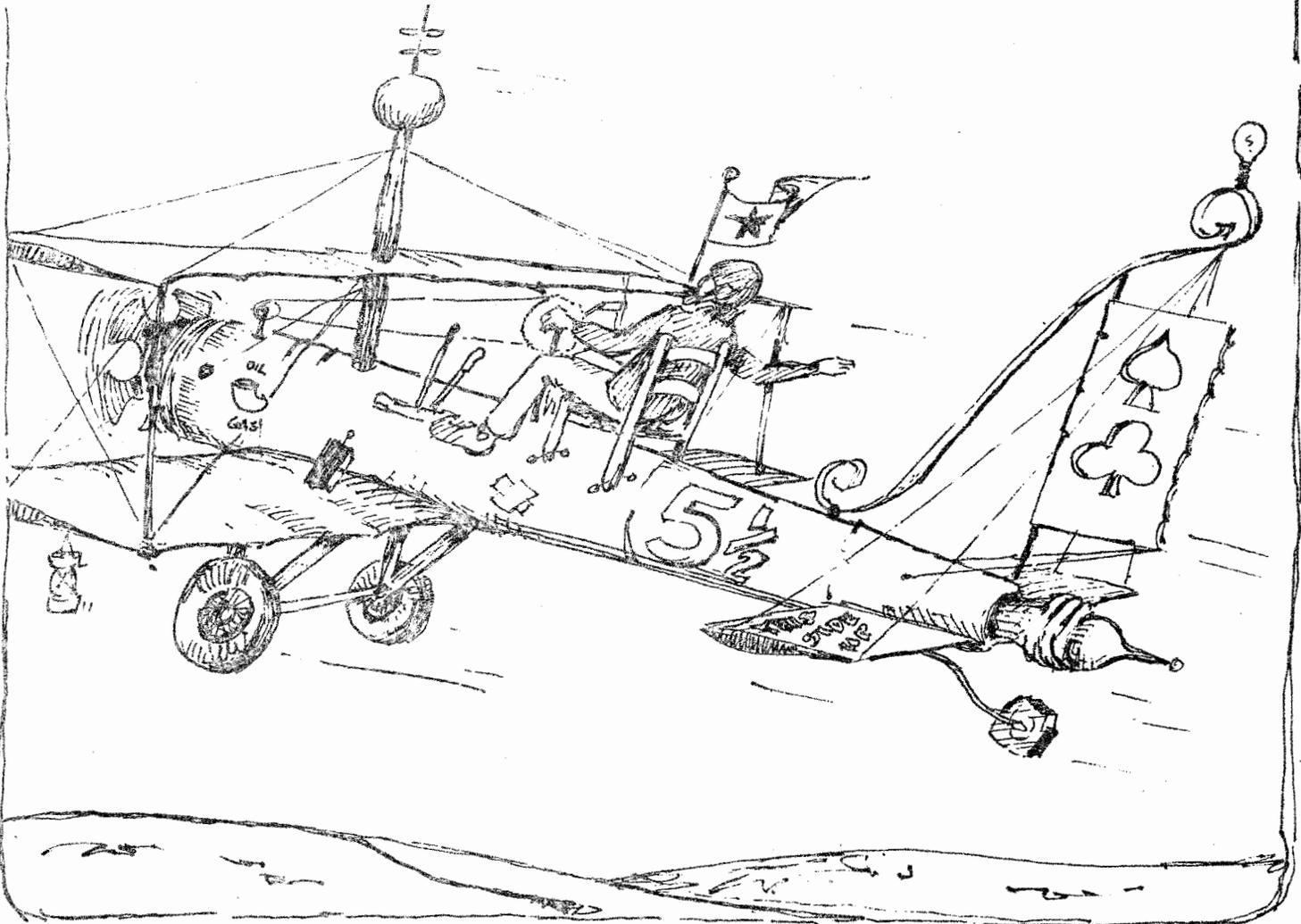


June '77

# HANGAR ECHOES



E. A. A.

CHAPTER 168  
DALLAS, TEXAS

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E.A.A. CHAPTER 168 MEETING PROGRAM - TUESDAY 28 MAY 1977

For The World War I Historical Or Replica Enthusiast.

"Some Straight Facts For Would Be Builders Of W.W. I Replica Fokker D-VII Aircraft"  
This presentation by Dr. Stanley Morel will be illustrated by Slides and may include some rare W.W. I original Combat Films. Dr. Morel, a pilot for many years, is current President of the W.W. I Replica Aircraft Association, longtime member of the E.A.A. and Chapters 34 and 168 activities. Morel is the owner, builder and pilot of one of the most authentic replica Fokker D-VII aircraft now in existence. For some informative reading see Dr. Morel's article: "Some Straight Facts For Would-Be Builders" in the June, 1977 issue of PILOT NEWS MAGAZINE.

For Those Builders Looking Forward To A First Flight

First Flight during the month was made by past President, Ken Gersbach in his SIDEWINDER. Plan on attending to hear Ken's description of his final pre-flight activities which contributed to a most successful initial flight.

For Those Interested In Construction Practices & Techniques

"Solid Riveting In Current Use For Fabrication Of Aircraft Sheet Metal Structures"  
A discussion to remove some of the doubts an Aircraft Custom builder may have concerning his ability to satisfactorily construct an aluminum sheet metal aircraft.  
By Charles Penry.

A REMINDER

BE ON TIME - IT'S SOMETHING WE NEVER HAVE ENOUGH OF  
DURING OUR TWO HOUR MEETINGS

THE JUNE MEETING WILL BE HELD IN THE USUAL PLACE

SKYLINE RECREATION CENTER - TUESDAY, 28 JUNE 1977

AT 07:30 PM. (LBJ TO SKILLMAN, SOUTH TO CHURCH STREET  
EAST TO WHITE ROCK TRAIL DRIVE)

BRING YOUR WIFE AND/OR GUESTS, THEY ARE ALWAYS WELCOME

Charles Penry  
Vice Pres.

FROM THE PREZ:

The Commemorative tour of The Spirit of St. Louis has just gotten underway. Talked to Ron Scott and Tom Poberezny Friday regarding happenings at the first couple of stops. The "Spirit" drew a crowd of about 3,000 at Hartford on a week day stop. The Dallas stop on Monday, the 26th of September should be a real benefit for EAA and particularly the local chapters that will be represented. Only preliminary plans have been worked out - looks like we'll be using the Southwest Aero facility at Love Field. The display of "Spirit" will be strictly static. As a result of this we have an opportunity to get a great deal of exposure for some of our own antique and experimental airplanes.

There are a couple of semi-private hangars available at Addison. Both situations would require a very small airplane or one not yet completed. Give me a call if you would like more details.

See ya'll at the meeting ----

Jim

# H A N G A R E C H O E S

by  
Dick Cavin

June 1977

Addison Airport, June 6, 1977: HWEE! It flew today!

After 6½ years of painstaking work it was all worth it when Mr. Nice Guy, KEN GERSBACH, flew his Sidewinder for the first time.

He flew it in the "cool" of the evening when the temp. had dropped from 100° down to a cool 95° and about a third of the chapter members were on hand to watch.

He was delayed on the takeoff until all traffic had cleared the pattern, but when he finally launched it got out of there like a scalded cat and one and all agreed that it looked very fast in the air. Ken's first approach was a little too fast and so when he went by his pre-selected landing mark and wasn't on the ground he made a go-around. On the second approach a Mooney was #1 ahead of Ken and Ken couldn't pick him up visually until the spacing was too close, so around he went again.

The next time was a charm tho'. He made a nice pattern and approach and slicked it on and a happy guy taxied in for the congrats and champagne.

Ken said he came across the fence about 90-95 and without the speed brake (belly flap) extended the slippery little Sidewinder does a lot of floating.

On later flights he'll be able to nail down approach speeds to eliminate the excessive float, but with 7000 feet of runway a little extra speed on a strange airplane is pretty sensible.

Just prior to last month's meeting I had accidentally made a lift off from a high speed taxi run with it (when a strong gust caught me) and it felt so good that I went ahead and flew it a few seconds. The gear feels very soft on landing, but I did have some nose wheel shimmy develop as it slowed down. That Wittman-type gear (tapered rod) is just about the ultimate gear and makes the pilot look like a pro on every landing.

The Sidewinder uses a piece of brake lining, squeezed between washers on the main nose gear bolt, as a shimmy dampener a quarter turn of the nut cured the shimmy problem.

On the next high speed taxi run to check out the shimmy, at about 60 mph, I sneezed and inadvertently tugged back on the twig and again found myself about 10 feet in the air, but this was a good opportunity to fly it in ground effect. It hangs on and on and it seemed to take a very long time to "wear out" the airspeed, but the stall at touchdown seemed to be very gentle. The high idle rpm of 1000 was a factor here, but the airplane definitely needs a drag device for deceleration.

The airplane has lots of feel and is easily maneuverable. Control sensitivity is quite a bit less than the T-18 or Mustang II, but there is no response lag. It seemed very well rigged and no wing heaviness was noticed at this stage, altho' Ken said he thought it might be just a tad heavy on the right wing in full flite. On a metal airplane it's easily correctable, as you can slightly bend the aileron trailing edges with your fingers and this little bit of "massage" works like a charm.

Takeoff acceleration is super and very impressive. The airplane can be rotated at 40 mph and probably would fly in ground effect at 45-50, but even in a light condition would be on the back side of the power curve of course.

On previous runs I had deliberately drug the SKEG to check the ability of the airplane

to use aerodynamic braking (very high attitude) down to taxi speed. This factor is a measure of the 'power' of the stabilator, as well as the correct fore and aft placement of the main gear. This could be quite important to a trike gear airplane in case of brake failure. I was also interested in how long I could hold the nose up while applying brakes and it did well in this respect. This maximum effort braking will be a vital factor in any short field landing. I have found most factory airplanes rate fair to poor in this department, with the TriPacer rating being "impossible".

Since the Sidewinder has a non-steerable nose wheel like the American "Yankee" we were very interested in finding out what minimum speed of taxi was usable to steer with rudder alone under variant conditions of crosswind, tailwind, etc. We also were trying to determine very low speed response of the rudder to sudden bursts of power. A complete brake failure would be a serious problem on this type of airplane, but of course this is a remote possibility, since most lightplanes have two independent brake systems. With the loss of one brake it probably would be possible to put the ship in a tight circle until speed was dissipated.

Cockpit size is adequate and seems to be very comfortable. One little problem that it shares with the T-18 and Mustang II is a deficiency of room under the tank for a Big-foot to use rudder or brakes without hanging the #12 on the tank once in awhile. Even this is no big deal, as one soon learns to make a bit more room by turning the toes out toward the wing tips.

One item that JOHN FAUNTLEROY, the FAA EMDO inspector, caught on his very thorough inspection was the left stick hitting the radio console at full forward-full right travel. He also found the rudder would touch and bind the stabilator at full left rudder deflection. Don't forget to make a thorough check for interference of any kind on control travel on your project, for this is one area that all inspectors put the microscope on, and rightly so, too.

I'd like to take this opportunity to pass a compliment on the way that Mr. JOHN FAUNTLERON does his job. He is very efficient and thorough on his inspections in accord with his responsibility and at the same time he is the most friendly and pleasant type of hombre you'd ever meet. He is very experienced and knowledgeable on all types from 747's on down and he breaks his back to be accommodating on inspections. I personally know that he has made inspections on Sundays, at night, etc., just to help a homebuilder hard pressed for time. He's a real credit to his profession. When reasonable men do business in a pleasant atmosphere of mutual cooperation, the expressed objective of flight safety is certainly enhanced.

To avoid a last minute problem in the certification of your homebuilt you should check to see that all paperwork requirements are complied with 2 or 3 months in advance. We'll review all this at a future chapter meeting and perhaps we can get Mr. Fauntleroy to come down and have a Q & A session with us on these points.

Another area we should cover is the weighing procedure and computation of C.G. This is essential on any new airplane and it should be reviewed from time to time in the daily operation of the airplane in case equipment is added or location changed, etc..

Recently a homebuilder, with a slightly tail heavy airplane, moved the 30# battery forward by a whopping 41 inches and the resulting shift of 1230 inch/pounds made the airplane so nose heavy that the flare capability was so reduced that it was just barely possible to wheel land it under control!

A good many of us have visited Ken's project at his home, but in the cramped confines of the garage it was hard to visualize the completed airplane's contours. After it was set up in the hangar, with tip tanks installed it got many a compliment passed on its looks. The windshield/canopy combination really catches the eye. The windshield lays back at quite a flat angle and flows right into the cutdown T-18 canopy. The

instrument panel is superb and very rich looking with the wood grain finish and blends beautifully with the excellent upholstery, which looks like fine leather.

We've all had a ball working out at our hangar these balmy spring evenings the past few weeks. FRANCIS RICHARDSON and I have been hard at it on my T-18 while KEN GERBOX" and family have put in a couple or 3 hrs. on the Sideslipper each evening, with BOB GEREN working on the #2 Howard project. Quite a few chapter members have come by to enjoy the proceedings and everyone has thoroughly enjoyed it all.

JIM SWICK's scales were borrowed for the weighing and C.G. computation. Ken's nose wheel wt. came out around 200 lbs. (no fuel). Not bad with a 150 hp engine of about 209 lbs. just above it. The other wheel wts. were 358 lbs. and 368 lbs. for a total empty wt. of 936 lbs. That compares very favorably with empty wts. for T-18s and Mustang IIs of like H.P. and especially so since the Sidewinder uses a steel tube fuselage structure under the metal skin.

By the time this is printed ol' BOB GEREN will have made his last trip as an airline captain, racking up 36 years with Braniff. He's been #1 on the pilot's seniority list for a year now which entitled him to get his first choice of the 747 patterns of Honolulu trips. You'd never guess what he's really excited about, tho! He just made his first foray into sheet metal work and is so delighted with the results that he just stands back and admires his handiwork and smiles. He has put a metal cabin top on the #2 Howard, using Matched Hole Tooling, and now he is considering metallizing the entire fuselage - but only if the true fuselage lines can be accurately retained. Congratulations, Bob, on a fine air line career and best wishes for lots of happy days in the hangar in the years ahead.

At the last meeting one of the newer members buttonholed me and said, "Where and who are you writing about when you talk about "we" and "our hangar"? Well, "we" is BOB GEREN, ELMER ORNDORFF, AND W.C. "DUB" EWING, and myself, and the subject hangar is one we bought, over on the southwest corner of Addison Airport, some 7 years ago. "Dub" is a DC-10 pilot for Continental and after Bob retires he'll be the only one of us having to slave over hot thunderstorms for a living, and he only has 8 months.

In a short time Dub will be bringing his 2/3 scale P-51 fuselage out to the hangar so there will be room in his garage workshop to build the wing, which will be a one piece monster around 26 ft. long. His fuselage is almost complete now, with the tail group, fairings, retractable tail wheel, belly scoop, canopy and windshield installed and I am not exaggerating if I call it a work of art. It is also painted with real battlefield camouflage paint left over from WW II. He's building the Sturgeon Air Ltd. (S.A.L.) version from their plans and he praises their plans highly as very complete and accurate and after taking a peek at them I agree. There are numerous ablique views that are a great help to the builder in visualizing various assemblies.

There is also another scale P-51 being built over in Colleyville by JIM DE VASHER (a former 168 member until he moved.) KEN GERSBACH has seen it recently and says it too, looks great and is about the same stage of construction as Dub's. Jim also has some of his wing parts made, so perhaps a year from now there will be 2 showpiece P-51s scooting around our area.

Here's a little tip from Dub: If you want to paint screw or small bolt heads to match surrounding paint, stick them in the edge of corrugated cardboard to hold them for spraying. This also keeps threads from getting jammed up with paint. Simple, eh?

Here's another: I was sliding the outer wing of the T-18 into the fitting receptacle of the center wing and it fit so tight that it was almost a drive fit. Ken got his tube of "Moly" grease out and applied it to the gittings and bolts and they slid in there like they were on ball bearings. Actually they are, as the molybdenum disulfide particles are actually microscopic ball bearings and when mixed in a grease carrier

are ideal for assembling tight fitting parts.

BI pilot, WADE MUMAW, has a hangar down the line from us and is a frequent visitor to ours. He has owned an immaculate early model Bonanza for years and intends to keep it after he retires (a year from now). He also is planning a HIPERBIPE in his future. A lot of people are doing the same, for it truly is a fantastic airplane. It's a very fast cross country airplane, is super comfortable inside a big cabin, is a terrific aerobatic airplane, and it is a STOL performer, using full span flaperons (droopable ailerons) on both upper and lower wings. It's also a good looking airplane.

The first prototype was sold to a Tacoma lawyer and in spite of the Two 20 gallon tanks that sit side by side he managed to run out of gas and batter the airplane up beyond repair and do almost the same to himself. The Pacific Northwest is a most inhospitable place for forced landings what with the densely timbered hills and infrequent tiny pastures covering most of the landscape. In spite of all this the lawyer ordered another HIPERBIPE from his hospital bed!

The design is based on the 180 hp Lyc engine and the Hartzell constant speed prop (which has the external counter weights that make it safe to use for aerobatics of high G's), and this fact alone takes it out of the "cheapie" class, if there really is such a thing anymore.

This should be the year that the KR-1 and 2s and the Sonnerai I and IIs show up in some numbers. Possibly there will be some of the PL-4s showing up this year, too, along with a healthy number of VP-1s and perhaps a sprinkling of other VW powered types. I'm a little puzzled at an apparent lack of interest in MOLT TAYLOR's Mini-Imp. It looks like a fine design to me and looks like it would go together pretty easily, but perhaps the design is a bit too radical a departure from the norm.

Powered hang gliders, like JOHN MOODY's "Easy Riser" and the Birdmann II come out about \$2000 in kit form and are fierce noise producers and since they are so slow the noise is there with you for a long time and it can get pretty irritating I've noticed. Perhaps AL BACKSTROM can solve this problem on his new tailless powered glider. His present snowmobile engine powered tailless bird isn't too oisy, so maybe there's hope.

Incidentally, John Moody has a funny story in the April issue of "Hang Gliding". It's all about his unplanned loops at Oshkosh and is titled "Inverted. Now what do I do?" The magazine's content shows a certain degree of maturity creeping into hang gliding, with instruction being given via CB radio, new variometers and airspeed indicators appearing, and some gliders beginning to look more like airplanes. As long as hang gliders are nap of the earth vehicles there won't be too many problems arise, but if they get ideas about higher altitudes there are bound to be some pretty serious problems that will arise. One thing in the magazine amused me. They have a classified type column of stolen hang gliders and there were quite a few listed. Wonder what this indicates about hang glider people, other than a certain per cent of them are thieves?

TOM JACKSON had a little hard luck with his new Cessna 140, as one of his employees managed to break the prop pulling it thru the door. He's located a prop at Bobby Osburn's, so he'll be in the air soon. He's still making goo-goo eyes at the T-18 and admits that it's only a question of time till he starts one.

Perhaps you didn't know that Channel 7 newscaster, CHIP MOODY is a private pilot and a very enthusiastic one, too. He recently did an excellent report of his aerobatic rides with ART SCHOLL and the Blue Angels. Maybe we ought to acquaint him with fun aviation in a Starduster, Skybolt, T-18, Mustang II, etc.

I recently went by Tony Magnino's house to see his VP-1 project and while his fuselage and tail group woodwork was excellent, I noticed some design deficiencies that are

worth repeating for the benefit of some of our newer wood airplane builders. Several places on the VP-1 fuselage and tail group wood members are joined via gluing to plywood end grain and this is a no-no. Eng grain gluing is not satisfactory. Triangular glue blocks alongside the plywood are usually used to make a proper wood joint. You might review this area if you are building a Termite T bone type, as a West Coast friend of mine called his wood airplane.

Don't forget drain holes anyplace that water can collect. This applies to metal airplanes, too, if parts fit so tightly that they restrict drainage. Maintenance people always eagle-eye such areas for rust, corrosion, or rot, when they do annuals and other inspections. When we built the 6 Starduster fuselages every single tube joint had a drilled hole, so that all tubes were open to the adjacent one. This not only makes for better welding, but also enabled us to pump hot linseed oil over every square centimeter of the inside of all tubing. It was then drained and plugged. That's a pretty good way to find cracks or voids in the weld joints, too.

"BARON" VON GABBERT's FOKKER D\_VII fuselage is now very close to being ready for cover and will leave JOE CRAGIN's RITEWAY AIRMOTIVE soon and go back to his hangar. Joe and his crew really did themselves proud on Gordon's engine installation. Gordon says the Goodrich people have put out a "contract" on the Goodyear blimp and when they saw his Fokker's machine guns they signed him up!

TINER LAPSLEY the Safety Specialist for the Friendlies, has just bought a 125 hp. Lyc. O-290 for his 'clipped wing T-craft. His all-metal wing design is pretty close to complete and so he's planning on beginning his metal cutting this month.

JOHN CROOK is ready to push the GO button on the Scamp project. I visited a long time friend of mine in Seattle, JOHN FOY, last year, just as he was winding up his Scamp. He flew it a little later and he thinks it flies very well and that it is quite easy to build. His is all pop-riveted, which certainly speeds up the building. John is a Northwest Cappy and built a T-18 (now in the museum) a few years back, when he lived in St. Paul.

HAP BUCE just got a lift in spirits when he put the wing on his Stevens Akro fuselage the other day. It took 6 or 8 of us to lift that 'big' 1 piece wing up into its cradle.. Hap owns the big hangar on the northeast corner of our taxiway complex, just across from Charlie Lamb's hangar, where a Super Akro is beginning to look like it might fly in a few months, too.

Did you know that Chapter 168 has 3 active PDQ-2 projects taking shape? I talked to BARRY EDEN the other day and he's about to order the entire materials kit from WAYNE ISON, the designer. JOHN DADGA is well along on his project and RED THORMAN's version, with the all-metal wing, is also in the home stretch. The PDQ-2 first flew with a snowmobile engine several years ago, but the later versions use a VW engine. Performance is about like the Cessna 150. It should be a ball to fly these hot weather months. The "open air" feature should make it might appealing for low level sightseeing. We'll try to get some pictures on these projects next month.

We'd like to get some good black and white photos of your project for inclusion in future issues. They should be sharp, well contrasted against neutral backgrounds (no polaroids preferably). Now please don't be a Bashful Bob and make us nag you for pictures. You oughta have 'em for your scrapbook anyway.

Please make it a point to sign the roster each meeting. Please write or print legibly especially your phone number. We need to have listings on all types of airplanes and in all stages of construction if we are to maintain the proper variety in our newsletter.

Talked to the DAN DUDASH household the other day and Dan's T-18 will fly the first week in July. Too late for ASH, but how about Kerrville, Dan? Dan was, and still is

a Chapter 168 member, who now lives in North Hollywood, Calif. He used to have a very special Tilwind when he lived here, but sold it when he moved and started his T-18.

STEVE DELL'ANDREA, who bought HUGH GRAMMER's T-18, has really been enjoying flying it but he reluctantly put it on the ground for a couple of weeks to do the horizontal tail mod. This will let him use the 238 mph red line airspeed for T-18s with the so-called "new" tail. He's been holding it back to the old red line of 180, since Hugh had never done the mod. All T-18s built in the last 5 or 6 years have the new tail. Steve's work has been superb on what he's done so far. He's really looking forward to some weekend buss-ins with the other T-18s in the area. (Me, too.)

The Four Musketeer T-18 builders out at Airpark, MACK COBB, CLARDY, BOB ROPER, and DAVID WILSON are beginning to have a temporary surplus of cleco's, now that they have rivets in the holes that the clecos formerly occupied. Want to hear who has been helping them rivet? DON STOVALL, that's who. Now that's what I call a real EAA'er! A Mustang II builder working on a T-18 is about like the president of General Motors driving to work in a Ford. Anyway the boys are grateful to ol' Don for his riveting expertise, as demonstrated on his super-slick Mustang.

Speak of Mustangs, one of the original Mustang II builders in Chapter 168 was LARRY FUTCH. Larry had to give up the Mustang project and drop out of EAA activities for awhile, but he's now back with us as a new member and he's now has a BD-4 half-way down the line. Welcome back, Larry!

Also, another old timer and former chapter secretary, JOE LINEX, was on deck at our last meeting and glad to see some of the old familiar faces. Joe built a Fly Baby (up to the covering point) when he, too, had to give it up.

We've been seeing a white BD-4 at Addison the past few evenings and we were curious about whose it was, etc. Today, up at the Denton Fly-in I found out that chapter member BILL STOKES was the proud new owner. Bill said it had been built by JOHN PERRY, of Sioux Falls, S.D., a Staggerwing owner. It was built for his wife and only had a few hours on it when Bill bought it. It has a 180 hp. engine in it and a fixed pitch prop. We'll be looking forward to seeing Bill's new BD-4 at out fly-ins. His will make the 2nd flying BD-4 in chapter 168, along with GEORGE BARTON's.

JIM YOUNG's Fly Baby and KEN GERSBACH's Sidewinder, our two newest projects to be airborne, made their maiden fly-in debut at Denton, along with CHARLES GRANT's Starduster I, GUY JOE SMITH's Starduster Too, JACK WINTHROP's UPF-7 Waco, and CLARDY's T-18. It was another good antique fly-in. The Beech Staggerwing group had just had their annual fly-in at Wichita, with 41 present, and 17 of those beauties came on down to Denton. I finally got to see BI pilot, RAY KEASLER's Starduster I and it is truly a beauty. It has a superb paint scheme on it and the finish is excellent. Also JERRY ELLIOTT's pretty little Mustang II was there, looking very saucy in its new paint. It was flown there by ol' HUGH GRAMMER.

PARKER MILLER and JOHN HARDY from Houston were ther in Parker's T-18. (John's T-18 is ready to fly and it was started by DALE WINBURN, a former chapter 168 member.) I flew Parker's T-18 back from Denton and then once around the patch for good measure. What a delight it is to fly! It's very fast. Around the pattern I let it boil and it was indicating 185 mph and still accelerating on downwind when I cut the power. It was power off from that point, crossing the numbers at 80 mph.

AL BACKSTROM's powered Plank (tailless) also made its fly-in debut at Denton, showing interesting performance on its Kickhafer snowmobile engine, which incidentally was very quiet, surprisingly.

BILL KEARNS is becoming the engine change specialist around Addison. I've had a 150 hp Lyc. engine, with zero time since chrome major, sitting idle for 2 years, so he

and BOB GEREN talked me into installing it in the T-18 and putting the 135 hp. converted GPU engine in the RV-1, so out came the O-290. The time factor (to ASH) for prop and spinner replacement made the swap wrong for now so the O-290 went back in the T-18. The O-290 in the RV-1 was the next to come out and now the 150 is in the RV-1 and we'll use it as a run-in test bed before again swapping engines after OSH.

I got to fly Bill's Cessna Skymaster the other day and was very impressed with it. I'd never flown a push-pull twin before and i'm surprised that Cessna hasn't sold more of them. It flies very well on one engine, just about like a normal Skylane would. I have a very low opinion of most of the light twins and their truly lousy performance on single engine, further degraded by control problems of yaw toward the dead engine. Every time power is changed the directional trim changes right along with it. Further they'd better do it right the first time on landing, for with gear and flaps out there's no go-around capability below 3 to 4 hundred feet. It's committed, as an average.

Last month our newsletter was typed by PEGGY YOUNG, since BOB and BETTY CLARK were vacationing in Colorado, and we thank her for filling in on such short notice.

After Bob got back from Colorado, he'd decided to take up a new hobby - kydiving. He's since given it up, as he broke ribs on his first attempt. His first dive was from the attic, thru the sheetrock ceiling, into the kitchen, a definitely non-standard training maneuver. (If you laugh, Bob, it'll make those rigs hurt).

Wanta know why so manu things have skyrocketed in price? It's a thing called product liability and at the rate it's going it will ruin this country financially. Here's an example: the Marvel Carburetor people have 20 full time lawyers on their staff (at an estimated  $3/4$  million per year) who do nothing but try to fight suits for liability against the company. Figure out how much their salaries and liability insurance adds to the price of a carb that used to sell for \$75.00. Just try to buy one for less than \$400 now. It all boils down to greedy, unscrupulous lawyers and greedy, unscrupulous clients making wild claims of damage before equally unprincipled juries with a "hate" on for large companies. Pardon my soap box venom against lawyers, but I'm alarmed about it. Look what they've already done to medical costs, if you find my statement hard to believe.

We have some most interesting and talented people in our chapter. One of these is LOU NIXON, a former Air Force pilot who has flown about everything in the A.F. stable. He calls himself an "ace in reverse", as he was shot down 5 times and had one confirmed victory along with some probables. He is a Congressional Medal of Honor recipient (of which only 5 were awarded in Korea and 4 of the 5 were post-humously awarded.) Lou has been visiting some of our hangar work sessions lately and is interested in homebuilts and sailplanes.

There might be an auto engine in your aviation future. Beech and Cessna are very, very interested and actively pursuing research in this field, according to JOHN CAMDEN, a VP for GESCHWENDER AEROMOTIVE of Lincoln, Neb.,. Space doesn't permit a full report this month but next month I'll do a full report. The high cost of aircraft engines and increasing doubt of their ability to meet new noise emission standards.

Our Varieze reporter, BARTIE COYLE, came by to give me an update on the Varieze picture. He told me of a German Varieze that flew at the Paris airshow and that at last the report of 7 were flying. One of these is the turbo-Honda powered one built by JERRY KIBLER in Calif.. Another is powered by a stripped down Lyc. O-235 (108 hp.)

The Varieze newsletter is one of the very best. Not only are new modifications detailed, but are also fully explained. The importance of correct C.G. computation is pointed out in the latest one, along with the importance of careful weight control.

Many no-nos are pointed out, too, like the finishing nuts that add incredible amounts of BONDO (12#per gal) etc. They also detail much of their testing in a frank and open way, even when the results might put them in a poor light. Electrical, brake, fuel, and exhaust systems are thoroughly discussed and illustrated if necessary. For example it is pointed out that the correct way to bleed brakes is from the wheel cylinder uphill to the brake pedal cyl.. Well known for years by maintenance people, but many new builders wouldn't be aware of it.

Locally, Bartie is just finishing up "skinning" his wings and will start the fuselage work shortly. He also will build and install the winglet rudders soon. Bartie now has all components on hand including canopy, engine, spinner, landing gear, etc..

BEN DUARTE expects to go to the airport with his this month and of course will have a week or so of last minute little jobs to wind up when he gets there. Ben also needs another Security (light weight) chute for his passenger seat, so if anyone has any ideas on the subject give me (or Ben) a call.

DR. FAIRCHILD really put on an excellent program at our last meeting. He should have some valuable data to pass on by the time his Varienze is complete and perhaps we can get him to put on a re-run. Our P.A. system wasn't working properly and I heard several people complain that they couldn't hear in the back. Also, let's hold off on those little whispered 2-man bull sessions while the program is in progress. It's distracting to the speaker or to those trying to hear, so let's not forget our manners, hey?

DR. LARSON is up to his ears in building a building, so his Varienze will have to wait a bit, but he's been observing and helping Bartie and Ben occasionally on weekends. That's an excellent way to get one's feet wet without getting in over one's head, regardless of what type of construction is involved.

This coming Sunday, June 26, there will be an Air Show at Airpark. There will be antiques (airplanes, too) on display, homebuilts, and a gaggle of local aerobats flinging themselves and their flying machines around in all sorts of wild gyrations, so pack up the kids and a picnic kit and come enjoy the proceedings.

I'm sure most of you didn't know that JIM PATTERSON was building a "Barracuda". I didn't either until last meeting. Just today I went by his home in University Park to view the project and take some pictures. It all comes out to such a great story that I'm going to save it until next month to give it the coverage it deserves.

Now I'd like to call attention to the fact that the Barracuda is an all-wood airplane and that your newsletter can be something different than T-18 news if youse guys will get off dead center.

Did you know that our vice-pres., CHARLES PENRY, recently was selected as the "Mechanic of the Year" by his peers in the Society for Aircraft Maintenance Technology? Quite an honor and we're proud of you, Charley.

Finally, You'll be hearing about a new exec jet. Probably a lot about it. It's the all new FOXJET ST-600, built by Tony Team Industries of Minneapolis. Will be half the size of the Learjet, seat 4 or 5, and operate for .09¢ per mi! Oh, yes, wait until you see the tri-motor DC-3 conversion by Jack Conroy, father of the Pregnant Guppy, etc.. It will have 3 turboprop engines, will cruise on 2, have a 3000 mile range, and carry a big load. Still about 3000 flying DC-3s. Both airplanes should make their mark. Also watch for Cessna's new retractable gear 182 Skylane.

See 'ya.

DICK

ROSTER CHANGES AND ADDITIONS

June 1977

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 Plano, Texas 75023  
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 Taylor Monoplane

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 Richardson, Texas 75081  
 235-0417  
 KR-2

DOWNS II, H. EDWARD (ED)  
 6031 Village Glen #4162  
 Dallas, Texas 75206  
 691-9309  
 KR-2

FUTCH, LAWRENCE (RUBY)  
 2200 Anita Dr.  
 Mesquite, Texas 75149  
 285-4496  
 BD-4

HENSON, KEITH (DOROTHY)  
 9586 Spring Branch  
 Dallas, Texas 75238  
 348-4588

HORN, WILLIAM K. (DORIS)  
 7038 Northaven Road  
 Dallas, Texas 75230  
 368-6097  
 Waco CG4A Glider, Schweitzer, Taylorcraft

HYDE, GLEN (CANDACE)  
 1420 Belew  
 Irving, Texas 75061  
 438-4765  
 Varieze

MCCLAIN, T.O.  
 Rt. 4, Box 262  
 Denton, Texas 76201  
 497-3433

MCCULLOCH, THOMAS E.  
 14827 Marsh Lane  
 Dallas, Texas 75234  
 247-3905  
 Cessna 182, Rajay Turbocharge

PENRY, CHARLES W. (MARY)  
 4238 S. Cresthaven Rd.  
 Dallas, Texas 75209  
 352-9955  
 PUF0 I

PRITCHETT, WILLIAM  
 2820 Century St.  
 Dallas, Texas 75220  
 358-3671

PRUETT, LARRY (DARLENE)  
 535 Greenleaf  
 Richardson, Texas 75080  
 238-8743  
 Cherokee 140

PYRON, CHESTER M. (PEGGY)  
 419 Valley Glen Place  
 Richardson, Texas 75080  
 234-1658  
 F4B4

SERKLAND, DICK (CHRIS)  
 Rt. 5, Box 256A  
 McKinney, Texas 75069  
 736-3491  
 Pitts

ADDRESS CHANGES

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