



Experimental Aircraft Association
Chapter 168
Dallas, Texas

August 1992

Volume 23 Issue 8

Oshkosh '91: A First Visit

By Igor's Master ©

As I write these words I have less than a week before I make my first trip to the Mecca of Aviation, Oshkosh. I feel like I did when I was a kid going to summer camp, all keyed up and twitching with excitement. For a 32 year old man, that's quite an accomplishment.

I have been promising myself that someday I would go to Oshkosh since I picked up my first copy of Sport Pilot back in 1972 and discovered there were people who actually built their own airplanes and that the Government actually let them fly. Nineteen years is a long time to delay gratification, but I think this is one thing that is worth the wait. I hope so, at any rate.

This particular trip was almost a year in the making, including several false starts, bad leads, and disappointments. I had made arrangements to go with an acquaintance from a local airport, but when the recession hit earlier this year his business took a header and he decided it would be a good idea if he saved the money from the trip and use it for something useless like buying food and paying the mortgage. Then came a real scramble during the spring to find a ride up, because riding the bus to Oshkosh just didn't seem right. Just a month before Oshkosh I found a spot in a Cessna 172 rented by another local businessman whose business hadn't been hit quite as hard by the downturn in the local economy as my first ride had. I negotiated for the wing spot in the camping routine, and went out to purchase a new tarp and plastic sheeting to use for my home away from home in Wisconsin. Altogether they make a tidy bundle with my sleeping bag, a small item that will probably ride to Oshkosh in my lap, except for when I have to take my turn flying. As the only



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Student ticket in the group, I have to have a CFI in the right seat when I fly, but I think I can log this as my long X/C flight, and as my dual X/C. Every little bit helps.

One thing I'm not looking forward to is the approach to Oshkosh, especially since I saw the FAA video on how to approach the big O during the convention. I don't like too much traffic around me when I fly, and I got as nervous as a long tailed cat in a room full of rocking chairs when I was faced with seven planes in the pattern during a spot landing contest at a local airport outside of Dallas. The thought of having more than ten planes on final to the same runway (!) is giving me hives. I have already said that the CFII in the group can fly that leg, or anybody else as long as it isn't me.

My First Impression of Oshkosh:

My GAWD willya lookit all those planes! (Over Ripon).

continued on page 6

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Director's Meeting, July 16, 1992

The August Meeting will be on 8/4, the program will be aviation videos.

The August Fly-in will be hosted by Don Stovall and Jim Rushing at Kitty Hawk on 8/8.

The September H.E. assembly will be at Monroe McDonald's on 8/25.

The September Meeting is tentatively set for Bill Signs to be the speaker.

Gary reviewed the advertiser status for the newsletter and for Kerrville.

H.E. newsletter was discussed. Doug Vail has resigned as editor, Sam Cooper is the new editor.

National EAA efforts aimed at young people were discussed.

The Aircraft Spruce sponsored Forum is set for 10/31 at Grand Prairie airport.

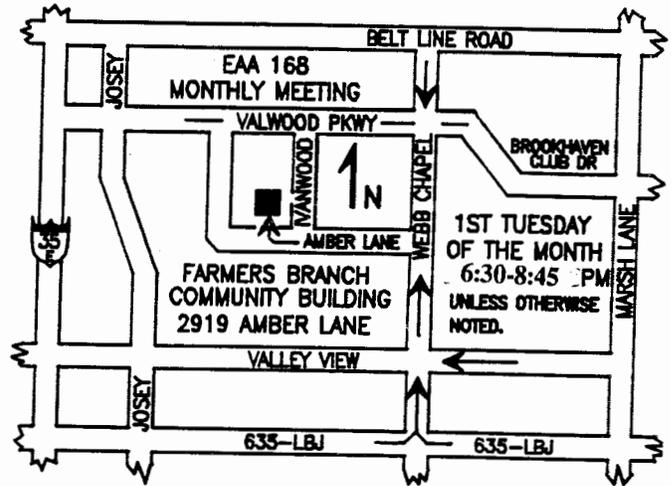
Fly-in insurance was discussed. It was requested that the hosts be included on the forms sent to National.

The possibility of adding a fabric tester (\$200 - \$250) to the Chapter tool collection was discussed. This will be brought before the members at the August Meeting.

Don Lewis provided a Treasurer's report: account balance is \$5,526.62 and \$1,000 in the Rich Gardner memorial fund.

August Calendar

- 4 Regular Meeting
- 8 Fly-in
- 13 Director's Meeting
- 25 Hanger Echoes Assembly



H.E. Assembly

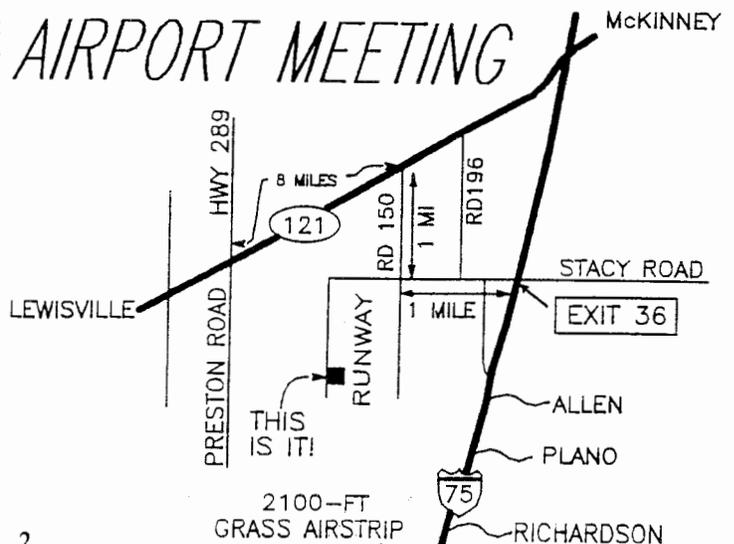
The September issue of Hanger Echoes will be assembled at Monroe McDonald's house on August 25, 1992 starting at 7:00 pm. The address is;

10021 Pensive Drive
Dallas, 352-1564

August Fly-in

The August Fly-in will be hosted on August 8 at Kitty Hawk by Don Stovall and Jim Rushing. The grass field has finally dried out after another wet spring and early summer. Look for the 168 Chapter trailer on the west side of the field. As usual, the Fly-in will run from 1000 to 1400, with hot dogs, drinks and condiments being served at about 1200.

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From the President's Computer

Greetings to all! It's newsletter time again. EAA's Annual Oshkosh Fly-in will be beginning as you all receive this newsletter. I'm sure that many of you will be planning a trip to Oshkosh or already be enroute, so enjoy your trip, but do it safely.

The rest of us will have our regular business meeting on August 4. The program this month is ad hoc aviation videos! So bring your favorite one along for the rest of us to enjoy.

Our airport meeting last month was at Aero Country Airport. It was our annual picnic spread, where everyone brings a covered dish. We had a great turnout with over fifty people present, and an excellent lunch. We had all kinds of meats, ham, chicken, beef brisket, and sausage. Plentiful beans (and I love baked beans), and salads. Some thoughtful person brought ice cream to the picnic, which made for a nice desert. Thanks go out to Clair Button, Bill Wisley, and Tom Thompson our hosts.

For your information the next paragraph is from last months' column.

Speaking of events, I recently got notice that Hooks Airport will be repeating their April Airshow and Fly-in on September 26th and 27th. They had over 7,000 people each day attend the April event. Aircraft ramp reservations are needed, so they have asked how many spots to reserve. Also the Frontiers of Flight Museum has invited us to their third annual Static Aircraft Display to be held at Love Field on September 12 and 13. The Stealth Fighter will be on display along with other US Military Aircraft and Confederate Air Force Aircraft. Last year this event after the Desert Shield operation drew a large public crowd. It would be nice if our Chapter could display an aircraft representing each basic type of construction, wood, tube and fabric, metal, and composite. Security and insurance will be provided. Fina is offering gas to exhibitors. See me for details.

Kerrville is coming up soon (3rd weekend of October) and Jim Berry, who heads up the judging

of aircraft, is asking for members qualified to judge and the category in which they would like to judge. The categories for judging this year will be the same as in past years: Antique, Classic, Custom Homebuilt (Plans), Custom Homebuilt (Kit), Warbird, Rotorcraft, Ultra-lite/Light Aircraft, and Static Display. The quality of judging at Kerrville has been the result of EAA members across the state volunteering their time and expertise. So, if you have an urge to help out, this would be a fun and rewarding event. Please inform me of your name and category if you're interested, and I'll pass it along to Jim Berry.

On another area of interest to all chapter members, our Chairman of the Board EAA, Paul Poberezny, has been verbally attacked by a Mr. Roland Riemers of Zap, North Dakota. Mr. Riemers heads up a group known as the "E.A.A.ers for ACCOUNTABILITY", which is critical of Paul's remuneration and use of EAA airplanes, etc. If you receive the EAA's EXPERIMENTER, in the August editorial Paul responds to this criticism. EAA Chapter 304 of Jackson, Michigan has sent a strong negative response to the gentleman from North Dakota. EAA Headquarters has received a number of similar responses in support of our founding leader. Paul himself, strongly ENCOURAGES everyone to attend the Annual Business Meeting which will be held on Wednesday, August 5 at 9:30 A.M. in the Theater in the Woods. So, if you are at the Fly-in, I would urge you to attend this meeting and support Paul Poberezny. I'm hopeful that this distracting issue can be finally put to rest and end any efforts to disrupt or cause dissension among the membership. Think of where general aviation would be today without EAA, or Paul Poberezny. Since I will not be able to attend this meeting, I will be interested to hear from any of you who do. Infact, let's have somebody give an update at our September meeting.

See you at the meeting! Gary

P.S.: Bring a friend or two along!



Clair Button

Chapter Members at the Aero Country Fly-in and Summer Picnic

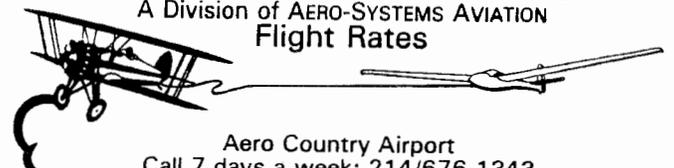
JULY FLY-IN & PICNIC

A big THANKS to all of the folks who attended and contributed food for this years annual Chapter 168 picnic. We had a very good turnout of members & visitors with plenty of great food for all to eat thanks to your generosity. It was a very good opportunity for members and spouses to visit and get better acquainted on a more casual basis than is possible at a regular Chapter meeting. We counted 52 people in the food line and several others showed up later. Aircraft fly-ins were limited to bigger factory airplanes because of the strong gusty winds, with the exception of Don Christiansen who flew in with his beautiful RV-4. Thanks one and all, hope to see you at this months Fly-In.

Congratulations

Fellow Chapter members Pat and Dave Eby of Wichita Falls have again received another award for their 1950 Cessna 150A. They received the Best Classic - 86 to 165 HP award back in April at Sun-n-Fun 1992. This is in addition to the Richard Gardner Memorial Award from Kerrville 1991.

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Airplane Photos Please

Early in August we will be assembling the Chapter 168 page which will be placed in the Kerrville program. We would like to feature the planes of the Chapter members. Especially the more recent completions or acquisitions. Please bring a picture of your plane to either the Regular Meeting or the Fly-in and present it to one of the Chapter officers. If you can not attend these events, please mail it to the newsletter editor. All prints will be returned intact. We want to make this your page.

"HOOT" FLIES AGAIN

As some you may know, long time EAA member and sport aviation supporter and pilot, Hoot Gibson is scheduled for his next (4th) Space Shuttle Mission.

I'd like to pass along some of the additional details I obtained in a phone conversation I had with him last week. He will again be in the left seat as Shuttle Commander-Pilot, this time in the new Endeavor for it's 2nd flight. The flight will be for 7 days, with 2 days additional reserves on board. The main payload in the cargo bay will be a Japanese Space Lab, along with several other smaller experimental packages. Their planned launch date is still officially August 12th but Hoot expects it to slip 2-3 weeks because of the accumulation of previous Shuttle launch delays. They are again planning to land at the Kennedy Space Center in Florida, weather permitting. You may remember the dramatic film Hoot showed us of his Challenger landing at KSC taken from the camera mounted just over his shoulder. He said he has not flown his Cassutt Racer for the last 6 months, but has been flying his J-3 Cub (and the NASA T-38).

Hoot also says his wife, Dr. Rhea Seddon, has another Shuttle flight scheduled, her third. It will be STS-58 and the planned date is June 1993. She will have the "jump seat" position on the flight deck - what a view of the action! It will be a long duration, 2 week, flight. I think he said it would be on the Shuttle Columbia.

Hoot said to be sure to say Hi to all the Chapter 168 Members. C.J.B.

New Newsletter Editor

Last month Doug Vail resigned from the position of Hanger Echoes editor. Sam Cooper, the former assistant editor, will be taking over the position of newsletter editor.

We all owe Doug a hearty **Thank You** for the year and a half that he spent providing us with our newsletter. Thank you for a job well done!

August Meeting

The August 4th Meeting will feature several aviation videos instead of a regular speaker.



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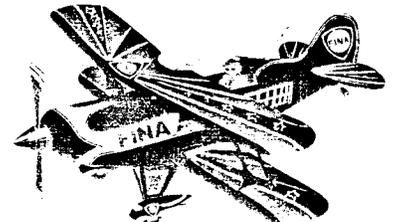
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Oshkosh '91: cont'd

Second Impression of Oshkosh:

My GAWD will ya lookit all those planes?! (On downwind for runway 27, seeing the camping and parking areas).

Further Impressions From Oshkosh in No Particular Order:

The food vendors managed to avoid the temptation to charge twice what the food is worth, and served a quality product to boot.

Don't try to take pictures in the EAA Museum with 400 speed film and a \$2.00 camera from a yard sale.

If you're building a fairly popular model like a Glasair or a MINImax, be sure to take lots of pictures of any examples that catch your eye. Also take pictures of any paint jobs that appeal to you, as references for your homebuilt. I'm building a MINImax, and I ended up shooting the better part of 2 rolls of film on the ones at Oshkosh.

Making ribs in the Woodworking Workshop is much like potato chips; the first thing you want after you finish is to make another.

There was a whole other Fly-in going on at the south end of the field that had almost no publicity from either the program or the announcers on the flightline. If you didn't make the mile or so walk from the Forum tents down to the ultralight area, you missed a great deal of the fun of Oshkosh '91.

Burt Rutan could have made a terrific example of how to run an air traffic system from Oshkosh. We were told Monday that 7% of the entire U.S. air fleet, including the military and the airliners, was parked on the field. And we did it without a TCA Wedding Cake, or even transponders. (I was told by an FAA person that the traffic density was such that all those transponder replies would have just merged into a solid blur on the radar screens, so much for TCAs in the LA Basin.)

continued on page 7

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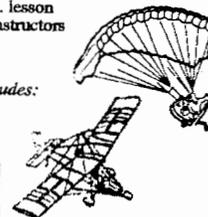
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 &  welcome

Oshkosh '91: cont'd

I want a handheld Navcom on board the next time I go for a long X/C in a rented plane. (More on that later.)

Wood airplanes smell better than composite ones while you're building them (from the workshop areas).

Ray Stits was the busiest old person I've seen since cancer got my Granny.

The EAA Design College Forums helped me understand airplanes more than all the textbooks I have been able to find on the subject except "Stick and Rudder".

I waited too long to get to Oshkosh. Next time I'm coming with a homebuilt, the restaurants on that side of the field are better, and they're a darn sight closer walk.

My favorite for breakfast was the Donut Shop, but we usually did the Warbird because it was closest to the gate. The Brats at the Deli Cafe were the best lunch I had there, but as a transplanted Texican, I suggest forgetting the nachos. The idea is to put the cheese over the chips and add the peppers after that, just before serving. And in spite of eating like a horse, walking back and forth to the U/L area managed to take off 6 lbs that week. Also recommended is the Steak House Cafe for dinner, whether you get the chopped sirloin or the prime rib. My sirloin came out just like I like it, half raw, but others said theirs was perfectly well done, so you get what you ask for there.

It was a good thing that my wife took the checkbook away when someone offered a show special of \$219 on a handheld Loran C.

There were a lot of other Texans in Oshkosh, and most of them brought their airplanes. For some reason most of those were bankruptcy lawyers. These other Texans were all easy to spot, because for some reason Texans feel obligated to fly the state flag at their campsites. I can't say much, our camp had a flag up too. And all the Texans I met were friendly, including the offering of food and drink, even after they heard I was writer. (Writers are higher up the respectability ladder than lawyers, but not by much.)

continued on page 8

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Oshkosh '91: cont'd

The much vaunted "Big News" about Part 103 that I heard about ended up being a big letdown. According to USUA's booth the only thing they were told about was an increase in empty weight for the 2 seat trainers.

Speaking of Part 103, the U/L people seemed to be having so much more fun than the rest of the pilots at the Fly-in. Perhaps that was because they flew more than the rest of the planes and pilots there, whenever the weather permitted.

Sight I will never forget: On Sunday the weather didn't cooperate for the usual airshow, so a low level show had to be run. The F-14 Tomcat had to make a high-speed run down the runway at M=0.9 and as the humid air passed through the local shockwaves on the airframe the moisture condensed out into a spherical cloud that obscured all but the nose back to the inlets, the tips of the vertical tails and the wingtips. Awesome sight.

There is a chunk of angle stock riveted to the leading edge of the A-10 wing for a stall strip. It works, but it sure looks strange sticking up there like that, with the one face on the surface and the other one sticking straight out like the wickerbill on my old race car. But according to the Iraqis, it works just fine.

I must have climbed into 20 or 30 airplanes for people to prove how wide and comfortable their airplanes were. Most were, but for a guy my size there were a few that weren't. Not that the Avid Flyer or the Kitfox are bad airplanes, they just don't come in a 52 Long. I did fit into the Macair Merlin, all the TEAM aircraft, although getting a leg over the wing took some work (I'm building a MINImax, so it wasn't that hard), the Montana Coyote fit like a dream, the KIS was a little snug through the elbows and shoulders. Understand that I am a Very Large Person, and that someone a little more petite would have no problem with any of the airplanes I asked or was asked to try on.

U.S. Aviator was everywhere in Oshkosh, and I took advantage of the chance to fill in some back issues in my collection. The Stupid Fed Trick in the July issue was the talk of the campground as some

continued on page 9



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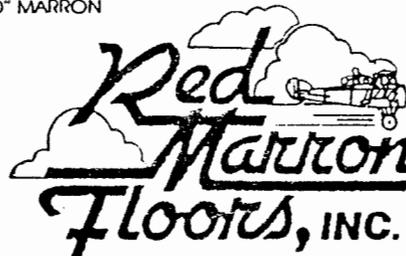


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Oshkosh '91: cont'd

people discussed a zero tolerance for FAA inspectors that make absolutely stupid mistakes. Some of the proposed penalties are not for the squeamish, and won't be discussed here by me.

NASA was handing out a paper version of their NASP X-30 hypersonic air/space plane, that were a big hit with the younger set, those younger than 70 or so. The FAA said it would count as a 51% kit. I got a momento from one of the people handing out souvenirs in the NASA building, in the form of a medallion commemorating the Apollo 8 mission around the Moon. I was in the 5th grade when I heard the Christmas Eve broadcast from the Moon, and I'll never forget it.

There really need to be two Fly-ins, one for looking at all the beautiful airplanes, and one to attend all the forums. There was so much good information being freely given, I was amazed. Try to find time to attend at least a few of the forums at Oshkosh. Just stay out of Burt Rutan's forums, the rest of us want a little room to breathe. Brother Burt's Traveling Tent Shows were always packed past SRO and overflowed into the weather. The EAA really needs to consider a larger venue for Burt, and I understand that Jim Bede had the same problem with his talks about his aircraft, although I wasn't there, so that's just hearsay. Perhaps moving Burt to the Theater in the Woods would be a good idea, if it wasn't inside the flightline area so that people with just the Exposition Pass could attend. I hope they figure out something.

Bax was great. Bax talks pretty much like he writes, except with more of an accent. (He says that's because someone corrects his spelling when he turns in a column.) I wish I could write like Bax, but I would have to have lived a life like Bax so that I would have something to write about. I guess I'll have to write about the same things I have written about to now, which is what I have seen and done.

The trip home was something else entirely from the trip out. On the way back from OSH to an overnight in Lars' hometown we noticed the

continued on page 10

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Oshkosh '91: cont'd

compass was reading twenty degrees off course to the north on an east-west course. This was troubling, but not a matter of dire concern.

The real fun started when Lars noticed the #1 Nav receiver behaving in a peculiar fashion. I couldn't see it, but the ammeter was heavily into the discharge region of the dial, and fortunately Lars includes the ammeter in his scan while in IFR conditions. Another lucky thing was the fact that I prefer to use pilotage when I fly, because U/L normally don't have radio Nav aids, so as soon as the weather cleared enough to see the ground from our 6,000 ft MSL cruise altitude, I got the sectional from the pilot and double checked our course against landmarks on the ground. We lost the alternator just north of Cedar Rapids, but because of Lars precise following of heading and my cross-checking of our course we knew exactly where we were. We told Center of our situation, shut down all electronics including the Hobbs meter (you would be amazed at how much current a Hobbs meter draws) we proceeded to fly IFR by pilotage until we got within sight of Kirkland MO. Lars made a flaps up landing to conserve the battery, and his mother in the back seat of the 172 never knew we had a problem until we got out and started talking about it. After checking with the owners of the aircraft and then checking with the A&P on the field at IRK we decided to continue VFR via pilotage. While we were waiting for the owners to call back we had a discussion on the merits of handheld Navcoms, as well as how nice the Loran I mentioned would have been. The rest of the trip was uneventful, except for navigating through the DFW TCA with no transponder, after we got the clearance. We had enough battery left for about a half hour of nav lights and rotating beacon, plus a little for the landing light when we landed.

My trip was ADS to BUM, refuel, BUM to LSE, stay with Lars' parents, LSE to OSH and the convention. Back was OSH to LSE, overnight, LSE to IRK via CID, IRK to MKO, MKO to F54, Arlington TX, then a ride back to my car at ADS.

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