikar who not only gave us the facilities, but donuts and orange juice and the biggest contribution of gasoline for all the events. A big thanks to Woody from all of us. Our other thanks are to the over 100 pilots who flew these youngsters and 200+ volunteers who gave up many a Saturday to complete our Young Eagles goal. You are the greatest!

You all know that the goal of the EAA for 1,000,000 kids to be flown by Dec. 2003 has been successful. I feel very proud to have been your Young Eagles organizer through these 10 years. My time spent was my pleasure because I believe that every youngster should experience the thrill of flying in a small airplane, and maybe, just maybe, making a pilot as the Fulco's have done in having a grandson graduating from Embry Riddle University on December 13th as a full-fledged Commercial Pilot. Yea Dusty !!!!

Now, this is not to say that I will not be at meetings to nag, nag, NAG you and help keep the chapter growing. I will always be there to help if I am needed and support our chapter.

See you at the meeting, Pat.



Greetings From Your New Program Directors !

Here's a quick rundown on our next two meetings for December and February (January is the Dinner)

Meeting December 18th, 2003

Speaker: Jimmy Carter – Project Report

Jimmy is building a one-of-a-kind airplane. I'm sure we will all enjoy his presentation – especially on the day after the anniversary that the first one-of-a-kind airplane flew.

Meeting February 19th, 2004

Speaker: Les Smith - Rowan Companies Chief Pilot

Les will share his experiences as a helicopter and fixed wing pilot in SE Asia, Alaska, and the Gulf of Mexico (among other places) for more than 30 years.

Banquet: January 10th, 2004

Time: 7 PM

Place: West Houston Airport

Menu: Chicken Fried Chicken Breast, Vegetables, Salad, Desert, Tea

Price: \$12.00 per person

Please send checks to: Rick Human (use form on next page)

Our Annual Banquet is January 10th. Please fill out the info below and mail it along with your payment to Rick Human (address below)

EAA Chapter 774

Annual Banquet

Saturday, January 10, 2004

West Houston Airport

7:00 PM

Menu: Chicken Fried Chicken Breast, vegetables, salad, and dessert

Cost: \$12.00 per person

Name(s): _____

Total Attendees (including member): _____

Check amount: _____ (\$12.00 per person)

Mail to: **Rick Human**
15803 Knoll Lake
Houston, Tx. 77095



Dues are Due !!!!

Yep! It's that time again. Funny how it always happens once a year. But the good news is that the dues have not gone up, and are still only \$20. Plus, you still get the 2004 EAA Calendar! What a bargain!

You can bring your payment to the next meeting and give it to Rick Human, or send it directly to him at:

Rick Human
15803 Knoll Lake
Houston, Tx. 77095



From the Editor's Desk....

I'm not the first, nor will I be the last to say "Thank You" to Pat Fulco for all she has done for this chapter. It boggles the mind to think of the effort and planning it takes to organize not only the month to month meetings, but all of the Young Eagles events as well. And if you think other events like Bald Eagles or Christmas dinners got off the ground without Pat's help, well, you're about 2 notches short of flaps. I think the telling benchmark of the awesome workload and effort that Pat put in is measured in the fact that we have not one, not two, not even three, but FOUR people stepping up to the plate to try to fill Pat's shoes. I think that speaks for itself. Thanks Pat, for everything! 'Til next time, Gary



EAA Southwest Regional Fly-In (SWRFI) Update

May 14 - 15, 2004

New Braunfels, Texas

New Braunfels Airport (BAZ)

We are well into planning for SWRFI 2004, our 40th year. With our move to New Braunfels, we have the proper place to grow and make it a very significant event.

Changes in place are:

1. A new more user friendly arrival procedure that starts farther from the airport and has a holding pattern provision.
2. A new layout that puts all vendors together near the terminal with the forums near this area. We also expect many more vendors - even though last year was our biggest ever.
3. More forums closely grouped in tents or in the new school being built on the airport beside the vendors with signage to show times and places.
4. More and better planned aircraft parking. We had in excess of 700 planes last year (our largest ever) and hope for even more in 2004.
5. We will have many more food vendors and will have a great banquet on Saturday night at the Civic Center. It is an air conditioned facility in town with many amenities such as indoor restrooms and a hospitality area.
6. Our goal is to serve EAA members and future members who are building or restoring planes. Please help by volunteering and giving us feedback. Our supporters and sponsors are airplane people.

For additional information go to: www.swrfi.org

Contact Information:

Fly-In Information: Stan Shannon shannons@ktc.com

Airport Information: 830-625-1501

City Information: 800-572-2626 or www.nbjumpin.com

Future Dates of the SWRFI at New Braunfels, TX

May 14 - 15, 2004

May 13 - 14, 2005

May 12 - 13, 2006

May 11 - 12, 2007

May 9 - 10, 2008

Second full weekend in May

Poberezny, Macnair Press For Rapid Completion Of The SP/LSA Final Rule

November 25, 2003 - EAA President Tom Poberezny and Vice President of Government Relations Doug Macnair held a series of meetings last week in Washington, D.C., with ranking officials from the offices of the Secretary of Transportation and the FAA Administrator to ensure that the sport pilot/light-sport aircraft (SP/LSA) final rule remains a top priority at both the FAA and the Department of Transportation (DOT). EAA made a compelling case that any delay in the rulemaking process has a significant economic impact on the domestic sport and recreational aviation industry and gives greater advantage to competition from overseas where recreational aircraft certification regulations have been in place for years. Both FAA and DOT vowed to continue to place a high priority on this landmark rulemaking project.

SP/LSA Status: Toward the end of DOT's 90-day review period, the agency referred several questions back to FAA, which is now in the process of responding. Once it clears Transportation Secretary Norman Mineta's desk, the final rule is sent to the Office of Management and Budget for approval, followed by publication in the Federal Register as a final rule. Poberezny stressed EAA's commitment to the rulemaking package and the need for its timely publication.

As the SP/LSA rule continues to progress through government channels, the non-aviation media has shown increased interest in the approaching new pilot certificate and aircraft category and the opportunity for recreational aviation that they present. The latest example comes from the cable channel Tech-TV which sought out EAA for an interview on the subject. The interview of Tom Poberezny, filmed last Thursday at CNN's Washington bureau studios, will be aired in mid-December.

High wind suspected in crashes

2 plane accidents claim three lives

Dec. 10th 2003

Federal authorities were trying to determine if high winds that swept through Southeast Texas on Tuesday night could have contributed to airplane crashes in Sugar Land and Livingston that claimed three lives and left one man seriously injured. Winds were gusting to almost 30 mph when the single-engine planes, both Piper PA-28s, crashed about an hour apart while on landing approaches at airports in Polk and Fort Bend counties, federal and state investigators said Wednesday. The first incident occurred shortly after 6 p.m. Tuesday just south of the Livingston Municipal Airport when the airplane struck a tree and then slammed into the ground near some homes, Department of Public Safety troopers said. Jason K. Lowe, 23, of Livingston was dead at the scene. His father, James R. Lowe, 54, also a Livingston resident, was taken by Life Flight helicopter to Memorial Hermann Hospital in Houston where he was in critical condition Wednesday. An hour later, an airplane flown by Ben Huu Nguyen, 47, hit a utility pole and power line while trying to land at Sugar Land Municipal Airport, said Hector Casanova, an investigator with the National Transportation Safety Board. Casanova said the impact sheered off the plane's right wing, which landed in a ditch between U.S 90A and a set of railroad tracks. The aircraft then slammed into the tracks and tumbled down an embankment and came to rest at the south end of the runway. The airplane was below the normal glide slope for the approach to the airport and investigators suspect high winds may have caused a problem for the pilot, Casanova said Wednesday. Nguyen, and his passenger, Fariddier Vega, 24, both of Houston, were dead at the scene. The pair had departed Weiser Airpark in northwest Harris County in the rented airplane about half an hour before the crash. Casanova said federal officials found no evidence Vega was taking flying lessons. However, family members believe Vega, an airplane mechanic for Continental Airlines, wanted to learn to fly to surprise his wife and other relatives. "He was trying to give all of us a surprise, especially his wife. Their fourth anniversary was going to be next week," said his sister Julie Soto. The crash in Sugar Land resulted in electrical power being knocked out at the airport and at a few hundred homes in a nearby subdivision. Sugar Land police spokeswoman Pat Whitty said power was restored to the airport shortly after midnight and normal operations were resumed.

Baghdad Airbus Landed Without Hydraulics?

Courtesy of AvWeb

Company officials won't confirm it but, if it's true, the missile attack on a DHL Airbus last month in Baghdad is one hell of a flying story. Shortly after the incident, AVweb received word that the missile knocked out all three hydraulics systems on the A300 and the unidentified crew had to make the emergency landing using only differential thrust for directional control. DHL has steadfastly refused to confirm the story. In an e-mail to AVweb Wednesday, company spokesman Claus Korfmacher said he wouldn't comment until all the various investigations were completed.

"Unfortunately, the situation hasn't changed," said

Korfmacher. "Investigations are still ongoing therefore we

cannot provide any additional information. This applies for our flight crew members as well." According to an Aviation Week and Space Technology story, an unnamed source said the Airbus lost hydraulics about a minute after the missile hit. The source also said the pilot of the Airbus had recently attended a seminar in which one of the speakers was retired United Air Lines Captain Al Haynes. He was the pilot who crash landed a DC-10 at Sioux City, Iowa, in 1989 on engine thrust alone after an engine failure took out his aircraft's hydraulics. Aviation Week quotes the Belgian Cockpit Association Secretary General Pierre Ghyoot as saying the organization is planning to give an award to the DHL pilots.



Homebuilt Pilot Stranded In Antarctica

"Locals" Won't Supply Fuel...

It looks like a famous Australian aerial adventurer who flew his RV-4 to Antarctica will be taking a Hercules home -- and leaving his aircraft behind (after disassembly) until (perhaps) February. Jon Johanson, who in 2000 flew his Vans homebuilt aircraft from Australia to EAA AirVenture Oshkosh and back again, was on a new record-setting flight from New Zealand to Argentina, via the South Pole, when higher-than-forecast winds forced him down. The unplanned fuel stop was at the McMurdo Station scientific outpost on Monday. But officials for the National Science Foundation (NSF), which runs McMurdo and New Zealand's nearby Scott Base, have (so far) refused to fly in the 400 liters of fuel he needs to complete his journey. NSF officials say they are following a long-established policy. A news release issued by the NSF Wednesday said Johanson will be offered a seat on one of the regularly scheduled Hercules flights that come and go several times a week at McMurdo. A supply ship will take his plane out in February (a trip that may cost upward of \$10,000). Johanson will have to pay for himself and his airplane to leave the continent. "We have extended the pilot the normal courtesies routinely offered by New Zealand and U.S. stations in Antarctica," said Lou Sanson, CEO of Antarctica New Zealand.

Short Final.....

I was taking my brother for his first flight in a GA airplane. He was somewhat nervous and a little overwhelmed by what we go through to launch a flight. I picked up the local ATIS on my handheld before engine start and, after we got in the plane and were ready to call for taxi clearance, I briefed him on the kind of radio transmissions he would hear as we taxied out and took off. That education behind us, I called for taxi clearance: Me: Skylane 12345, West hangers, with MIKE, taxi. Before I could get a word in edge-wise, my brother, Mike, (with awe in his voice...) said, "You have to even tell them who is with you?" It took several minutes for me to regain composure and get on with the flight.