



# THE *SPORT FLYER*



December 2004

**!!! NOTICE !!!**  
**December meeting will be Dec 16<sup>th</sup>**  
**At West Houston Airport, 7:30pm**

**Want Back-Issues?** See Chapter 774's Website at: [www.eaa774.org](http://www.eaa774.org)

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



## December Meeting on Dec 16<sup>th</sup>, 7:30pm at West Houston Airport

Our December 16th meeting will be held at West Houston airport. The featured speaker will be the chapter's own Mr. Roger Hostenbach. Roger will deliver a safety briefing on Night Flying and Survival. The meeting will be held at West Houston Airport.

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Chapter 774 Annual Dinner is Saturday, January 15, 2005

Our annual dinner will be Saturday, January 15<sup>th</sup>, 2005 at 7:00pm at the West Houston Airport. We plan to have a tasty menu of Chicken Cordon Bleu with vegetables, scalloped potatoes and dessert. Ice tea included for the low price of \$12 per person.

If you are planning on attending, please fill out this form below and mail it back to Rick Human along with your check .

Hope you have a happy holiday and hope to see you there !

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### EAA Chapter 774

#### Annual Dinner

Saturday, January 15, 2005

West Houston Airport

7:00 PM

**Menu:**

**Chicken Cordon Bleu, mixed vegetables, scalloped potatoes, dessert, iced tea**

**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**

## A Turbine For Christmas?

Earlier this year, a Pennsylvania company called Affordable Turbine Power attracted some attention when they turned up at air shows with a turbine-powered RV-4 and said they would soon be selling their little engines to the experimental market. President Chuck Nearhoof says they are on track to start production of the turbines next month, with first deliveries in February. Each of the four models weighs less than 188 pounds and delivers a range of maximum power from 165 to 255 hp, at costs ranging from \$26,500 to \$34,500. Nearhoof said the fuel system uses a patented technology called "pulse width modulation" to control fuel flow to the engine. The system not only reduces operating and purchase costs, but also simplifies the use of the turbine. "This is light years beyond FADEC," Nearhoof said. The engine spins at 61,000 rpm and the computer that controls the fuel flow can make three decisions for each rotation. "It gives new meaning to the term 'full authority,'" Nearhoof said. The company is now working with the Defense Advanced Research Projects Agency ([DARPA](#)) on a test regime to determine the efficiency of the system, and Innodyn is not talking about fuel flow till those results are in. At Sun 'n' Fun, in April, the company was reporting 13.3 gallons per hour in the RV-4. "We [are] completing assembly on sophisticated equipment to precisely determine fuel flow versus horsepower," the company says now on its Web site. "Until we have completed this detailed testing, we are hesitant to boast about our fuel flow rates. ... We will make this information available as soon as possible." The engine can burn diesel, kerosene or Jet A, and Innodyn says it expects to conduct tests with biodiesel in the near future. The engine by itself is of very little value without firewall-forward support, Nearhoof said. Innodyn had been working with [Rivers Aeronautical](#), of Greenville, S.C., to develop firewall-forward kits, but announced last month that it will provide that support in-house instead. "Innodyn believes that they can supply the kits to the consumer at a more affordable price and Rivers Aero supports them in their endeavor," Rivers says at its Web site, and Nearhoof confirmed that. He said Innodyn is trying to meet a price target of \$6,000 to \$7,000 for the kits, though it will vary depending on the airframe. That doesn't include a prop. Nearhoof said kits and support will be in place by the time deliveries start.



### **Discovery sheds Wings, deploys Military Channel**

Discovery Wings Channel has been drafted. The 6-year-old channel will be relaunched next month in January 2005 as the Military Channel, focusing on all aspects of the armed forces, military strategies and personnel throughout the ages. "By covering all aspects of the military and the people who define it, we will extend the Discovery brand, create a service that appeals to our existing viewers and attract new viewers and sponsors," said Billy Campbell, president of Discovery Networks U.S., who called military-related issues "a topic of fascination and relevance in our world." Discovery Wings, launched in July 1998, has focused exclusively on aviation and related subjects. As part of its Military makeover, Discovery has formed partnerships with the USO, the National D-Day Museum and the Congressional Medal of Honor Foundation to develop programming for the channel as well as educational campaigns and public service announcements.

### **FSDOs Officially Authorized to Issue Sport Pilot Certificates**

December 2, 2004 - The FAA has released specific instructions to its Flight Standards District Offices (FSDOs) outlining procedures for issuing student pilot certificates to sport pilot candidates. [The document](#), N 8700.34, Issuance of Student Pilot Certificates to Sport Pilot Candidates, should clear up any confusion in the field regarding issuance of student pilot certificates, says Martin Weaver, FAA's Light Sport Aviation Branch manager. Questions regarding the notice should be directed to the Certification and Flight Training Branch, AFS-840, at 202/267-9374.

## STEVE FOSSETT TO LAUNCH WORLD FLIGHT FROM KANSAS IN JANUARY

December 2, 2004 - Adventurist and multiple world record holder Steve Fossett, EAA 562868, will attempt his nonstop, 80-hour solo flight around the world in the Virgin Atlantic GlobalFlyer jet in early January 2005 from the Salina, Kansas, Municipal Airport (SLN). Favorable weather conditions will determine the actual launch date, Virgin Atlantic said at a Wednesday press conference held at the airport's M.J. Kennedy Air Terminal. Mission control headquarters will be at the adjacent Kansas State University-Salina's College of Technology and Aviation. The mission control team will be in constant communication with Fossett as he pilots the single-engine jet designed by Burt Rutan and built at Scaled Composites, Mojave, California.

"This will be an endurance test for me and the Virgin Atlantic GlobalFlyer," Fossett said. "Salina's location in the middle of the USA is a major advantage. If I run out of fuel in the last thousand miles, I will be able to glide to a safe landing in any airport in Western USA. If I had chosen a West Coast airport, I would risk ditching in the Pacific if I run out of fuel near the end of the flight." SLN's 13,337-foot runway is one of the longest in North America.



In a recent test flight at Mojave Airport, Fossett flew for more than three hours with only a fraction of the 18,000-plus pounds of fuel required to fly around the world. He considers the most dangerous part of the flight the initial takeoff, which will be the first time GlobalFlyer is fully fueled.

"We are worried about the ability of the plane to get off the runway with a full load of fuel," he said. "Although we will be testing with loads close to the actual record attempt load, there won't be a test with the full load until the actual flight itself."

Virgin Atlantic Chairman and Founder Sir Richard Branson commented, "I hope that we can add Salina to the roll call of sites like Kitty Hawk which have been the setting for milestones in aviation history."

The aircraft is scheduled to arrive in Salina the week before Christmas. Fossett, who in 2002 traveled around the world in a hot air balloon, will make final test flights in Salina.

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### Short Final Funnies.....

Submitted to our "shouldn't you have better things to do" file...

**Tower:** L39 N###, Did you guys get that contract with the post office?

**L39:** Say again Ellington Tower.

**Tower:** L39, We heard that the mail was going to be in the Czech.

(pause)

**L39:** ... Slow day, huh.

**Tower:** (laughing) Sorry.