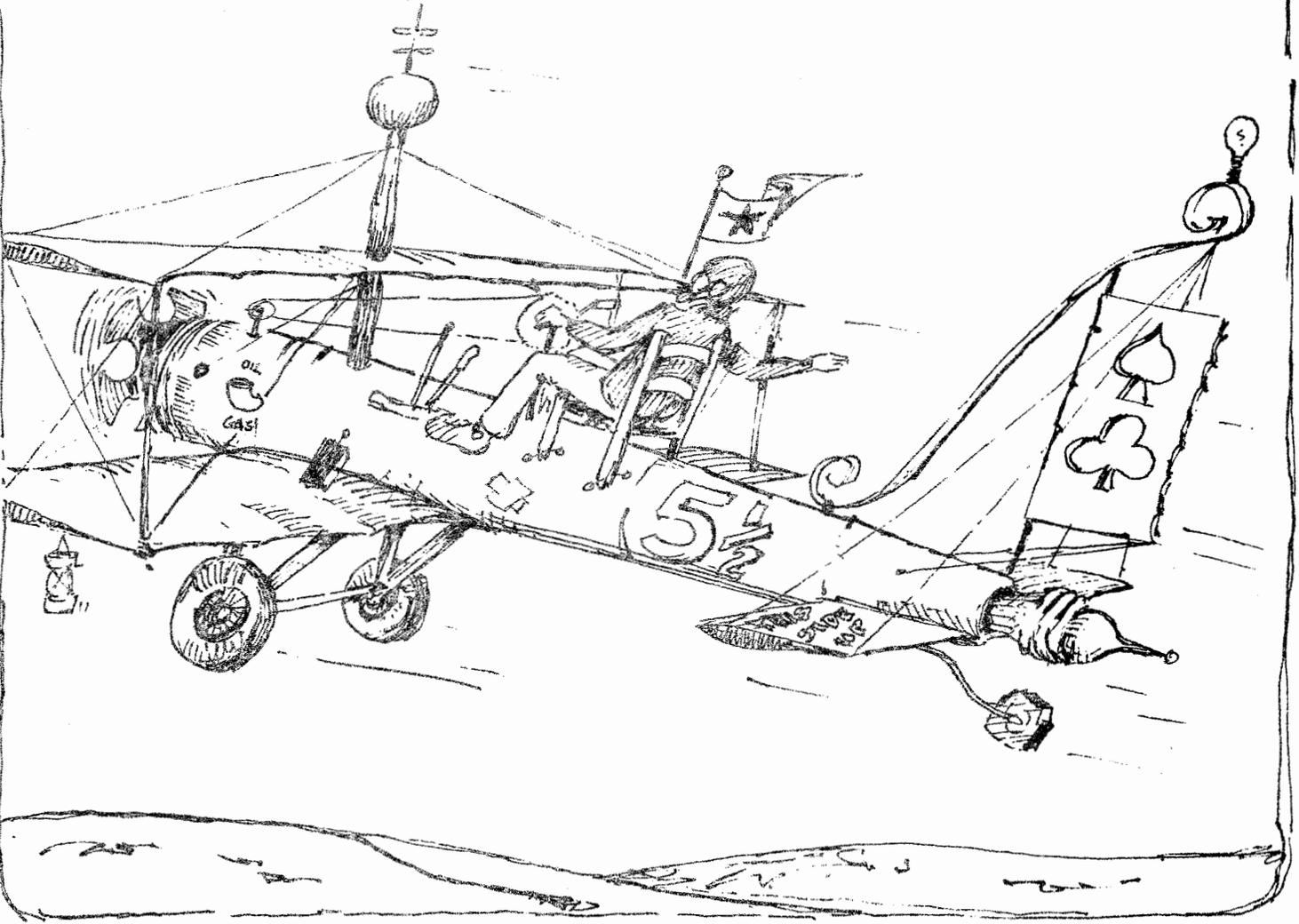


Feb '77

# HANGAR ECHOES



E. A. A.

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MEETING NOTICE  
TUESDAY  
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7:30

Skyline Recreation Center (LBJ to  
Skillman, South to Church, East to  
White Rock Trail Drive)

From the Prez -

Glad to see you all at the January meeting.

According to the program and newsletter questionnaires, Charley Penry second guessed the membership on what you would most like as a program topic. The presentations by several members on their projects was both interesting and informative and will be concluded at the February meeting. The second most requested topic was for more "how to do it" sessions. Obviously, many subjects cannot be handled in our regular meeting room at the Recreation Center; however, Charlie Hembree and Buzz Glade have offered the use of their facilities and equipment for a "how to" meeting. Custom Aviation is located on Dennis Road just North of Royal Lane. Metal shears, break, and welding equipment are available for demonstrations. I'M sure we'll be taking advantage of Charlie and Buzz's hospitality in the near future. The third most requested subject was for more detailed presentations of various projects in the chapter. No problem. It'll be worked out and be in the program soon. Your suggestions are appreciated and help tremendously - please continue.

Quite a few got up to date with their dues at the past meeting. If you haven't had a chance, Jim Rushing will be happy to accommodate you next Tuesday nite. Looking forward to visiting with you in a few days -

Jim

by  
Dick Cavin

CHARLEY LAMB came over one cold morning in late January to pick up some weldable aluminum for an additional gas tank for his Super Buecker. He's going to need some extra fuel to feed that big 300 hp. engine that he's installing in it. That's going to be some flying machine, I tell you. It will swing a big 3 bladed, constant speed prop and the rate of climb is going to be like straight up.

There's a lot of things about flying that I get a whang out of, but an airplane that will get off in a hundred feet or so and climb out at about a 60° angle gives me the greatest charge of all. JIM SWICK'S Buecker, with its 260 hp engine and fixed pitch prop, had my generator overspeed light on for a week or so after I flew it, so I can only guess how Charley's airplane would affect one flying it. BILL KEARNS' Super Navion was another one that's a real kick to fly. It's no slouch in the take-off and climb department and the 290 hp and c.s. 3 bladed prop paddle it along mighty swift in level flight, too. Those bug engines (low power loading) buy a big hunk of "insurance" in my book and add up to extra safety. An airplane with just barely enough power to get in the air after a long run, and taking several minutes to stagger up to a safe engine-out altitude, is potentially a very dangerous airplane. The margin for error is almost non-existent in such a situation.

One of the reasons Charley opted for the high horsepower engine is to have an airplane that would perform well at 8000' altitude in the summer, as he's building a summer home in the mountains to the west of Colorado Springs.

KEN LARSON is another of the original 4 Buecker builders to install a bigger engine. He, too, is hanging a 260 hp engine on it and should be about done by now. His "old" 200 hp Lyc. will go in the Steen Skybolt he's building. It has quite a ways to go yet, but it's really beginning to look like an airplane now.

JOHN NYQUIST has plans to pump up the power in his Buecker, too, but right now he's enjoying the luxury of his own hangar out at Kitty Hawk.

Charley, Jim, and Ken, all bought their engines from BOBBY OSBORN (see his ad) and are pleased with them. Bobby stands behind his engines 100%. Charley's original engine was bought new from the Lycoming factory and had many hours of "warranty" left when it tore itself to pieces in flight.

Charley is also putting a Sonerai II canopy on his Buecker, like JIM SWICK'S. They both have kiddie seats for taking their wives along to the fly-in, so the canopies are a natural for that purpose. They also make cold weather flying more attractive, too.

Here's a little update on SAM JOBE'S Sonerai II, that he put up for sale last month. NORM SEATON didn't let any grass grow under his feet this time. When WAYNE KYLE sold it a year ago Norm had made up his mind to buy it, but in the meantime Sam had made up his mind a bit faster. Anyway, Norm is the proud new owner and I'll be might surprised if this little bird isn't airborne long about May. This unusually cold weather is slowing up several projects, as not everyone has adequate workshop heat.

By the way, did you know that JIM CARLISLE over at Ft. W. has had his Sonerai I flying about a year now? Jim's an engineer for General Dynamics and he also built a Starduster Too some time back. He had it

up for sale several months ago, but I haven't heard whether or not it is sold or where it went, it sold, etc..

MARV BROTT has finished his Sonerai I wings and is sanding epoxy that filled the Pop rivet centers. He also has his engine from Monnet and Cowling, too, and has fitted his canopy recently. He just might fly later this year. He's been making steady progress all along and that's what gets airplanes built. It seems that when circumstances bring a project to a halt for several weeks or months that it's difficult to ever really get them going again. Maybe enthusiasm fades in the interim and when a guy has to mentally horsewhip himself to get going again maybe he reacts just like he would at his job if he had to be forced to do it. He would drag his feet, get "tired", "sick", or any other excuse he could hatch. I guess this is where a lot of projects get put up on the auction block.

Perhaps people tend to set their goals too high. I've observed over the years that about 90% of the beginner builders convince themselves that they will have their airplane in the air in a year. I can remember a couple of T-18's being built in 6 months, but both were all pop-riveted and the builders not only devoted full time to them, they also bought every available component. Maybe some of the Varieze boys will do this well, but my guess is that most won't. Most airplanes have roughly 500 hours of work within a couple of feet of both sides of the firewall.

The successful builders all have one thing in common - they don't build airplanes! Not complete airplanes, that is. They build ailerons, flaps, rudders, elevators, seats, control units, etc.. Another common theme is that as they finish the day's work session they sit down and make a written list of what they expect to accomplish at the next work period. Their goal is realistically viewed at this time and they can also make an assessment of materials, parts, and tools needed for the next mini-projects.

Another common thread that shows up in the weave of success is having an alternate sub-assembly on standby basis, so that if some difficulty stymies progress on the current field of effort, the builder can keep continuity of work being completed and avoid loss of momentum. It gives him time to do a little thinking and research on the subject if how one does it is the road block. If parts, materials, or supplies is the problem, then this gives him some running room.

Just as a factory has purchasing agents, expeditors, planners, etc. to keep raw materials and parts coming steadily thru the supply piping, this is also essential to good flow control for the amateur builder. It takes good advance planning to schedule materials and being amateurs they do things that a professional would get fired for. Many builders cut it too close on supplies, refusing to accept the fact that professionals in the factories spoil parts, or have parts that don't fit, or don't pass inspection, and have to be thrown on the junk pile, and that they, as amateurs, are 100% certain to do likewise! When a part calls for 4 bolts never dreaming that they could strip the threads on one, etc.,

You remember the old saw, "Measure it twice, cut it once"? Maybe we oughta make it 3 times, for believe it or not, that is the most common cause of scrapped parts. I know you won't really believe that you are capable of doing dumb things like that. It's only those other guys. Wanna bet, pal? Just keep a log and surprise yourself how many times this happens. Over and over I've seen people look at plans and call out a dimension, then bend over their work and measure another entirely different figure. The best of 'em will do it, too, so don't mentally kick yourself in the rear when it happens. Good work habits will

overcome most of this if one remembers to re-check (or better yet, have your work partner check you) and don't work so fast that you get careless.

One should be realistic in assessing what percentage of their available "spare" time can be used. The average guy can't keep up a steady 5 day a week average of 3 hours of work (7 to 10 pm) each evening, so don't kid yourself. Same on Saturdays and Sundays. You'll be doing well to average 15 hours per week and exceptionally well if you make 20 some weeks. That comes out to about 750 hours per year, counting holidays and vacations, so it follows that it is going to take the average guy a couple of years to hack it - if all goes well. Better allow about 2000 hours of work to complete, then you won't get all frustrated and discouraged. After all it's the solving of building problems, the self satisfaction of a well done job, the education received, the pleasure of creating something by working with one's hands, the gradual realization of a dream, and the ensuing camaraderie with other "addicts", that's all the real fun. When you finish, you just worked yourself out of your hobby. (That is unless you start another one, and of course, many do.)

Another thought is on the subject of finances. If you wait to start your airplane until you have all the money in the family piggy bank you probably won't start it at all, if you are Mr. Average. (I'll bet it will only take you one guess to figure out why.) You might go buy an aircraft or a share in one, if the family kitty is in exceptionally good shape, and really if flying itself is your only goal, it would be my advice to do just that. You can still enjoy being an EAA member, read "Sport Aviation", have fun at local chapter meetings and fly-ins, etc..

But if the bankroll isn't all that good and if you normally have the spare time available, the sensible thing to do that most do is to first buy a good set of plans of the airplane that suits your fancy. Spend some time in concentrated study of the plans until every detail is clear in your mind. If there is a local example of your airplane being built so much the better. Talk to the builders and other chapter members and find out how they did certain operations. Don't be afraid or embarrassed to ask dumb questions. It's a lot easier to ask dumb questions than to correct dumb mistakes later!

Now, you're ready to start - not building an airplane, but a component instead. Choose a component that is within your beginner capabilities and one that won't be a financial disaster if you ruin it. An aileron, flap, fin, or rudder might fill the bill, if finances are at a low ebb. The important thing is to take your time, do it first class, exactly to plans, and complete the component or components.

At this stage you now have something to sell if you choose to back out. Keep your plans neat and clean, not dog-eared, dirty, torn, or stained, and you can probably get a good percentage of your money back on those, too, if you choose.

When you have completed all the minor components and sub-assemblies then move on to building a wing or fuselage - or bail out of the whole thing if you can't go on financially. There are always a lot of people that will buy plans and component parts if they are built exactly to plans, signed off by the FAA, and are accompanied by receipts and specs for the materials you used. Small components are relatively easy to box and ship and far off buyers would be less likely to shy off than if you had a large component, such as a fuselage.

If your finances are limited it would be much wiser to stay away

from novelty or "kinky" designs. Choose a proven, popular design, with complete, accurate plans. A good point to consider is the number of parts and percentage of the total airplane that's available from the designer or other suppliers. That's pretty good barometer of design popularity. That also means you not only have more potential buyers if you must sell out, but also the areas of established values are much more clearly defined.

Finally, if you still don't see your way clear at starting an airplane on your own, take a look at joining forces with a chapter buddy. This arrangement has worked well for some and been a fizzle for others. It might be valuable to combine forces for only a limited phase or so of building. When jigs, fixtures, templates, molds, etc. are set up for a part, it's usually just a little extra work to make another set. You can nearly always save a little money on material purchases, by combining orders, too.

If none of the above fits your situation and you simply can't decide to build an airplane (or component), don't fret. There's still a lot of fun to be had in association with other chapter members and being an armchair pilot. All of us are purely spectators at one time or other and derive a lot of pleasure from it, too. We can't all be racing pilots, aerobatic performers, skydivers, etc., but that doesn't mean we don't enjoy them. Fun is what it's all about - right? But then as one of my many critics says, I'm not only strongly opinionated, I'm also prejudiced when it comes to aviation.

Last month we ran out of space on our Varieze news, so here's the latest on the local scene and also excerpts from the Varieze newsletter, as per BARTIE COYLE, our reporter on this subject: Bartie just got back from Alabama with a O-SMOH Continental O-200, that he's so proud of that he takes it to bed with him. He is now moving on to wing construction after building the canard and is just finishing the foam cut out for the first wing. External jigging for the parts requires a series of contour, or profile, boards to hold the parts of foam in alignment until "skinned" with epoxy/glass and Bartie has had good luck using a hot melt glue gun to stick these profile boards to the workbench. PAUL DAGUE is also moving along now that it's a bit warmer and is mulling over the buying of BOB ROPER's O-SMOH Lyc. O-235 (115 hp) engine to use in it. It still seems unclear as to whether the engine can be used (due to C.G.), but several people are installing it and no doubt it can be done. The Amodel O-200 in Rutan's airplane hasn't given any trouble as a pusher engine and hasn't shown any crankshaft end play wear yet, so very likely the O-235 shaft will be as good. I just heard that Cessna may soon go to the O-235 in the 150 series, so this will open up another engine avenue. JERRY KIBLER has a Honda Civic engine ready to be tested in a Varieze soon and the Revmaster people are also adapting their engine for Varieze use.

BEN DUARTE is looking for hangar space at Addison, as his bird is within a month of flying. He's not taking a skydiving ground school to prepare himself "just in case". He's also rigged up a gadget to shatter the prop when the canopy is jettisoned, if a bail out is necessary. This is Ben's 2nd airplane. His 1st was a Der Jager biplane. The latest owner "lost it" on the takeoff run at Airpark recently and put it over on its back in a giant mud puddle. The prop, upper wing, and fin were damaged some.

They have done a couple of things to the Varieze design that I personally think will make it a much better airplane. They have added a belly board speed brake to improve its landing performance and they say it

"dramatically" improve it. They can now use landing approach angles as high as 7.5° (about like a Cessna 150 with 1/2 flaps). Speed bleed off at flare is much better, too. The airplane will climb with the landing brake extended, also. The airplane minimum field length requirement for landing has been reduced to 1800 feet from the previous 2400 feet.

Writer PETE GARRISON recently flew the Varieze and voiced an objection that a lot of us have been saying privately for quite awhile. He felt that a low time/proficiency pilot could get into trouble with it, due to inadequate roll control at low speed and the strong pitch down of the nose when large elevon inputs were made (which would sharply reduce lift of the canard). They re-assessed the situation and to Rutan's credit agreed with Garrison that a fix was in order. Small spoilers have now been added to the wing, alongside the cowling, and low speed roll control has now been classed as comparable with any lightplane. The spoilers cancel out most of the nose down pitching, due to their location aft. Also they greatly reduce the requirements for large elevon deflection, thus reducing the tendency for the canard elevon to act as a "left spoiler". With the spoilers in the high pressure stream, just ahead of the prop, they effectively spoil lift with a surprisingly small size (2"X6").

The fuel system was another area that lots of aviation people looked askance at and that, too, has been redesigned and improved. The fuselage tank is used for starting the engine with nose down, then the pilot switches to one of the two wing tanks for all other operations except a low fuel state or steep descents. This will give the pilot a much more accurate check on his last few gallons and provide a better head pressure for fuel in certain positions. The fuselage (header) tank can be used in any altitude, but is normally used on a standby basis. These changes should make the fuel system more dependable and trouble free, altho' it will call for fuel management technique on the part of the pilot, but this is true of most aircraft today anyway.

I am happy to see that Rutan is open and above board on these changes and that he is promptly advising builders of deficiencies and corrections. Some builders gripe about building a design still undergoing changes and wish he would freeze the design, but this sort of thing is normal with almost all new airplanes. I now believe that Rutan's design is basically sound and relatively safe if operated with reasonable caution. I do still have some apprehension about spin recovery under certain conditions and very knowledgeable people have told me that in some canard designs that recovery from inverted flight might be a serious problem. I do have faith that Burt will investigate these areas and take whatever steps are advised if there is a potentially dangerous condition. It certainly seems that his building methods may speed up airplane building and if everything else is equal this will be a big step forward.

STEVE DELL'ANDREA still has a lot of foam, glass, and other Varieze paraphenalia for sale! I saw him take off from Addison last Sunday all alone in his "new" T-18 (that he just bought from HUGH GRAMMER) and I followed him over to Mesquite Airport. He was just putting his new bird in the hangar when I taxied up. He told me that CLYDE NEWMILLER had checked him out in 2 hours and that he thought the airplane was easy to fly. Steve has about 100 hrs. and not too much tail dragger time. He tells me that he plans to put in hours and hours practicing takeoffs and landings until he becomes proficient. Steve is truly delighted with his new airplane and he really appreciates the craftsmanship that Hugh put into it when he built it.

He plans to make some modifications on the airplane when and if time permits, and of course as long as down time doesn't conflict with fly-in dates. He will do the recommended horizontal stabilator mod first and this will raise his red line speed about 50 mph. He also has a new fiber--glass cowling that came with the airplane and he will install it at some later date. It's a copy of JOHN THORP's metal cowling, that most of the T-18 builders are using nowadays. The paint job is about 8 years old now and he's thinking of doing that over, too, probably next winter.

Bartie tells me that he talked to BOB WAHRMUND, of the Austin Chapter 187 and another of the Austin Chapter Varieze builders, and he said that there are 3 active builders in their area and 5 or 6 more that are very interested in starting. Bob is building his fuselage and will start his wings as soon as attach fittings and other supplies arrive. Also Bob is compiling a list of Varieze builders in Texas and will publish a directory of them later this year. Should be a bunch of them I would guess. It is obviously going to be a Varipopular airplane if there are enough suitable powerplants available at reasonable prices.

DR. STU LARSON here in Dallas has a cockpit mockup at his house (on Brookhaven Country Club area of Farmers Branch) and anyone that is interested in trying it for size give him a call. He's building a workshop first and has set up his complete Varieze kit order from Aircraft Spruce to arrive here about the time shop is completed. He already has his canopy and instruments.

DR. FAIRCHILD at UTA will also start their project about next month and he plans to let the students get the feel of foam/glass work on various learner projects, i.e. bookends, etc.

If the Varieze foam/glass method of building triggers a host of new designs in EAA I just wonder how long it will be before Cessna, Piper, Grauman, Beech, and Mooney come out with a similar design as a "low" cost trainer? Probably not for quite awhile, since their approach to a trainer is to get people used to their product, so that after they get their private license in a say Cessna 150, that they will think first of a Cessna Skyhawk when ready to buy their own airplane.

Here's a bit of good news to go along with the hint of spring in the air these days. Exxon has resumed production of 80 octane aviation fuel and they say that all their dealers will have it available very soon. They are "evaluating" prices at the moment. One can't help but wonder if the big companies reason thusly: Get people used to your product at low prices and highly dependent on it. Now you suddenly yank most of it away from them and let them scream and rant and rave for awhile. Then you put it back on the market at a much higher price and "they" will be so glad to get it again that they'll just about pay any price without squawking. If you'll think back to the oil embargo of a couple of years back, the script pretty well fits the play, doesn't it? Those people are no dummies. Long ago they foresaw that Congress would one day take away their depletion allowance and they had their battle plans all set when that happened. Their recent earnings record certainly tends to make one wonder if this might possibly be true, doesn't it?

Remember a few years back when a new midwing twin with a T tail was certificated over at Starkville, Miss.? It was the 6 place Burns BA-42, which cruised 200 on two 210 hp Continentals. It's been sold to the MAEL Aircraft Company of Portage, Wisconsin and limited production is now beginning.

I just received a nice letter from JACK BULLARD, the first Chapter

President of 168. He was a real sparkplug for EAA and served several years as prez. In those days the prez wrote the newsletter and did most of the printing, too. Jack is a professional advertising man, a painter, an illustrator, a prolific inventor, and once had a syndicated cartoon strip, dealing with the adventures of a charter pilot. Jack is in another state now, but has offered to do a new Hangar Echoes masthead for us and maybe a cartoon now and then. His older newsletter illustrations and whimsical cartoons were absolutely great and along with a sharp sense of humor were a real smash. His efforts were responsible for getting 168 off to a flying start and making it the healthy chapter that it is today. In those early days it was hard to find enough people in both Dal and FW to get a couple of dozen people together at a meeting of chapter 34, but it gradually grew to where we needed other chapters to serve the metroplex area.

Also got a letter from DAN DUDASH, still one of our most enthusiastic chapter boosters. He sent some pictures of his T-18, with and without the cowling on, and it looks beautiful and very close to being ready. He'll have to trailer it 90 miles from Hollywood to Mojave Airport (out in the desert) for the test period. The FAA won't allow flight tests from any of the LAX metro area airports anymore, due to congestion and swallowing of airport areas by hostile homeowners.

One of Dan's pictures showed a Thorp "Little Dipper" being built by GEORGE ROBERTSON, and powered with a beautifully cowled Lyc. 65. This design was one he whomped up for Lockheed in the postwar days, a single place low wing, so easy to fly that it was once flown by a guy with no previous flight instruction. I once saw it fly in and out of the Lockheed parking lot on Love Field and it was fantastic! It would slow fly to a brisk walk speed, take off and land across the runway, maneuver inside the parking lot, making incredibly tight turns while 10 feet off the deck. It was the powered by a 2 cyl. engine that JOHN THORP built up from other engine parts. His later 2 place Sky Skooter (65 hp) was an outgrowth of the Little Dipper design in several ways.

The past few months have been tinged with sadness, as we paused to reflect on the deaths of several aviation greats. TED SMITH, the noted designer of Douglas A-20, Aero Commander, and Aerostar fame, was the latest to pass on, but a week or so before that, WALDO WATERMAN, a fine gentleman with a long and outstanding aviation career, also went to his reward. Waldo has always been an avid EAA'er, even back in the early thirties when I first met him. He was on a flight to the East coast in his "Arrowbile" and wasn't too proud to talk to a teen-age student pilot and explain all about the design. It was a swept wing tailless, high wing mono, with fins and rudders mounted on the wing tips. It had a tricycle gear and the passengers (2) sat side by side in a pid-type fuselage and the engine was behind them in a pusher configuration. It was later powered by a Studebaker auto engine, which degraded its performance, but did make it a viable entry into the so-called "\$700 airplane" contest, sponsored by the Dept. of Commerce.

A couple of years ago I called Mr. Waterman at his home in San Diego and he was just leaving for a lunch date with T. CLAUDE RYAN at the Yacht Club and he invited me to join them. I met them there and had a most interesting visit with two illustrious EAA'ers. Both were up to their eyeballs in airplane projects that filled their thoughts and dreams. Mr. Ryan showed me a picture of a VW powered sailplane he was building and Mr. Waterman had a voluminous file and data on the Corvair powered "Chevy Bird", a Curtiss pusher replica, that he had built, flown, and tested extensively. It's now in the San Diego Aerospace Museum, along with other designs of his.

Mr. Ryan just recently released P.R. photos and details of his VW sailplane and no doubt you'll soon read of it. "Lad" Pazmany has been his chief project engineer.

Mr. Waterman taught himself to fly in 1909 in a glider he designed and built at age 15. A year later he soloed a powered airplane that he also built. In 1928 and 1929 he managed what is now Los Angeles International Airport and in 1939 to 1944 was College Coordinator for the Civilian Pilot Training Program. His Arrowbile is now in the Smithsonian Inst. in D.C.. He made his last solo flight at age 77.

Here at home, JOHN SNYDER is running the engine of his Starduster Too and as soon as he gets the fuel injector working correctly he'll be flying. But guess what his mind is really on - it's building an RV-3! He's been going over my RV-3 plans several weeks now and says he'll be starting soon. One of these days someone will buy a beautiful, finely built Too from old John Boy, 'cause his is truly a good one.

I ran into CHARLEY GRANT the other day and he's really been enjoying flying his Starduster I everytime the weather cooperates. His most recent trip was to Mineola to a little fly-in.

We were recently honored by a visit by KEN KNOWLES on his way back home to Torrance, Ca. from a chilly Sun 'n Fun Fly-in in Fla.. Ken and his wife, Jerry, were in his folding wing T-18. We took him out to MACK COBB's hangar at Airpark to show him the 5 T-18s under construction there and his eyes bugged out a little to see that many under one roof. As you know, Ken is the largest supplier of parts and materials for the T-18 and there aren't many T-18 items that he doesn't carry. Ken was also impressed to see the Teenie Two, the family Cessna 172, and JUDY COBB's RV-3 project all in the same hangar with the 5 T-18 fuselages.

We have a new T-18 builder in our area, TOM VAUGHT, of Arlington. Tom has his plans and has ordered a complete bill of materials and parts from Ken Knowles and Merrill Jenkins in Calif. and his engine and instruments from Bobby Osborn. I'm going to help him with his skins and bulkheads in a couple of weeks.

Another 168 member, DARWIN FRERKING, had a ride in Clardy's T-18 and a tour of the CLARDY, COBB, ROPER, WILSON, RICHARDSON T-18 "factory" and he went home and ordered his plans, too.

Next month should see all 5 T-18 fuselages riveted and up on their gears. The actual riveting only takes a day or so per airplane, but it's the fitting parts, drilling assemblies, dimpling, zinc chromating that takes time. FRANCIS RICHARDSON's fuselage is nearly finished and he and I are building our folding wings several nights each week at my shop. We expect to have both sets of wings completed in a few weeks, as we now have all spars riveted up, fittings made, all ribs formed, ailerons complete, and all flap parts ready to assemble. Next week we'll be fitting skins, and then later we'll close up flaps and install aileron and flap controls. Francis' T-18 should fly by mid-summer easily. It will probably be about the 250th T-18 to fly, as John Thorp told me awhile back that over 200 T-18s have flown and quite a few more are getting close.

We also had a visit from PAUL KIRIK of Moline, Ill., the maintenance supervisor for John Deere's aircraft fleet. He's building 2 T-18s. Clardy gave him a ride in his T-18 and a day or so later Paul reciprocated by taking Clardy along on a flight in their Grumman G-2 jet. He got to ride the cockpit jump seat on the flight to 31,000 ft. and watch the in-flight test of the newly installed Inertial Navigation System (INS) and he's been in orbit ever since. No wonder, it's the super-star of the exec jets.

Clardy also says he may sell half interest in his T-18 to PENNY WELLS, who is now checking out in it and working on her ATP rating at the same time. She would then buy the other half when his new 'un was ready.

DALE BROOKS has his wing jigs for his Mustang II set up at the Addison hangar and he already has one wing in the jig looking ready to rivet. He's also working on a folding wing to set up for his Mustang, very similar to the T018 F.W. arrangement. The hangar space situation is making a lot of people look at folding wings these days. Predictably it will get much worse. Dale could fly his airplane late this year if he stays at it and DON STOVALL also might fly his later this year.

BUD JUDY just flew his 150 hp clipped wing T-craft and said stall speed was only one mph higher and cruise 5 mph after clipping another 42" off the wings. Roll rate is improved over the original JIM SWICK version.

TINER LAPSLEY, The FAA Safety Specialist, will be starting his clipped wing T-craft this month. It will have an All-metal wing. Tiner gave me myrating renewal in a Mooney for my CFII recently and a couple of days later my first "victim" was LEA ABBOTT, a long retired BI pilot, who now has a Cherokee Six and Super Cruiser for funsy. I gave him his Biennial Flight Review and then later we went into Airpark to check on his Super Cruiser at CORKY BRUTON's hangar. I got to see Corky's Stits Playboy in its new paint job, looking like a 1930 era Navy Fighter. Corky also has another Playboy fuselage and he's thinking about putting metal wings on it and making an RV-1 out of it.

I had some work done by a can-do type of guy the other day. He has a little shop at 11363 Mathis (#6), which is just off Royal Lane. DON COOK had a Starduster Too fuselage and a J-3 fuselage hanging from his shop ceiling. He also has a 160 hp Swift with a C.S. prop, that cruises 165, that he keeps at Lakeview. Don welded the Too fuselage up in 3 days and he does just about everything in the metal line - welding (heli-arc and gas), engine work and balancing, etc. He has built frames, engines, and parts for race and sports cars the past 15 years, but would prefer to do aircraft work, so if you need a tank heli-arc'd, a fuselage welded, an engine worked on, etc, go by and see Don. You'll like the quality of his work and the price. His phone is 241-1500.

Finally, Prez JIM YOUNG is running the engine on the Fly Baby, so it won't be long now. Will it be JIM, JOHN SNYDER, or KEN GERSBACH first in the air in '77? Who will win the \$100,000. (Confederate Money) Sweep-stake prize for '77?

CONTINUED NEXT MONTH

MEETING PROGRAM - 22 FEBRUARY 1977

1. SELECTING AN AIRCRAFT CONSTRUCTION PROJECT (CONCLUSION)

MUSTANG II  
VARIEZE  
BD-5  
VOLKSPLANE

2. THE AEROSPORT TWIN-ENGINE RAIL CUSTOM BUILT AIRCRAFT - A presentation by Howard Walrath will feature a configuration description, construction techniques together with a flight experience discussion highlighted by the showing of films. A question and answer session on this project will conclude Walrath's presentation.

SPORT AVIATION - February 1977 - Briefly describes the RAIL AIRCRAFT -

" The RAIL, originally an all-aluminum, twin engine, single seat, open cockpit built up around a 2" x 5" aluminum beam that runs the full length of the plane. The two-cycle engine that Woody firmly believed in subsequently went off the market. Naturally, the kits for the Rail also went off the market. In time, the RAIL was rebuilt to take a VW engine - a decision Woody was slow to accept because of his own reservations and those of other prominent designers. Ultimately, he was persuaded and the RAIL was flown for twenty hours with the new mount before Woody died. RAIL plans are currently on the shelf, since Aerosport will not sell anything prior to fulfilling their own concept of "complete" testing. The RAIL is sturdy, thrilling and havoc on hair dos. It's easy to build, economical to run and hopefully it'll be back on the market soon."

3. AIRCRAFT RIVETS - A practical discussion of: Characteristics, Installation Techniques and Practices. This presentation is a prelude to the March Meeting Program which will feature a full evening of Aircraft Sheet Metal Fabrication, Construction Techniques, Discussions and demonstrations. This Program is to be co-ordinated and moderated by Dick Cavin.

Charles Penry

A REMINDER: THE FEBRUARY MEETING WILL BE HELD IN THE USUAL PLACE -

SKYLINE RECREATION CENTER - TUESDAY 22 FEBRUARY 1977 at 7:30 PM

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9 A.M. - 4 P.M. SATURDAY

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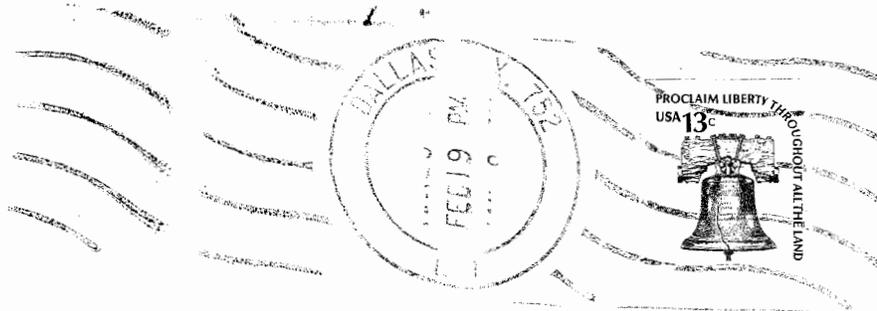
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