



Post 816 News

November, 2008

Sponsored by:

Valero Energy Corporation
Aviation Department
San Antonio, Texas

Coming Events At-A-Glance

November 8, Saturday	Nayak, 10:00 am	Elm Creek Airpark Fly-In
November 23, Sunday	Nayak, 7:00 pm	Col John McCauley's RV-10
December 13, Saturday	Nayak, 10:00 am	John Deer - San Antonio Helicopter Service
No Sunday Meeting in December		
January 10, Saturday	Nayak, 10:00 am	Visit Air Traffic Control at San Antonio International Airport
January 25, Sunday	Nayak, 7:00 pm	Andrew Smith - Flying in the Concorde

Please note: Please recruit your friends to come and share in our exciting programs.

November 8, Saturday - Meet at Nayak at 10:00 am. We will fly/drive to Elm Creek Airpark's 12th Annual Fly-In. Elm Creek Airpark is located in Seguin and is the community where Ricci Ware has his home and plane. Lunch will be provided at noon. We attended this event several years ago and enjoyed our time there. You will see different airplanes, see model airplanes fly, attend the raffle at 1:30 pm. The event lasts until 3:00 pm.

Directions: Take IH 10 to Exit 607. Exit onto Hwy 46 South. Travel 4 miles to FM 467. Turn right onto FM 467. Travel 2.1 miles to Tailwind Drive. Turn right onto Tailwind Drive. Fly-In is at 365 Tailwind Drive. Follow and obey all signs. Aircraft have right-of-way. Yield to aircraft taking off, landing, and taxiing.

November 23, Sunday - Meet at Nayak at 7:00 pm. Col. McCauley will show us his new RV-10.

The performance, handling and cost of the RV-10 make it the obvious choice in the limited field of four-seat kit airplanes, and make it a viable alternative to four-seat production airplanes – singles or twins -- as well.

The RV-10 is a four-person airplane, not just an airplane with four seats. It carries four FAA standard people, full fuel and sixty pounds of baggage. The cabin accommodates four full-sized adults. Both front and back seats holds people 6'4" tall and provide them with truly comfortable leg and headroom. Composite gull-wing doors let occupants board from both sides.

The RV-10 is designed to fly well on various versions of the bulletproof six-cylinder Lycoming O-540 engine, developing between 235 and 260 hp.

When many pilots say "performance", they really mean "speed." The RV-10 is quite a fast airplane – it will cruise just under 200 mph -- but speed is only part of the story.

The RV-10 derives its high cruise speed from a clean, light airframe, instead of from a big, consumptive engine. This means that cruise at lower speeds can be very economical. Company pilots often choose to cruise at 50-55% power and take advantage of the economy available there. At 175 mph, the RV-10 is getting more miles per gallon than most of the luxury cars, pickup trucks and SUVs it is flying over.



RVs are known for short-field capability and the RV-10 is no exception. Even at gross weight, the RV-10 can operate out of very short runways and climb well at high density altitudes. At the end of a flight, the generous wing area, big slotted flaps and robust steel rod landing gear allow the RV-10 to land at virtually any small airport -- grass, gravel or pavement. If you can land closer to your destination, you can gain a lot of time over "faster" airplanes that must use big paved airports a long way from town.

Occupant protection is an important design criteria. The composite cabin top provides roll-over protection. The cabin interior is designed around Oregon Aero seats and seat cushions, (provided in the kit) which provide the best available impact mitigation — and comfort. Like all other RVs, the RV-10 has impressively low stall and landing speeds. If necessary, it can be safely landed in very small spaces at speeds that give the occupants the best possible chance of escaping injury.

The baggage compartment will accept 100 lbs of "stuff" loaded through the baggage door on the left side. If fewer than four people are traveling, the rear seat backs may be removed in a couple of minutes for extra baggage space.

RVs have always enjoyed a reputation for excellent handling qualities. The RV-10 continues this tradition, in a manner appropriate to a four-place airplane. It is a very responsive airplane, but at the same time stable and easy to fly. It is not an aerobatic airplane, so flick-of-the-wrist sensitivity is not the point. Pilot workload is very low, because the airplane responds quickly and positively to small control inputs from the between-the-knees sticks and rigid pushrods running

on ball bearings. It is not the least bit "twitchy" and does not require constant attention to maintain heading or altitude. A long trip in the RV-10 can be positively relaxing.

(Information obtained from <http://www.vansaircraft.com/public/rv-10int.htm>).

December 13, Saturday - We will visit with John Deer, CW-2 USA (Ret). He is the owner/operator of San Antonio Helicopter Service located at the Airstar hangar at San Antonio International Airport. Mr. Deer is a life member of the Vietnam Helicopter Pilots Association, 173rd, AHC - The Robin Hoods, 6/1/69 - 1/9/70. He survived multiple crashes flying Huey helicopters in Vietnam.

We will see multiple helicopters undergoing annual inspections.

San Antonio Helicopter service is the only helicopter service in San Antonio operating a Hughes 300C, 3 place helicopter. Since 1985, he has been providing the finest in commercial and personal flying services. Commercial flights include aerial photography, media coverage and much more. Personal flights include sight-seeing tours and birthday flights. If a larger helicopter is needed, he has access to a Bell 206 BIII JetRanger that has the seating capacity of four passengers and the pilot.



January 10, Saturday – We will visit the Control Tower and TRACON located at the San Antonio International Airport. We will learn what Air Traffic Controllers do.

Air traffic controllers work in three different types of facilities - tower, Terminal Radar Approach Control (TRACON) and Air Route Traffic Control Center - in a rhythm similar to runners in a relay race.

Constantly on the move, a controller will work on aircraft until it reaches the end of its defined airspace - and then will hand it off to the next controller - similar to a runner handing the baton off after running his leg of the race.

Tower – Some controllers work in the glassed enclosed tower. These controllers give pilots taxi and take off clearance. They will also work on aircraft until it approaches the edge of the tower's jurisdiction - then is handed off to the controller in the TRACON.

Terminal Radar Approach Control – Controllers also work in radar rooms called TRACONs - located at the base of the airport tower. These controllers provide service to the aircraft until it reaches the edge of the facility's airspace and then they hand it off to the center.

Air Route Traffic Control Center – Controllers work at 20 facilities across the country, and will provide service to the aircraft for the majority of its journey. Using radar and manual procedures, these controllers track thousands of planes streaming across the sky at a time. A typical center is responsible for more than 100,000 square miles of airspace generally extending over a number of states.

January 25, Sunday – Andrew Smith (a youth member of the Post who now became an adult leader) had the unique privilege of flying in the Concorde several years ago. He will show us a video that he made and tell of his experience.

In total 20 Concorde were built between 1966 and 1979. The first 2 Concorde were prototype models, one built in France and the other in England. Another 2 pre-production prototypes were built to further refine design and test out ground breaking systems before the production runs, of only 16 aircraft in total, commenced in both countries. The first production aircraft off each production line did not enter service, but acted as a test bed for production techniques, airline training and further development work. They also paved the way for the granting of airworthiness certification as well as provided extensive route proving information. In the end, only British Airways and Air France received Concorde, with the airlines initially receiving 5 and 4 respectively. The 5 surplus models were placed with the airlines in 1980.



Concorde retired this October after nearly 35 years of flight and more than 25 years of passenger service, bringing to an end the era of supersonic passenger transportation. Concorde made a profit for the airlines, but with the aircraft approaching 30 years of age a large investment would be required to update many of the systems on board the aircraft. Over 200 million dollars would be required - British Airways will write off L84 million now rather than L150 in 3 or 4 years. Air France will write off a large sum of money too. With the premium first class market as it is post 9/11, there is no hope of paying back the modification cost to start with, forgetting about any further investment that was required to keep the aircraft in the air. Day to day, the aircraft still breaks even, but cannot pay back any big expenditure items, so its days were numbered.

Both Air France and British Airways ran a joint service across the Atlantic from Europe to the US from London/Paris to Washington and then on to Dallas with Braniff International for a short time in 1979-1980. The US domestic leg was flown by Braniff aircrew under a US style “N” registration.

The aircraft flies at twice the speed of sound (Mach 2) which is around 1350 mph. Take-off and landing speeds are considerably higher than for traditional subsonic aircraft. The range of the aircraft, with 100 passenger and 9 crew, under the correct conditions is about 4,500 miles. The maximum height Concorde can fly to is 60,000 feet. The outside temperature on the tip of Concorde's nose can reach 260 degrees Fahrenheit due to the friction of the air at high speed. A normal subsonic service takes around 7-8 hours to fly from London to New York, but Concorde's average flight time is around 3 hours 30 minutes.. (Information obtained from website www.concordesst.com)

