



Southern Navion Air Group

Newsletter

June/July 2018

PULASKI, TN REPORT

Our Pulaski, TN fly-in was our normal great success! Some folks had to jink-in around some thunderstorms, but we ended up with a strong showing of 15 aircraft amid the rolling green hills of southern Tennessee. Special thanks to hosts (Bruce Herrington and Robert Gaines) who provided hospitality and a well-run ship. Friday evening dinner of BBQ and many great sides welcomed attendees: Bruce Herrington, Rusty & Wanda Herrington, James & Melissa Herrington w/Abby, Charlie & Murphy, Burt Zeller, Charles Wiggins, Bill Ross, Ross Earnest, Robert Gaines, Alan & Melinda Hovas their sweet dog, Lucy, Stephen Jennings, Lee & Susan Holmes w/Ron Clifton, Kevin & Phyllis Domingue w/Ryan Domingue & Katelynn, Greg Young, and Margaret & Jimmy Marshall. On Saturday we were happy to see Rob Beatty who dropped in from Nashville for a few hours.

The “not-so-dawn” patrol took off around 9am for a scenic tour of south central Tennessee’s rolling topography with a low pass and some formation demonstration work by the usual suspects. After returning to KGZS, we briefed up and flew a very competitive balloon bust competition with Lee Holmes (w/co-pilot Ron Clifton) catching his third balloon with the vertical stabilizer to edge out a threesome who battled it out for 2nd James Herrington and third Bruce Herrington. After a slight break, we flew the bombing and spot landing competitions which resulted in Bombing Rusty Herrington in 1st at 3 paces, Alan Hovas in 2nd at 5 paces and Robert Gaines in 3rd at 6 paces. The Spot landings produced a wiiiiide variance in shortest to longest landing. Lee Holmes was first at 15 paces, Kevin Domingue in 2nd at 18 paces and Bruce Herrington 3rd at 19 paces. It was a great day of contests in spectacular weather and the locals came out in volume to witness our classic birds.

Following the official competitions, we helped Kevin Domingue celebrate passing his formation pre-check and check ride, joining the ranks of card-carrying FAST team members. If you haven’t tried this incredibly challenging aspect of flying, you may want to try making one of the several FAST clinics hosted by Bert Zeller (among others) across the country each year. Having your FAST card greatly enhances safety, participation in air shows, memorial fly-overs and CAF events. While some of us unofficially dilly-dally around with formation, the safe and professional way to do it is via the excellent ground (academic) and flight programs sponsored by the Formation and Safety Team (www.flyfast.org). Around the same time, we all got to enjoy one of Bert’s frequent sojourns “near the boundary of acrobatics” in a Navion- with Ryan Domingue getting a much closer view than the rest of us from the right seat- we believe a future acrobatic pilot was firmly hooked that afternoon! We all had bets on him losing his cookies (well, pizza actually), but he came down fine with a huge s__t-eating grin, so pretty sure we all lost our bets. Speaking of developing the next generation of pilots, Ryan has set his sights on his PPL along with recent Navion soloing pilots Grant McSpadden and Evan Fleming... the future is looking good!

On Saturday evening we enjoyed a fantastic buffet-style southern meal of BBQ and fried catfish at Hickory House restaurant, finished up with peach cobbler ala mode then retreated to the hotel’s hospitality suite for the awards. A special thanks to Bruce for arranging and Ron Hanselman for making the beautiful bronze-tinted custom etched Yeti-style mugs for each of the winners as their award- quite the prized take-aways for our champs. Everyone headed home on Sunday morning with lots of localized T-storms with several folks having to hold, divert or zig-zag their way home, but all made it eventually in one piece, if somewhat delayed.

- Lee Holmes, VP

GO FLY YOUR NAVION

This has been the official SNAG mantra for as long as we have been members! Did you know that it's also our website home page??? Goflyyournavion.com has all kinds of great information and photos!

There's

- An events page with upcoming fly-in information
- An about SNAG & Join SNAG page of information
- A spouse's page with photos of us non-pilots and recipes that have been shared
- TONS of photos from our fly-ins
- Pictures of our member Navions – we need to start sending photos to the webmaster to upload so we have more than 5 planes 😊
- Past newsletters, performance and more

Make sure you bookmark our page: goflyyournavion.com, check it often and share it with your spouse.

MY NAVION GOES BACK TO THE ARMY FOR A DAY

A few years back, Charles Wiggins was contacted by then Capt Jim White of the Mississippi National Guard, 204th Air Defense Artillery Regiment in Newton, Mississippi, to possibly help in their training by providing red air (enemy aircraft targets) by flying our Navions for their Avenger Units.



Figure 1 Army Avenger

Charles asked me if I would be interested and I said, "Sure, that might be fun!" The 204th is one of the Units that deploys to Washington, DC, to help guard the White House from attack by possible unfriendly aircraft by using their Stinger Missiles and 50 caliber machine guns systems mounted on roof tops around the White House. Well, two years went by and nothing happened.

Then out of the blue, we get the call that our services have been requested at Camp Shelby, Mississippi, to support the 204th on June 4th, 2018. We were asked to provide two Navions as red air targets. Camp Shelby, the largest training site owned by a state in the US, is located along US Highway 49, just outside of Hattiesburg, Mississippi. It's one of the largest mobilization stations of the US Army Forces Command (FORSCOM), and it's also the biggest reserve training facility. Since 1917, Camp Shelby has been an important support and training site that has continuously remained open. The US Army, Navy, Marine Corps and Air Force have all trained at Camp Shelby at one time or

another. Today the camp is the yearly training spot for the National Guard and Army Reserve units stationed in Alabama, Mississippi, Kentucky and Tennessee.

As luck would have it, Charles's Navion developed a prop problem the Saturday before the 4th and I'm left as the only aircraft available to go. Charles decided he wasn't going to miss the fun, so he chose to ride with me to Hattiesburg, Mississippi the home of Camp Shelby, at 0900 on 4 June.



Figure 2 Bert's L-17

We landed at Bobby Chain Airport (KHBG) about 0940 and were picked up by now Major Jim White and two of his staff for the ride to Shelby Range Control for our briefing at 1000 on the restricted area (R4401) and our mission. The brief consisted of radio frequencies, boundaries, entry and exit points, our ground track, altitudes, location of Avengers and convoys, and the all important aspect of where the Army was holding real live fire training exercises for us to avoid. A Question and Answer period was held and then the all important signing of the hold harmless agreement between me, Charles and the Army commenced.

Upon our return to Bobby Chain Airport, Charles and I briefed our mission together before taking off and then proceeded with the maps the Army gave us to find the entry point where we were to hold for instruction by range control. Permission was given to enter the restricted area. First pass was to be flown basically N-S along a road at 1500 feet, straight and level. I requested that initial altitude so that I could get the lay of the land before going down to tree top level on future passes. Camp Shelby's restricted area is crammed with really cool looking training sites that resemble our war fighting areas overseas. But, that's all I'll say about that. Upon reaching the exit point we were cleared for reentry into the restricted area for same 1500 foot pass North bound along the same road. After that pass the fun began, altitudes got lower and maneuvering got a little more tactical. All of that reminded me of my A-6E Intruder days in the Marine Corps. The convoy and Avenger sites never stood a chance with our repeated attacks. Thank goodness we never took a hit from those Avengers—basically because they were not loaded! The weather was great but very hot. After about an hour and a half of multiple passes up and down that road, Charles and I had enough and asked for permission to exit the restricted area and go home.

On arriving back in Meridian, thunder storms had moved in to the area and we were unable to land at Topton Air Estates (0MS0). We ended up getting special VFR into KMEI where we got a ride home. Later that day we got this text from Major White. "The flying you all did was so much more than we ever dreamed of. I wish the entire battalion had been a part of it liked I had planned and the convoy had moved a little slower. It was like we had our own personal airshow. It was an excellent training event

for us and all of our guys were excited/pumped up afterward. We could not have asked for anything more. Thanks to both of you for doing this mission.”

Did we get paid for doing it? NO!! We volunteered!! We had a blast doing it and being a small part of helping out with the training of our military. If it should become a continuing event, I might need a little help with the gas and oil!

- Bert Zeller
N5203K

SECRETARY/TREASURER REPORT

We still have money in the bank. Thanks to those who pay their dues on time each year. We have been very lucky with our membership. Everyone always pays their bills for Shadetree AV gas and fly-in expenses in a timely manner. I know I am sometimes at tardy turtle about depositing checks and I appreciate your patience with me. Since we moved – yes, again – the closest Regions Bank is 2 hours away in Houston so I will be banking by mail from Louisiana and should get checks deposited in a timely manner. Yes, I could change banks, but Regions Bank has been very good to us. We pay no fees to speak of as we have been with them since Robert Gaines was treasurer. I am not willing to give up our great deal.

Thank you all for your patience once again with my delayed newsletters this spring. I keep waiting for my life to become less hectic; but I am resigned that as our parents get older, Lee gets tired of living in the same spot, school summers get shorter and the kids get needier, my life will stay crazy busy. To that end I have made myself a monthly goal of getting newsletters out by the 15th of each month and have made myself a recurring calendar appointment. ***I need your help though!!!*** Send me stuff to include in the newsletters. Pictures, funny Navion stories, serious Navion stories or information, details on your current upgrades...you all are ALWAYS upgrading something! Anything about our members or flying is always welcome. Case in point...Burt's contribution above.

- Susan Holmes

SNAG JACKET ORDER INFO:

Looking to get the newest style SNAG jacket? The frost may have departed for now, but you'll want to get your stylish and warm jacket before the weather turns cold again. These are light and compressible- I keep one wadded up behind my back seat for “just in case” cool-fronts. Dick McSpadden is compiling a group order.

Please contact him directly to get added to the list. In your e-mail, please provide: Quantity, size, name (as you want it to appear embroidered on the jacket) and aircraft N-number, if applicable. Dick's e-mail is: rgmcspadden@bellsouth.net. Dick can hand-deliver to you at an upcoming fly-in or have them shipped, but shipping isn't included in the price above, so would add around \$20 more.

SNAG-SHADETREE T-SHIRTS AVAILABLE



Dusty blue (only 5 XLs) or Navy Blue:
2 – Medium 11 – Large, 1 - 2XL
If your pre-ordered one, it will be in the mail this weekend.

Cost is \$ 22.00 including mailing
Available at next fly-in for \$20.00 if any left

Call, email or message me (text or facebook)

Cell: 254-780-6039

susaneholmes@sbcglobal.net

FB messenger: Susan English Holmes

MEMBER NEWS

Nick Kanakis is upgrading his engine...bring on the IO-470H.



Evan Flemming, our newest pilot 🙋



From Rusty...

The **2018 American Navion Society Annual Convention** was a lot of fun again this year. A lot of SNAG members attended again this year, and we won the participation trophy again. I am proud of our SNAG members who attended and participated in the flying events. check your ANS newsletter for results of the flying contests.

From Ron Hanselman...

Had to go fly my Navion. Picked up another 10 MPH from the new interior speed mod. 😊 BTW this is our new runway here at BFE. Time for another fly-in!

Think I am hearing a fly-in spot for 2019! Bourland was a great time the last time we flew in for a great weekend of flying, fun & friends.



(just a few photos from our SNAG Facebook page)

**BALDWIN COUNTY (KMLJ)
AUG 31-SEP 3, 2018
LABOR DAY WEEKEND**

Host: James Herrington
Airport: KMLJ
Milledgeville, GA
• Unicom 122.8
• ASOS 120.925
• (478) 445-7718
• EVEV 384 MSL

Hotel Information:
Fairfield Inn & Suites
2631 N Columbia St
Milledgeville, GA 31061
478-452-5202

Same basic trouble we always get in, so get in gear & get your reservation!

Not sure of the dinner plans, but bring your usual items...

Last name beginning with A-H bring CHIPS AND DIP
Last name beginning with I-P bring NUTS, FRUIT, VEGGIES
Last name beginning with Q-Z bring SWEETS

FLY-IN CALENDAR 2018

- September 2018: Baldwin County (KMLJ) in Milledgeville, GA hosted by James Herrington and gang.
- Fall 2018: Beaumont, TX hosted by Chris & Jodie Meaux

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 possibly host a fly-in for the 2019 season, please contact Bruce Herrington!

brucemd@south.com or 229-412-0564

SNAG NEWSLETTER/June-July 2018
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SNAG