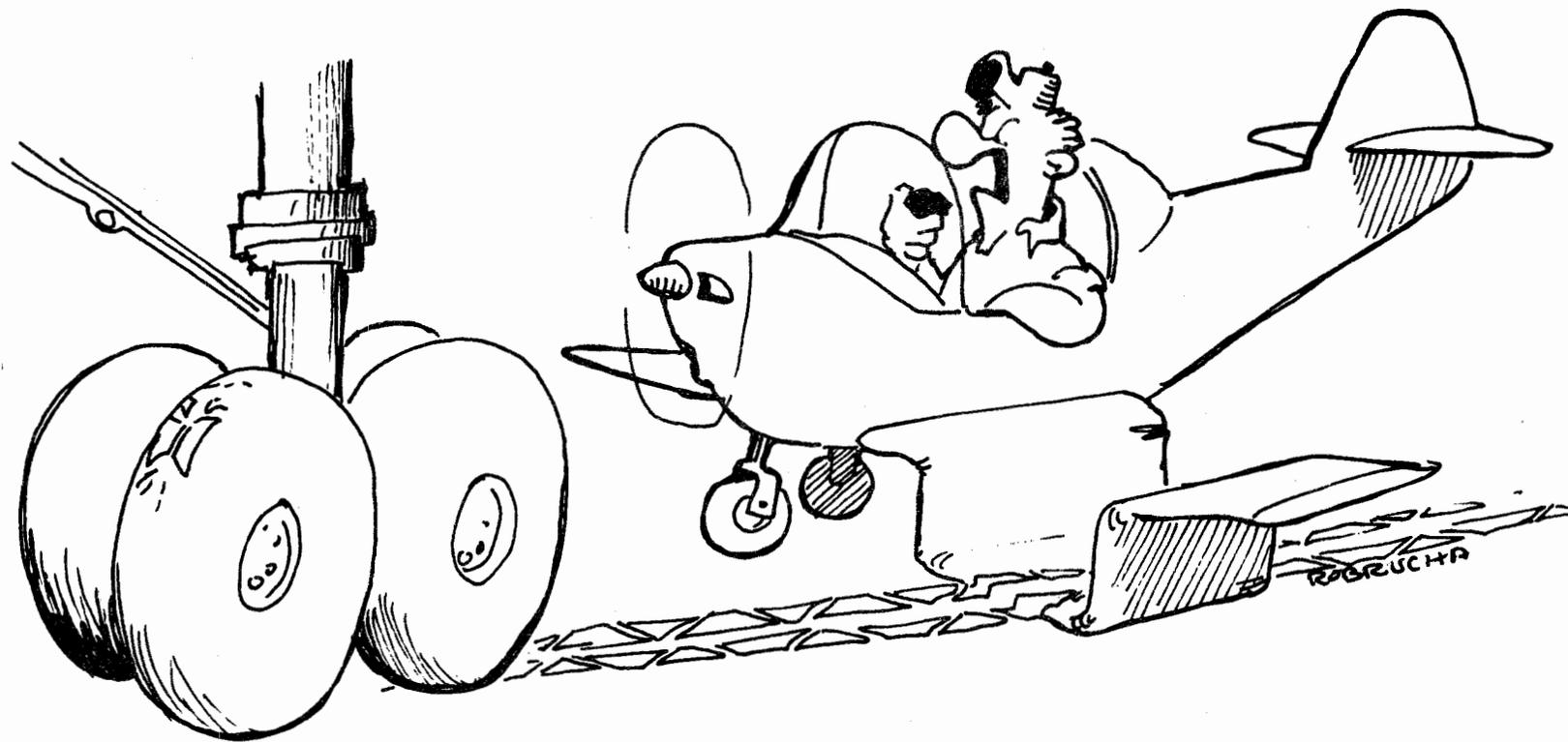




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Three cheers for us! I'm not sure how much of the "fine print" you read in Sport Aviation but, in the "Hot Line" section one little blurb said that during the first three quarters of 1984 there were more homebuilts registered with the FAA than new single engine spam cans. That says to me that either we're gaining on them or the industry is in baaaaaad shape.

The response to our EAA Calendar sale was very good. All but a few were sold at the last meeting. If you did not get one, check with John Crook, there might be one or two left.

After many negative comments from members, the Officers and Directors began a search for a more suitable location to hold our meetings. For the past few years the noise and interruptions have become more and more common. We feel that we should not be required to compete with the pregnant ladies jazzercise class or the Foozeball championships of the world. It's rather embarrassing to invite a speaker in for the program and during the presentation have someone walk up and begin digging fencing equipment out of the locker behind him. Many have requested a meeting place at some aviation related facility but, at the present time we have not been able to locate anything that fits all the criteria. What we did find that looks promising is another Dallas Recreation Center. The center at Midway and Walnut Hill is where our March meeting will take place on a trial basis. But wait a minute there muffler breath, if this is just another recreation center how is the change going to solve our problems? The Walnut Hill center is a little older building and is not built on the "open" concept with movable walls. The room we will use has nice quiet cinder block walls with no lockers for people to dig through. Both John Crook and I have inspected the center and feel this location will be better for us. We will have to change our meeting night to Thursday but, that is the only major change. The director was very helpful and seemed anxious to have us there. I'm sure there will be more questions than I can answer here so, we will spend a few minutes at the next meeting to get them answered for you.

See you at Skyline on the 26th.

AC.

ISSUED: December 1, 1984

EFFECTIVE: February 14, 1985

DALLAS TRACAB LETTER TO AIRMEN NO. 85-1

SUBJECT: CHANGE TO DALLAS LOVE FIELD GROUND CONTROL FREQUENCY

CANCELLATION DATE: February 14, 1986

Effective February 14, 1985, the DALLAS LOVE FIELD GROUND CONTROL FREQUENCY will be changed to 121.75 Mhz.

The purpose of this change is to eliminate periodic interference from ground control frequencies of surrounding airports which are in close proximity.

Changes to appropriate handbooks and approach plates will be changed to reflect frequency 121.75 for Love Field Ground Control. In effort to enhance this transition of frequencies, your cooperation is appreciated.

How did you get started into aviation? Write up a little something and send it to me. Let the rest of us know what turned you on to aviation.

My story starts at age 10. I remember being in our backyard playing army and looking up at every plane that flew over. I remember thinking how great it must be to see the ground from such a high perch. I use to think pilots were something special, able to fly high above everything and everyone. Wow! My plastic model era started about then and went on to about the 7th grade when I started into control line. Thinking I knew everything about building models I really didn't read the instructions on my first balsa wood airplane. I couldn't start with a was too small. No I had to have a larger one, a put out about 1/2 HP with a wing span of 36". Did I start with a trainer? Uh, not quite. The model was called a Shoestring Stunter with almost a flying stab. In other words, it had a large elevator surface which made it very sensitive. Anyway, construction started and about two weeks later I was ready to fly. I had built a straight wing, used the glue sparingly and thought all was perfect. I had offset the rudder and engine just as the plans had called for. The plane was ready, and so was I.

The day came and I met my friend John at the school for the test flight. All was readied. I had test run the engine before, so I knew it was okay. I strung out the lines (30 feet) and made sure everything was perfect. John held the tail while I started the engine. A slight adjustment later, and I was ready. My heart rate was probably at 200 and my knees were buckeling, but I was ready to fly. I gave John the signal and he released the tail. Instantly without warning the plane started coming right at me. I started pulling in the two lines to take up the slack until the lines were tight between myself and this screaming plane. Finally the slack was gone and the plane was now only 12 to 15 feet away and racing to beat all. I had the plane in level flight but inverted and only a few feet away. In short I was twisting myself into the ground turning 360 degrees every 2 seconds. I was quickly becoming dizzy and I knew I couldn't keep this up much longer. I had a line in each hand but didn't know which one was which. I had to pull one to get the plane right side up, then I could force land it. Well as you probably guessed I pulled the wrong one. In an instant my beautiful Shoestring Stunter became a kit again. BOOM!!! That was my beginning in aviation. I continued in control line almost through high

school then dropped my models until college when I went into Radio Control, (R/C). Real airplane flying was still too expensive and R/C flying was a good substitute.

It is interesting what goes through ones mind when learning to fly R/C. Unlike learning to fly real planes where everyone at the flight school is a student, at the R/C field it seems that everyone but you is an accomplished flier. You are learning to fly with all those experienced eyes behind you watching every mistake. Boy thats terrible on your psyche. Not wanting to go through that I thought I could teach myself to fly R/C. I bought the right book, built the right plane and installed the radio. I waited until a beautiful day came, then went to the field early before anyone else would be there. Parked my new 65 Chevy SS and readied my plane. I knew what to do and when to do it, I thought. I had not figured on my lack of hands on experience. I had built a trainer instead of the P51 that I really wanted. Anyway all was ready now and it was time. The winds were calm, my engine was running and I was standing in front of the horizontal stab doing my final checkout before the flight. Taxi tests were first, and it did well. The time was rapidly approaching for my first flight and I

was running out of things to check before the flight. I was really nervous. Okay, it's time. I felt my perspective would be better on takeoff if I stood directly behind the plane, so I did. Slowly moving the throttle forward the plane picked up speed quickly and took off. It flies! The wings were level and climbing out rather well, and FAST. I somehow managed to remember how the book told me to turn the plane, so I did, carefully. It took about a millisecond to complete this. My mind was still on the climbout while the plane was on the downwind. See what I ment about my lack of hands on experience. Anyway it was coming back downwind at I know 300 knots so I reduced the throttle. Oops, too much. The plane began to lose altitude quickly and with only about 50 feet of height anyway, well to say the least was real nervous. It was all up to me, there wasn't anyone else aaround to bail me out of this mess. I had to get more altitude so I eased the throttle forward 2 or 3 clicks on my transmitter. I was ready for this flight to end. By now the plane was too far downwind and I had to turn it again to bring it back to the landing strip. As my knees were knocking together I managed the turn but it was too wide. Well anyway it was coming back this way. All was fine for the

next few seconds until I realized my little bird was headed right for my beautiful new car. Oh no, I had to give it power again. I did it with another left turn and headed it right for me. Oh no again. I had to land now. My nerves were shot and I couldn't go around again. I chopped power and the plane did a 3 point landing, honest. It pushed the gear up into the wing and bent the nose gear. This plight was so tramatic to me that it literally caused me to get out of R/C. It really did. I sold the radio and put the plane up in the attic and tried to forget about it. It wasn't until 1971 that I got back into R/C but this time with an instructor. I learned the right was this time, and stayed in this terrific hobby until 1978 when I realized that the \$100.00 a month I was spending on my hobby was enough to fly real planes. By now I had built and flown 17 R/C planes and only crashed 2. Now was the time to move up to the real planes, so I sold all my R/C gear and got \$800.00 for it. Added almost \$200.00 more to it and received my licence to fly. A real dream come true and I'll never forget it. 8-13-78 Now my biggest problem was ahead of me. A plane to build or buy. I had met LARRY GRIMM by this time and he was near the end of his 8 year project. Too long I thought. As I joined the EAA national and our local 168 chapter, I began to realize that

building just takes along time. In my case I thought the only way I was ever going to get an airplane was going to be to build it. I didn't have the big bucks to go out and buy one, so I thought I would have to build as I could afford it. Then I couldn't make up my mind. Some are fast, some are slow. Some are covered with fabric while others are aluminum. High wings, low wings, one seat or two. A big problem. By 1979 I was totally confused when my father-in-law suggested we go together and buy a plane, so we did. He found a Musketeer in Tulsa which was full IFR and at a good price. \$9000.00 later we were 50/50 partners in this my first plane and my father-in-law's 6th. He liked the plane, but I didn't. It was definitely not a fun airplane to fly. Big heavy and non fun. We kept the plane for 9 months before I sold it here in Dallas. I should have kept the money made on the plane to put toward another, but I didn't. My wife had something to say about all of this. Don't they all. Anyway I went without a plane until NORM SEATON found my little bird for me tucked away in the back of the big hanger at the Terrell A/P back in 83. It really looked bad but I could see through the faded red paint and the teeth painted on the nose. After the mechanic gave it a clean bill of health, I bought it. You are probably wondering how since I told you

earlier that I didn't have the big bucks to go out and buy a plane. Well it was really very simple. You have to keep this to yourself because your marriage might end like mine has if you follow the way I did it. I simply sold my 3 weeks vacation back to my company to get enough money to put a good down payment on the plane, pay for the \$600.00 annual which I felt was unjust but he had me where he wanted me, and have a little money left to buy a few goodies for my new little bird. Believe me, this whole idea didn't do alot for my wife, but I felt I owed it to myself. All of this happened in May of 83 and I flew it until Oct. when I pulled my wings off and toed the plane home for a complete redo. Exactly 5 months later the plane was completely bare aluminum with a new interior, repaired MK16, and new fuel monitor. In short the inside looked new and it was time for some paint. Reassembling the plane and having it annualled brought it back to an airworthyness condition and ready to fly to the paint hanger in Terrell, where JACK BEASLEY had it for 5 weeks. That was about the 2nd week of April 84 when I picked it up and flew it home. I've been tinkering on it ever since. I fly it every chance I get and really love it. 140 MPH isn't to bad on 108 HP is it. I'm planning to convert it to a taildrager someday and maybe an 0320. That's all about

\$6000.00 down the road from now, but for now and the near future, I love my little plane and we fly together whenever time and the weather permits.

Well that's my story. What got you started in aviation? Every one of you have an interesting story to tell, I just know it. Wright it up, or probably better yet call me. We can get together and while you tell me your story, I'll take notes and write it up myself. Now that's easy. Call me!!! Leave a message on my phonemate at 891-0717 and I will get back with you. We all enjoy flying stories so lets hear from you.

D.SWENSON

I'd like to take this opportunity to join with the many others in our chapter to thank TOM SCOTT for bringing his Seahawk project to the last couple of meetings. He's very proud of his seabird and proud he should be. His workmanship is 1st rate and I'm sure at the speed he's building, his Seahawk will sprout wings and fly just as soon as humanly possible. Good luck TOM, you are well on your way to that rapidly approaching day when you will soar in your Seahawk among all the other crains and pelicans that frequent our skies over Big D. Keep up the good work.

## OIL SURVEY

On January 17th myself and several others were asked to participate in an oil company survey conducted by one of those companys that take such surveys. It was really very interesting. There were 12 of us there, all aircraft owners. They wanted to know what type of oil we were now using, and why. They then went on to tell us about Phillips Petroleum Co. and all the benefits of their oil. We were shown 10 posters, one at a time and asked our opinion on each in regards to possible future advertising in various aviation publications. The whole 2 hours was really very interesting and to boot, they paid each of us \$50.00 for our efforts.

If you ever get the opportunity to sit in on one of these surveys, you should do it whether they pay you or not. The fact that it's an evening out talking about flying would have been enough for me.

What kind of oil do you use? Shell or Phillips.

D. SWENSON

## MATERIAL

Due to the lack of material from our own, you will again have to read through the ramblings of my mind.

## AVIATION THOUGHTS

"Come along for a moment and look at a few of the people who choose to own and fly these machines, and see what kind of people they are and why they fly and whether, because of it, they might be a little bit different than anyone else in all the world."

"Not just any man, but a man who feels flight as his life, who knows the sky not a work or diversion, but a home."

"She kisses her plane on the spinner, before she locks the hanger door."

"Why fly? Simple. I'm not happy unless there's some air between me and the ground."

"I don't think you're ever the same after seeing the world framed by a pair of wings."

"Do you notice that when people talk about why they fly and the way that they think about airplanes, not one of them mentions travel? Or saving time? Or what a great business tool this machine can be? They talk of friendship and joy and of beauty and love and of living, of really living, firsthand, with the rain and the wind. Ask what they remember of their life so far and not one of them will skip the last twenty-three years. Not one."

"A pilot does not fly airplanes to get somewhere, although he gets to many somewheres indeed. He does not fly to save time, although he saves time every time he steps from his car to his plane. He doesn't fly for the sake of the childrens education, although the best geographers and historians in class are those who have seen the world and its history in their own eyes, from a private airplane. He doesn't fly for economy, although a small used airplane costs less than a big new car. He doesn't fly for profit or business gain, although he could."

All of these things are so often given as reasons to fly, aren't reasons at all. The one reason to fly is simply to find the meaning of life itself, and the living of it in the present."

"If a owner keeps his airplane tied down on the airport grass, he worries with every windstorm and scans every cloud for hail, much as if his airplane were his wife, waiting out in the open."

"Flying is one of the few popular sports in which the penalty for a bad mistake is death."

"Such are the terms that flying lays down for pilots: Love me and know

me and you shall be blessed with great joy. Love me not, and you are asking for real trouble."

"The man who flies is responsible for his own destiny. The accident that could not have been avoided through the action of the pilot is just about nonexistent."

"The safety of the pilot rests in his own hands."

"He decides to accept responsibility for his actions or he stays on the ground."

"Life, without flight, isn't worth living."

"If you wish a world where your destiny rests completely in your own hands, chances are that you are a natural-born pilot"

"I should have said something to him. I should at least have told him of that special high place where a few hundred thousand people around the world have found answers to emptiness."

JOHN CROOK has asked me to mention the fact that name tags are available through our chapter at a modest cost. See JOHN at the meeting for all the details. Orders taken one month are usually delivered the following month. Remember, buy a nametag so everyone else will know who YOU are!!!

## EAABOARD

At last month's board of directors' meeting, our President Gerry Catha asked me to select seven names for potential 1985 board members. These names will be presented at the February meeting, and an election of the board members will be held in the March meeting. At the meeting, the floor will be open for nominations. Those nominated that night and the names that I submit will be voted on in the March meeting.

To insure that our chapter remains an excellent chapter, it is normally best to maintain either experienced directors, or experienced officers in an organization. Under the direction of Gerry Catha, Dale Brooks, Clair Button, and John Crook, we have both experienced and excellent leadership. This leadership will continue through December 1985; therefore, I feel that now is a good time to elect an almost totally new and inexperienced board of directors. I am suggesting that one of the present directors be re-elected. New ideas never hurt any organization as long as experienced officers serve as a balancing factor. All of the suggested persons have been members of our chapter for more than two years, and all are active in aviation. I have contacted every one of them, and all have stated that they will be willing and ready to serve. I am suggesting the following persons to serve as the 1985 board of directors (listed in alphabetical order):

BARTIE COYLE  
BOB DUNKLEBARGER  
CHRIS KOSAN  
JUDGE PAT MC CLUNG  
GENE PLAZAK  
TOM SCOTT  
DAVID WEBB

**BARTIE COYLE:** Bartie will represent aviation in two ways because he is currently a Mooney owner and is actively building a LONG-EZ. Bartie is seen at the airport on almost all weekends, and he seldom ever misses any chapter events.

**BOB DUNKLEBARGER:** Bob is a long-time EAA member who moved to Dallas a couple of years ago, and is currently a member of Chapters 34 and 168. Bob will bring wood expertise to the chapter because he is a semi-retired carpenter who has chosen a Pietenpol aircraft as his project. Bob has completed the fuselage and most of the wings. Bob has also written articles for Hangar Echos and has offered to bring his aircraft to the meetings for inspection.

**CHRIS KOSAN:** If I had been asked to select the "168 EAA PERSON OF THE YEAR", it would be Chris because she has been super helpful in the board meetings, she did the majority of the planning for the Christmas party, and she handles

the coffee and the cookies for the monthly meetings. Do not let good people like Chris be idle!

JUDGE PAT Mc CLUNG: Pat is the "head gieser" of the old gieser Starduster club. Pat is an oldtime member who spent several months (?) rebuilding a Champ, and is now completing a Starduster I. Pat will bring to the chapter expertise in tube construction, dope and fabric. Being one of the finest judges in the state of Texas should also help our chapter make good decisions in the year 1985.

GENE PLAZAK: Gene is the southwest regional director of the American Yankee Association (AYA), and the owner of the only "YANKEE TAIL DRAGGER" in history. Gene has placed his aircraft in the EXPERIMENTAL category and is working with the FAA to receive a marketable STC to allow the other Yankee owners to do the same to their aircraft. In addition to the tail dragger kit, Gene is also marketing an STC'd fuel monitor that he has designed, and he is actively working with a plastic manufacturer and the FAA to develop speed kits for several types of aircraft. The North Texas Yankee Club (DER GRUMLINS) has nicknamed Gene as "the plastic baron". Gene will bring marketing, FAA knowledge, and "speed" to the chapter. Yes Gene is a member of Natl!

TOM SCOTT: Tom is a hangar owner at the "FLYING V" Airport North of Denton. He is currently building an amphibian aircraft called the Le Gare SEA HAWK, which was shown at last month's meeting. I immediately added Tom to the list of potentials when he made all those suggestions at last month's meetings. Tom has lots of good ideas on how to promote EAA 168 in 1985.

DAVID WEBB: David is currently the owner of a T-34 warbird. This beautiful aircraft is often seen at the various airports on weekends. I believe that David will help the chapter develop better ties with War bird owners.

These are my suggestions. If you have anyone else you would like to see elected, just show up at the meeting and nominate them.

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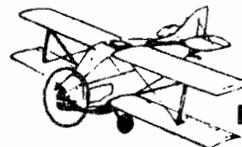
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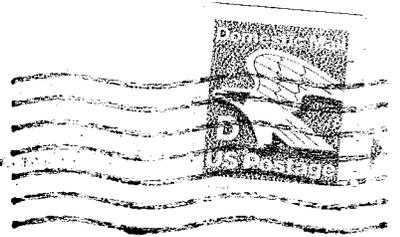
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Craig McGough

P. O. Box 1  
Lancaster, Tx. 75146  
(214) 227-1111 or 227-7733

E.A.A. DALLAS CHAPTER 168  
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ADDISON, TEXAS 75001



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