

# WINGSPAN

*Ernie*

Experimental Aircraft Association  
Chapter 168  
Dallas, Texas

September 1992

Volume 23 Issue 9



Gus Gustovich

**August 8 Kitty Hawk Fly-in: Bill Wisley, Ed Olsen, and Brownie Seals  
get set to launch in their Hiperlights.**

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### Director's Meeting, August 13, 1992

The September Meeting will be on 9/1, the guest speaker will be Bill Signs.

The September Fly-in will be hosted by Henry Odlozil at the Flying O on 9/5. This will be covered dish.

The October H.E. assembly will be at Don Christiansen's on 9/29.

The October Meeting will be a video presentation of Pete Huff's White Lightning project.

1993 Officer nominations are needed at the September meeting. Several nominations were taken and accepted. Anne Asberry will serve as nominating committee chairperson.

The Kerrville Fly-in was discussed.

Some name tags were lost, they will be replaced.

Monroe McDonald reviewed the Oshkosh Officers meeting he attended.

It was motioned and seconded to forward Henry Odlozil \$300 for the September Fly-in food.

Vern Williams has asked to resign as the Chapter Trailer officer. A search for a replacement has started.

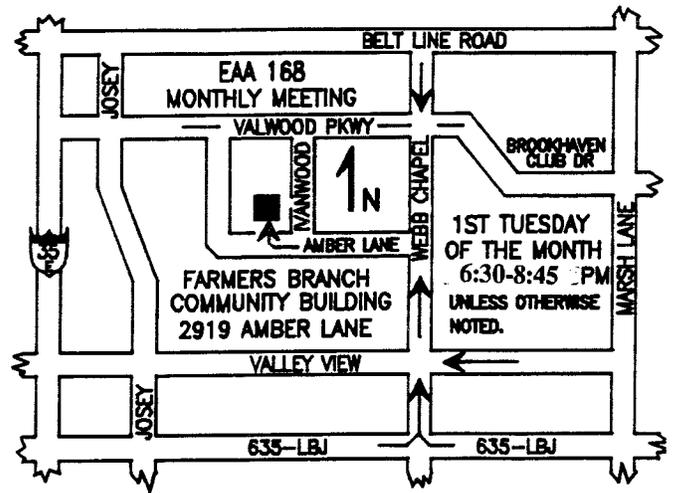
Gary provided an update on the Aircraft Spruce Forum.

The EAA calendars are in.

A Chapter phone hotline was discussed. The possibility of a BBS (bulletin board) was discussed.

## September Calendar

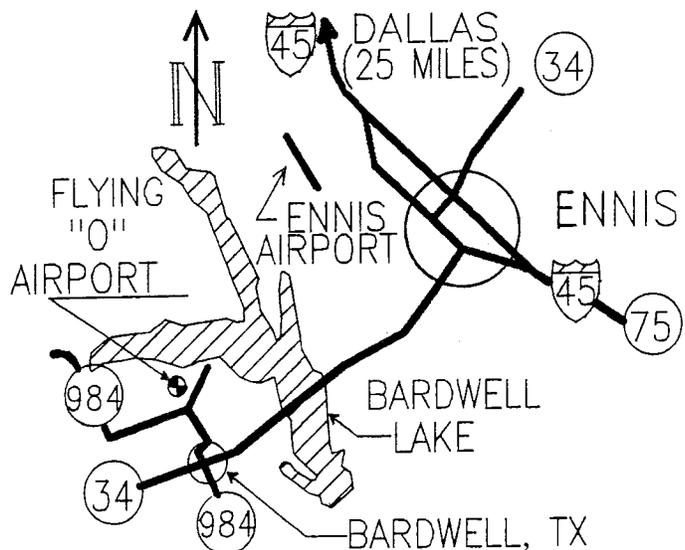
- 1 Regular Meeting  
Farmers Branch Comm. Ctr. 6:30 pm - 8:45 pm
- 5 Fly-in
- 10 Director's Meeting  
Farmers Branch Comm. Ctr. 7:00 pm - 8:45 pm
- 29 Hanger Echoes Assembly



## September Fly-in

The September Fly-in will be hosted on September 5th at the Flying O airport (near Ennis) by Henry and Mary Jane Odlozil and family. This will be a covered dish lunch with barbecued sausage available. We are again asking that you think twice about bringing dessert. We had a very nice meal at our summer picnic with goodies to spare. As usual, the Fly-in will run from 1000 to 1400, with food and drinks being served at about 1200.

The grass field should be in excellent condition (better than some local "hard surface" runways). You may want to bring along a lawn chair or two for additional relaxation. This is our biggest Fly-in of the year.



## From the President's Computer

Greetings to all! Time flies by, it's newsletter time again.

Our airport meeting last month was at Kitty Hawk Airport. We had a excellent turnout with over forty people present, and our usual hot dog lunch. Thanks go out to Jim Rushing and Don Stovall our hosts, and everyone else who helped. Don is making progress on the RV-6 in his hangar, maybe next year it will be flying!

FYI: the two paragraphs are repeated 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 reservation 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/Storm 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.

Other area events are: Terrell Airport Fly-in, Saturday, September 19th. Parking on ramp area of the crosswind runway 14-32, Hours 9-12. Hosted by the folks at Terrell Airport. EAA Chapters 927 and 834 (East Texas) are sponsoring a Piney Woods Fly-in, September 25-27 at Gladewater, Texas (07F). A full program is scheduled, pancake breakfast, hamburger lunch, and fish fry in the evening, with fabric covering and welding forums. In addition EAA Young Eagles flights will be available to kids 8-16, who register and complete a 150 word essay on "Why I would like to learn to Fly"! The Mineral Wells Airfair '92 is September 5th and 6th, with a barbecue and entertainment on Saturday night, and an airshow Sunday afternoon. The field (Mineral Wells Municipal) will close at Sunday noon for the aerobatic performance. Also last but of interesting note, Aerodrome 92, September 5-7, Lake Guntersville, AL, where only World War One aircraft are allowed. I'll bring flyers on these events to the meeting for your perusal.

At this months meeting we're taking nominations for Chapter Officers, so that will take a little bit of time. Chapter Elections will be in October. Get in the volunteering spirit, the Chapter has several opportunities and needs which I'll cover at the meeting. See you at the meeting!

Gary

P.S. Bring a friend or two along!

## H.E. Assembly

The October issue of Hanger Echoes will be assembled at Don Christiansen's house on September 29, 1992 starting at 7:00 pm. The address is;

515 Softwood Circle  
Duncanville, 298-6531

## Aero-Country: Alive and Well Rising From the Ashes (or Potholes)

By C.J.B. (Clair Button)

About eight years ago we bought a lot at Aero-Country and had our hangar built. We didn't even have a plane at the time. We chose Aero-Country because it was the place to be if you were into flying. It was a "3-Ring Circus" of sport aviation activity at that time. There was constant flying activity, aerobatics, sailplanes, warbird fly-bys, ultralights, banner towing, and even parachuting on the field. After a couple of years, the airport began to deteriorate. The airport owner stopped maintaining the runway and taxiways. He was on the verge of bankruptcy. A Plano real estate "tycoon" (some say a buffoon) bought the property and let it continue to deteriorate. It became totally unfit for use because of the many large potholes in the runway and taxiway.

About three years ago the hangar owners formed a property owners association and filed several lawsuits to force the owner to maintain the property. It never worked, only the lawyers came out ahead. Finally, this owner defaulted on his airport loan, the bank also failed, and the airport went to the RTC. Most flying activity ceased.

There are a lot of aviation hard heads, or to be polite "independent thinkers" among the hangar owners, but they were still able to band together and by arranging voluntary assessments, come up with the money to buy the runway and taxiway from the RTC.

Early last year things started looking up, the runway was torn up and rebuilt to at least minimum standards. This past June the runway received an additional top coat, and the taxiway is in the process being extensively rebuilt on the south end of the field. The airport cafe has again

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reopened, and runway lights are being installed.

I realized that Aero-Country was well on the way to returning to its old self, when I was out at my hangar on a Sunday afternoon in July, repainting the nose wheel pant for my Cherokee 180. I found it hard to get much done with all the distracting airplane noise and activity. Within about a two hour period I "had" to walk out of the hangar numerous times to see what was going on. First there was the Russian Yak-52 which someone is restoring. With the cowling off of the big 360 HP radial engine, it made several runs up and down the grass portion of the runway, apparently checking out the overhauled engine.

Before I could get back into the hangar, a shiny Bellanca Super Viking, painted black with red and yellow trim, started doing an aerobatics routine, complete with smoke, in the aerobatics box on the east side of the runway.

While this was going on, I noticed that Dave Hinkley was doing a good business with his glider operation. There were two on the grass and three in the air, including one still on tow behind the Maule and the big metal Blanik 2-place was doing some big loops high and to the east of the airport. It's easy to identify because of the forward sweep of the wings. Earlier in the afternoon I saw Dave's L-19 Bird-dog return with a large banner advertising a radio station and an appearance by Vanna White.

One of the Lew Shaw/Delmo Johnson Soko Galeb jets, on its way back to Addison, made a pass just off the west side of the airport. He apparently decided it was not a good time to make the usual high speed pass down the runway. I'm sure the two ultralights on downwind, one a white biplane, and the other a pretty light green and yellow highwing, were glad they didn't have to share its airspace. As I forced myself back into the hanger to finish my painting, a bright new

blue and white Sukhoi Su-26 (complete with red Russian star on the tail) taxied out to do some ground handling and high speed taxi tests. At the same time, the newly rebuilt and highly modified Grumman AG-Cat (ala Gene Soucy's Show-Cat), being built for a Swedish airshow pilot by Mike Swick, made its first takeoff on the grass next to the paved runway.

Thanks to the airport association members and especially the officers and directors, Aero-Country is well on the way back to its old self. There's also plenty of aircraft building and restoration activity going in the hangers out there, but that is something to cover in some future issues of Hangar Echoes.

**GIVE A GIFT THEY WILL NEVER FORGET!**

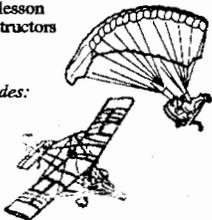
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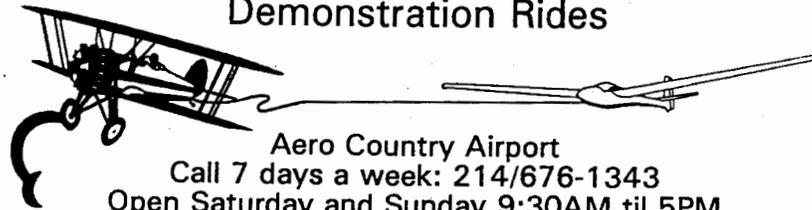
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## September Meeting

The September 1st Meeting will feature Bill Signs as a guest speaker. In June, Bill and Russian Yuri Kharitonov completed a 21,000 mile, round-the-world flight with a number of stops in Russia. The flight was undertaken as a 50th anniversary commemoration of the World War II Lend-Lease program.

## 1993 Officer Nominations

The 1993 Officer Elections will occur at the October Meeting. A list of nominations for President, Vice President, Secretary and Treasurer will be presented at the September Meeting. Nominations will be taken from the floor.

## Kerrville '92 Fly-in

The Kerrville '92 Southwest Regional Fly-in is rapidly approaching. It will be held on October 16-18 at Kerrville Municipal (Louis Schreiner Field). If you can not travel to Oshkosh or Sun-n-Fun, then this is the next best thing in the area.

Once again Chapter 168 will be doing the Flight Line Operations (FLO) for the Fly-in. We will need volunteers for both Friday (16th) and Saturday (17th). Jerry Bidle is our FLO coordinator. Please see Jerry or any of the Chapter officers if you are interested (no previous experience is necessary). Look for the sign-up sheet.

Please note that as of August 13, hotel reservations were getting scarce. Apparently there is another event in town the same weekend.

For further information on Kerrville '92, call 915/658-4194.

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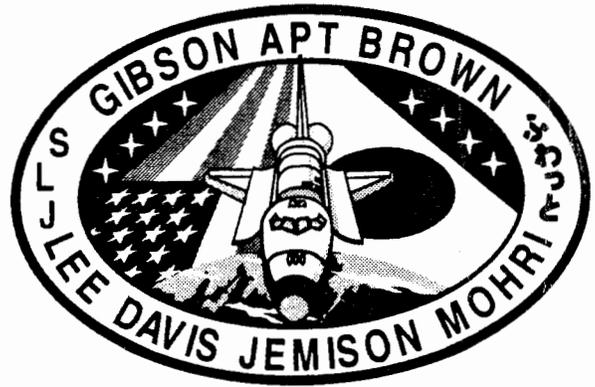
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8/18/92

Dear Clair,

Thanks for keeping me up on the latest! We are getting a bit busy lately with launch preps for Sept. 11. We will be a relatively boring looking flight from the ground since we don't have a satellite to rescue or anything like that, but it is all great from onboard! I'm hoping to talk via Ham radio to the Reno Air Races since we expect to be overhead while the races are on.

I missed you at Oshkosh, I guess, because I was there from Sat.-Tues. Had the usual great time of it.

My little racer is doing fine. Not near enough time to play with it, but that should lighten up a bit after September.

See you soon, with any luck!

Sincerely, Hoot

Chapter 168 Members: Let your Chapter Officers know if you would like them to invite Hoot back, after this Endeavor flight, to discuss the mission and talk a bit about his wing design, building, and altitude record flight of his homebuilt Cassutt racer.

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Gus Gustovich

Winnie Wackwitz in her Flybaby gets a helping hand from Bill Wisley

**Frontiers of Flight Museum  
Static Aircraft Display**

The Frontiers of Flight Museum will be hosting its annual Static Aircraft Display at Love Field on September 12 and 13, from 1000 till 1700 each day. There will be a number of U.S. military and Confederate Air Force aircraft on the field.

They have also invited interested Chapter members to display their aircraft. All equipment on display will be insured. If you are interested in displaying your airplane, please contact:

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## Member Planes

Last year fellow chapter member Tom Moe purchased a Piper J-4 as an around-the-patch airplane while he is building his Protech Prostar. Since the J-4 had a short production run (compared to the J-3), there are not too many of them still around. The plane features side-by-side seating and a simplicity typically found in planes from the Forties. The J-4 is very flyable and takes a little getting used to, but this is normal for a flapless taildragger. Tom is slowly undoing some of the wear and tear the J-4 has suffered over the years.

Tom Moe

Tom Moe and his Piper J-4

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**Shreveport Downtown Fly-in**

Shreveport EAA Chapter 343 is sponsoring a breakfast/lunch and Shreveport Downtown Fly-in on September 12th (raindate Sept. 19). Breakfast (\$5) will run from 0800 till ? This will be the next to last event in the Louisiana Championship Series of Fly-ins. Some of the finest planes in Louisiana will be competing. For further information contact:

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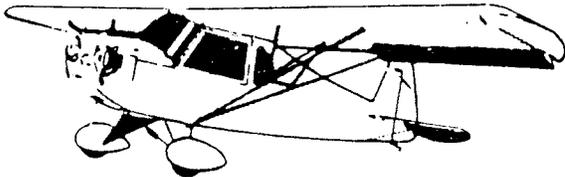
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**New Member Projects**

Gus Gustovich is just getting started on a Fisher Skylite project. It is a single place steel tube fuselage, aluminum "ladder winged" parasol designed by Ed Fisher. Gus is currently planning to use the "Better Half" full case 1/2 VW engine as the powerplant. Gus has ordered the welded fuselage and is expecting delivery of it in about 2 months time. An article on the Skylite appeared in the December 1991 issue of Sport Aviation.

Gus would be happy to talk with others in the area who are interested in the Skylite. According to Gus, if another builder is interested, it is possible to combine orders to help reduce some of the shipping and kit expenses. If you are interested, give Gus a call at 320-1102.



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# NTUPA

Many EAA 168 Chapter members may not know about a local ultralight group that is active in this area and having as much fun as the law allows. The North Texas Ultralight Pilots Association meets the second Tuesday of each month at Mr. Gitti's Pizza on Jupiter at 14th Street in Plano. If you have an interest in the light end of the flying spectrum, come visit with NTUPA. Our meetings start about 6:30 pm. For more info, call Jay Shannon (495-3475) or Bill Wisley (494-4153).

Please note: The Mr. Gitti's is really Mr. Gatti's

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## EAA Chapter 168 Officers

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Vice President	Monroe McDonald	352-1564
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Treasurer	Don Lewis	661-1946
H.E. Editor	Sam Cooper	343-0501
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	Jerry Bidle	517-0946
	Clair Button	231-6070
	Paul Johnson	931-6828
	Boyd Goldman	530-8068
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	Jim Rushing	727-5630
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	Jerry Bidle	517-0946
	Bo Bauereis	348-1734
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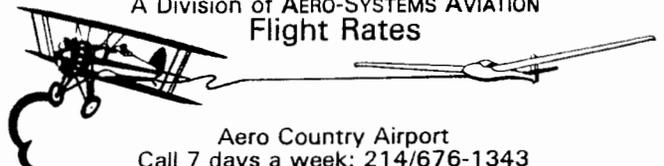
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3500	27.00	23.00
4000	30.00	26.00
4500	34.00	29.00
5000	37.00	32.00

**Frequent Flyer Program**  
3 hours per month rent-free flying and reduced tow rates.  
**Monthly Membership**  
Single seat: \$35  
Two place: \$45  
Combo: \$55  
\*Ask for details.

**Please NOTE:**  
1) All tows above a posted altitude are charged at the next higher altitude shown.  
2) Frequent Flyer rates are available as a 12-month membership, paid a quarter in advance. Frequent Flyer membership must be current or standard rates apply for glider rental and tows.

## Give a Gift Certificate!

Other Rental, Tows or Frequent Flyer Membership - Ask for details

& welcome