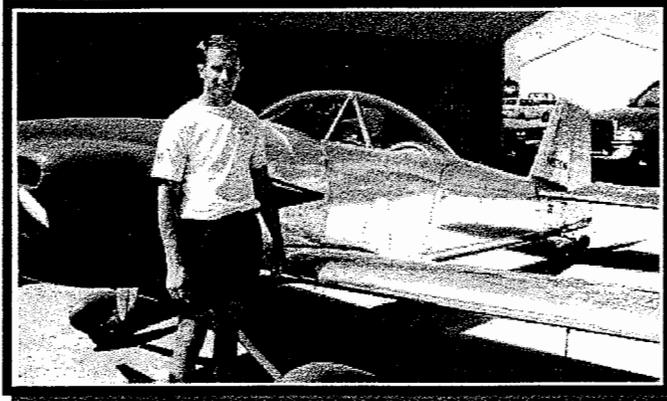


HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

On April 9th, 1996, Chuck Wilson at Aero Country added one more RV to the local Van's Airforce Squadron by making his first flight. Everything went extremely well with only some typical minor aileron tweaking for level flight. It seems like only yesterday when Chuck and his family wondered into my hangar one evening while I was in the final stages of getting my RV-4 ready for it's first flight. He announced that he was going to build an RV-4. That was April 1991. Not only was he going to build an RV-4, but his friend Jeff Hansen was also to build one and they were going to do it together. So for the next five years all of us at Aero Country have had the opportunity to follow the progress of these two and answer many of their questions. The reason we were able to track their progress was that they are partners in an Aeronca Champ based at Aero Country and most of the construction was done in Jeff's garage at nearby Stonebridge. Jeff's RV-4 should be flying by the end of this summer. Right from the start we could see that they were going to take their time and do a **first class** job of construction. Sometime want you to check out the metal work, especially their canopy skirt which is the most difficult part to get right on an RV-4. Chuck's RV has a 180 horse Lycoming with a Warnke prop. Current weight is right at 930 pounds which is really light, yet the airplanes still needs final finishing with some fiberglass work and paint.

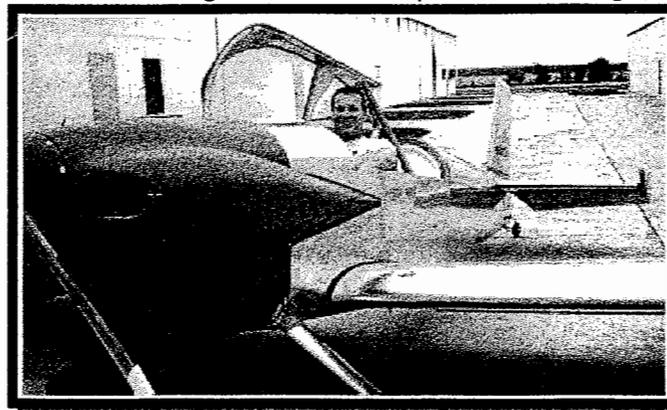


Chuck Wilson RV-4 N62CW

as the aggressors. They would pick up nearly 1.5 hours per day during this tour going after our side, the good guys. If you have watched the many WINGS programs on the Discovery Channel, you may have caught Jeff in one of the series putting on his red star helmet to go out and engage the enemy. I'm sure this gave them considerable experience in rat racing. After all of this exciting flying with the Air Force, they gave it all up to go to work with American Airlines. They are currently flying MD-80's at less than Mach 1.

A couple of weeks ago, Jeff asked me if I would go formation flying with him. I knew I would lead because it requires no talent. I was totally impressed as Jeff pulled up next to my wing (real close) and just stuck there as I turned, climbed and made a pass over Aero Country. Great fun. Now Jeff, lets finish your RV-4 for a flight of 3. Congratulations!

By Marvin Brott



Jeff Hansen in N62CW

JUNE 4th Meeting

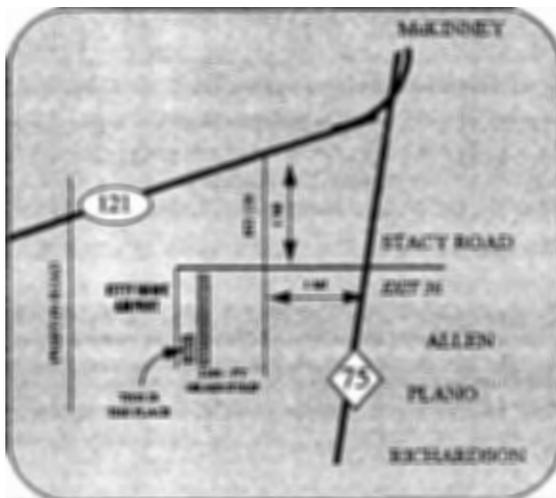
Our June 4th Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 8:45 p.m. Please plan now to attend!



We are going to have another great meeting with Robert Burns from English Color, a paint supply company. He will give us an overview of various types of paint, surface preparation, do's and don'ts, and applications for different surfaces

JUNE 8th Fly-in

The June 8th Fly-In will be at the Kitty Hawk Airport and will be hosted by Jim and Anita Rushing, and Don and Clara Stovall. Lets make it a fun picnic. Bring family and friends. It is a "pot luck picnic" with everyone bringing a covered dish. The Chapter will furnish drinks, plates, etc...



Calendar of Events

- May 31, June 1 Bartlesville, OK. 10th Annual Nat'l Biplane Convention
- June 7,8,9 Texas Chapter Antique Airplane Association's 34th Fly-In at Denton Airport
- June 29/30 Rocky Mountain Regional, Longmont Co.
- July 4 6th Annual Rockport Tx, Aransas Co. Airport for info 800 826-6441
- July 5,6,7 32nd Annual Fly-In at El Dorado, KS Jim Clark 316 684-6422
- August 1-7 Oshkosh, WI 49th Annual EAA Convention

Internet Addresses

<http://www.vline.net/eaal68>
<http://www.eaa.org>
<http://www.faa.gov>
<http://ceps.nasm.edu>

Chap 168
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JUNE 13th Director's Meeting

The June Director's Meeting will be from 7:00 - 8:45 PM at the Farmers Branch Library on the 13th. The following is a report by Jerry Mrazek from the May 16th meeting.

- The newsletter team was assigned the task of finding a better printer, copy quality versus dollars is the issue.
- Ann raised the question of interest in a joint fly-in with Sherman Chapter 323 for July. Agreed to ask 323.
- Ann received an inquiry of 168's interest in publishing our major events in the **Texas Flyer Magazine**. Board decided to put list of major events in magazine.
- Ann received a correspondence from national that chapters or individuals can now order from their line of monogrammed clothing with the chapter name/number on the article. Board decided that the chapter will not make an order as a chapter but will make order forms and brochures available to members so an order can be made.
- Vern Williams reported that he has received \$129 in donations to help put Dick Cavin's name on the Wall of Honor at Oshkosh. Send your checks to Vern.
- Gerald Mortenson still needs material on chapter projects to put in the chapter home page.
- Ann Asberry and Sam Cooper plan on attending the first organizational meeting for the Alliance Fly-In in August.
- The chapter needs a volunteer for the Young Eagles position.
- Ann expressed a need for someone to put together the 168 page in the Kerrville program publication by Sept. 1.
- **Finally, look at your label** on this newsletter for renewal notice time.

JUNE 25th Newsletter Assembly

The July issue of Hangar Echoes will be assembled at Ann and Mel Asberry's home on June 25th starting at 7:00 PM. The address is 6524 Alamo, Plano, Texas 75023 Phone 214 517-5070

THIS SUMMER IS BEGINNING WITH A HOT BANG!!

The recent temperatures might indicate a hotter summer than last (not as hot as 1980, I hope). I guess if we want to fly badly enough, we will ignore the wind-wind-wind and the hot temps.

All this has not deterred one aviator from flying his newly completed RV!! Pat (the Judge) McClung flew his RV-6 3XM, on Tuesday, May 21 at Aero Country Airport. He says the left wing is a little heavy and it might need some rudder trim, but other than that, he is all grins!! He says it was worth every minute spent building. In our Chapter, there are 5 new RV projects in the early stages!! Four of those are new members.

We have another project nearing completion. Greg Otto is getting close to completing his Velocity. He has it at McKinney airport and is working hard to get it flying.

Doug Vail has finished installing a new carburetor and cowl on his Lancair. Doug has been re-working his plane for awhile. He discussed his test-flying plans with us as we waited at Aero County the Saturday of our Lancaster BFR fly-in. Several folks were waiting for the low clouds and fog to clear; as many of you did.

LOCAL FLYING EVENTS THIS SUMMER

The first is our annual picnic at Kitty Hawk Airport on June 8. It is a "pot luck picnic" with everyone bringing a covered dish. The Chapter will furnish drinks, plates, etc... We owe thanks to Don Stovall and Jim Rushing for hosting us again. We have allowed this event to be publicized in the new local magazine, **Texas Flyer**. A number of Texas flying events are listed in a calendar and if it works out OK, we could list more of our monthly get-togethers.

The Antique Airplane Association fly-in is scheduled for June 8 at Denton airport, the same day as our picnic. It always offers a bounty of beautifully restored Antiques.

A LETTER FROM THE PRESIDENT



Mesquite Metro Airport is planning an airport open house, July 27. There are a lot of events planned for the day. Fly-by's, static displays, etc... We would like to have a big turn-out from our Chapter. We are planning to take the trailer and give out information about the Chapter and the Young Eagles program. Chapter 34 and the All American Sport Aviation Fly-In are invited as well.

Sam Cooper, Chuck Farry and I attended the Volunteers meeting for the All American Sport Aviation Fly-In. It is scheduled for August 24, 25. The fly-in is better organized this year, but the weather will still be hot. We have been assured the tower operations will be more efficient and the arrival entry more

like Sun-N-Fun or Oshkosh. An arrival procedure will be published. We will need volunteers to assist with the flight line operations again this year. It won't work without your help. This is the last year to hold the fly-in at Alliance Airport. Next year will probably be at Spinks Airport on the South side of Ft. Worth and around the third week-end of September.

BILL SIGNS ENTERTAINED EVERYONE

Our last meeting was great. Bill Signs shared his around the world adventure with our members and guests. He has had some interesting times. Our meeting this month will feature Robert Burns from English Color, a paint supply company. He will give us an overview of various types of paint, surface preparation, do's and don'ts, and applications for different surfaces. Bring a friend to the meeting.

QUOTE OF THE MONTH

An airman is always quite free, sir.
To land with a bump or a greaser.
Any old clunk,
can land with a thump.

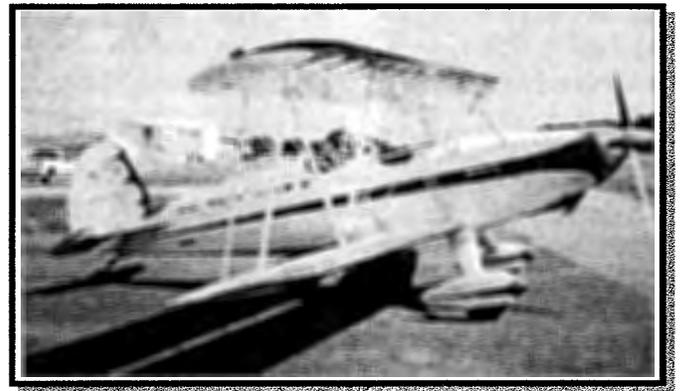
But pros go for smoothie crowd pleasers.
(Thanks to the TI Flying club newsletter)

News from Aero Country

By Marvin Brott



Our very own Chapter 168 director Dave Davidson is also hanged at Aero Country with his MA5 Marquart Charger. Dave has already made a solo open cockpit crossing of the Atlantic in the Charger several years ago. Right now he is going through the paper work to get the many clearances to take off for a around the world trip starting on June 1. We will keep you up to date on Dave's big adventure.

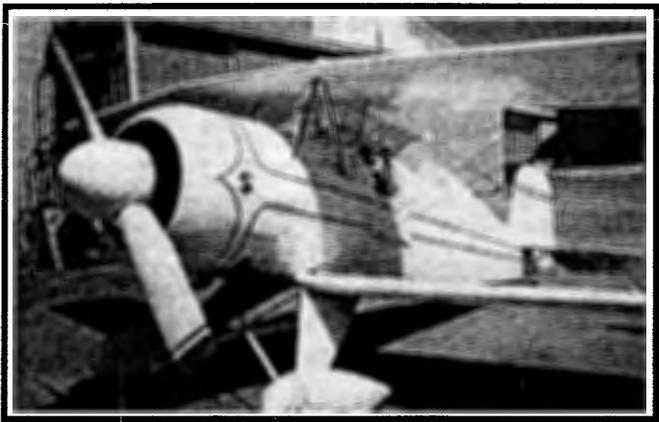


For the last picture from Aero Country, let me show you the instrument panel from my RV-4. Last winter I got bored so the old flat panel was taken out and replaced with this somewhat concave, U-Shaped panel which allowed for more panel space for instruments. Since the center section is about 3 inches further forward, the feeling is that there is more room in the cockpit. I pulled out the old Terra VOR since I maybe used it once in the past four years and added the DG and Artificial Horizon. The FAA can now shut down the VOR system as far as I'm concerned.



First and most important, the big news from Aero Country is that **Judge Pat McClung** flew his RV-6 for the first time on April 21. Everything went very well with the typical wing and rudder trimming to be accomplished. Congratulations! I believe he caught some of us by surprise since we still thought it was several weeks away. Now we need to get John Snyder's RV-6 into the air. We will follow up with pictures and write up in the next newsletter.

I mentioned in the last newsletter about the Sun 'N Fun John Deere green Skybolt bi-plane with the Russian Vandenev M-14P round 360 hp engine and how it looked like it just came out of the 1930's. Well, at Aero Country we have an experimental Bucker with this engine. Jim Swick who had the gold Lycoming powered Bucker from years ago build this airplane over the last several years. I suspect that it was one of the first experimental bi-planes to receive this Russian engine. It looks as good and the Skybolt since once again the diameter of the engine fits very well with the fuselage. Jim was out doing an aerobatic routine a couple of weekends ago with the resulting sound and performance being just sensational. The rumor is that it will climb at 5500 feet per minute.



Down at the far North end of Aero Country is a super nice Glasair owned by Steve Page. It is hanged with Tom and Bonnie Lewis's Cessna. Steve built this Glasair in Florida and recently came to Dallas. It's an early kit but has many of the Glasair II features such as the larger tail and wing extensions. It has a 180 horse Lycoming with a fixed pitch prop which gives Steve a 215 mph cruise speed. Because of its great cross country capabilities, Steve regularly flies to the East coast and he was at Sun 'N Fun. Like many Glasair's, Steve's is really finished nicely. Stop by and see Steve and his Glasair.

RV Corner

by Bonnie Lewis

Tom and Bonnie Lewis attended the 2nd Annual Twin Cities RV Builders Forum at Regent Aviation, St. Paul, MN, April 27. The Forum lucked out with perfect weather (at least for Minnesota), clear skies, very little wind, and temps in the low 50s. Regent Aviation was an excellent host facility for the Forum. They emptied their large hangar of its usual aircraft making the entire space available for several RVs, a speaker's Forum corner, registration area, food area, and vendor area. They also made space in the adjoining hangar for the sheet metal workshop.

There were about 175 people in attendance with 14 RVs on display, 7 of which were inside. The crowd was mixed with many already building or flying their RVs and many potential builders. Coffee and sweet rolls were provided in the morning and lunch was served at noon. The organizers were a little overwhelmed with about 60 walk-ins and had to make an emergency run to Burger King for 20 Whoppers when they ran out of sandwiches!

Speakers were scheduled on various topics throughout the day, some aimed at the active builder and others directed toward the potential builder: Why Build an RV? by Terry Stern, Everything You've Always Wanted to Know About Engines But Were Afraid to Ask by Paul Petersen, Fuel Tanks, The Easy Way by Paul Irbeck, Planning Your RV Interior by DJ Lauritsen, and Selecting a Powerplant or It Costs How Much!!!! by Doug Erbey. All speakers were highly qualified and presented much valuable and interesting information.

Bill Benedict was there all day speaking to attendees and showing off the RV8, he even sold one RV8 tail kit. He closed the speaker's corner with a message from Van's Aircraft and then answered questions. He reported that 74 RV8 orders had been placed at that time and shipment was scheduled to begin the next week. Bill treated a few lucky folks to rides in the RV8 at the end of the day.

Through the generous sponsorship of Van's Aircraft, Technical Counselor, Tom Berge, conducted a sheet metal workshop to build an RV6 vertical stab in one day. Not a problem with the predrilled kit!! The vertical stab was given away as the grand prize at the end of the day. It was won by a gentleman who was about to order a tail kit anyway. Support from various RV vendors was great. Over 40 door prizes were given away ranging from rivet guides from Avery to a beautiful set of super duper RV stick grips with all the little doo-dad buttons from MAC. The People's Choice Award for the best RV on display was presented to a beautiful blue RV6A.

The banquet, attended by about 60 people, was held in a nearby restaurant. We sat at a table with four other couples, all at various stages of building. While none had yet flown, one is nearly ready for their first flight. Conversation with a whole table of builders was a delight! The banquet speaker was Liz Strohfus, WWII WASP. Liz is an old friend of Bonnie and Tom's from their years in the Minnesota 99s. Boy, was she surprised to see us there! Her bubbling

June 1996

enthusiasm is infectious and her flying stories are amazing. Her love of flying is irresistible.

The Minnesota Wing of Van's Airforce put on a very informative, educational and enjoyable event! This local builder's group has evolved over the past 8 years from a small band of 30 RV builder's to a membership of over 200. They publish a quarterly newsletter and generally meet bi-monthly at builder's homes or some other location of interest to the membership. We are very glad to have been there and congratulate them on their success.

AS I REMEMBER MY FRIEND, DICK CAVIN

His original home town was Springfield, Missouri.

His parents had a successful retail business, dealing in fine furs.

He attained his aeronautical engineering degree and went to work for Porterfield Aircraft Company who built light planes.

He witnessed the tragic accident of the dirigible "Hindenburg" when it burst into flames on May 6, 1937 while approaching Lakehurst, New Jersey, killing 36 people.

During World War II, Dick flew for Braniff Airways on the military contract scheduled run between Brownsville, Texas and Panama flying DC-3's and C-47's on the "Banana Run".

I started flying scheduled trips for Braniff in April, 1946, but didn't meet Dick until I flew as his copilot on July 3, 1947. We became very good friends and flew many trips together through almost all kinds of weather.

He was an excellent pilot. He could fly as smooth an instrument approach as I have ever seen.

I have many fond memories of our experiences together.

Larry Jennings

The Pattern

by Brownie Seals

Some times a topic just forces its way into the forefront and insists on being addressed. So it is with the airport traffic pattern. One of the major aviation magazines did a piece on people who stretch the pattern so far out that it is impossible to recognize that they are in the pattern. At an aviation meeting I attended a few days ago the subject became "means of reducing congestion in the pattern at a fly-in". Adding to all this - I live on an airport that has a non standard pattern - and I am regularly obliged to watch people landing from the wrong approach.

The pattern for approach and landing at an airport is a simple thing. It is amazing that some folks can find so many ways to do it incorrectly. Sadly some of the transgressions are a result of good intentions.

A major contributor to the long final kind of pattern is the control tower. Well-intentioned rules encourage the tower to keep lots of space between planes so the controller spaces the incoming traffic well apart. The pilots exacerbate this exaggerated pattern by continuing to fly at excess speed. Soon the pattern extends five miles out and the new arrivals have no chance to see or guess where the end of the line may be. People keep up their speed 'because, it is unsafe to fly slow close to the ground' - a stall might happen. Flying this "cross country " type pattern at the controlled airport establishes a habit which carries over to approaches at small uncontrolled airports where it can be dangerous and confusing to unsuspecting pilots.

Luckily for me - when I learned to fly, pilots were still suspicious of engines and were trained to always stay within gliding distance of the runway. The rule was - keep the pattern close -. And at that time all landings were full stalls, so it was good practice to fly slow in the pattern - getting ready to stall it onto the ground a few seconds later. All this kept the pattern close with everybody in sight and easy to cope with. It was easy to find and get into a spot in the downwind and follow the plane in front of you.

In today's "electronic" oriented aviation environment it is likely that most airports have some form of radio communications which will give traffic advisories. Where they do, by all means use them. But, be aware that at uncontrolled airports it is legal and likely that there will be 'no radio' aircraft in the pattern. Stay alert for these. Their only means for knowing the movements of other airplanes depends on the others following the prescribed traffic pattern. A traffic pattern is a kind of communication. It is a sort of "Semaphore Message" which indicates intentions by specific movements. ie a 45 degree turn into downwind says "I'm planning to land", a 90 degree turn to base confirms the first statement, and another 90 degree turn to final makes the intention certain. You should also be sure to follow that pattern. Enter at the proper 45 degree point, execute proper turns to downwind, base, and final. And by all means do not stretch final so far out that an observer could conclude that you were just flying past the airport.

As I have noted earlier, preflight requires that the pilot familiarize himself (or herself) with all available information regarding the intended flight. The pattern location, altitude and condition is available in published airport guides, or by talking to pilots who have used the airport or by a telephone call or surface visit to the airport. Thus that kind of information is "available" and by regulation is required knowledge. In addition most uncontrolled airports will display a segmented circle around the wind sock or wind tee which shows pattern directions for each runway. Find and use all these sources to be sure that you follow the local pattern flow. Reviewing texts published when uncontrolled airports were the rule I find the following suggestion, fly over and circle the airport well above pattern altitude and observe traffic, windsock and segmented circle (if available) then proceed to enter the pattern as it is being used by other traffic.

At Dallas Air Park (where I live and fly) the pattern is always on the East side of the airport. (That makes right hand traffic when taking off and landing North.) It was placed there in agreement with Addison Airport as a means to avoid possible conflicts with aircraft in the Addison pattern. Another concession to Addison traffic places the pattern at Air Park at 400 feet AGL. The houses off the North West end of the airport prefer that traffic maintain that 400 feet above the ground until past their area.

One of the riskiest segments of flight is the landing pattern. Many of the mid-air collisions occur in the pattern. Therefore be cautious. Be alert and use every means available to keep aware of any other traffic near you. Maintain reasonable spacing behind any traffic you follow and do not touch down behind a plane which is not clearly under control and departing the runway. By the same token be courteous and clear the runway promptly for any traffic that might be following you.

One last precaution, do not neglect your duty to see and avoid all traffic. A recent accident report tells of a mid air on final even though both planes were being directed by the tower. As pilot in command you have the total responsibility for the safe operation of your craft, do not yield that to anyone (not even the control tower).

Wise and courteous practice of traffic pattern habits will increase both the safety and pleasure of flying.

That's enough of the lesson for now.

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Corrections

By Marvin Brott

One of my goals is to have a quality newsletter by keeping the defects down. We need a Six Sigma Quality newsletter which is 3.7 defects per million opportunities as they say at TI. So far, I have contributed to most of the defects. In the last newsletter I gave you a report on the Sun 'N Fun Fly-In. The report covered the RV-6 and 4 from California which had reduced their engine cooling drag to the point that the RV-6 with an O-360 with C/S prop was going 130 mph and the 4 was hitting around 145 mph with an IO-360 and C/S prop. Thirty seconds after the newsletter was delivered to Red Marron he called to announced that these were the slowest RVs he had every heard of. OH NO, I knew a big mistake had been made. The real numbers were 330 and 345 mph respectively. Several people have asked if more information will be forth coming from the people in California. We really didn't get a good answer from the people we talked to at the fly-in. Just watch, Red will call me twenty seconds after he gets this newsletter.



Fixing Cracks in Plexiglas Canopies

By Jim Ayers

(from Jan '96 Portland Rvators Newlster)

A crack in Plexiglas can be repaired and left looking like a "weld", or made invisible with the Micro Mesh sanding system. To accomplish this, a "glue" bottle needs to be obtained from a local Plexiglas supplier. The bottles I used were just a plastic bottle with a thin tube for wicking the glue into the crack. The "glue" is made from acetone and a matching color piece (left over from trimming) of Plexiglas dissolved in the acetone. The crack should be stop-drilled with the smallest hole possible at each end of the crack.

The trick is to move the tip along the crack at the same rate that the glue is flowing into the crack. The hole and the crack become filled with the glue. Don't spill any glue anywhere else on the canopy. This glue is actually liquid Plexiglas, and is not just bonding the crack together, but making it parent material. By the way, don't substitute MEK for acetone -- Plexiglas is an acetone based plastic.

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Re-Creation of Amelia Earhart's World Flight

Linda Finch from San Antonio Texas is currently restoring one of the two known remaining Lockheed Electra 1-E aircraft. She plans an around the world flight from Oakland, California starting on March 17, 1997. The flight will begin on the 60th Anniversary of the beginning of Amelia Earhart's original flight. The flight plan will follow her original route, touching down in more than 27 countries around the world.

N-Number Reservaton

(from Jan '96 Portland Rvators Newlster)

You can reserve and N-number without going through the whole reservation process. All you have to do is send the FAA a letter with your choices of N-number and a fee of \$10 per year to reserve the number.

If you have access to the Internet, it is possible to do a search of the FAA registry to find out whether the number in which you are interested is currently in use. If you have access to the www, access the N-number search form provided by Gunther Eichhorn of the Smithsonian Astrophysics Observatory at:

http://acro.harvard.edu/GA/search_nnr.html

You can also call the FAA at (405) 954-3116 and they will look up a few numbers over the phone..



We made a return visit last week to the "Texas Airplane Factory" at Meacham Field, in order to deliver some special pictures. When we took Hoot Gibson over for a visit in March, I took a lot of photo's, including a couple of group pictures of him with the Tischlers and the -262 building crew. I arranged with Hoot to have him sign two of the enlargements with some words of appreciation and encouragement. One picture was addressed to the Tischlers, Herbert (the leader), his son George (the General Manager) and daughter Kathy (the secretary-receptionist, and frankly the one who really makes the whole thing work!). The second picture was addressed to the crew and recognized the visit and their excellent workmanship. They were delighted & planned to hang it in their break room.



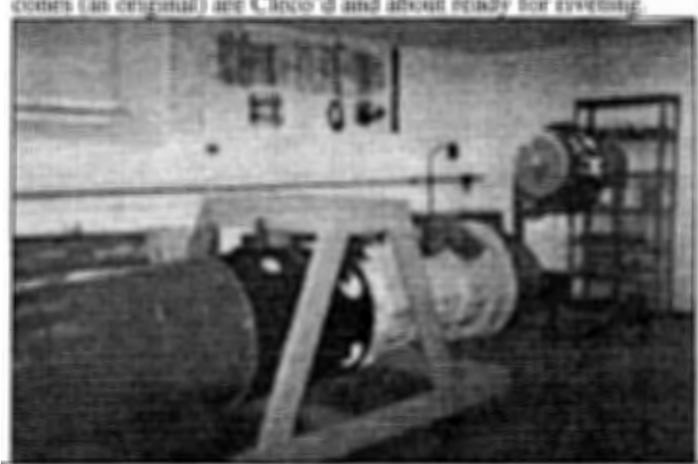
1st wing set is nearing completion - excellent workmanship!

The Tischlers wanted me to pass along their apologies to all the people in the D/FW area who have stopped by, hoping to get a tour of the project. George indicated that 15-20 people a day come by, however, because of their very limited staff and very tight building schedule, they simply can't accommodate all the visitors. They asked me to take lots of pictures and pass along building progress to all the folks at Dallas EAA 168. I'll try to use our newsletter to do this every couple of months.

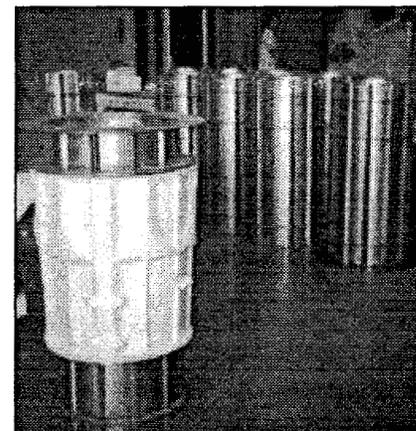
Regarding a Chapter visit, because of the many requests from EAA Chapters, they would like to wait until they have one or two of the 262's on the gear, and then have a Saturday morning Fly-In and open house for all the Dallas-Fort Worth area EAA

Chapters, sometime later this year. We'll keep you advised. It will be worth waiting for, and a fun event!

Pictures in our previous article and the slides shown by Herbert at our April meeting, showed a lot of the fuselage and cockpit detail. They are now making good progress on the 1st set of wings. Note (in the photo) the heavy fixture used, one of many they have built for only 5 airplanes. The spars for all five sets of wings have been completed. The steel skinned nose



Foreground is original 262 engine- 2,000 lb thrust 50 hp TBO! Background is the J85 Lear Jet engine they will use- 3,000 lb thrust, about 1/5 the size & weight - expect great performance!



These are the engine inlet extension tubes. The white object on the tube in the foreground is one of several aluminum castings that will make the engines look authentic when the engine covers are opened up. The exhaust extension tubes are similar to these but have double walls.

Workmanship is outstanding, they won't hesitate to scrap a part and build another till they (Herb & George) are satisfied.



RV builders (and a few others) will recognize the Cleco's on these inverted 262 nose cones, note the weight block added to offset missing guns & ammo. The FAA frown's on live ammo!

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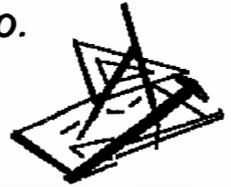
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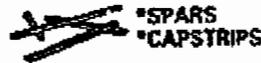
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