14 TIMES WINNER OF ANS BEST REGIONAL NEWSLETTER



Southern Navion Air Group

Newsletter November 2020

**FROM THE PREZ/Bourland Field Fly-in 2020**

The second and last SNAG fly-in of 2020 was a great success (even if I do say myself!). Bourland Field Estates, or more affectionately known as BFE, is approximately 20 NM southwest of Fort Worth. It was a real blowout of an event! We had 21 Navions to include 2 Navions from the IV Navion Club in CA and Troy Welch's Ft. Worth-based Twin Navion. We also had over 60 members and guests, which was the recipe for absolute fun!

An unusually diverse crowd joined us at BFE with many fresh faces. Hosts Ron & Denise Hanselman welcomed: special assistants Dave & Monica Knesek, Troy & Sherry Welch, Dick & Ann McSpadden, Jeff Davis, Rusty & Wanda Herrington, Kevin & Phyllis Domingue, JT & OraDell McMahon, Alan & Melinda Hovis, Dr. Chuck Fisher, Bruce Herrington, Chris, Jodi & Adam Meaux, Tom & Debbie Burlace from Denver, CO., Richard/Dick & Cookie Bihler down from Prior Lake, MN., Greg Young, David Finley, Leo & son Bryan Langston, Lee Holmes, Carl CJ Jennings, Taylor & Andrea, Taylor Jr, Carter & Cole Beaumont, Chris & Denise Walker, Nick & Jenny Kanakis, Alan & Priscilla Judy, Cecil Loter, Andy Tolar of Birmingham, AL, Dan Bray, Tom Van Waardenburg from Baton Rouge, Bud Raymond from Atlanta and special guests from CA, the Imperial Valley crowd: Mike Mostrong, Dave Wakefield, Jeff Lyon, David Rehm & Richard Beaver.

Before I cover the events, I would like to thank my wife, Denise, for putting on all the social hours at our house. It takes a special woman to put up with 60 guests in HER home. Secondly, I have a special shout-out for Rusty Harrington for leaving our beanbags in his hangar! To be fair, Rusty didn't know they were there- or so he says!

Now back to the accolades!

I'd like to thank Denise Walker for purchasing last-minute items like beanbags and extra helium; More thanks to Kevin Domingue, Dave Knesek, and Cecil for handling transportation; Monica Knesek for the wonderful deserts; and finally, to Lee Holmes for arranging the hotel and Rusty Harrington for not taking all the awards!

We all worked very well together and possibly set a new standard for our future SNAG Events! Speaking of events, everyone, please get ready to mark your calendars for 2021. More details to follow soonest! So on with the recap…

Friday started with Navion arrivals, checking in to the local hotel, and securing rental cars. Dinner was catered by one of the best Tex/Mex restaurants in the area. The night ended with a Friday night social at my place. The pool was warm, and the drinks were cold!

Saturday was a little different than our standard routine. Instead of the morning Dawn Patrol, we decided to let our Pilots get some much-needed rest from Friday's travel and the subsequent night's activities. The day's events consisted of our Reindeer Games for the flyer's and some well-deserved shopping in Granbury for the Non-flyers. The evening was topped off again with the best in the area catered dinner of TX BBQ, of course, followed by a social at my place. And again, the pool was warm, and the drinks were cold!

Sunday was a great day as well. Our morning Dawn Patrol (if you will) was to the Cavanaugh Aviation Museum at Addison’s Airport, followed by Lunch and another aviation museum tour at the Vintage Flying Museum at Meachum Field, Ft. Worth, where we glimmered at the B-29 Super Fortress FiFi. Dinner at Babe’s Chickenhouse in Granbury wrapped up the evening

Monday was the day of departure. All aircraft and their trusty pilots made it home. We had a few maintenance issues before departure, but nothing kept all the single-engine Navion's from returning home. The twin had a loose starter wire and unfortunately had to stay a few days. Luckily Troy is a local and was able to get a ride from Lee in David Knesek's plane to his home airport. Troy retrieved the twin a few days later. Now for a recap of our Reindeer Games:

**Balloon Pop Top 3 (three-way tie… My grandson drew cards and the highest numbers won)**

3rd Place Chris Meaux with two pops

2nd Place Jeff Lyon with two pops

1st place with two pops- Rusty Harrington

**Bomb Drop**

3rd Place Greg Young with four paces

2nd Place Tayler Neild with 3.5 paces

1st Place Alan Hovas with 1.5 paces

**Spot Landing**

3rd Place Chuck Fisher with 9.5 paces

2nd Place Dick Bihler with eight paces

1st Place Greg Young with six paces

**Longest Distance Flown Award goes to IV Navion Club’s** David Wakefield, who flew over 2300 miles round trip!

Except for the balloon pops, the above shows that we weren't all that rusty considering the break/delay in fly-ins. Thank you, China Virus! Not!

Lastly, I'd like to give a shout-out to our CA brethren, who flew a great many miles to join in our fun. Thanks to Jeff Lyon, David Wakefield, and Mike Malstrom for making the journey. I also would like to thank them for not drinking ALL my good Bourbon!

Until next time!

Cheers,

Ron Hanselman

SNAG President

**Secretary-Treasurer now Secretary and Treasurer**

After more than a decade as the Sec-Treas., Susan has asked for help with the role. Per our SNAG bylaws, this position is an “appointed” rather than “elected” role. After discussing with Ron, we’ve separated the two different responsibilities. For the time being, Susan will retain the financial area of Treasurer and Lee will take on the duties of Secretary. No change of process or layout is expected. As the new caretaker of the newsletter, I want to thank Susan for her masterful management and delivery of what amounts to our club’s lifeline, especially for the many members who can’t regularly attend our in-person and fly-in events. Just like Susan did, I’ll continue to ask/need content from our members. Any stories, story ideas or related content you would like to share, I’ll gratefully accept for publication. Joe Cavett’s article on Macarthur’s Navion in our last edition is an outstanding example of the high bar, but any story our members might find of interest would be great: special family Navion trips, small group fly-outs, “there I was” stories, maintenance or flying technique anecdotes- whatever you want to share. I’ll start by sharing my story of the sale of N2556T. Please send newsletter stuff to: mleeholmes@sbcglobal.net

FUTURE FLY-INS

We are looking for a host to coordinate events on the ground so if you are willing, give Ron Hanselman a call or shoot him an email: ratf16@gmail.com.

**ADS-B Out Compliance**

We’re now approaching the 1st anniversary since the implementation of ADS-B out mandatory equipage for flying in most controlled airspace. We’ll soon be taking an email/online poll to measure what percentage of our active membership is in compliance with this FAA mandate. We’ll use the results to determine if we can (or cannot) plan future fly-in’s inside or near impacted controlled airspace. Please watch your in box for what will likely be a Survey Monkey request from SNAG.

**Woody has flown west (the plane, not the pilot)**

Lee (and un-acknowledgedly Susan’s) and Ike Wiley’s 1976 project Rangemaster H, aka “Woody” (not to be confused with “Woody” Woodfin) has been sold to a new owner in Kalama, WA, just south of ANS President Gary Rankin. This is an interesting story- a “COVID-19” story, if you will. Matt, the new owner of N2556T is not yet a pilot, but bought the airplane he wanted to own and learn to fly in. Matt is a regional sales and service rep. who provides CNC-controlled woodworking lathes, mills etc., used by commercial cabinet makers. He is responsible for the entire Pacific NW territory- Washington, Oregon, Idaho, Wyoming and Montana. COVID-19 has shut down all the commercial regional flights throughout his territory and he came to the conclusion that the only way he was going to stay in business was to become a pilot and fly himself to his clients. After looking at performance specs for numerous aircraft, he decided the Rangemaster was the right plane for his needs- Woody was the one currently on the market that met his price and equipment needs, so we cut a deal after a local A&P I/A completed a very thorough pre-buy and replaced the front windshield (parts courtesy of ANS- special thanks to Gary Rankin who was covering after Chuck’s passing).

Matt flew down commercially to Lake Charles on July 2nd and we flew the plane together for 2.5 days to her new home, so what follows is a brief story of our 14.5 hour flight across much of our beautiful country. As most of you are aware, our SNAG home geography is mostly flat and boring- unless you’re in the Ozarks or around the Smokies. My 3000+ hours in B-52’s has been at FL25.0 or higher or at 400 AGL l ow levels doing 600 knots at 2am-5am across North Dakota and Wyoming- not much time to enjoy the scenery. This trip would be different! Matt worked from my home on Thursday morning and I left work at noon so we could get in a decent flight on day 0.5. We took off around 3pm and flew 4.5 hours from Lake Charles across SE and Central Texas to RON in Lubbock, TX. We landed at the (not so aptly named) Lubbock Executive Airport- brown asphalt hard to distinguish from the brown dirt and brown fields of West TX, but they treated us very nice and we enjoyed a great steak dinner at the regionally famous Triple J Chophouse and Brew Co.- recommended if you’re ever in the area. We took off early on Friday the 3rd. We flew pretty much direct to Sante Fe, NM and then up the valley just west of Carson Nat’l Forest to Durango, CO where we stopped at Animas 00C, in the beautiful mountains for a fuel stop and watched a family of 6 pile out of a Bonanza for a day shooting the rapids on the Animas River. After taking off, we weaved across beautiful streams and mountain lakes up into Utah where we flew as low as legal across the Arches National Park where we were blown away by the geography and the spectacular beauty of the gorges and canyons. Our route then took us into Utah flying through virga over the mountains of the Uinta-Wasatch-Cache National Forest. Skirting the western shore, we flew up The Great Salt Lake (it was big and salty and dead looking), into Idaho, across Boise and into Weiser, S87 where we met up with our new ANS Parts manager Jim Metzer and his lovely wife Susie after logging 7.5 on day 2. They were gracious hosts and we grabbed a nice dinner at a local café (if you’re from the south, avoid their chicken fried steak- it ain’t like ours). We loved the gorgeous greenery and had strawberry pie on their back porch overlooking the Snake River before bed.

Getting up the next morning we arrived back at the airport accompanied by Jim’s two dogs and prepped for our last 2.5 across western ID and across the Cascades into Oregon. Before taking off, we topped off the hydraulics where Matt accidently dropped the refill can “straw” into the reservoir and we got to take it apart and he got his first lesson in field maintenance. Fortunately, Jim had all the required tools and we split it open, fished out the screen and found the straw wedged down the side. About 45 minutes later than planned we were taking off S87 and flew across the amazing landscape that is western ID and eastern OR. With plenty of time, we did some air work/steep turns, simulated emergency procedures and then resumed our flight toward a grass strip south of Portland (Dietz field). We were busy being mesmerized by Mt. Hood and Mt. Jefferson and finally noticed the broken layer was becoming less broken. About 25 miles east of our destination it became a solid overcast as we were almost over our destination, so I demo’ed for Matt how to grab a “pop-up IFR” clearance and things got very busy as we rapidly dropped into the IAF for the RNAV 35 into KUAO, got below the deck and broke off the approach to circle and land at Dietz airfield. I found it interesting that there are almost a dozen grass strips within 10 miles of Portland, but with the beautiful countryside, it’s no wonder. At Dietz we met up with local (ANS listed) Navion CFI Ryan Smith who will be helping Matt and his Kalama CFI get checked out in the Rangemaster. We parked Woody and then got a great lunch near Portland International where I caught a commercial flight back to Lake Charles. We look forward to hearing about Matt getting his PPL and then he plans to quickly move on and get his instrument rating due to the weather in that area making it a necessity. Having completed my Rangemaster project, I am now moving forward with my next canopy Navion so that Susan will deem to fly with me again! The prior month, I flew Scott and Tracy Burling’s 7TZ aka “The Hippo” to her new home in New Philadelphia, OH, up the Smoky Mountains and up the Ohio River. These were both fantastic adventure flights and if all you ever do is fly locally, I challenge you to get out of your comfort zone and fly to some of the fantastic parts of our country we flatlanders don’t usually get to visit- you’ll be glad you did!

Post-script: The idea behind this “plane-flipping” project was to fix a (relatively) minor damaged Rangemaster, sell for a profit and use that profit, along with the insurance settlement from my previous N91137, to fund another canopy version. That adventure is now complete and I’m happy to report that my new plane is Cecil and Larry Austin’s great 550B-equipped 1950 Ryan A model which I’ll be showing off at Shade Tree.

**FLY-IN CALENDAR 2020**

* Late Feb/Early March 2021: Shade Tree Field, MS82
* May/Memorial Day 2021: Oxford, MS/Memphis, Exact date TBD
* June 20-25, 2021 ANS Annual, Spearfish, SD.
* Sept/Labor Day 2021: Florida Panhandle region (Panama City or Pensacola)
* Oct/Nov 2021 – open

THINKING OF HOSTING A FLY-IN…

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 was to show off your local airport and part of the US. If you are willing to possibly host a fly-in for the 2020 season, please contact Ron Hanselman at ratf16@gmail.com or 702-308-0475.

##### SNAG NEWSLETTER/NOV 2020

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