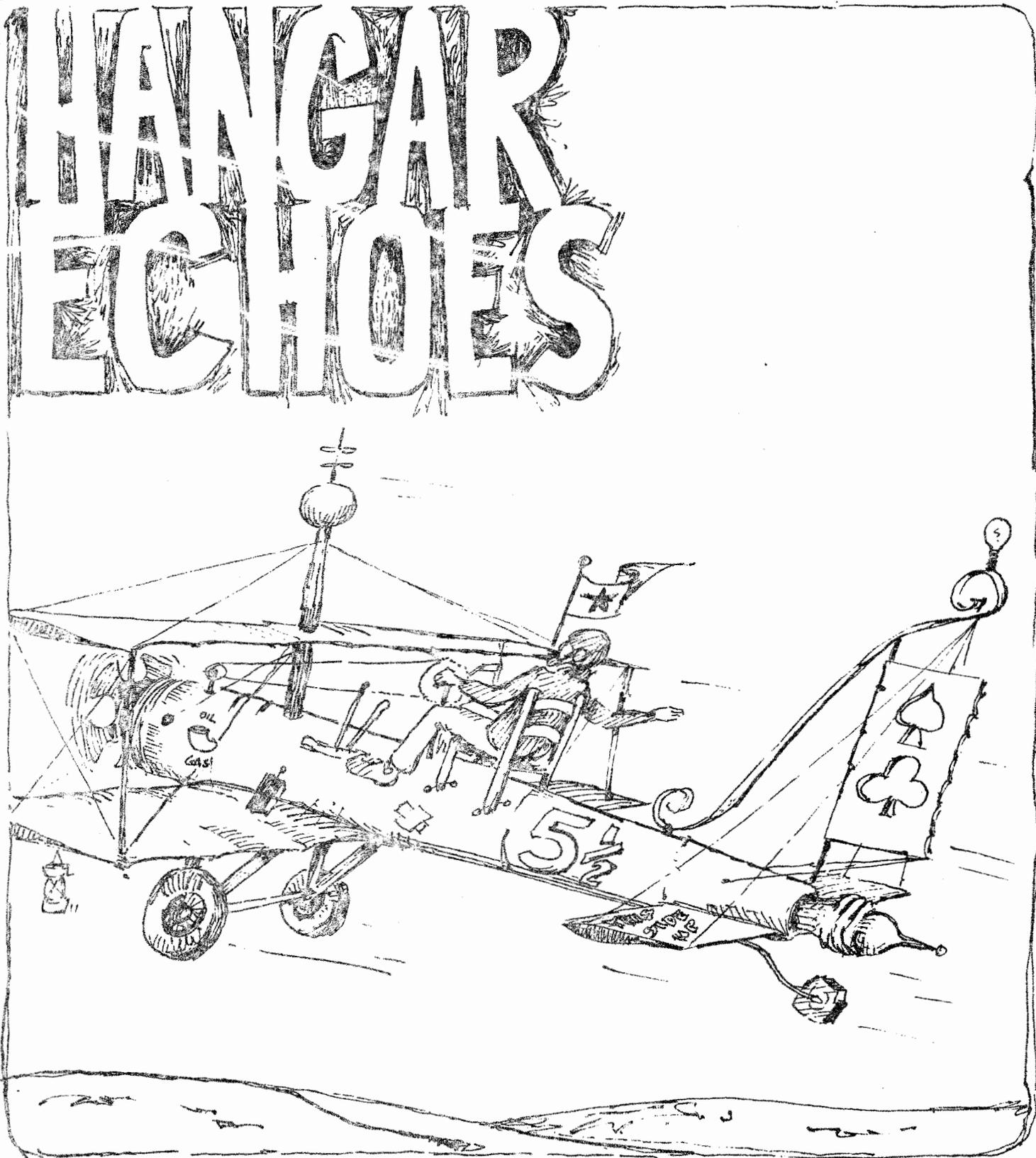


Oct '77



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E.A.A. CHAPTER 168 MEETING PROGRAM - 25 OCTOBER 1977

PLACE: AIRPARK AIRPORT RECREATION BUILDING LOCATED ON THE NORTH WEST CORNER OF THE AIRPORT. AIRPARK IS LOCATED ON HIGHWAY I-544 ACROSS FROM THE WILLOW BEND POLO & HUNT CLUB. AIRPARK IS 2.5 MILES WEST OF PRESTON ROAD (HIGHWAY 289).

TIME: 07:30 PM

PROGRAM: THIS WILL BE OUR ANNUAL SOCIAL/ENTERTAINMENT MEETING.

BE ON TIME FOR THE ATTITUDE/ALTITUDE ADJUSTMENT REFRESHMENTS WHICH WILL BE AVAILABLE TO YOU AND ALL GUESTS.

FOR SOME GOOD BUYS FOR YOUR PROJECT, THERE WILL BE A GARAGE SALE/AUCTION OF SHOP TOOLS AND AIRCRAFT MATERIAL FROM THE WORKSHOP OF KEN GERSBACH. THE SALE TEAM APPRAISER, CASHIER AND AUCTIONEER WILL BE DON STOVALL, OWEN BRUCE & PETE OHLSON.

FOR ENTERTAINMENT CHAPTER MEMBER, BILL HORNE, HISTORIAN FOR THE WORLD WAR II GLIDER PILOTS ASSOCIATION WILL PRESENT A DISCUSSION PERTAINING TO WWII COMBAT GLIDERS AND TRAINING OF COMBAT GLIDER PILOTS. HIS PRESENTATION WILL INCLUDE AN EXCELLENT FILM ON THE SUBJECT.

BRING YOUR WIFE AND GUESTS, THEY ARE ALWAYS WELCOME

NEWS ITEM

AUTOGAS FOR AIRCRAFT. Still a subject of interest to the operators of Custom Built aircraft. NASA has two requests for bids on research projects on the subject. One to see if auto gas is a suitable alternate for AVGAS. The second is to investigate autogas vapor lock and vapor pressure characteristics. Perhaps we may see a favorable decision for the use of autogas in piston engined aircraft in our life span.

Charles Penry

A DAY REVISITED

WE -- On 26 September 1927 an Aviation oriented Team flew into the World War I Dallas Airport named Love Field. The Team called WE was Lindbergh's name choice for himself and his Spirit of St Louis, Ryan built Aircraft. Love Field during the year was transitioned from the Military to a City owned facility, barely missing a proposed industrial complex concept. When purchased by the city, the small landing area was covered with a turf of Johnson Grass. Its main asset was the wooden Hangar Row along the north boundary now called Shorecrest Drive. With progressive development in its destiny, Love Field received valuable demolition help resulting from periodic total destructive hangar row fires. The airport as it is configured today resulted from rapid modernization just prior to and during World War II. Continued improvements mandated by post war General Aviation and Airline activity resulted in Love Field becoming one of the busiest in the World.

WE -- Today, 26 September 1977, still exists as a much larger Team. Its leader, Charles Lindbergh has passed on to higher altitudes. His Spirit is still here as a Replica. Initial preparations for the Replica visit by Chapter 168 President, Jim Young, often resulted in frustrating periods created by lack of interest or knowledge of the importance to the local aviation community. As soon as it was noted that the visit was being scheduled during the fiftieth anniversary year of Love Field municipal operations, the North Dallas Chamber of Commerce joined the E.A.A. Chapter team in a co-operative effort. A few but not all of the Chamber's contributions in outstanding organizational activities were those in public relations, media coverage, assurance of ramp and hangar space and the securing of the Rotunda area for the celebration luncheon. Their Team, a group of volunteer professionals, was captained by Dick Williamson with associates: Rose, Harting, Rogerson, Megredy, Stanford, Breedlove, Linskie, Svoda, Hayden, Haddaway and many others resulted in excellent newspaper, radio and TV airborne/on the spot coverage. Their luncheon attended by over four hundred past and present aviation enthusiasts was a fitting climax for the 50th anniversary Love Field Celebration. Emphasizing the importance of the Replica Revisit, Dallas Mayor Folsom issued an Official Proclamation designating 26-27 September 1977 as Charles Lindbergh Days. The Chapter's WE Team effort, finalized during the last few days prior to static display date was considered by the Tour's pilots - Jobst, Chase and Hillard, as one of the best. The Spirit of St Louis Replica and the Stinson support aircraft display was handled in a well organized manner with continuous crew commentary continuing until after dark. Future E.A.A. members were well represented by over one hundred bus loads of local area students. The active and old time enthusiasts attended with vivid memories of past experiences. The Chapter Flight Line Display was represented by Bob Geren & his Howard which furnished Feeder Line transportation for Charlie Hillard from Love Field to Meacham Field. Also the Guy Joe Smith Starduster TOO, Jim Rushing & his Mustang II, a Stearman Biplane flown by 17 year old Mark Minor and a Ryan PT-23 Trainer flown by Billy Rogers. Our Lindbergh Tour Merchandise Sales crew was co-ordinated by Don Stovall together with Peggy Young, Peggy Way & Peggy Cutler. Also member Judy Cobb & her group of 99 members: Sue Andrews, Ramona Upfield, Doris Waller, Dorothy Warren, Jackie Kirby & Ava Tune. The efforts of this team made the day a financial success. Also involved in the day's activities were: Jim Young, Charles Penry, Dick, Jerry, & Tom Johnson, Bob Clark, Bob Cutler, Jim Rushing, John Reeves, Marvin Bratt, Clarence Way, Also: Elmer Orndorff, Tom Anderson, Merv & Sharon Seeton, Andy Jones, John Russell, Bill Parker, Frank Wheeler, Bob Geren & Bob Roper. If as an individual or organization your participation has not been recognized, take pride of satisfaction in a job well done. Your efforts were most appreciated. It was a fine display of the togetherness Chapter 168 has cultivated. To kick off the second day of the Replica visit, Jim Young was given a ride in the Spirit by Verne Jobst. It will be a flight which Jim will never forget. We were also privileged to hear a brief talk by Charlie Hillard as a climax of the regular monthly Chapter meeting during the evening. Wednesday morning concluded the stay of the Replica with it being launched at 08:15 AM in the direction of its next tour stop, Oklahoma City. Again, thanks for the WE Chapter 168 Team effort.

Charles Penry

OFFICE OF THE MAYOR/CITY OF DALLAS



Proclamation

WHEREAS, every generation of Americans should recall with the pride and appreciation the contributions made by early aviators to the advancement of our aviation industry; and

WHEREAS, Charles Lindbergh will stand through all our Nations history, as one aviation pioneer, who thoroughly captured the imagination and gave us the will to become the World's foremost aviation power; and

WHEREAS, Charles Lindbergh, flying his heralded "Spirit of St. Louis" aircraft, completed his history-making solo flight across the Atlantic Ocean in May of 1927 and later made a triumphal tour of the United States which brought him to Dallas Love Field on September 26-27, 1927; and

WHEREAS, in commemoration of Charles Lindbergh's historic visit to Dallas and dedication of Love Field as a public airport, the Experimental Aircraft Association, in cooperation with agencies, has sponsored a reenactment of "Lucky Lindys" visit to Dallas; and

WHEREAS, the City of Dallas wishes to express its gratitude to the sponsors of this special program for reviving for us the memory of Charles Lindbergh and the symbol of perservance, intelligence, and the will to succeed that he so boldly represented for every generation of Americans to come,

Now, Therefore, I, Robert S. Folsom, Mayor of the City of Dallas, do hereby proclaim September 26-27, 1977, as

CHARLES LINDBERGH DAYS IN
DALLAS

Handwritten signature of Robert S. Folsom.

Mayor, The City of Dallas

- HANGAR ENDS -

October 1977



SPIRIT OF ST. LOUIS BIRTH AT LAKE VIEW 25 SEPTEMBER 1977 CELEBRATION
STINSON CHASE PLANE IN BACKGROUND Bob Clark Photo



KEVIN THURMAN, AIR FORCE & HIS EDWARD EXHIBITION AT LAKE VIEW
KIRKWOOD 25 SEPTEMBER 1977 Bob Clark Photo

by
Dick Cavin

Our Fly-in Chairman, DON STOVALL' asked me to announce that there will be a fly-in at the Kitty Hawk on Sunday, October 23! That's just two days before our Oct. meeting, so crank up and get out there for Chapter 168's last-of-the-season fly-in. It'll start around noon and last until dark time, so bring a picnic lunch and all the kids and come have fun. There'll be cokes and cakes out there if you get thirsty, too. Drag your old lawn chairs, blankets, hammocks, etc. along also.

"Ace" Stovall revealed a fiendishly clever plan to be the first man to fly around the world - non-stop - and he promises to give a practice demonstration of this ingenious plan at the fly-in. He's sworn me to secrecy until the fly-in, because he's afraid that if it gets in our newsletter that the world will know all about it within a week's time. He's probably right! Asked why he wanted to undertake such a mind-boggling flight he mysteriously replied, "Well, I always wanted people to call me "Famous", and flying back from the Kerrville Fly-in the idea came to me". He will demonstrate his brainchild while flying a 30 year Aeronca Chief. Once you see how he's gonna do it I think you will have to agree that he will have at least a fair chance of being called "Famous".

Another feature attraction that may be there will be the world's smallest aerobatic biplane, the "Yellow Hornet". That is, it will be there if the pilot can get off work. He's just been transferred here and is called "Dizzy". I heard his airplane snaps so fast that he just naturally got that nickname. Anyway we hope he'll be there.

Come out and see some of the area homebuilts, antiques, and aerobatic airplanes. If you haven't been to Kitty Hawk before, just go North up Hi-way 75. You'll pass Plano, then Allen, and then you';; come to Stacy Road. Turn West, go 1.1 miles and you're there. OK? Don't forget now.

KITTY HAWK FLY-IN

SUNDAY

Oct. 23rd

There always seems to be some congusion as to which Tuesday our regular meetings are held on. It's always the 4th Tuesday of the month unless otherwise announced. This month's meeting will not - repeat not - be hold at the regular place. It will be held in the Clubhouse at Airpark (on the regular day at the regular time.)

OOU RAINONE enthusiastically brought a couple of visitors with him to last month's meeting. Only trouble was that he was a week early! Said he had to buy dinner for his buddies, too. Lou is now a dealer for "Featherfill", that very popular light weight filler that the sailplanes bcys developed to get super slick wings and laminar flow.

I heard numerous comments praising the talk that FAA inspector, Alan King, gave at our last meeting. I, Too, thought it was excellently done. In case you missed our last meeting, Alan's talk clarified the different functions of the EMDO (Engineering and Manufacturing District Office) and GADO (General Aviation District Office) inspectors.

Here's a thumbnail summary: The homebuilder calls in only the EMDO inspector until the airplane flies for the first time. After that there's no more dealing with EMDO. From that point on you'll be doing business with the GADO inspector. The homebuilt airplane must be re-licensed at least every 12 months (or less at your option) and in the event that you hadn't flown off your required hours (as specified by the EMDO inspector) in the preceding 12 months, the GADO inspector would reassign hours to be flown and also redesignate a test area.

Also, if you have made major structural alterations or installed a different power plant in the preceding 12 months, then the GADO inspector might require additional hours to be flown in a test area if his judgement indicated the advisability of further demonstration of airworthiness.

Everything clear now? If not, give the local GADO office a call. Ask to speak to one of the Maintenance inspectors. Our local office is at Love Field and is on the ground floor of the old Braniff terminal wing.

There are 2 of the EMDO offices in our area. The main one is at Ft. Worth (near Meacham Field) and the other at Greenville (on Majors Field). The EMDO offices primarily serve the manufacturing concern (i.e. LTV, Bell, etc.). Since we are "manufacturers" in a sense, that's how EMDO got us originally. During the war years EMDO was too busy to fool with homebuilts, so GADO was "temporarily" assigned the job. I guess this is where the confusion began on who did what and when.

Anyway, if you think it's time to get your project inspected give your FAA office a call a couple of weeks in advance if possible and make an appointment. It will help them schedule inspections more efficiently. I think you will find the "friendlies" truly are friendly, reasonable, and courteous people - especially if you make an effort to cooperate. The name of the game is safety - YOUR SAFETY. Remember, your inspector worked as a professional in maintenance before he became an inspector and went through Uncle Sugar's Nut and Bolt College, so he's familiar with a lot of ways that the different systems are done. Most of them will make some pretty good suggestions on how to do things if you'll ask them.

We'll be looking forward to a replay on Alan King's talk again one of these days and also more from ol' Tiner Lapsley and John Fauntleroy.

Our Chief Executive went on a vacation the day after the Lindbergh replica departed and when it was all over he truly needed it. Jim put out a tremendous amount of work and time getting the thousand and one details of the event coordinated. How well he did the job was attested to by the smoothness with which the day came off. Needless to say we are all deeply in his debt - but it really shouldn't be this way. It isn't fair to put that much on one guy's shoulders. We should get set up to handle this sort of activity better. After all, a chapter with around 180 members really should not depend on volunteers exclusively to get a job done. Now would be a good time for our Board of Directors to take a good look and perhaps generate some recommendations for the Membership maybe?

By the way, for those of you that called to check on my wife's recent bout with heart trouble, thank you for inquiring and I'm happy to report that she's doing much better this past week. It's going to take lots of rest from now on for her, so if you all call before 10 AM you'll probably get a busy signal, as I may leave the phone off the hook and let her rest awhile longer.

It's funny how fate takes a hand sometimes isn't it? My unfinished Starduster Too project just got a new home up in Lamar, Mo. (about 40 mi. north of Joplin). Clancy Shorb bought it from me, but events were such that it stagnated after awhile. This was mainly due to a lack of proper work space. Clancy wound up selling it last week to Karl Lipscomb, one of the original super nice guys that I've known since the late 20's. We were both in the same flying club and he later did part time instruction for me in my one horse flying school in Springfield, Mo. Even before all that he would up as a third owner of the Alco Sport homebuilt that I built in high school. He went to work for Braniff a few months before I did, but had to take an early medical retirement in the 50's due to a digestive ailment. He got his medical back several years ago and has been in sailplane and light plane flying hot and heavy the past 10 years. On a recent visit to Dallas he stopped by the hangar for a look at the homebuilt scene. He mentioned that he would like to buy a Starduster Too, or one well along. I told him of mine and got he and Clancy together and they made a deal. Clancy still

wants one badly and hopes to find one flying that could be bought at a fair price.

Ever notice that when popular homebuilts are offered for sale that you never see but one ad on them. They either sell immediately or the owner changes his mind and takes them off the market. Maybe that should tell us a few things when we are wondering just what airplane to build, hey?

01' JOHN SNYDER is enjoying his 'Too more each day now that his prop gov. and fuel pressure problems are behind him. He told me the other day that he'll probably start building a Hiperbiplane soon and sell his Starduster down the line somewhere. There's no doubt that the Hiperbiplane will be seen in large numbers in the years to come. It's sure got a lot going for it. It's a fast, comfortable cross country airplane, is a rugged, aerobatic machine that will give a Pitts a fir, and it's an STOL that can operate out a field not much bigger than a football field.

One of the nice things about the Hiperbiplane is that It can be bought in nearly complete kit form, with various sub-assemblies, either complete or partially complete, as the builder options. The SORRELLS, MARK, JOHN, & HOBIE (the father) worked out something new in the building of wood wings that is far better (in their opinion) than the ordinary methods. It's a family secret just how it's done. I had the chance to visit their shop a couple of years back and it was a revelation to see that wing go together. I can't violate their confidence about their methods, but I will say that their wood wing is the very best that I've ever seen.

As you may know, their Hiperbiplane is the outgrowth of several models that started with the original negative stagger single place biplane, that was powered by a 25 hp Cushman Motor Scooter engine. It flew as well as a J-3 Cub and they later made other single and two place models, improving as they went.

We've made the point before, but I think it's worth repeating: The new builder would be well advised to order complete material kits when he starts to build the airplane of his choice. The builder almost always can buy a small amount of the total locally and in our case here we have several local suppliers that are well stocked and are most reasonable on their prices. The real point is to get the complete airplane on hand at the start, or as close to the start as possible. First of all this establishes a definite value for sale purposes if the project founders (and a certain percentage of them do). Also, one of the quickest ways to put a project on the skids is to constantly run into roadblocks on materials and parts. With our current rate of inflation it's certainly conceivable that parts and materials could be 30% to 40% higher 3 years from now, a pretty powerful argument to get it all at once.

Here's a for sale project locally that might interest you: RICHARD MUSICK, a former chapter 169 member, is having to throw in the towel on his Sonerai II project. It's pretty far along. I don't have the exact details or price, but if you are interested give me a call. I should have the complete info in a few days. Ed Lawrence has seen the project some time back and you might buttonhole him at the meeting for word of workmanship, etc.

NORM SEATON bought SAM JOBE's Sonerai I awhile back and he says he can't get in motion on completing it, even tho' it probably could be flown in 3 months if he was to get at it. All it really lacks structurally is to assemble one wing. The original builder, WAYNE KYLE, a professional welder used to taxi the singless fuselage 70 mph. DALE MCDONALD says Norm is making overtures to him to finish it. Maybe the solution would be for you guys to join forces?

JUDY COBB has a new job for the next year. She's now the new Chapter Chairman -er, Chairwoman - of the local Chapter of the 99's. Congrats, Judy, but don't let that run you out of fizz for the RV-3 project, heah?

Things are really taking shape out at the T-18 City hangar (formerly known as MACK COBB's hangar). BOB ROPER has put an instrument panel together that'll knock their

eyes out at fly-ins. All o, MACK, ROPER, and CLARDY have their fins complete, ready for inspection, and likewise on the rudders. All 3 have their stabilators very close to being ready to rivet. All three now have their fuselages riveted, up on the main gear and tail gear. MACK has just installed his dynafocal engine mount and will be hanging the 180 Clydesdale Lyc. 0-360 pretty quick. CLARDY is about to buy a brand new 180 hoss Lyc still in the crate for his. One of these days about a year from now (or less) there will be 3 fine T-18s coming out of Mack's shop. They haven't started on wings yet, but T-18 wings go pretty fast. Francis Richardson and I cranked out the outer wing on my T-18 in 2 days, so they should be able to do the entire wing at a leisurely pace in a couple of months, I'd guess.

We were pleased to welcome an old, lld friend to our last meeting. He is also our newest chapter member. Frank "pop" Poplawski is known far and wide for the finest of the finest in aircraft painting. He's never had to advertise as his customers do it for him. I've known Pop for nearly 25 years, clear back to the start of Chapter 34 (which was the 1st chapter in our area). Several years ago he restored a Mooney Mite and added his personal touches to it. He still has it down at Ennis Airport, where he also has his paint shop. He ordered a BD-5 a couple of years back, but last year he succumbed to Varieze fever. His Varieze now is better than 75% complete and he feels he can easily get it airborne in just a few months more. I've been hoping to get loose and fly down to Ennis and visit Pop and his project one of these days and see if I can learn a little more about foam and glass aircraft construction.

Just a few minutes ago I got some very sad news. FRANCIS RICHARDSON's youngest son, Randy, was killed in a gunshot accident at the family home in Denison. He was 18 years old and a freshman at Frayson County College. Something like this is a cruel shock to the family and friends and Francis and Dot certainly have our deepest sympathy. Services will be held Friday morning, Oct. 14th, in Denison.

This has been a year where tragedy has touched several of our chapter members. All these things leave scars that never quite heal, but in this vale of tears it seems that all of us have to drink from the cup of bitters sooner or later. It's a comfort to know that the GOOD BOOK promises us a different kind of life here on earth one of these days when tears will be no more.

Incase it's not mentioned elsewhere in the newsletter our next program at our Airpark meeting will feature movies, slides, and commentary on the wartime activities of the huge CG4A troop carrying gliders. Some of you have seen the restoration project of the non-flying museum CG4A over at Custom Aviation place of business. I think all that have seen it will agree that the sheer size of it is most impressive. Chapter member, CILL HORNE, is historian for the WWII assault glider group and has accumulated a great deal of material. The group has made arrangements with the Confederate Air Force to restore an airworth CG4A and it will become a part of their flying museum. It will be towed aloft with a C-47.

I recall flying a C-47 load of cargo into Indianapolis during wartime years and seeing a snatch retrieve of a CG4A by a C-47. The idea was to recover the glider from enemy territory when the C-47 couldn't land. The glider crew erected two poles with their nylon tow rope hung between the poles. The C-47 had a trailing arm with a hook and they flew about 40 ft high and then made a steep pull up when the hook engaged the towline. It was their first try at using a live glider, altho' they had made many practice runs using a dummy weight. It looked as if it worked very well. I was told they later attempted to snatch 2 of the big gliders from a standing start, but I never heard how it came out.

I also remember going into Wright Field that same year and seeing an experimental CG4A with two small engines hung on the lift struts out about where the jury strut was. I think they were 85 hp Continentals, but don't remember for sure. I guess the idea was to give the C-47 tug a little help. I used to see C-47s tow 2 CG4As from a standing

ing start at Bergstrom AFB and the take off and climb looked hairy. I'm sure the C-47 would release them if he lost an engine, because most of the time a C-47 couldn't climb on one engine following a take off failure, even if the prop was feathered and the airplane cleaned up immediately. I had to feather an engine at 10,000 ft. (fully loaded) once and the beast came down at a rate of 500 ft, per minute until I got down to 3,000 ft. where it finally began to barely maintain altitude. Under such conditions you don't get a second chance if you muff your first approach and landing.

All-American Airways used to fly an air mail route thru the mountains of Pennsylvania, using single-engine Stinson Reliants. They served many tiny airport-less towns, using the Trailing Hook, two poles and line method. They simply dropped the mail bag. They did this for several years in the '30s and I believe for awhile after WWII also.

Another brainstorm they tried out during the war was the "Brody" system. L-5 Stinsons were used. Here they had a cable with a trolley that the airplane hooked to. It was a takeoff on the rig they used to "land" an airplane underneath one of the big dirigibles. For takeoffs they stretched a long shock cord up ahead of the airplane. This poor man's catapult would get the L-5 airborne in pretty good shape at the end of cable. They also made successful cable landings: by flying in at ragged edge speed and hooking on to the trolley above them. Here they used the giant rubber band shock cord to rapidly decelerate the airplane. It worked, howwell I don't know. I know they actually used the Brody system in the jungles of Burma several times.

A former sales manager and big distributor for Piper that I used to know, Al Bennett, used to use his J-3 to get in and out of the back yard of his country place and it was much smaller than a football field. He used a long shock cord stretched in a V and attached to the landing gear to sling shot him in the air. For landing he had a barbed stake mounted in the aft end of airplane, pointing forward at about a 45° angle. When he was about to touch down a gun powder propellant was fired, driving the stake firmly into the ground. A length of nylon rope or shock cord was attached to the stake and this rudimentary arresting gear would bring the J-3 to screeching halt in short order.

I used to be able to get a J-3 (C-65) off in one airplane length in a 10 mph breeze. The way it was done was to have no more than 3 gals, of fuel in it and flying solo from the front seat. Holding brakes and stick full forward the tail was raised well past horizontal. When it hit this angle brakes were released immediately. After it rolled about 10 feet the stick was brought almost all the way back and in another 5 ft. the main wheels would break ground. The tail wheel would roll a few more feet and then back pressure was slightly relaxed to let it fly along in its ground cushion until true flying speed was attained. The techniques was of no value on soft or muddy fields of course. One could do some pretty amazing things with a J-3 once they caught on to its ways of doing things. I put in around 2300 hrs. instructing in J-3s and loved every minute of it. Lots of people used to sneer at J-3s but if a feller learned to fly that little beast precisely he could crawl in anything, and with a little coaching, do a fairly good job flying it. It's too bad there aren't thousands of yellow J-3s flitting around little grass roots airports like there was in the 30's and 40's.

George Barton has sold his BD-4 to Ken Fowler and Ken is starting to build a new all metal wing for it. The fiberglass "buckets" that are combination ribs and wing skin segments, have been trouble. (They leaked fuel and didn't want to stay bonded) Ken will make these buckets of metal as has been done by several builders around the country. The metal wing comes out much lighter, too. Did you know that we have 3 other BD-4s flying in our area? Chapter member BILL STOKES really enjoys his. He loads the whole family in and goes to fly-ins and then out come pillows, blankets, etc. and they all stretch out in the shade of the wing and enjoy life. There's a BD-4 at Mangum Field and also one tied down at Airpark.

I visited the regular monthly meeting of the Society of Maintenance Technology recently

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Radios

BOBBY'S PLANES 'n PARTS

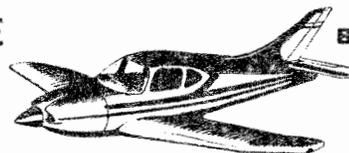
8701 Cardinal Road
Smithfield, Texas 76080
(across from Mangham Airport)

Bobby Osborn 817-281-8468
Res. (metro) 268-2786

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SPRUCE

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