JULY 2014

RIVETING NEWS

Fight of Passage

I try to learn from my contemporaries. Bob Hoover, Sean D. tucker, and Patty Wagstaff are just a few I look up to, but the pilot I admire the most, just as my Father did, is Charles Lindbergh. “Slim” as he was known, flew around the world, North and South, East and West, all with the aid of only a compass and with his wife in the back seat often telling him to “slow down” or “make the next right”. What I admired in Slim, a trait that wasn’t present in someone like Amelia Earhart, is he wasn’t a risk-taker, or at least he mitigated his risk better. Amelia just crashed too much.

I’ve often wanted to make a trip flying like Slim, or as close as one can simulate these days while trying to circumnavigate pop-up TFR’s, tall cell towers, and Class B airspace. In some ways it was easier in Slim’s day. My dream was to fly a slow biplane, at low altitude along the southern coast of the United States. I would start out in Texas, fly along the coast crossing New Orleans on my left while enjoying the sight of the aquatic life frolicking on my right. I would stop at grass strips when I got tired and trust that the owners would enjoy the sight of an antique biplane and offer some sweet tea or lemonade. Continuing Eastward I would always stay over land but have the view of the Gulf off to my starboard. At some point in time and space, with no ETA or defined destination in mind, I would arrive in Florida to land on a finely manicured field of lush Bermuda grass and taxi up to a Plantation styled house to a friendly welcome.

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This, I thought, would be an adventure, A Flight of Passage, so to speak. Well… not so much. As it turns out the fantasy is always a little better than the reality. Here's my story.

One of our EAA members sold his Hatz biplane to a customer who lived in Alabama. The new customer was over 70 years of age, and didn't think that his back would survive the long trip. I was asked if I wanted to ferry the plane to Monroeville, Alabama. I've never flown a Hatz but thought this just might tick that box on my bucket list.

This Hatz is a smallish, two place bi-plane powered by a 100hp continental, though some were powered with engines up to 150 hp. Yellow in color, it had great visibility and the decal on the fuselage, "Jone's Flying Circus" added to the aura. Fees were discussed and a day to check myself out was planned. We waited for a nice, calm evening and the owner gave me a brief "cockpit" checkout and watched as I taxied to the end of the runway. With run-up complete and all systems "Go", I pushed the throttle up, lifted the tail (for better visibility, heck, for any visibility!) and slowly accelerated down the runway until the airplane lifted off by itself. I climbed to about 3000' to test the stability and controllability of the little airplane. I did a few stalls to see how the low-speed handling was and what Vso was. I was told the airplane flew like a Piper Cub and that held true to form. I flew over to Nassau Bay and shot three landing in different configurations, full stall and wheel landings. Following a few wing-overs, I landed in Pecan and proclaimed myself ready to go.

The little Hatz was very susceptible to thermals and wind so I waited for the perfect day to launch, which was a little over a week later since I had no desire to get beaten up for the seven hours it would take me to do the trip. I stayed in contact with the buyer who, I was glad to know, was more interested in safely getting the airplane there in one piece, than getting it there quickly.
A beautiful day was forecast for the upcoming Thursday. I had packed a small backpack, which I strapped into the small front seat. My only divergence from Slim's flight was, I carried my iPad for navigation. Slim never had to worry about Obama dropping in to play golf somewhere along his route, producing the dreaded TFR. I also carried a handheld radio but since I was in an open cockpit airplane, with a leather helmet and goggles on my head, the chance of hearing anything was only slightly better than being able to transmit clearly. I strapped my iPad, clasped to my clipboard, onto my leg. Pre-flighting the Hatz the night before, enabled me to be at the end of the runway as the morning light illuminated the far end, giving me a better chance to see if any deer would be feeding, putting a short end to my trip. Sun up, throttle up and I was on my way.

At this point I should mention that the fuel gauge, a transparent, tube like affair that hung down from the underside of the top left wing, was in full sight. The markings were quite visible. Unfortunately, it didn't work! The only way to tell my fuel quantity was with a watch and the "idea" that the previous owner thought it burned six gallons an hour. Not the most scientific or accurate way, but it was all I had. I did plan on flying my first leg, of only an hour, landing and topping off the fuel in order to get a baseline GPH.

Despite getting up early, which I have never been good at, early morning flights are wonderful. Calm air, cooler temperatures and less wind make for a pleasant flight. (pg 11)

Jan Meeting Minutia

EAA meeting (May meeting)
Meeting was called to order at 1000.

Recognition of several guests and new members.
Mark Morton- works for Lockheed on the F22 program
Karen Roberts
Bart Augburn
Derek/Christine Foster own a PA28
Jacob/Michelle Evans

Projects/acquisitions -
Gary Green is about to complete his Acrosport
Keith Brown and Sam Butler have taken delivery of Van's RV-14
Gary Bricker Rans S20
Don Saint Legend Cub

The Chapter continues to work on obtaining a 501 c-3

Winston Largeren gave a very detailed explanation of his School Science project. His project was to determine the amount of lift generated by Dusty, the crop duster, in the Disney film. Dick Keyt assisted him with his project.
Not only did he accomplish his project objective but also he mentioned that Dick taught him how to lay fiberglass, use a Milling machine, handsaw, Lathe and grinder.
No doubt Winston went to the right person for assistance with his project. AS every 983 member knows, Dick is always selflessly there with a helping hand when you need it.

The Lewises, the Sutters and the Moores told the chapter about their flight to the Bahamas and the process and pitfalls of today's Customs and Boarder patrol procedures for exiting and entering back into the US.
After my last trip back from Canada, in an Italian registered airplane, which went a bit awry, almost ending me up in the pokey with a large fine, I decided to do some research on the subject and I present it to you below.

Flying into and out of Mexico or Canada has changed since I last did it in 1996. That was pre 9/11 and security and procedures weren't so tight.

If you don't follow procedures to the letter today, you as the PIC are open to expensive fines. If something goes wrong it's your ticket.

With that in mind I've decide to put this guide together to assist you in your border crossing. Don't rely on it completely as things change often, so use it as a guide and verify the information with some of the links provided. AOPA has help on their web site but it is condensed and incomplete. https://www.aopa.org/Flight-Planning/Canada.aspx

First a little information: There are three types of airports that allow you to land on your first leg into the US. They are;

International Airports. These airports are not to be confused with airports that have "International" in their name, like DFW International. International airports in this context mean airports at which you do not need permission to land by CBP (Customs and Border Patrol) however advanced notification of arrival is required and notification requirements may vary by port. At International Airports, except for short flights, (flight less than one hour), request to transmit such notice may be included on the flight plan in the remarks section with the insertion of ADCUS (Advise Customs). More on short flights later.

Telephone numbers, hours of operation and remarks for all the airports can be found in the PFG Appendix 1 or here:

http://www.cbp.gov/linkhandler/cgov/travel/private_flyers/airport_inspection.ctt/airport_inspection.pdf

Notification to CBP must include the following;

N-number
Name of PIC
Number of passengers
Place of departure
Estimated time and location of crossing
Name of US landing Airport
ETA

OK, how do you transmit all this information to the CBP?

This can all be done online at; https://eapis.cbp.dhs.gov
You must first sign up and then you can enter all pertinent information. You can also do this with an app but filing a manifest cost $1.99

https://itunes.apple.com/us/app/iapis-eapis-flight-manifests/id502389011?mt=8

This is your aircraft Manifest but not all the paperwork you need. As the PIC you will need to carry the following documents to show to a CBP agent;

PIC

Passport

Pilot certificate with an English proficient endorsement

Medical certificate

Restricted radiotelephone operators permit (though this is sometimes overlooked). You can apply for RR permit here;
http://wireless.fcc.gov/commoperators/index.htm?job=rr

AIRPLANE

A standard Airworthiness Certificate

A permanent registration certificate (no temporary certificates/pink slips)

A radio station license (I've never had an agent ask for this)

Operating limitations information

Weight and Balance information

If the aircraft is registered in another person or corporation's name, it's recommended you bring a notarized letter authorizing use of the aircraft in Canada.

An ID data plate

12-inch registration marks if you're crossing an ADIZ to get into Canada (primarily affects those flying in from Alaska)

Transponder with Mode C. TSA waivers are still required and mandatory for all international flights for aircraft not equipped with a transponder.

If flying time to the US is less than one hour the pilot should 1) Request landing rights in advance and 2) transmit his arrival notice (by calling on the phone) directly to the CBP office before departing the foreign airport, unless prior notice has been made. The reason for this is to give the CBP officer time to be present at your arrival.

Landing Rights Airport. In addition to providing CBP with advanced notice (ADCUS is acceptable except for short flights) pilots must obtain specific landing permission. Landing rights may be denied if inspection service can not be provided. Again a telephone call would be preferred. Starting to see a trend here? You can note it on the flight plan but a telephone call is BEST!

User-Fee Airports. Airports that haven't met certain criteria have petitioned to be user-fee airports. These airports can charge a fee for their services and that can run from $100 to $300 or more. I suggest you avoid them if possible.

A list of all the airports mentioned can be found in the Private Flyers Guide, pages 11-13 or listed state by state on page 33.

Aircraft with fuel tanks installed in the baggage or passenger compartments must have Form 337 on board.

Either a 121.5 MHz or 406 MHz ELT

Charts (electronic charts are OK)

Verify insurance coverage for flight into Canada. Private aircraft must be covered with liability insurance. Proof of liability coverage needs to be carried onboard.

So we're ready to go, right? Not so fast Chuck Yeager.

You'll also need an annual user fee decal ($27.50) so allow a few weeks for delivery. CPB encourages all applicants to use the online renewal process, which is fast, secure, and accurate. Pre-printed paper applications will be mailed only by request - not automatically sent as in previous years. To request a pre-printed paper renewal application, call the User Fee Help Desk at 317/298-1245, option 3; or email decals@dhs.gov.

Now lastly, don't forget to file your **FLIGHT PLAN**. You MUST file a flight plan and you can do it by calling 800-WX-Brief or you can file with DUATS/DUAT or on your Foreflight. Remember you are filing an ICAO (not a domestic) flight plan, IFR or VFR and Foreflight can handle this if you have version 5.6.1 or later.

NOTE: All of the paperwork except the flight plan can be handled by an International Aircraft Broker, and although a broker would make it much more simple, they cost money.

So lets review;

*Your first landing in the United States must be at an U.S. CBP airport of entry

*File an eAPIS arrival manifest (if you filed eAPIS reports for both legs of your trip before you left the U.S., you do not have to file again).

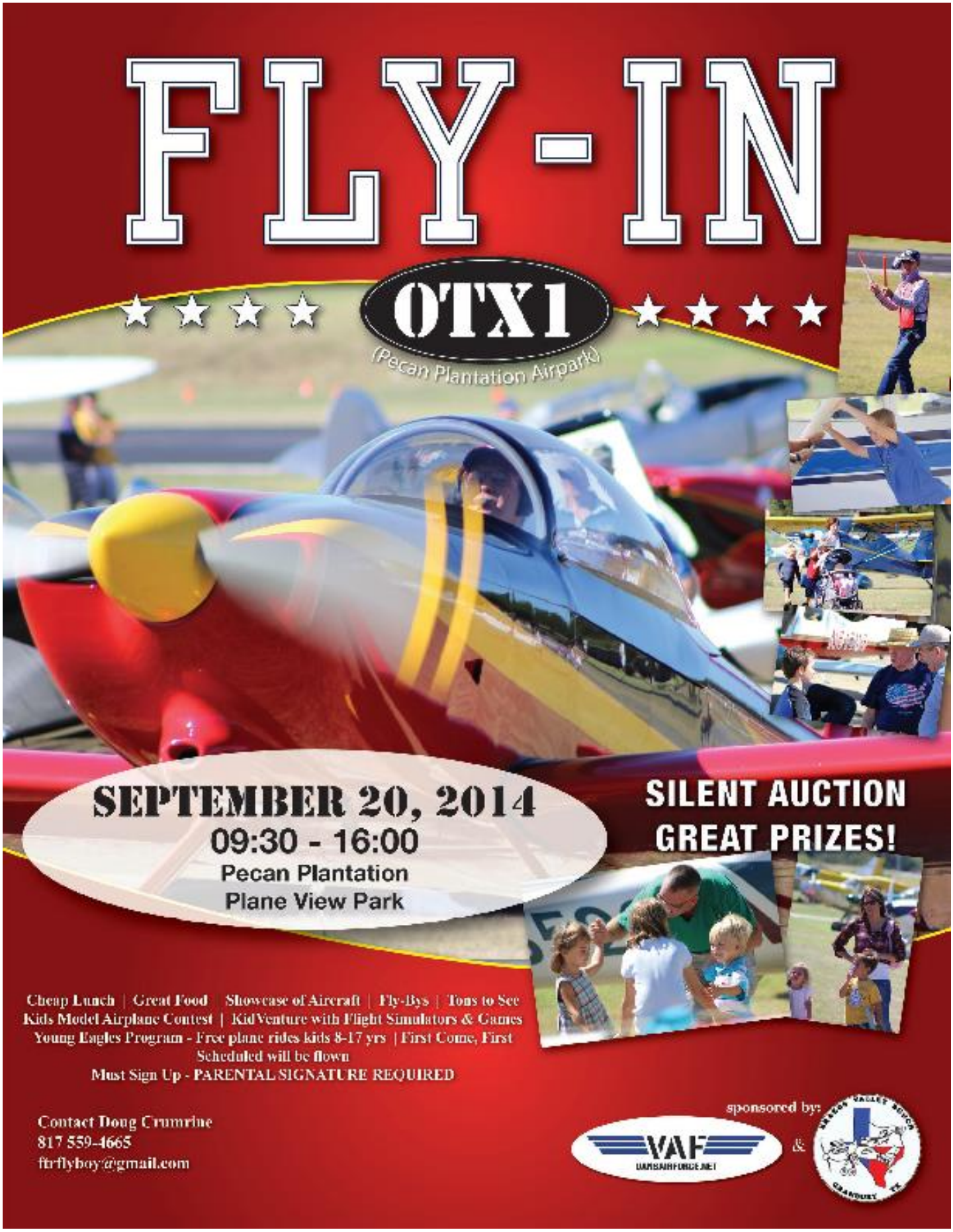
*File and activate a VFR, IFR, (or Defense VFR flight plan if you're flying through the Alaska ADIZ).

*Call U.S. CBP at least one hour and no more than 23 hours before your planned U.S. arrival time and give a headsup call if you'll be late.

*Make sure you have all the paperwork for you and the airplane!

REMEMBER any mistakes, especially intentional, made by you could result in YOU getting a fine, not the salesman who sent you across the border. "Good luck, we're all counting on you Striker"

Tom Woodward


FLY-IN
OTX1
(Pecan Plantation Airpark)
SEPTEMBER 20, 2014
09:30 - 16:00
Pecan Plantation
Plane View Park
SILENT AUCTION
GREAT PRIZES!
Cheap Lunch | Great Food | Showcase of Aircraft | Fly-Bys | Tons to See
Kids Model Airplane Contest | KidVenture with Flight Simulators & Games
Young Eagles Program - Free plane rides kids 8-17 yrs | First Come, First Scheduled will be flown
Must Sign Up - PARENTAL SIGNATURE REQUIRED
Contact Doug Crumrine
817 559-4665
ffrflyboy@gmail.com
sponsored by:
VAF
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Random Airplane Pictures

Stuff For Sale

1960 M-35 Bonanza, TTAF 4371, SMOH 116, Narco Com 810, Narco Nav 825, Narco GS I-825 Narco Nav/com, Mk-12D, Narco Trxp, Narco Audiopanel CP-136, Century IIB A/P, coupled to Nav/Loran, Chrome Spinner, Speed slope, Always hangared. $65K. optional dual yoke $1500 817-579-9294 or mattus2727@yahoo.com

Complete Lycoming O-235-C engine and Sensenich Prop for sale. The engine comes with log book, starter and carburetor (no alternator). The engine has 3940.2 hrs total time and 151 hrs since major overhaul. The prop is a 74", 46 pitch, Model M76A Sensenich Prop that has been reconditioned for this engine, selling both for $7,500.00.
Email me at Lawrence@lakegranbury.com or call 817-894-1095.

Exxon Elite Aircraft Oil. Otx1 has our own distributor!
Top rated for both wear and corrosion protection. Profits donated to the Dennis N. Polen Educational Foundation $77.14/case. Dick Keyt 817-279-7590

HOUSE for SALE

5b/5b 3 car garage. Formal dining, and living. Two family rooms and separate office. 3000sq/ft hangar with elect/air and full bath. Best view in PP Airpark. 817-579-1850 for pixs: buhwana@charter.net

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Do you know the Chapter has several specialty tools for member's use?

On the next page you will find a list of the tools and contacts to those who are the guardian of the tools. Contact them directly. I apologize for the quality of the list. If you have any questions you can contact Charlie Adams 871-219-0162

Chapter owned tools

1. Dynavibe Prop balancer.
2. Electronic scales for weighing aircraft
3. Prop torque wrench for Hartzell-MT Props.
4. Torque wrench 5-80 ft pounds.
5. Nose seal tool.
6. Various cable crimpers and cutters.
7. Hose mandrels.
8. 'C' clamps. C-6, C-11, C-18.
9. Rotary angle finder.
10. Grinding wheel dresser.
11. Printer for updating glass panel.
12. Hobby-Air forced air breather.
13. Citation HVLP spray unit with fresh air breather.

Chapter Member Special tools

1. Tire bead breaker, wheel balancer, sparkplug cleaner/tester, aluminum tube bender and flaring tool, Cam Loc pliers, Handheld Digital Prop Tach checker, Punches for panel instruments, brake bleeder pump.	Charlie Adams	817-219-0162
2. Large glass bead machine, Cylinder wrenches, Ring compressor bands.	Gary Bricker	817-219-0524
3. Engine hoist, Pipe expander to tighten 1 ¾" exhaust slip joints. Don Saint 817-578-7339	Don Saint	817-578-7339
4. Sparkplug tester and Gap tool.	Steve Wilson	817-279-1379
5. Engine hoist.	Bill Eslick	817-579-5593
6. 36 inch brake/shear/roller, tube beading tool.	Damon Berry	817-219-0007
7. High Wing Jacks Cessna 177/182	Sid Tucker	817-279-9237

The fuel system was a simple design. It's either On or Off. The fuel drains via gravity to a header tank that then provides the carburetor with fuel. Fueling was another, more complicated matter, as you have to climb up to the top of the upper wing and blindly fill the tank. It's total capacity was only 18 gallons, but the Continental O-200 only burned about 4-6 gph so I should have had about 2.5 hours in the air before I needed to find an airport.

I was taking off into calm winds and a temperature hovering around 48F. I expected it to warm up quickly so I climbed into the cockpit with a hoodie over a long sleeve shirt. For some reason, at the last minute, I decided I might need gloves and retrieved them before cranking the engine. Once airborne it was apparent that the constant 80 mph wind in my face, in addition to the cool temperatures, would have resulted in frozen hands. As it was, I found that if I ducked behind the small windscreen I could keep the wind from drying out my face and eyes, which it did despite the leather helmet and goggles. On the other hand when I did lean forward the wind circled behind my back and entered my hoodie from the bottom chilling my entire torso. I elected to go with the dry skin and eyes and a relatively warmer back. For the first hour I had nothing but the rising sun and my own thoughts to contend with. I was flying into a headwind, thought not direct, so I leveled and remained at 2500'. I quickly realized that if I were flying with only a paper chart that it would have left the cockpit early, leaving me with only water towers and roads to navigate by. The iPad, securely strapped to my leg allowed me to wander no more than about ½ a mile off my preplanned course. Slim would have been proud even though he would have been just as accurate in his navigation with only a compass and a sextant. My first stop was at some non-descript, East Texas airport that was chosen for it's low fuel prices, which I had obtained from my iPad. In Slims day he would have just landed on a road and taxied up to a gas station, but they frown upon those things these days. I pulled up to the self-service pumps, found the step ladder, and climbed up high enough to insert the fuel nozzle, even though I couldn't see the fuel level. As I have done in the past I had to listen to the fuel as it filled the tanks. The Doppler effect causes the sound to have a higher pitch as it reaches the top of the filler neck. Apparently there was more background noise than I anticipated because when I looked away, towards the pump to see the amount of fuel I had pumped in, the fuel ran out of the filler neck. Now I told you this is a high wing airplane and the fuel ran back and down the upper surface of the wing to the trailing edge and dropped down just in front of the windshield where I had set my iPad, drenching the glass screen. Thankfully avfuel dries quickly and no damage was done. Lesson learned or so I hoped. I topped the tanks and determined that I used about 6.6 gph, which was a little high until I realized that I never leaned the engine out, not that one needs to do so when flying at 2500', but I determined that I could extend my range if I did. Unfortunately the comfort of the upright seat, with minimal cushioning would never allow that with my 57 year old back. After doing some stretching and flight planning I was off on the next leg. This one I planned for about two hours with the mixture leaned.

Still it was mid morning and the temperatures were chilly, though warming up, and the thermals were starting to pop. Combined with the quartering headwind the little airplane started to buck ever so slightly, giving me a preview of coming attractions. These little open cockpit bi-planes weren't designed for cross-country travel, so 30 minutes of flying seems like two hours, much like riding a motorcycle without a windshield is more fatiguing than riding in an automobile.

Up to this point I was consumed with fuel burn, flying, and wind in my face. Now I started to notice a few things about the airplane that I hadn't before. As I looked out to the ailerons I noticed that

one was drooping a bit more than the other. Was that the reason I was burning a bit more fuel than I calculated I should? The wings are held in place with flying wires, which are aligned with wooden strakes. On the right wing they were calm in the 80 mph breezes but the left side was vibrating like guitar strings. I wondered if they were tight enough or if the whole deal would come undone later in the flight. Between these concerns I scanned for traffic, as well as one could when the first 120 degrees of forward vision was mostly blocked by the upper wing and nose of the little Hatz. When I turned to the right or left more than 90 degrees the wind would enter my goggles and start drying my eyes out more. This all caused me to scan only from about my one o'clock position to my three and eleven O'clock to my nine o'clock position. Admittedly I was safe from airplanes only coming at me from a very narrow direction. Luckily I saw none. I wouldn't have made a very good fighter pilot during WW I. The time passed slowly but it was probably my back that told me it was time to land again, this time somewhere in Louisiana.

I pulled up to the SS pumps, got out the ladder again and over-fill the tanks, again. It ran down on the fuselage, just ahead of the windscreen but not on my iPad this time, as I was at least smart this time to not set it there when getting out of the cockpit. This time my fuel burn calculated to about 6 gph and the next leg would be the longest with about 2.5 hour of flying time. It was certainly reachable with the latest fuel burn, if my back could hold out. I had an iron-kitchen lunch of Ho-Ho's and a Coke, stretched a little more and off I went. Now the thermals were making me work way more than I wanted to.

I would check my iPad, which I was running Foreflight on, to check my the trip went on. Once I set my initial course I would pick a landmark, either deviation from my planned course. I found I was doing that less and less as a body of water or prominent structure and fly towards it. Upon arriving over it, I'd pick another. Buildings or structures that reflected the sun's light, which was now arcing behind me, were easy to see a great distance away and easy to follow. When I wanted to check my course I would lower my head into the cockpit to see the iPad screen, which was now reflecting a good portion of the overhead light. When I lifted my head back up, often I found myself in a bank that was taking me away from my desired course. I stated playing with this phenomenon, of spatial disorientation. I would lower my head and see if I could fly straight and level. When my head was lowered I always got the sensation that the airplane was turning even when it wasn't. I could see how non-IFR pilots could get disorientated when flying into a cloud and not trusting what their instruments were telling them. Add to the spatial disorientation, the ever increasing thermals and it got to be a handful just to keep the wings level. Two hours into this leg I was exhausted but over a sparsely populate piece of country that didn't have a lot of choice to land for fuel. I pressed on despite being tired from the increased workload and an ever-increasing sore back. I had a chance to divert about 45 degrees left and perhaps 10 miles off course to land and get fuel but I was sure of my calculation and that I could make it .another half hour. I pressed on. As the mileage on my iPad counted down to the next destination, I began to have doubts whether I could make it or not. Sometimes that little guy sits on your shoulder screaming in your ear. He wasn't screaming but whispering yet I suppressed him and went with my previous calculations. Never the less I stayed as high as I could for as long as I could before

I flew for as long as I could. After all, I might as well play the odds, even though in my mind the engine quitting was a long shot. Thankfully it was no problem staying high and making a rapid descent, when over the airport, in a little drag machine like the Hatz. When I landed, the wind had picked up to about 20 knots and it wasn't right down the runway. Up to this point I had about six landings under my belt but touchdown and taxiing where like wrestling an alligator. Up to the pump I pulled and topped her off. This time I didn't let it run down the cockpit so I guess I learned something. I retrieved the fuel slip to add it to the stack I was to give the new owner and noticed I pumped in 17 gallons. What? Wait a minute. How could that be? I was told that the Hats had an 18-gallon tank?? Was I that close to being dry? Should I have listened to that little guy on my shoulder? Being that this was a homebuilt,

an early serial number, and things aren't always exact to specification could the tank have a greater capacity? Hell, I could have "Monday morning quarter-backed" that all day, but what I've learned in the past is, put that little bit of knowledge in your quiver and press on. And so I took off for the last leg of the journey.

The bumps were stronger, the winds greater and there was more of a crosswind but the last leg would be the shortest, only one and a half hours. As I approached my destination I turned on my the winds so as to not embarrass myself in front of the new owner.

The winds weren't down the runway but they weren't too bad, maybe a slight crosswind with the wind of about 10 knots. I was a handheld radio and connected it to my headset. I wanted to get little better rested as on this last leg, and this last leg only, did I warm up. All other legs I landed with frozen hands or back depending on whether I leaned forward or not. Approaching the small airport of Monroeville, Alabama I was surprised to hear military aircraft practicing touch and go's. They were the New T6 Texans, a two place, tandem trainer powered by a turbo prop. When I was within about 5 miles I could see a pair of them making circuits. I crossed over midfield and then turned back to a downwind and inserted myself between them. I saw them but I'm pretty sure they didn't see me, at least right away. As I was on the downwind I heard over the radio someone say, "Hey guys, that little yellow biplane is going to land and back taxi to the south end of the runway". I'm sure this provided some sort of amusement for the instructor and a new wrinkle for the students. Never the less they widened out their patterns to accommodate me and as I passed the approach end of the runway I could see the new owner, who had the only hangar on the very south end of the runway, standing there with a half a dozen Bubba friend awaiting my arrival. I taxied up to his hangar and unlike some other long trips in small cockpit airplanes, I didn't need assistance removing myself from the cockpit. I introduced myself to the new owner and gave him my laundry list of squawks. I informed him about the gauge that didn't work and told him what my fuel burns per hour were. I told him not to trust the capacity of the fuel tank, that perhaps he should empty it and then calibrate it while filling it up. He was knowledgeable about such things as he was an A&P and an AI and this was not the first Hatz that he had owned.

I didn't tell him about how close I came to landing in a field. That was information he didn't need.

In all, I burned only 37 gallons total. The cost of fuel varied between $4.80 to $6.07. The total cost of the gas was $207.89 and the total distance was 529 miles and I took off at 0700 and landed at 1700. It was a pretty economical airplane but not one that I would recommend for a cross-country jaunt. I think I satisfied my Flight of Passage. Slim can do all he wants, wherever he is, but I'm done!

Tom Woodward

Can you identify this aircraft?