



Southern Navion Air Group

Newsletter

December 2018

BEAUMONT, TX REPORT

Just returned from our November fly-in in Beaumont, TX. For the second year in a row, the weather refused to cooperate for our "winter" fly-in. An impressive front grounded most of our eastern section and its slow passage through Texas on Friday even kept most of our Texans on the ground. As of Friday evening, only the fearless Rusty & Wanda Herrington had ventured all the way to land at KBMT, while a couple of us drove in for Friday evening visiting. We met semi-official visitors Richard Worthey and Heather Henderson, former C-182 owners that are looking at "upgrading" to the Navion. We also met Rich Snyder, a retired Delta pilot and new Navion owner who just picked up an A model from Palestine, TX that's been sitting for a few years and he's looking forward to getting her back in the air.

Saturday morning saw Lee return to Lake Charles, flying back in the Burling's Hippo and also flying in was Paul Wright and Alan Hovas (each solo). The morning was windy and drizzly, so with a total of five aircraft, we cancelled the competitions and instead did a three-ship formation with Alan Hovas taking a photographer friend of Chris' up to do some aerial photo work of our formation. Lee was flying lead with Chris at #2 and Paul Wright as #3 with a young lady along for a jaunt. After several photo passes, we cleared the photo ship off to land so the photographer could pre-position to the ground for a fly-over. In route back to the field, lead hears #3 say "my young lady passenger would like to see you do that again". Lead looks left to see #2 in a slightly unusual attitude... a couple of times. He rejoined and we did a couple of low passes for the few brave souls who withstood the unpleasant weather. Upon landing, the Meaux's friend Mark Fertitta served us all brats (Bratwurst) from his impressive stainless mobile BBQ trailer. Following that, we all spent a fair amount of time taking visitors up for hops through the remainder of the afternoon. That evening, since we didn't have enough people to justify firing up the full BBQ originally planned, instead we walked across the parking lot to Pappadeaux's and had a fantastic seafood dinner.

The next morning forecast another round of low ceilings and rain, so everyone blasted off pretty early to avoid getting stuck. All-in-all, a pretty minimal fly-in, but those that made it had a good time visiting and flying plus we got some possible new blood.

- Lee Holmes, VP

RED VELVET OREO TRUFFLE BROWNIES

Ingredients

1 box (18.25 oz) red velvet cake mix
1.5 cups butter, divided
2 eggs
1 package (about 36) whole Oreos
1 bag (11.5 oz) milk chocolate chips (about 1.5 cups)
1 bag (12 oz) mini chocolate chips (about 1.5 cups)
1 cup (1/2 pint) heavy whipping cream

Instructions

Preheat oven to 350 degrees F. Line a 9x13 baking dish with foil and coat with cooking spray. Beat together cake mix, 1/2 cup melted butter, and 2 eggs until fully combined and smooth. Press into the bottom of prepared pan and bake for 15-18 mins, until just set. Do not overbake.

Crush whole Oreos in a Ziploc bag or food processor into fine crumbs. Stir together with 1 cup melted butter and mix well. Pour over baked red velvet brownies and gently press down in an even layer.

Place the milk chocolate chips in a medium-sized bowl. Bring the heavy cream to a low boil, then pour over chips. Let sit for 5 minutes, then whisk together until completely smooth and thick. Pour over Oreo layer.

Top with mini chocolate chips.
Refrigerate for 30-45 mins to allow chocolate ganache to set up.
Cut into bars and serve.

- With love from Lita Ware

FOR SALE

Scott & Tracy Burling have decided to sell their "Hippo", N7TZ that Lee's been flying the past six+ months. She's a "D" model, 3305 TTAF with a 260HP, IO-470C engine, 221 SMOH, flown very regularly. Most standard upgrades plus the Rangemaster style 30-gallon tip tanks and Rangemaster front seats. Extremely efficient with countersunk-riveted laminar-flow wings. It's an excellent IFR platform outfitted with an Aspen Evolution PFD, Garmin GTN 750 IFR certified GPS/WAAS system augmented by a Garmin Aera 796 "portable" in-dash mounted GPS and Brittain B-5 autopilot. Annual done last month. Make offer: Scott's No. 337-278-4392

ANNUAL DUES INFORMATION

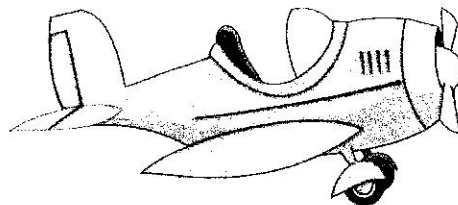
Dues are due...After the October fly-in, all members who show "current" for dues will be changed to "owe dues. For those of you who get your newsletter via snail mail/paper, you can always check your address label to see if you owe dues or have paid for several years out. If you are an electronic newsletter subscriber, I will try to include a who owes list with this newsletter, but you can always email me @ susanholmes@sbcglobal.net before sending a check.

Many have asked if they can pay multiple years. Of course you can!!! That will be reflected on the membership roster and on snail mail mailing labels.

If you are sending dues, please make sure you are using my correct mailing address. It is 6106 Myrtle Bay Way, Lake Charles, LA 70605. As always, make your check payable to SNAG. All checks made out to me go to the Susan shoe fund. ☺

- Susan Holmes

Happy Holidays to all our SNAG family. Fly safe & keep an eye out for Santa if you are flying on Christmas Eve.



WIND DANCER

JT & Ora Dell's granddaughter's wrote this as a high school senior essay. I have reprinted it from it's initial publication in 2010. Her teacher's comment on the essay, "This is awesome - very well written. Is it true?". Decide for yourself...it is true?

The steady sound of my airplanes propeller now almost calms me, like a massive hummingbird in flight. Yet this airplane, my hummingbird and wind dancer, has not taken flight yet. It is the first of many take-offs that I would try. Listening to the engine and waiting for the sound [to be] just right, so that when everything was just right I could be sure that my preflight check was done. Then all I had to do was turn off the parking break, let off the manual break and let my hummingbird slowly gain speed as I twisted the controls on the panel to feed more oil and power into a precious engine. The rudders under my feet, like the gas pedals in a car, strained to hold her steady and straight. The faster my hummingbird of a plane got, the more its old age showed as it tried to fight the rudders and inch slowly to the left. More and more I could feel the butterflies grow in my stomach as the plane became faster and much harder to control. "Come on one-echo-whiskey, just a little faster," I thought. Then like suddenly floating in a pool, one-echo-whiskey finally left the ground!

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One-Echo-Whiskey is my grandfather's plane- a Navion model and what we call "The Wind Dancer". At the age of twelve I decided that someday I wanted to fly Wind Dancer, so then I could call her mine. Flying isn't easy so, when I find the time, I go and practice. Like any other sport it's one of my important activities. At first I thought "This is impossible. How am I ever going to learn this?" The Wind Dancer almost seemed sensitive to the touch. With the slightest adjustment, she would fly faster or slower and for the better or worse. When I finally got the hang of it, I really liked flying. At first I thought of all the what ifs: What if I crash? What if I turn too quickly and roll the plane? But in time I learned that The Wind Dancer was like a loyal sidekick. She only does what I can do and what I tell her to do; with how I move her, steer her and learn from The Wind Dancer. I could accomplish a lot.

At first flying The Wind Dancer was just an un-important activity that I just enjoyed. But late my freshman year in the middle of all chaos, I had a seizure. Unexplainable and almost life halting. The doctor told me that it could almost be impossible for me to get my pilot's license. But that day I decided that it all didn't matter. The FFA- Federal Flight Association (sic. Editor note: FAA, but still cute) states that all I had to do was wait four years. To be exact, if I didn't have another seizure, then I could get my pilots license. It taught me what I almost call my motto: Don't ever give up and don't tell me I can't 'cause that will guarantee that I will- just to prove it wrong!

Each year over the summer me and my grandfather go to a large fly-in convention where pilots and inspiring pilots gather to learn and listen. One year I heard a story of how most men thought women could not be pilots. It scared the men to imagine women in the pilot's seat! So just because I know that some men think it's crazy that I fly makes me want to prove them absolutely wrong. It makes me think of all the Air Force planes that are controlled by an all-female crew. They proved men's view of women wrong and so could I.

So it seems that because at all sides, people tell me I cannot fly. That's exactly what I will do: fly and fly not just to prove a point, but because I love it. Nothing compares, in my opinion, than flying on the perfect day. So as I have heard people say, I will keep on "flying like a butterfly and stinging like a bee".

SHADE TREE, MS (MS82)

Friday, March 1 – Sunday, March 3
(Danny Miller's Birthday weekend!)

It's too early for the details but get those planes all fixed up for the 1st fly-in of the 2019 season!

We are looking for a host to coordinate events on the ground so if you are willing, give Bruce a call or shoot him an email: brucemd@surfsouth.com or 229-412-0564.

FLY-IN CALENDAR 2019

- March 3-5, 2019 at Shade Tree Airport in MS.
- May 2019 – open
- June 9-15 – ANS Annual Convention, St. Ignace, MI.
- September 2019 - open
- Oct/Nov 2019 - open

LOOKING FOR 2019 FLY-IN LOCATIONS...

On the Facebook page under "files" is a neat checklist from Ann McSpadden with all the instructions anyone needs to host a fly in! What a great way to show off your local airport and part of the US. If you are willing to host a fly-in for the 2019 season, please contact Bruce Herrington! brucemd@surfsouth.com or 229-412-0564

SNAG NEWSLETTER/DEC 2018

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