



Experimental Aircraft Association  
Chapter 168  
Dallas, Texas

November 1992

Volume 23 Issue 11

## NC2038K Does it Again!



Sam Cooper

Jim Rushing (left) and Owen Bruce stand in front of their Luscombe 8E.  
NC2038 K is the Kerrville '92 Classic Grand Champion.

Continuing a tradition they started several years ago, Jim and Owen once again came home from Kerrville '92 with a major trophy for their Luscombe. They have previously won awards at the Dayton Luscombe Fly-in, the Oshkosh Fly-in and Convention, Tallequah (now Bartlesville), and Kerrville. As always, the Luscombe was immaculate. Congratulations Jim and Owen.

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### Director's Meeting, October 10, 1992

The November Meeting will be on 11/3 (election night), the program will be O.J. Gray on prop balancing.

The November Fly-in will be hosted by Jerry Bidle and Gary Hansen at Addison at the Bucy building.

The December H.E. assembly will be at Bill Wisley's on 11/24.

The December Meeting will be the X-mas party. The party was discussed. The Chapter will buy meat and drinks.

The Aircraft Spruce Builder's Forum was discussed. The chapter will have a handout available for the attendees.

The need for a Trailer Coordinator was discussed. Paul Johnson is handling November.

The January Meeting will be Bill Signs returning to finish describing his around the world flight.

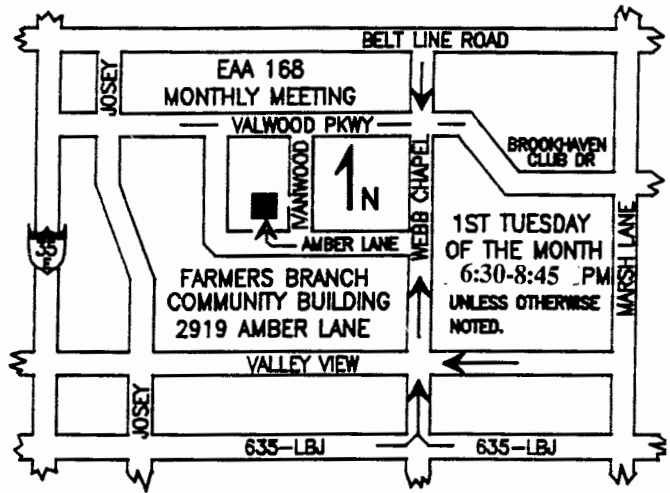
A return visit by Hoot Gibson was discussed. Clair Button will contact Hoot for a possible return in February or March.

The video project presentations were discussed. Monroe is looking for more projects to feature.

Kerrville '92 operations were discussed.

## November Calendar

- 3 Regular Meeting  
Farmers Branch Comm. Ctr. 6:30 pm - 8:45 pm
- 7 Fly-in
- 12 Director's Meeting  
Farmers Branch Comm. Ctr. 7:00 pm - 8:45 pm
- 24 Hangar Echoes Assembly



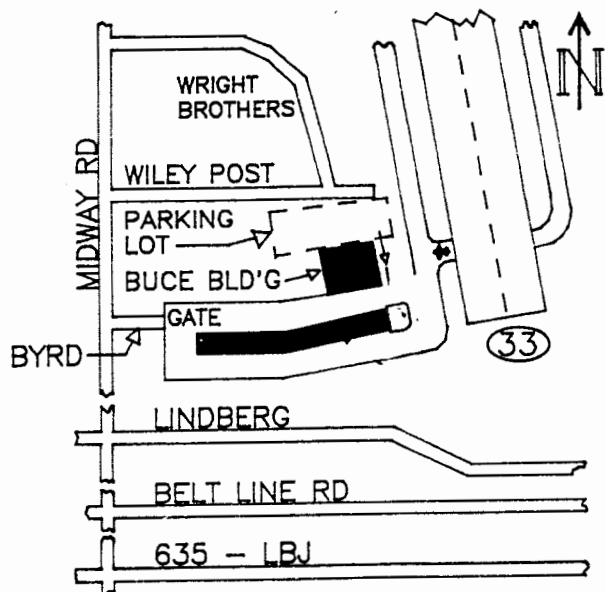
## H.E. Assembly

The December issue of Hangar Echoes will be assembled at Bill and Bonnie Wisley's house on November 24, 1992 starting at 7:00 pm. The address is;

1106 Twilight Drive  
Garland, 494-4153

## November Fly-in

The November Fly-in will be hosted on November 7th at the Southwest corner of Addison airport at the Buce building. Our hosts will be Jerry Bidle and Gary Hansen. The Chapter 168 trailer will be there. As usual, the Fly-in will run from 1000 to 1400, with hot dogs, drinks and condiments being served at about 1200.



## From the President's Computer

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

Our airport meeting last month was at Air Park, hosted by Pat and Paul Johnson. I'm sure you all had a fine Fly-in. Jerry Bidle, Sam Cooper and myself were unable to attend as we participated in the Kerrville Fly-in Work Day. We worked hard putting up the crowd fences.

The following week had Bob Mackey addressing local chapters at UTA's A-1 Classy Theater. It was a wet, rainy night and I was the only person from Chapter 168 present. Bob outlined the new teenager membership and magazine ... Sport Aviation Club. The first issue will be included in your November Sport Aviation magazine. Sounds like a well thought out plan to attract and influence younger members. This is an extension of the Young Eagles Program. In mentioning the Young Eagles Program, the Chapter could certainly use a Young Eagles Coordinator, so if anyone of you is interested, please volunteer. Next year the Chapter should have Young Eagle Flights.

The Kerrville Fly-in was the third weekend of October, attendance and airplanes were less than last year. The cloudy weather, with low ceilings, prevented some people from flying in on Saturday morning. The recession probably contributed also to the low turnout. Last year the whole infield parking area was used, this year it was about half full. The people that did make the Fly-in, enjoyed mild temperatures and the show airplanes. Top prizes for kit-built went to a Lancair, and for plans-built to the Saffire!

Our thanks go out to Jerry Bidle for his effort with Flight Line Operations. Paul Poberezny gave a short speech at the banquet Saturday night. An RV-6 experienced a ground loop on take-off roll, after the airshow, when the majority of airplanes leave. Nobody was hurt, and the aircraft was not damaged severely. Several Chapter members helped load the RV-6 on a trailer Sunday morning, so it could be hauled to a repair area. The pilot had only about ten hours in type, so

that probably was the biggest factor in the incident.

On Sunday afternoon, Dina and I, along with Robert Wall and his wife, toured the Admiral Nimitz Museum, in Fredericksburg, Texas. We spent a little over three hours there, and didn't have enough time to see everything. I would highly recommend that you take the opportunity to visit this museum in the future. Admiral Nimitz commanded all troops in the Pacific during World War II, over two million troops from all branches of the Services. The two man submarine that washed up on Oahu, after the Pearl Harbor attack is on display, along with all kinds of Pacific War relics.

Oh yes, we still are in need of a person to coordinate our Chapter Trailer. Get in the volunteering spirit, the Chapter has multiple opportunities and needs.

Our meeting on November 3rd, is election day, so don't forget to vote, and don't forget to come to the meeting even after voting. See you at the meeting! Gary

P.S. Bring a friend or two along!

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## November Meeting

The November 3rd Meeting will feature a presentation by O.J. Gray on propeller balancing. Mr. Gray has his own propeller balancing service.

## 1993 Officers

The 1993 Officer Elections were held during the October Meeting. No additional nominations were taken from the floor. The 1993 officers will be as follows.

President	Gary Hansen
Vice President	Monroe McDonald
Secretary	Sam Cooper
Treasurer	Don Lewis

In addition, the Chapter has several appointed offices available.

- A new Trailer Coordinator is needed.
  - We would like to have some additional help for Jerry Bidle and Bo Bauereis with handling the refreshments at the Fly-ins.
  - We are looking for a replacement for Ann Asberry to handle the refreshments at the Meetings.
  - We would like to have an officer to coordinate the Chapter's Young Eagles program.
- Please consider volunteering some of your time to help run the Chapter.

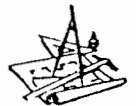
## Kerrville '92

As many of you know, the weather for the Southwest Regional Fly-in (Kerrville) held on October 16-18 could have been better. The low ceilings and poor visibility held the attendance down, stopping a number of pilots while enroute. Despite this, there were some very beautiful and well turned out airplanes in attendance.

We need to thank Jerry Bidle for generously donating his time to coordinate the Flight Line Operations for Chapter 168, our task for the Fly-in. **Thank you Jerry.**

We also would like to acknowledge the efforts of those who volunteered their time to assist with the Flight Line Operations.

Ann Asberry	Mel Asberry
Owen Bruce	Clair Button
Sam Cooper	Gary Hansen
Monroe McDonald	Richard Robbins
Robert Wall	Bill Wisley



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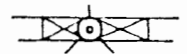
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## Kerrville '92 Judging

The results of the showplane judging were as follows.

Best of Show (popular vote): Hatz CB-1, Bill Gibbons, Seguin TX

Warbird Champion: Boeing/Stearman PT/17, Tim Beck, Kerrville TX

Rotorcraft Champion: Rotorway Excel, Gary Deiterling, Rockwall TX

Best Original Design: Saffire, Barry Halsted, Fountain Valley CA

Antique Grand Champion: 1943 Tiger Moth, David Stark, Weatherford TX

Antique Reserve Champion: 1935 Fairchild 24, Marty Engler, El Paso TX

Antique Best Hi-wing: 1940 Luscombe 8A, David Jackson, Arlington TX

Antique Best Bi-wing: 1928 Travel Air 4000, Brian Dalton, San Antonio TX

Custom Antique: 1948 Monocoupe 90 AL, Marvin Bein, Seabrook TX

Classic Grand Champion: Luscombe 8E, Owen Bruce & Jim Rushing, Richardson & Allen TX

Classic Reserve Champion: Swift GC-1A, Duane Golding, Marion TX

Classic Best Class 1 (0-80 HP): Luscombe 8A, Craig Arnold, Pearland TX

Classic Best Class 2 (81-150 HP): Emigh Trojan, Nancy & Jerry Grout, Mesa AZ

Classic Best Class 3 (150+ HP): Stinson 108-2, Chuck Gruby, La Porte TX

Custom Classic: Luscombe Sedan, William Wright, El Cajon CA

Kit Built Custom Grand Champion: Lancair 360, Milton Neely, Leander TX

Kit Built Custom Reserve Champion: Lancair 235, Thomas Gilbert, Morrison OK

Kit Built Custom Workmanship Award: RV-6, Martin Sutter, Lewisville TX

Plans Built Custom Grand Champion: Saffire, Barry Halsted, Fountain Valley CA

Plans Built Custom Reserve Champion: Hatz CB-1, Bill Gibbons, Seguin TX

Plans Built Custom Best Hi-wing: Streak Shadow, Ralph Diller, Hereford TX

Plans Built Custom Best Lo-wing: Long-Eze, Scott Carpenter, Carrollton TX

Plans Built Custom Best Bi-wing: Hatz CB-1, Billy Dawson, Seguin TX

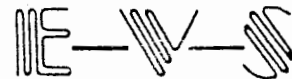
Plans Built Custom Workmanship Award: Long-Eze, Lamar Eidson, San Antonio TX

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## Primary Category at Last

From General Aviation News & Flyer, Vol. 44, No. 21, pg A-1.

A new primary category of light aircraft for private, training and rental purposes has received the blessing of the FAA and will take effect Dec. 31.

The final rule, published last month in the Federal Register following more than a decade of lobbying by the EAA, AOPA and other general aviation interests, is designed to make general aviation aircraft more affordable and accessible to recreational pilots.

The rule provides for operating regulations and new, simplified procedures for type, production, airworthiness certification and associated maintenance procedures for airplanes under 2,700 pounds.

Primary category aircraft (airplanes, gliders, rotorcraft, manned free balloons, etc.) may be either unpowered or powered by a single, naturally aspirated engine having a certificated takeoff rating of 200 horsepower or less. Maximum takeoff weight must be kept below 2,500 pounds and stall speeds are limited to 61 knots or less. Seating capacity under the rule is to be no more than four and cabins may not be pressurized.

"The establishment of a primary category is a major victory for general and sport aviation in the United States," said EAA President Tom Poberezny.

"More people can now afford to own and fly an airplane without being hampered by the high cost of certificating and maintaining a small airplane."

In an effort to further reduce the cost of aircraft ownership, the rule also permits construction of aircraft from kits under the supervision and quality control of a primary category aircraft manufacturer.

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**GPS Coming to ATC**

Condensed from Aviation Week & Space Technology, Oct. 19, 1992, pg 30, by Bruce D. Nordwall.

Starting next year, Global Navigation Satellite Systems (i.e. GPS), will start to replace the current ground based navigation systems. Equipment will be certified and in operation for in-flight navigation and non-precision approaches.

Category 1 precision instrument approaches using differential GPS will be established at DFW airport and one site in Alaska in 1993. Differential GPS uses a ground based transmitter to enhance the precision of GPS in the immediate local area.

According to Gen. Thomas C. Richards, FAA Administrator, by the end of next summer, GPS equipped general aviation aircraft will be able to fly instrument approaches to virtually all airports with published non-precision approaches in the U.S.

The FAA is currently circulating a technical standard order (TSO) for industry comments. As soon as it is approved, in about six weeks, the first GPS equipment can be certified. Field usage can commence shortly thereafter.

The major push for GPS has been coming from both the airlines and general aviation. This end user pressure has prodded the FAA to speed up its normal processes. Some of the biggest challenges for the FAA will be revising its ATC procedures as well as its standards and certifications.

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## Wheeler Express Update

Condensed from General Aviation News & Flyer, 2nd October Issue, 1992, pg A-46, By Michael Sweeney.

The rights to the Wheeler Express airplane design, along with tooling and engineering documentation, have been sold to David Ullrich of Oregon. The new company will be known as Express Design, Inc. (EDI), and the airplane will be simply called the Express.

The new owner expects to resume production of back ordered parts next month, with full kits coming early next year. The new price of the complete kit is listed at \$36,663, which is an increase of about 26%. Nothing has been added to the content of the kit.

The new company will be headquartered in a hangar on the Redmond, Oregon municipal airport. Ironically, it will be next door to Neico Aviation, makers of the Lancair line of kitplanes.

The new company can be contacted at: EDI, 2216 S. Airport Way, Redmond, OR 97756.



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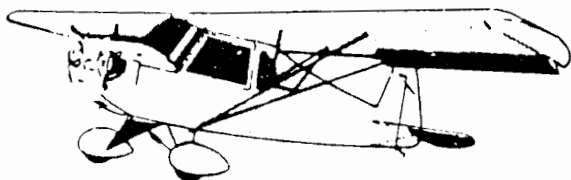
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## Low-Buck Flight Simulation

By John Clary, a.k.a. Igor's Master

Once again I sit down to my computer to tell you of things you might know, and certainly should. In this day and age, almost everybody has a computer, which means that almost everybody has the means to design and test aircraft in the comfort and privacy of their own home.

I have been working with Microsoft Flight Simulator 4.0 (FS4), and while there are certainly other programs that will work, I can't afford them, so I can't describe their use. I can tell you of the usefulness of FS4 for predicting the rough performance and handling qualities of a design you may be thinking about. Building an airplane on your computer is certainly less expensive than building one in your garage.

When one is considering building an aircraft, there are certainly questions about its performance and handling qualities. By using a few aerodynamics texts, a little guesswork, and the Experimental Aircraft Designer of FS4, you can remove some of the mystery about those qualities. In the initial design phase, this can help eliminate poor performance, or undesirable handling qualities, without the expense of building a prototype.

The point where guesswork enters is the drag parameter. The program FS4 uses flat plate drag area for parasite drag (drag not caused by lift), in integer (whole number) values. FS4 also does not include the drag of fixed gear in the figure listed for drag, but adds it in separately. The simple way around this is to make all test aircraft have retractable gear, and to make a few test "landings" gear up to see if some kind of speedbrake is needed for landings. The drag number can be estimated using a good aerodynamics textbook, or by comparisons and SWAG (Scientific Wild Ass Guess - Ed.). Remember to err to the high side when estimating the drag of an unbuilt design.

Did I forget to mention that this is all relatively cheap? If you already have the computer, FS4 for DOS is on the shy side of \$50

retail, or \$35 to \$40 discount. The cost of the additional aircraft is strictly your time. I would strongly recommend that you use a game card and joystick, and rudder pedals too, if you can afford them. Total cost is about \$100 with rudder pedals. Compare that to other methods of evaluating a design, on a value basis.

There is a downside to this. One, FS4 is not perfect about the way it handles trim. Two, it is imprecise on the low end of the drag scale, simply because it uses integer values for drag. Three, you may have so much fun flying the simulator you neglect to build the actual aircraft.

This is Igor's Master, returning to the laboratory. Happy flying, to those of you who can.

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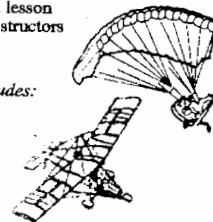
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## Op-Ed

The opinions expressed here are solely those of the author and do not represent the Experimental Aircraft Association or Chapter 168.

By John Clary, a.k.a. Igor's Master

Resolved: That personal aircraft are a waste of time and money.

Well of course they are, but then so are a lot of other things we seem unable to do without. We waste money on entire industries that support local economies, because we like what we get from them on a non-monetary basis.

Children are a waste of time and money if you look at them strictly from an economic point of view. I have three of the money sinks myself. It isn't the kids themselves that cost so much, it's the accessories.

And the money we spend to entertain ourselves? That supports entire countries' economies, and several states here in the U.S. as well. Hollywood would be just another collection of orange groves without the entertainment industry.

Pets! We spend billions on our pets, and give them better medical care than people get in many third world countries. I feed 5 cats, which are the worst kind of pet to own, because you don't really own a cat, rather the other way around, the cat thinks it owns you. Ever try to call a cat for anything other than food?

So we waste our money on airplanes for reasons that have little to do with economics, regardless of what we tell the wives and accountants in our lives. This is not a bad thing, because the cost of restoring the human spirit, the will to achieve, is a cost we have to pay lest we stop moving forward and start moving backwards. We all need something in our lives that drives us forward, that reward that keeps us moving ahead. It's something that makes life worth living,

pain worth bearing, chances worth the risk.

For me, and for many of you, that something we strive for is not the airplane itself, but what aircraft represent, Freedom. The unparalleled freedom of moving in three dimensions, and traveling the most direct route from here to there. The godlike splendor of looking down on the Earth at the things and people below you. This is what many of us live and die for.

This is Igor's Master, returning to the laboratory. Happy flying, to those of you who can.



**FRED ZIMRING**

EAA Legal Advisory Council

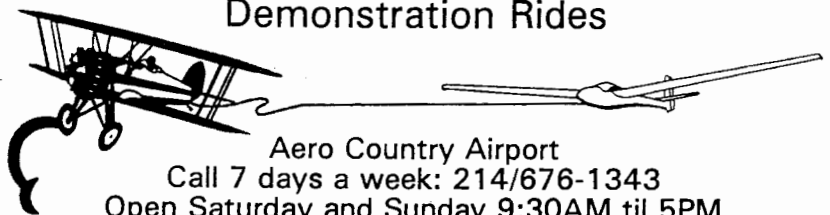
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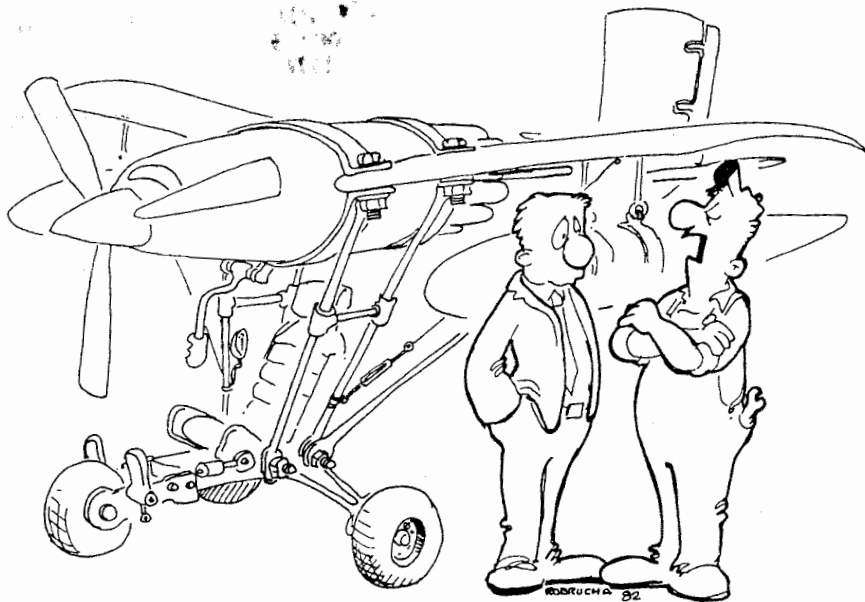
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