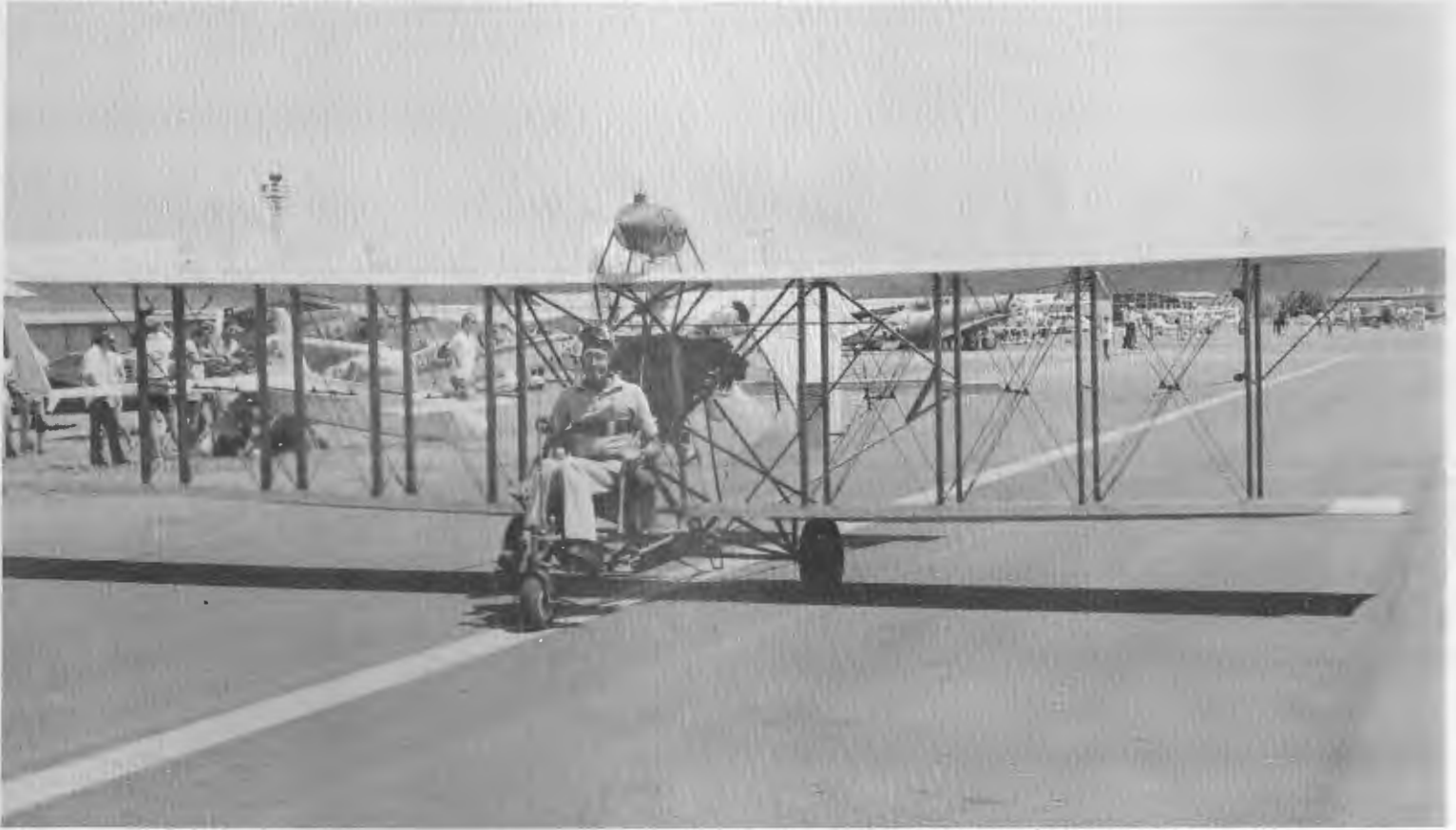


HANGAR

CHOICE



Lea Abbott's Curtiss Pusher

Replica, Circa 1910



AUGUST 1980

EAA CHAPTER 168 DALLAS, TEXAS

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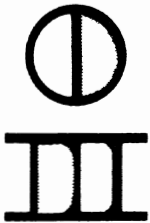


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EAA **CHAPTER** **168**

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THE PREZ PAGE

While we are putting this newsletter together, a large group of our chapter is at Oshkosh enjoying the great show. Maybe next year for some of us. The fly-ins come hot and heavy now:

Shawnee, Oklahoma

August 22 - 24

For information call Jim Kearns at 405/751-6035.

Houston County Airport - Crockett, Texas

September 6 - 7

For information call John Hammons at 713/544-2406.

Don't forget to get your dinner/banquet tickets for the Kerrville fly-in from Charlie Zellner. This fly-in promises to be the biggie for the year.

See you all at Skyline August 26th for our next meeting. Happy flying!

Lew Nixon



THE VICE PAGE

I was unable to attend the July meeting, due to a last-minute business obligation in Oklahoma City.

I heard that Owen Bruce presented a fantastic slide show ---- so good, in fact, that Larry Grimm's scheduled seminar on aircraft woodworking was re-scheduled for the August meeting.

Thanks, Owen. And Larry, in a way I'm glad things happened as they did. I can now hear what you have to tell us!

Also, (hopefully) at the August meeting we will have someone (unchosen at this time) speak on and show slides of Oshkosh '80.

See you on Tuesday, August 26 at 7:30P.M. at Skyline Recreation Center.



HANGAR ECHOES



Editor

DICK CAVIN
10529 Somerton
Dallas, Texas 75229
214/351-4604

AUGUST, 1980

By the time our monthly missile gets into your hot little hands, the 28th annual convention and fly-in will be history, and the dead-tired and bone-weary troops will have dragged themselves home to hopefully sleep a week. Of course don't let that fool you, not even for a minute. There'll be stars in their eyes and faraway looks that might make one think some powerful daydreaming was going on.

Just today I saw Lea Abbott, George Cheetham, and Reagan Ormand loading Lea's 1910 Curtiss on the trailer for the journey to the shores of Lake Winnebago. They'll be camping out and having a ball. Lea's planning to fly his bird every chance he gets, too.

Down the hangar line at Addison yesterday, Wade Numaw's Hiperbipe is really in the home stretch. He's been working on the hookup of his engine for the past month and, as you might suspect, he's doing a superb job. It really looks professional. His baffling is complete, as are all engine controls. The fuel system was just completed and just the other day he had the engine running. He has installed the Christen inverted fuel and oil systems, and it all looks very neat with flame shields encasing all exposed fuel and oil lines. All engine instruments are installed and hooked up, too. He's now down to cockpit upholstery and the final painting. Then he'll be ready to re-assemble it and go out and fly it. The way it looks now, that could be about the time you receive the September newsletter, or thereabouts. I don't know when, but I do know what. That's going to be one fine homebuilt that's going to raise a lot of eyebrows around here.

Just next door to Wade is Ray Kirkpatrick's hangar and his NA-64 is also nearly ready to fly. He has the freshly overhauled engine re-installed and has run it a few times for brief periods, and now only has a few little loose ends to take care of before he flies.

I also saw Charley Grant and he's back in the air with his completely refurbished Starduster I biplane and is all smiles. Charley is one of those guys that flies his airplane almost every weekend, all year round and he really enjoys it! He makes all of the fly-ins around here and some of the faraway ones, too.

Milton Scott is also back in the air with his VP-1, after having it down for several months for various modifications. He was having a carb problem for awhile, but says he has that solved now. He had a side draft Tillotson carb on it that wasn't satisfactory, so he replaced it with a POSA carb. It started okay, but would quit after a few seconds. He got Sam Jobe to come out and take a look. They finally traced the trouble to his mag, which would work fine for a few seconds then fizzle out. He took the mag downtown for a rebuild and since then he's had no problems with it or the POSA carb.

The injector carbs, like the POSA and LAKE, don't depend on fuel pressure as such. They depend on head pressure of the fuel in the tank. It also means fuel will go through it and spill out on the ground when the throttle is opened for starting. The solution is to shut the fuel off, start the engine, and then quickly open the fuel shut-off valve. Milton starts his by standing behind the prop and giving it a quick flip. It only takes a small movement of the prop, as he has an impulse coupler on the mag. He can reach into the cockpit with the other hand and operate the throttle or shut-off valve. (oh yes, he ties the tail down and chocks the wheels.) He's going to do an update on the carb this coming winter and possibly install a glider tow hook also (for starting purposes). The carb update will give him an in-flight mixture control and an idle mixture control.

Someone asked me what the surprise was going to be that I wrote about in the last newsletter. What I said was, "Look for something different (outside) at our regular monthly meeting." Circumstances prevented "it" from being there, but I'm reasonably sure that it will be there for the August meeting. You'll get quite a kick out of seeing it there, too.

Dick Johnson showed up with a flying model of the long winged "Quickie" (the Hickie) as envisioned by Lew Nixon, and it seemed to fly very well and was very stable laterally and directionally. He wasn't quite sure about its stability in pitch. A full blown stability and control analysis will be done before a decision to start construction is made. Also, an effort will be made to find an engine in the 25-30 hp range that will be lighter than the ONAN engine.

If you are interested in joining this design study group and possibly being one of the builders (in a group of four or five) if design studies are sufficiently encouraging, get in touch with our prez, Lew Nixon. The whole idea is to come up with a self-launching, high performance sailplane. It could have fantastic soaring ability with the engine just ticking over at idle, or it could fly around at Cessna 150 speeds at 1.5 - 2 gallons per hour fuel consumption.

One "engine" that hasn't been explored as yet might be a sawed-in-half Cont. A-65. Too bad the little two cylinder Aeronca engine isn't still around. I had an Aeronca K once, powered by that doughty little mill that put out from 36 to 42 hp, and it was music to my ears to fly behind that throaty bellow. It was a single ignition engine, but I never had a moment's trouble of any kind with it. It'd do around 100 mph, too.

Looking back, I can see that if the light planes of that day had been super clean, smaller, and lighter, they could have had much better cruise as well as pretty good climb performance. The side-by-side seating, relatively tall cabins, external strats, uncowed engines, "dirty" landing gears, tail brace wires, etc., all built the drag factor way up. As proof of that, we could look at the Heath "Baby Bullet" of that era. It would go 150 mph on less than 30 hp!

Another good little engine in its day was the Cont. A-40. Like the two cylinder Aeronca engine, this super smooth little four banger started out life as a 36 hp engine and was later jacked up to 40-42 hp. If it was still around, it probably would be seen in a lot of ultra lights today. It also would be a candidate to be sawed in half.

You know, when we look back at those two little engines, we realize that a major part of today's aviation industry owes its very existence to those two little engines. There were simply no dependable lightplane engines up till then, hence no lightplanes.

Mr. C. G. Taylor's first Cub came on the scene at the most opportune time. The depression was at its darkest hour and people simply had no money. Hundreds of thousands were tickled to death to have any job at all, and one that paid \$15 a week was an average. The first Cub was priced at \$999 as I remember and was a very, very Spartan powered "glider". It had no brakes or tail wheel, no windows or cabin, and it wasn't painted past the silver (to keep it light and cheap). Even the "throttles" were nothing but a continuous long rod with a little rubber on them at the pilot's station. Auto

gas sold for 7¢ per gallon then and avgas went for 13 to 15¢, so an operator could sell block time for as little as \$3 per hour. Even at \$5 per hour, a lot of people could manage for a half-hour lesson every couple of weeks or so.

Performance-wise, the first Cubs weren't much. Even after they put windows in and raised the turtleback, thus making a cabin, I can well remember looking down at trucks going faster than we were. But it would carry an instructor and student, was very forgiving, and landed about 30 mph. All airports were all turf in those days and the big balloon tires let it operate on very soft fields, so high winds were about the only weather problem.

The "bathtub" Aeronca C-2s and C-3s never really caught on with the public, probably because of their looks, but the success of Mr. Taylor's Cubs spurred them on to compete. They jacked up the C-3 and put a longer landing gear under it, did away with the flying wires and added lift struts, abandoned the familiar triangular shaped fuselage (by internal fairing bulkheads that gave it an external rectangular shape). This gave it a "comfortably" wide cabin and they now added wheel controls. Mr. Shinn came along about then with his cable operated mechanical brakes. They then added a steerable tail wheel and oleos to their landing gear. All this was quite a step forward in making it much easier for students to master the control of the aircraft on the ground, for it truly was an art to master the taxiing of an airplane without brakes or steerable tail wheel, particularly in close quarters or strong cross winds.

The Aeronca people saw the handwriting on the wall for their two cylinder engine, and in a gentle "phase out" maneuver they added the option of either their engine or the Cont. A-40 to the buyers of their K models. I had one of the K models and a friend of mine on the airport had one with the Cont. A-40 engine. My K with the Aeronca engine could get off quicker, climb faster, and out cruise the KC model, much to the chagrin of its owner. The Cont. A-40 was a faster turning engine, which no doubt made most of the difference.

The Ks were beautiful spinning airplanes, but were much easier to spin accidentally than Cubs. The oleo strut gears were more conducive to initiating a ground loop than the stiffer Cub gears, so this gave the Cub operator a little competitive advantage.

All these things added weight and soon the operators were asking for more power. So Continental came out with an entirely new engine of 50 hp. They quickly added dual

ignition and it was then rated at 55 hp. Soon it became the now famous A-65, the granddaddy of the A-75, A-80, A-90, and the O-200.

Franklin also joined the engine picture at the 50 hp stage, as did Lycoming, but neither engine would really put out true hp like the Cont. 455, although both were good small engines. When the U.S. offered a free pilot course to college students in the late '30s through the Civilian Pilot Training program, the aviation industry literally mushroomed. Every town with even a junior college soon had a prosperous little grass roots airport and thousands of well trained new pilots swelled the country's pilot pool. The impending war also stimulated thousands of others to take up flying on their own. The prospect of being a "foot soldier" was far less appealing than serving in the Army Air Corps, as it was known then. A great many of these CPT graduates became army primary instructors, some went directly into the military in the Ferry Command, and some went to the airlines.

Some of us, like myself, went from instructing in the CPT, to army primary, and then to the airline operated (transport) flying schools during the hectic war years. We trained military pilots fresh out of flying school, giving them a complete 50 hour transition course on C-47s and C-49s. Later we paired them up in crews in OTUs (Operational Training Units) and flew cargo runs into military bases to prepare them for overseas duty in China-Burma-India and other military air transport duty. Some were assigned to fly as co-pilots with us on combat cargo runs. After the war, many of those same boys were hired by the airlines that trained them and are now approaching retirement as 747 captains.

So when we look at those two little engines that came on the scene nearly 50 years ago, we can better appreciate how they opened up a great industry and radically changed the lives of hundreds of thousands of people, maybe even millions. Who knows what the ultimate course of the war would have been if the lightplane industry hadn't trained several hundred thousand pilots in those critical years.

Those were hectic and gruelling days for instructors. When Germany invaded Poland in 1939, it really got hectic. I well remember one six month period when I had 15 CPT students, their ground school coordinator, 15 non-college students taking the identical CPT course for a private, plus 75 other students taking dual at random vacant periods. I instructed from the first light of dawn until a wee bit after sundown, at lunch while flying, and graded log books while eating dinner at 10:00 p.m. I put in an average of 300 hours per month for

that wild six months. All of that was in a town of 5000 with a junior college with the three Cubs I had. I had one part-time secretary to do the government paper work, and a 15 year old gas boy to help me. When it came time to move on to an Army Primary instructing job, I was ready! And later, when I was hired by the airlines, I was ready again.

Forgive the walk down Memory Lane, but I guess all us old codgers are entitled to look backwards once in awhile, as long as we don't spend our lives in it and bore everyone to death talking about it.

In early July in Dayton, Ohio, the birthplace of the brothers Orville and Wilbur Wright, a commemorative celebration in their honor was held---"The Dayton Air Fair". It was attended by many aviation celebrities, including EAA's president, Paul Poberezny. Special invitations to the designers of all of the most popular homebuilt airplanes were issued, along with the request that they select the outstanding example built from their plans and issue a special invitation to them, too.

John Thorp, the T-18 designer, was unable to attend due to health problems, and he asked me to select the outstanding T-18 for him. I chose Richard Schaeffer's of Los Angeles. If you went to OSH last year, his was chosen the best T-18 there, and also won Honorable Mention as the best homebuilt. I had been one of the three T-18 judges and using the 21 judging points examined, we were all unanimous in our selection of his airplane. It was painted a deep midnight blue, elegantly trimmed in royal blue, and had a fabulous cockpit and instrument panel. He had twin vertical card instruments for his manifold pressure and rpm, custom made for his airplane and one other.

My old friend Karl Lipscomb of Lamar, Missouri called me on his return from Dayton to tell me what airplanes were there. He said there was an OSPREY II, a SONERAI I, a Pitts Special, a Skybolt, a KR-1, a Quickie, a Varieze (which was chosen Grand Champion), the T-18, and his Starduster Too, which was chosen as the Best Starduster Too at OSH last year.

All those bringing display aircraft were given unusually beautiful trophies which depicted the original flight from Kitty Hawk. The airplane replica and other objects were reproduced in very painstaking detail and the entire thing encased in a beautifully sculptured plastic enclosure, complete with a large gold medallion that had their name, airplane, etc., engraved on it. I won't go into further detail on the Air Fair since it will be covered in Sport Aviation soon, I'm sure.

By the way, if any of you local people aren't national EAA members, you are depriving yourself of the finest aviation magazine in the business (by far), plus a lot of other benefits. The cost is about \$2 per month, just a little more than a six pack, so give yourself a real present that will give you lasting pleasure all year around, and get your twenty-five buck check off to: EAA, P.O. Box 229, Hales Corners, Wisconsin 53130, and tell 'em, "Sign me up!"

Another "era" in Chapter 168 has ended. The "Enola Gray Gay" has been sold and now lives in Wyer. Thus the contests between the bumper pilots are over. Clarence Way just bought Doug Fournier's Swift and sold the baby Bummer. He claimed that the Cutler team became so adept at sidestepping challenges that he simply could no longer maintain the razor sharp proficiency he once had. He said his great reservoir of skill was sorely taxed when he and his bombardier, Jim Young, crawled into the Swift and flew it, even though neither had ever crawled into the cockpit of one before! They describe its behavior on the ground as somewhere between the GEE BEE racer and a Midget racer, but by dint of outstanding airmanship (combined) they managed to successfully "cock" it, as they described it. There was an unsubstantiated rumor that the tower sternly warned them about low level aerobatics, but that hasn't been verified.

He even took Bob Cutler for a ride in it since poor Bob, in a moment of weakness, innocently wondered out loud how his now-being-restored Swift would fly, since he too had never been in one. It was said that a white faced Cutler was trying desperately to sell his Swift after that ride, but as he has refused to talk to members of the aviation press the past few days, we can't verify that.

The current "Air Line Pilot" magazine has a feature story about Howard Hughes and his Great White Whale, the HFB-1, otherwise known as the "Spruce Goose". In a size comparison with the C-5A and B-747, the wing span was about 125 feet more than the 747, and 100 feet more than the C-5A! It was also 15 feet taller than the 747 or C-5. Its eight 3000 hp P & W engines turned props of 17 feet diameter, more than twice as tall as the average room ceiling. The prop spinners were close to 4 feet in diameter. It had 448 spark plugs in the 224 cylinders, too. The article showed some pictures of a man standing by the control pulleys in the tail section and they appeared to be nearly as tall as he was! While its weight is given as 400,000 pounds (about half that of a loaded 747), I'm not sure whether that's a gross weight or empty weight. In any case, it is a huge airplane.

It now appears that the airplane will be available to be viewed by the public, according to a press release stating it had been sold and would be put alongside the QUEEN MARY at Long Beach and would henceforth be a tourist attraction on a par with Disney Land, Queen Mary, etc. It was, and still is, a monumental engineering achievement and it is a great relief to know that it will be preserved for posterity. The last minute purchase of the HFB-1 kept it from being cut up and distributed through nine museums throughout the U.S., as had been reluctantly agreed to by the Summa Corporation and the Smithsonian. It would have been a crime to do that.

Something new on the aviation scene will be Mooney's new six place M-30 which is now in the mockup stage. It will be pressurized, holding a 10,000 foot cabin at 25,000 feet. Powered by a 350 hp turbo T10-540, it will cruise 250 mph at 75% power, top 300, have a range of 1150 miles at that power, and get 14.5 mpg. It will have de-icing, radar, advanced electronic systems, and back-up electrical and air systems for complete redundancy. It will use a new airfoil and with nearly full span Fowler flaps will have a 5 to 1 speed ratio ($V_s=60$) instead of the usual $3\frac{1}{2}$ to 1 on most airplanes of that type. It will feature spoilers only for roll control.

Did you know that we have a Mitchell Wing project going on in Chapter 163? John Harast, who moved here from Chicago, has one getting close to being ready for cover. I'm going out to see it and maybe get a few pictures when I get back from OSH.

Looking over our new chapter roster, I also discovered we have an active MARQUARDT MA-5 "CHARGER" project going. Dave Davidson has the wings nearly built and is apparently pretty far along on the fuselage, too, according to his daughter. That's another one we'll have to get pictures of.

I also called John Kranker to inquire about the Polliwagen project he had listed. He has decided to switch to the KR-2 since the Polliwagen is still largely a question mark.

Bob Geren is all through re-covering and rib stitching the entire tail group on his second Howard, and now has them ready for the color coat. He has the wings at home and is getting some work done on them in the cool of an air conditioner.

Ed Beabout came by the other day and said he had decided not to sell his Pitts after all. He said if he built another Pitts now, it would cost him at least five times what it did originally.

Ray Kirkpatrick flew his NA-64 (predecessor to the AT-6) on Tuesday, July 29, after five years of dedicated effort. The flight went smoothly with only minor details to clean up. Our biggest and best congratulations, Ray!

Charlie Lamp is approaching his rainbow. We heard he taxied his Super Stephens Acro the other day. It won't be long before he is in the blue.

I saw a figure the other day that said the state of Texas had 103,000 pilots on record. That's about the size of Waco, I think. I wonder what kind of city it would be if all 103,000 lived in one city all by themselves, with no ground pounders except some of the wives? Would it be a Utopia? How many airplanes and airports would such a city need to accommodate that many pilots? It would take several tank farms to store that much avgas, wouldn't it? Do you suppose they'd drive like the maniacs we now share the streets with? An interesting thought, isn't it?

In closing, I have the sad duty to bring you some bad news. Bob Counts just called me to tell me that HUGH GRAMMER had been killed in the crash of a Piper Cherokee 140 somewhere in Mexico.

A relative of Hugh's is a helicopter pilot in Mexico and he learned of this Cherokee that had run out of gas and loaded on a beach, bending the prop and damaging the nose gear. It was for sale for a bargain, so Hugh went down and bought it, had it disassembled and trucked to Acapulco where it was repaired by a Mexican repair facility. The prop was straightened, not replaced.

Hugh started back to the U.S. with it and reportedly made one gas stop before he crashed. Very few details were available, except that the wreckage had burned. Whether part of the prop came off and shook the engine out isn't known, nor is it known whether it was a weather or terrain related accident. It could have been something like water in the gas, too.

Hugh had built a beautiful T-18 during the late '60s that won many awards for workmanship. He later rebuilt a couple of Citabrias, and more recently restored a BOLKOW JR to sparkling perfection before selling it. He also had a partially finished Skybolt project.

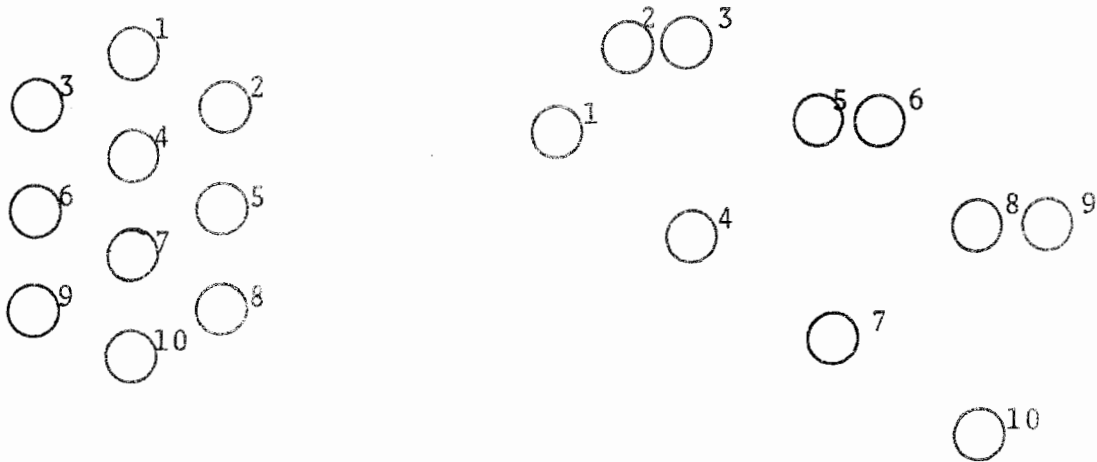
Hugh was a member of both Chapter 34 and Chapter 168, and was always an enthusiastic EAA member. He operated a cabinet shop for many years and was well known for his fine cabinet work, as well as his craftsmanship in aircraft work.

When a tragedy like this occurs, it's hard to realize that a good friend is gone. Simply saying, "we'll miss him" is so inadequate, but mere words fail miserably in such a situation. If we reflect that he had many hours of pleasure working with his hands and enjoying the company of those sharing his pleasures, we have to conclude that he had a full and satisfying life before he faced what we all must face someday.

An ME-262 Incident

By Lew Nixon

It was late October or early November of 1944 when an old man of about 22 1/2 years with almost two years of air combat time and his 10 man B-24 crew (5 Gunners, Nav, Radar Nav (Mickey), Bombadier, Engineer, and Co-Pilot) were being briefed on a max effort into northern Austria. By late 1944, a max group effort was four flights of ten aircraft, each with one departure rendezvous standby aircraft. Flight formation was configured thusly:



Max effort also meant you had better have definite proof and one hell of a problem to drop out until after "bombs away".

On this raid, which was about 5 1/2 hours each way and crossed the Lake Baliton area (nicknamed Goening Fighter Alley), we would drop at 27,000 feet on visual or Mickey backup. I was flying #2, which is Group Leader backup, and therefore had a Radar (Mickey) aircraft, along with the leader #1. We all hated the Mickey planes because the Mickey gear in those days weighed almost 2000 pounds, plus another useless crew member (no guns). This meant higher RPM's, more turbo, less gas, and a sloppier plane in formation at altitude.

Over four hours after takeoff and having passed Lake Baliton without incident, we were droning along at 25,000 feet. It was a beautiful sky blue fall day with .3% scattered cumulus way below around 10,000-15,000 feet. The rendezvous, departure, and to date flight had been smooth and it looked like we might have a milk-run going for us. God knows, we were due one.

The squadron I was in had been wiped out twice in eight months, and we had 50% green crews (less than 10 missions) flying on our third go around.

We could see the P-51 escort out about five miles and level. The P-38's said they were at 30,000 up and to the right. No sweat, guys. How about a good poker game tonight?

Co-Pilot (intercom): Planes below at 2 o'clock.

Ball Turret: Darn it. How far away?

Co-Pilot: Five miles - no, three miles. God, they're coming up fast.

Pilot (open channel): Alert Group, Alert Group - Lead Flight - I mean #1 Flight - Attack below - 2 o'clock. Ball Turret - Three - Three - They're firing - Hell - I don't know what they are!

Pilot to Ball: Are they gone? You didn't fire. Keerist, no one fired. Status. Status.

Co-Pilot - Ball - Waist: X X X X (all simultaneously)

Pilot: Shut up! Shut up! I's sorry - Ball, give status.

Ball Turret: Skipper, I don't know what they are. No engines. No props. Looked like about 20 MM cannons in nose. Hey--they got #3 plane. His #4 engine is smoking. No fire. He feathered.

Pilot (open channel): Leader, our flight--#3 has feathered #4.

Group Leader (open channel): We see 'em. Flight reduce airspeed. #3, stay with us.

Pilot (open channel): #10 pilot--here they come again. Coming up from 5 o'clock.

Group Leader (open channel): Little Jack - Little Jack (fighters). This is Emerald Group. Give us cover.

Little Jack: We see them, Emerald. We're coming in.

Group Leader, Emerald Group: Cover coming in. Warn your gunners.

Pilot (intercom): Fighter cover coming in. Attack from 5 o'clock. Careful. Don't fire at our cover.

Waist Gunner: No sweat, Skipper. Just fire at the planes with no prop.

Tail Gunner: They got #10. He's rolling over. No chutes yet.

Ball Gunner: #4's wing's on fire.

Heavy gun fire. Silence.

Pilot to Ball (intercom): Status. Status.

Ball Turret: Here comes our cover. Keerist! Whatever they were--they're long gone. We lost #4 and #10. Counted 6 chutes from #10. Didn't see any from #4.

Tail Gunner: I saw 2 chutes from #4. She went straight down. Hey, Ball--your tracers were a mile behind those planes. They must be twice as fast as our cover. Bet we never hit any of them.

Pilot - Flight #2 (open channel): We're getting hit now. Same three.

Waist Gunner: Flight #2 is getting it now. There goes one down. Whatever they are, we're going to catch it from now on.

Bombadier: Darn Kraut engineers.

Emerald Group: This is Emerald Leader. Close it up. IP is coming up. (IP, initial point, was the final turning point).

When we were back home in Italy and after de-briefing, we were called in for a special briefing. There we were shown photos and briefed on the ME-262. Intelligence had hoped they wouldn't get it combat operational before the war was over. We learned it was called the jet aircraft. It was years ahead of anything the Allies had. The British had a jet, but it was at least two to three years away. The U.S. had zip.

Now we understood why it could do a pursuit curve from below, rip through the formation at speeds 30% faster than our fastest fighter (the P-51), and then dive below before our cover could even fire a shot.

Defense - None in the air.

Solution - Find their field and get 'em on the ground.

The Allies had experimented with suppression fighter sweeps prior to the bomber force using P-47's and P-51's with fair success. Now they started these in earnest and they became standard procedure.

I flew three more missions. We saw the Rocket 163 zip up through a formation, but it never fired a shot. We heard that the ME-262's made a few more missions, but evidently they were isolated test missions. As far as we were concerned, their tests were a smashing success. Thank God, Hitler had this obsession about making anything that flew a bomber to bomb England. Think of it. The Luftwaffe could have had this plane in '42. I don't see how the Allies could have ever launched those massive 1000 plane raids that pounded Germany into submission. Would we-- could we--have won? Strange how fate spins its web for history.

Lew Nixon

FOR SALE

Wade Mumaw (214/357-5063) has 3 gallons of Stits Polycote for sale (Mocha Brown).

John Bergeson (address below) has announced his Reference Guide to EAA Journals to Sport Aviation, Sport Aerobatics, and the Vintage Airplane.

Yes, I want to order the following Reference Guides to SPORT AVIATION, SPORT AEROBATICS, & VINTAGE AIRPLANE. Please send me the following:

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| <input type="checkbox"/> | 1975-1979 Reference Guide @ \$6 | (\$5 for prior purchasers) |
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Send to John Bergeson, 615 W. May, Mt. Pleasant, Michigan 48859

We received some advertising literature from Terra Corporation on radio and navigation instruments. Prices look excellent.

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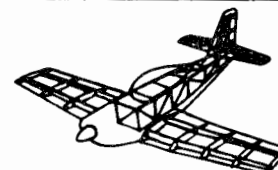
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