



Southern Navion Air Group

Newsletter

May/June 2014

FROM THE VICE PRESIDENT

ANOTHER NAVION RESCUED...

Former SNAG President Richard "Dick" McSpadden Sr. along with our very own Jeff Davis rescued a Navion from the weeds in North Carolina. A while back Larry "Woody" Woodfin told me about a Navion that was "just sitting" at an airport and in need of attention. Woody suggested that I take on the project and that it would need disassembly to get it home. Since my plate is too full to take on that type of project I filed the idea for "future reference." Then the SNAG Fly In at Georgetown came along. Attending the event along with the rest of us was Phil Ray. Phil had photos of his Navion, the very one Woody had mentioned, and it was for sale. This Navion is a former "Flagship" once owned by Jim Reed of NASCAR fame but had fallen into disrepair.

I looked at the pictures and thought that it had potential. Now for those of you who have known me for a long time will recall what my Navion looked like when I first began bringing it to our events. Unknown to me at the time, Wanda quietly sobbed when she first saw the thing, but she did refrain from wearing a paper bag over her head when we arrived at events. I guess you can say that I see potential in every Navion, but this particular Navion looks much better than mine did initially. I discussed the airplane with my long time Navion mentor Dick McSpadden who traveled to North Carolina to look over the airplane and bought it from Ray.

Over the last six months Dick has done a lot of routine maintenance including replacing hoses, tires, and a prop overhaul to get this old girl airworthy once again. Since the Navion had not had an annual inspection in many years a ferry permit was out of the question, so an annual inspection before the trip home. Dick and Jeff repeatedly traveled to work on the airplane and with the help of other Navion friends they were finally ready to fly home. A couple of weeks ago they arrived safely at 18A. Over the next few weeks I expect this new project will get a thorough cleaning and tweaking. Now dubbed "The Carolina Coupe", Cliff's words were "Rat Rod", I expect she will show up at Natchez in July for ANS Nationals for the 285 HP "Speed Performance Event".

AMERICAN NAVION SOCIETY ANNUAL CONVENTION

The ANS National Convention at Natchez, Mississippi is coming very soon. The deadline for registration is June 8th. Natchez is in the heart of SNAG territory and will be a fun event. We have a full week of activities planned including performance flying events, tours, fellowship, and tech sessions. Here is your perfect opportunity to get to know other Navion owners and compare notes and to ask questions about maintenance and flying techniques. Chuck, our parts manager will be there with tables full of goodies and maintenance items that no Navion owner should be without. Alyce Rankin will have tee shirts specific for the event so you can start your own collection. Hal Kading will be there with his 50 plus years of Navion experience and Ron Judy will be there as well. Ron is a recognized Navion expert. Don't miss out on this chance to meet these great people and ask your questions. This event is always fun.

Check out www.goflyournavion.com for details and photos from previous events.

-- Rusty Herrington

NASHVILLE FLY-IN REPORT

A huge thanks to our host at Lebanon Airport, Robert Gaines. He and his buddy, Tim, provided us with a great weekend.

In Attendance from Susan Holmes

It was a small but lively group that showed up. We had eight planes which made for excellent contest chances, but several drive in attendees. In planes were Robert Gaines, Greg Young, Paul Deason, Nick Kanakis, Paul & Ginger Herrington, Wayne & Ellen Whitaker, Rusty & Wanda Herrington. Lee & Susan Holmes "plane-pooled" with JT & Ora Dell McMahon in the Holmes' plane. Driving in from a distance were Mel & Judy Sorton and Al & Barbara Butler. Ron & Julie Clifton, friends of the Holmes', drove in from Atlanta (we're still trying to suck them into buying a Navion). And then there is the Herrington clan that drove in...Melissa, Abigail & Charlie, of course, along with Rusty & Kelli Herrington along with their brood – Kaitlin, Regan, Hayden & Henry as well as Mary Herrington with her beau, Mitch and his lovely daughter, Lydia. And we can't forget James Herrington. He was able to come in Sunday.

Dawn Patrol from Rusty Herrington

Saturday morning "Dawn Patrol" departed Lebanon and headed out to the northwest. I am proud to say that every Navion in attendance participated in the flight. We followed the course of the Cumberland River eastward winding along until we reached an abandoned nuclear power plant site. It seems that during construction of the facility local residents decided that they did not want it built in their area. One cooling tower was constructed, but only the foundation of the second tower was finished. Also there are four reactor containment buildings each in a different stage of construction and easily viewed from above. Along the way we viewed beautiful scenery and magnificent homes overlooking the river. There is plenty of home construction underway in that area that is still dotted with farmland and a coal fired power plant. I am proud of each pilot in the group as despite following the winding river course everyone stayed together and we could always see "Tail End Charlie" by simply looking over our shoulder. On return to Lebanon we performed the "standard SNAG arrival" and landed in order.

Contests winners from Susan (so no smart commentary on performance)

As I mentioned before. Lebanon was THE weekend to participate in the contests as there was a 1:8 chance of winning. For the **Balloon Drop**, Paul Deason placed 2nd (with 2 balloons) & Paul Wright took 1st (with all three). A sure sign that Mr. Wright can be trained. In the **Bombing Drop**, Greg Young & Wayne Whittaker were ties at 8 paces. In the coin toss, Greg too 2nd. Lee Holmes with his excellent bombardier, Ron Clifton, won 1st at 5.5 paces. I think it's a good thing we don't have our **Spot Landings** on a real aircraft carrier. Our numbers would apparently dwindle significantly over one flying season. Paul Wright won a 2nd trophy, this time a 2nd place one with 25.5 paces and Lee Holmes took 1st at 18 paces. A sincere thanks to JT for keep track of who did what.

Non flying stuff

While the boys played at the airport Saturday, most of the ladies & kids managed a nice lunch at the Rainforest Café in Nashville which just happened to be in a HUGE mall. Dinner Saturday was at the home of Rob & Sandy Beatty. They live right on the lake in a gorgeous home. We enjoyed a lovely dinner alfresco overlooking the lake. The boys were very interested in the garage/workshop though. There were several restored cars and a project plane. Make sure you check out the pictures on the SNAG website. There is just no way describe it.

Sunday, we traveled into Nashville and toured the Country Music Hall of Fame. What a fascinating place. I had no idea of the varied roots of modern country music. It was really cool to see biographies of singers that my parents listened to as I was growing up and the Hee Haw exhibit brought back lots of memories. JT & I spent a significant amount of time in the Reba exhibit, probably for different reasons though. For lunch, we ate at a neat bar down the street complete with live country music. We then took a walk down the main drag to the river. Ellen was amazed by the sheer number of stores selling cowboy boots. To me, it was very reminiscent of Bourbon Street in New Orleans – bars in full swing on a Sunday afternoon mixed in with shops selling all kinds of stuff.

Of course it was country, not jazz or blues and the street was really wide with lots of cars, but the feel was the same (and the smell – horses & alcohol).

Monday brought rain right at breakfast. Everyone had a great time chatting and playing with weather Apps on the iPads. After the first cell passed, a load of folks headed over to get off the ground before the next cell arrived. Most of us hung around visiting until about 8:45 when the 2nd batch of rain passed before heading out. Of course, the driving folks got to leave at their leisure since weather wasn't as big a barrier for them.

ADVENTURES IN PLANE-POOLING

Lee & I have never fly with another couple to a fly-in. When we started talking about attending the Lebanon fly-in, we were feeling really poor because we had just gotten our plane from its annual (new tires, paint touch ups...) and we knew we wanted to attend the national convention. When we flight planned the trip, it was a solid 5 hours, plus a fuel stop – ugh. So I suggested Lee call JT to see if they would be interested in plane-pooling and a plan was made. JT & Ora Dell flew up from Horseshoe Bay around mid-day to meet us at the Temple airport. We had a quick lunch & loaded up 1EW. Ora Dell & I were quite comfortable in the back seat and had the boys switch their headsets to crew only so that we could talk without bothering them (or have to listen to their chattering & radio calls).

About 20-30 minutes into the flight, I noticed that we were not following the flight plan on my iPad anymore & were actually going the wrong way by 180°. About that time, Lee turns on the back radios to report that one of the cylinders doesn't appear to be firing so we are headed back to have the local aviation shop check it out. Ora Dell & I made our selves comfortable for a bit in the lounge while the guys checked out the engine compartment. It turns out it was a good thing we turned around. I don't remember the details, but something about the alternator belt broken & as it spun, it whipped around hitting other engine parts. Needless to say, we switched airplanes and loaded up 91137. Not as fancy as the Rangemaster, but still quite comfortable. After an initial take off around 1:30 PM, we finally arrived in Tennessee at 7:15 PM. Thank goodness no one had gotten into Wanda's brownies yet!

The trip home was exciting in a whole different way. I am glad for the rain, truly. I know the people in Georgia are tired of it, but we still don't see it very often in Central Texas. As I said in the fly-in report, we had rain in Lebanon at breakfast time. After the rain cleared enough for take-off (about 8:45 AM), we had clouds but nothing serious for the majority of our flight path home. JT & Lee planned out our route home along with the mandatory fuel stop. Ora Dell & I again got to chat without being bothered with radio calls. We even had time for a nice snooze. We did have a cruddy headwind but that's to be expected.

Unfortunately, the headwind necessitated an earlier fuel stop than previously planned. After consulting with his iPad on fuel prices, JT picked out the perfect spot – cheap fuel. After we landed, Ora Dell & I discovered just why the fuel was listed so cheap. There is NO FBO, no avionics shop, no terminal, nothing but hangers, fuel and a crop dusting plane. There was no bathroom!!! Being the good wives that we are, we suffered so that we would have to make a 2nd stop to **just** visit an FBO. The lesson – gentlemen – make sure there's an FBO!!!

As we headed into Texas, weather was blocking the path to Temple & Horseshoe Bay. We wound up diverting to the north just south of the Dallas-Fort Worth metroplex. This wound up necessitating yet another fuel stop. This time, JT & Lee consulted with Ora Dell & me on possible landing spots. It was getting close to 4:00 and none of us had eaten since breakfast so food was a primary factor in our decision. We waffled between BBQ & Dairy Queen – tough choice. Finally, Lee sold us on a BBQ spot mentioned in the AOPA magazine as a good place in Stephenville, TX. Luckily for us, Andrew is in summer school at Tarleton University in – yep – Stephenville. After checking to see if the airport had a courtesy car, Lee flew low enough for me to text Andrew, give him the airport number & have him call to ensure we would have access to wheels on a holiday afternoon.

Andrew met us at the airport which had a lovely & fully functional FBO. I gotta say, it was good BBQ and we got a bonus visit with the kid. After fueling up stomachs & the plane, we headed due south into the nastiest headwind. We finally made it to Horseshoe Bay and got the McMahons unloaded. From there, it was only a 45 minute hop home. Our final landing time – 7:30 PM.

I'm thinking we need to start having a couple of other annual awards – the longest time taken to get home & the most interesting fuel stops. That being said, we had a blast traveling with the McMahons and can't wait to do it again! - Susan

OTHER FLY-IN DATES:

June 29-July 4, 2014: 2014 Annual ANS Convention in Natchez, MS.

Aug 29-Sept 1, 2014: Labor Day in Rome, GA hosted by Jon Byrd.

Fall 2014 – up in the air, but I'm rooting for Paul Deason in Texas in November!

Paul's contact information – email: blbarron@bellsouth.net, phone: 985 882-7016

2014 DUES ARE DUE

There are a few folks who still owe dues. This is your last newsletter before you will be dropped from the membership roster & Facebook page. Please get your dues in.

Annual dues are \$20.00 per family. Please send your check to: SNAG c/o Susan Holmes, 151 Autumn Circle, Belton, TX 76513. Please, please, please make the check out to **SNAG**. ☺

CHECK OUT THE WEBSITE

Rusty has done a great job keeping the SNAG website current. He has lots of pictures posted from the latest fly-ins and I think you can now find some Barbara Butler's famous recipes on the Spouses page.

Our URL or web address remains www.goflyyournavion.com

ANS National Convention

Natchez, MS

KHEZ

June 29-July 5, 2014

Hope to see y'all there!!

KEEP THOSE NAVIONS FLYING!

SNAG NEWSLETTER/MAY/JUNE 2014

Susan Holmes

151 Autumn Circle

Belton, TX 76513



SNAG Membership Roster Update

Full Name: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Home phone (if applicable): _____ Cell phone: _____

Email address: _____

Spouse Name: _____ Cell phone: _____

Spouse Email address: _____

Children living at home (w/current age): _____

Aircraft Information

N#: _____ Model: _____ Engine: _____ Year: _____

Aircraft Type (if not a Navion): _____

Home Airport Identifier: _____ City/State: _____

How would you prefer to receive your newsletter? ___ email ___ postal mail

Fly-in Survey

At the Nashville fly-in, we had a conversation about the number of families with a conflict on the Memorial Day holiday weekend.

- We currently have our fly-ins: Mid-March
- Memorial Day weekend (3 days)
- Labor Day weekend (3 days)
- Fall – October or early November

How do you feel about moving the Memorial Day fly-in a regular 2 day weekend in late April or Early May... (please mark only 1 choice)

- I/We prefer having the fly-in on the 3 day Memorial Day Holiday weekend.
- I/We prefer to have the fly-in on a regular weekend in late April or early May.
- I/We don't really have any preference as we can usually attend a fly-in at either time.

Please return this page to: Susan Holmes
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