

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS



Just another day at the office for "Lad" Doctor!

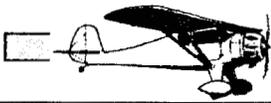
After they burned up the skies north of Addison for an hour or so, we were able to coax Robert "Hoot" Gibson (L) and Laird "Lad" Doctor (R) out of the



Lad Doctor will talk about their aircraft and the Museum's activities, as our guest speaker, at the January 7th Chapter 168 meeting. Our Chapter Fly-In the following Saturday, the 11th, will be at the Cavanaugh Flight Museum, located on the east

side of the Cavanaugh Flight Museum's beautifully restored MiG-15 and F9F Panther jets long enough to "pose" for this picture. The MiG and Panther are just two of the 35+ flying and static aircraft on display at the Cavanaugh Flight Museum located at Addison Airport. "Lad" Doctor is the Chief Pilot and Director of the Cavanaugh Flight Museum (as you can see, it's a tough job, but someone has to do it!)

side of the Addison runway. (see map on next page) Be sure to attend both of these events to hear about, and then see, this outstanding collection of WW I, WW II, Korea & Vietnam fighters, bombers and training aircraft. Several of these aircraft have won Outstanding Warbird Awards at various major Airshows, including Oshkosh & Sun-in-Fun. A great way to start off 1997 Dallas EAA 168 activities! by C.J.B



First Flight
Cecil Mcree RV-6
 By Don Christiansen

RV-6 N139TX made its maiden flight on Sunday November 17, 1996 at Lancaster Airport. The builder and pilot are Cecil Mcree, M.D.

Cecil's aircraft building credentials include the "complete restoration" of an Aeronca Champ in 1983 which he flew for 500 hours. The champ just was not fast enough, so Cecil built an RV-4. Our chapter has a history of slow Aeronca

Champs leading to RV-4s since Chuck Wilson and Jeff Hansen also have RV-4s after a Champ. Cecil's RV-4 had its first flight in 1988 (and was the main motivation I had to build my RV-4). Cecil flew his RV-4 for 1010 hours before he sold it three months ago to Bobby Younkin of Springdale, Arkansas. Bobby is the builder and pilot of "Sampson", the 600 plus horse power biplane that frequently flies in airshows and also held "temporarily" the fastest to climb to 3000 meter record. Bobby bought Cecil's RV-4 to give to his young son, who just recently obtained his private pilot's license. Imagine an RV-4 for your first personal airplane as a new young pilot - WOW!

Bobby's dad is the "Master of the English Wheel" who wrote some articles about the English wheel that recently appeared in Sport Aviation Magazine.

Cecil retired from General Surgery Medical Practice three years ago. His RV-6 became his retirement project. After 3 years of off and on construction, his RV-6 with Slider canopy had its maiden flight on 11-17-96 at Lancaster Airport.

January 1997



Cecil Mcree

The first flight lasted one hour to break in his new overhauled engine with chrome cylinders. Cecil overhauled the Lycoming O-360 with derated 7 to 1 compression pistons, so he can burn auto gas. He then set his constant speed prop governor to max. at 2800 RPM to compensate some for the derated horsepower. The avionics include a vacuum driven artificial horizon and directional gyro. King KY97A com radio, Garmin 150 GPS,

and a Wing leveler. The seats and interior are custom sewn by Cecil himself. The vertical stabilizer was offset 1/16 inch and seems to have resolved the need for a rudder trim tab at cruise speeds.

RV-6 N139TX

Cecil has not decided on paint scheme yet, but plans to have the aircraft painted in Ada, Oklahoma.

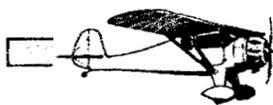
Cecil has a beautiful and fast RV-6. (It is faster than my RV-4 - oh well, we all need some motivation, don't we?)

Congratulations, Cecil !!!

D.E. CHRISTIANSEN, D.O., P.A.
 Family Medicine
 Aviation Medical Examiner

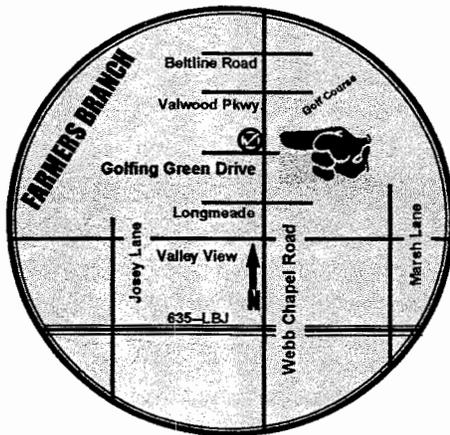


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January 7th Meeting

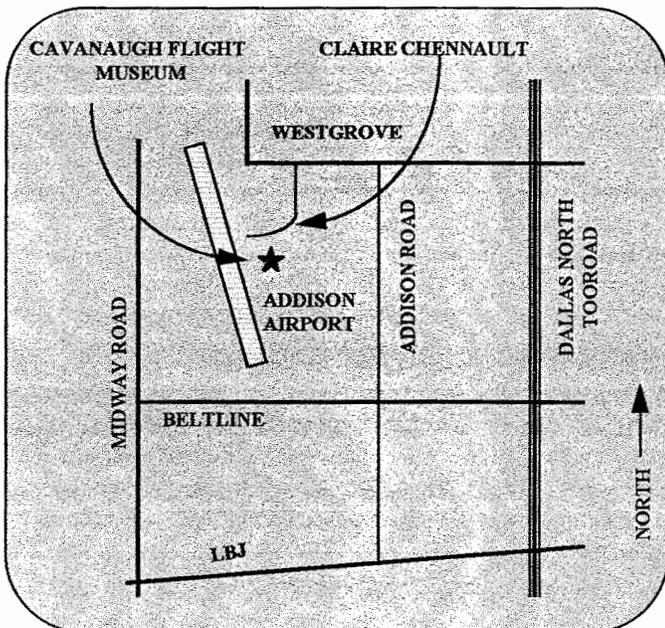
Our January 7th (first Tuesday) Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 8:45 p.m. Please plan now to attend!



Our January 7th meeting will feature "Lad" Doctor the curator for the Cavanaugh Flight Museum located at Addison Airport. See the front page of this newsletter for additional information on Lad and the museum. This will be another exciting evening on aviation.

January 11th Fly-In/Drive-In

On January 11th (Saturday following the chapter meeting), the Chapter 168 fly-in/drive-in will be at the Cavanaugh Flight Museum located at Addison Airport. We should get there around 10:00 AM. Lad will give a tour of the museum.



Internet Addresses

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

Chap 168
 EAA Nat
 FAA
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January 16th Director's Meeting

The January Director's Meeting will be from 7:00 - 8:45 PM at the Farmers Branch Library on the 16th. The following is a report by Jerry Mrazek from the December 12th meeting.

- Monroe McDonald reviewed the list of appointed and volunteer officers in the chapter and assessed the need for new appointments.
- The February chapter meeting speaker will be Karl Byam on propellers.
- A discussion was held about visiting Tischlers Me-262 "Texas Airplane Factory". Clair Button will check on a visit and give us a report.

New Members joining during December:

- Albert (Bert) Feller Glasstar on order
 (972) 475-0377

EAA Chapter Tool List

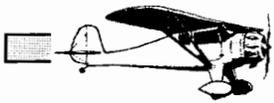
by Ernie Ludwick;

The following is a list of tools the chapter will loan to members. Contact Ernie Ludwick at 241-1185 to borrow any of these tools.

- | | |
|--|---|
| * Magneto Timer | * Smart level |
| * 24 inch Flexible curve rule | * Tach Checker |
| * Two person differential compression tester | * Cable cutter |
| * Small size tubing bender | * Aircraft scales (3) |
| * Set of Greenlee punches | * Borescope |
| * Instrument (2 1/4 and 3 1/8) | * Flaring tool and cutter panel punches |
| * Swaging tool and gauges (Nikopress) | |

January 28th Newsletter Assembly

The February issue of Hangar Echoes will be assembled at Nelda Sue and Jerry Mrazek's home on January 28th starting at 7:00 PM. The address is 907 Clemson Court, Arlington, Tx, phone 817 265-0834. Don't miss this newsletter assembly. The last time we were at the Mrazek's we had a lot of show and tell (Gypsy Moth and now RANS S-14) along with music. We had a great time.



A Message From The President Monroe McDonald

December Activities

With the winter lull there isn't much activity in December, except of course for the annual Christmas party in lieu of the December meeting. I think those of us who were there thoroughly enjoyed it; I know Nancy and I did. Those of us who made the Saturday fly-in at Grand Prairie airport were reminded of the impermanence of airport restaurant schedules; it was in business when we checked it out to put the notice in the Echoes, but it was out of business two weeks later when we got there! The good side of it was we learned about a new eatery on the Arlington airport, upstairs at the FBO, that was so close the people who drove cars beat the airplanes there (they didn't have to contend with the crowded traffic pattern).

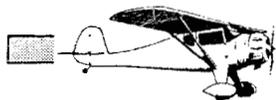
Coming Events

As detailed elsewhere in this journal, January is going to be Cavanaugh Museum month, with both the Tuesday night meeting and Saturday fly-in devoted to it. I'm looking forward to seeing the museum for the first time; I didn't make the previous visit. We will organize an expedition to one of the nearby restaurants for lunch. Maybe they will have chili-dogs!

New Crew

I and a couple of your other officers will be new this month; try to hang with us until we learn what we are doing. Those OLD timers in the club may remember that I did it once before (about 15 years ago) but my Reset button has been punched many times since then so I consider this a new start.

As always with a new year, it is probably worthwhile to think a little about what we are doing and where we are going. I will try to devote a few minutes in the January meeting to discussing any ideas for change. Otherwise we'll just keep on doing it.



A little work



A little play

Robert "Hoot" Gibson

As I write this, on Friday December 20th, Robert "Hoot" Gibson has just completed his scheduled 1:00 AM (!) "check ride" with SWA's Inspector Pilot. (passed with flying colors, of course) He's now in his car heading for Houston where he will check on his house, pick up his mail, then hop a Southwest flight (what else!), to be with his family in Murfessboro TN for Christmas and a few days rest. He starts flying on the west coast, Dec. 26.

Hoot has been in Dallas the past three weeks. The 1st two weeks with classroom training on 737 aircraft systems and procedures and this last week in the flight simulators. The remaining part of his days were spent in his hotel room chair, as pictured above, studying the huge stack of thick manuals. From what he's said, I'd guess he "logged" about 150 hours in this chair!

Ellen and I did get him out one evening last week for an enjoyable dinner. Mostly family talk, but I did get him to fill me in on his "recreational" flying plans for this coming year. He plans to continue flying the MiG-21, based at Quincy IL, in numerous airshows. He flew it at shows from coast to coast, but never got down our way. He also plans to fly the Hawker Sea Fury again, and this

time race it at Reno in September. You may remember this was his plan last year, but he had to make a wheels-up forced landing in it just a couple of weeks before Reno, because of a major oil line break. He says the Fury should be ready to fly again in a couple of months.

He made a visit, the following day, to the Tischlers Me-262 "Texas Airplane Factory" where he solidified plans for him to do some of the test flying of the -262s late next year.

Hoot's Cassutt is still at Clover Field, Houston. He plans to fly it up to TN, soon after his house is sold. He says he has only a little over an hours fuel on board, so he's not looking forward to that "cross country"!

We hope he can stop-off occasionally in Dallas and fly the Cavanaugh Jets, and I told him he has a standing invitation to visit and talk to our Chapter. I especially look forward to hear about his experiences flying in the Reno 1997 air races!

by C.J.B.



The New England Air Museum
By Tandy Allen

As a confirmed airport "bum", the chance to break up a dreary day during the Thanksgiving holiday with a visit to the New England Air Museum was too good to miss. As I travel, either on business or on vacation (to the never ending dismay of my wife), I make a determined effort to seek out the local airport or airport museum to explore the world of aviation and discover airplanes not seen before.

The New England Air Museum at the Bradley International Airport about half way between Hartford, Connecticut and Springfield, Massachusetts was the object of our most recent foray into the world of airplane research. One does not usually associate this part of the world with aviation but Pratt and Whitney is headquartered in the area and where aircraft engines are made, aviation interest cannot be far behind.

The most notable aviation figure usually associated with New England is Igo Sikorsky who designed and built many of his helicopters in nearby Bridgeport, Connecticut. The museum devotes part of their display to his achievements beginning with the airplanes he designed in Russia before the First World War.

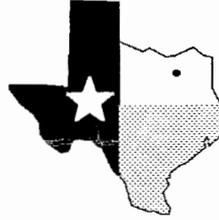
The museum is in three principle parts - two indoors with heating and air conditioning and one outside. There is also a nice gift shop and lecture room with continuous video on a wide range of aviation topics.

The first indoor area is devoted mainly to military aircraft and displays of all types. An F-4 Phantom, surely the largest single seat aircraft I have ever seen, greets you as you enter the exhibit area. In sharp contrast, a WW1 Fokker Driedecker nestles beneath one wing of the F-4. A Hellcat, a Wildcat, a F4U4 Corsair, and a Huey UH-1 Helicopter are just some of the planes on display. In one corner, a Cobra attack helicopter crouches and appears ready to fly away with just some JP4 for the engine an ammunition for the Gatling gun.

The second indoor area deals mainly with the development of aviation from balloons, a replica Curtis pusher, Model A engined homebuilts of dubious airworthiness, a hang glider, a good looking ultralight, a retired Quickie and a LongEZ that looks a bit uncomfortable inside when it could be flying. In addition to the Sikorsky exhibit, there is also a DC-3 and some racing planes circa 1930's. This areas also features several P&W engines including the three row radial. Gosh, wouldn't you like to hear that one fired up.

The outdoors exhibit shows several interesting planes, mostly of the modern era such as an Aerospatiale Caravelle, a B-29, a B-47 (unseen by me since college days in the 50's). The museum lost nearly 30 planes in a tornado several years ago but managed to salvage some such as the B-29 although the outer wing panels are gone. Had the weather been a bit better (cold, windy and raining cut short the tour) this group of planes could have merited a closer look. None of the airplanes were open for a closer look which was a disappointment. I would have loved to sit in the pilot's seat on the B-29 but it was not to be.

In summary, the New England Air Museum is well worth an afternoon's visit if you happen to be in the area. It is a well developed and maintained facility with ongoing restoration of several mostly military aircraft. In my opinion, it is quite different from the Cavanaugh museum at Addison and a whole lot harder to get to. Take my advice, don't go on a holiday weekend (traffic was worse than Dallas on a Friday afternoon) and plan your trip for good weather to take full advantage of the outdoor display.



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VariEze's Thousandth Hour

By Leon Rausch

"Atlanta Peachtree, Experimental Four Zero Lima Romeo, ten miles North, landing"

"Experimental calling Peachtree, your are weak but readable. Understand you are ten miles North. Squawk ident."

"Peachtree Tower, Four Zero Lima Romeo, be advised I am a plastic homebuilt airplane and am unable the squawk."

"Four Zero Lima Romeo, Peachtree Tower, Roger. Enter right downwind for zero two right. I have your radar return eight miles north-northwest. Report midfield downwind."

"Four Zero Lima Romeo, I'll do that"

"Peachtree Tower, Four Zero Lima Romeo, midfield downwind, zero two right."

"Four Zero Lima Romeo, Peachtree Tower, cleared to land. Nice airplane."

Thanks! Cleared to land."

Peachtree Tower, Four Zero Lima Romeo, right base. Gear check, full stop."

"four Zero Lima Romeo, winds, zero seven zero at one two, gusts one six."

With this, my 591st landing in VariEze, October 4, 1996, I completed the thousandth hour of flight in N40LR. (Leon, *Congratulations from Chapter 168*) First test flight had been with me at the controls ten years ago on August 22, 1986 at Grayson County Airport near Sherman in North Texas.

Highlights of this most successful homebuilt project include flights with 11-year-old daughter, Celeste, to both Disney World in Florida and Disneyland in California, with extensions at both coasts to include feet wet at both oceans.

This Easy has not been known to set any speed records, but in racing over a known course at Jackpot, Nevada and

Rough River, Kentucky I have recorded 171 MPH, usually last or tied for last.

About the only unusual incidents in the life of this airplane were: 1. A deer slaying at Jekyll Island, Georgia on a needless trip from Sun and Fun to South Carolina. The wing damage from this karate chop of a button buck required U-Haul trucking 40LR the thousand miles back to Dallas and repair of the leading edge; 2. A kinked vertical



pump at Fremont, Nebraska; and, 3. A blown tire after clearing the runway at Lancaster, Texas.

Usually I flight plan for 150 MPH cruise, which is 25 miles for every ten-minute hack on sectional charts. It is not unusual to see three miles a minute with good tailwinds, and it is refreshing to see over 200 MPH on my hand held GPS. Map reading becomes a problem in the constant folding in one's lap, but in combination with the GPS, the navigation becomes an easy and enjoyable routine. Fuel use in the

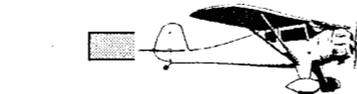
Continental O-200, using auto gas when it is available, is less than six gallons per hour.

Cross country trips have included flying to Mazatlan, Mexico, to view the total eclipse of the sun and a visit to the Bahamas after Florida's Sun and Fun. I have endured the imaginary engine

noises over the Everglades in Florida and the minimum fuel searching for the landing strip at Jackpot in the high deserts of Nevada. Future plans include flying to the northwestern states to join in one of the growing number of fly-in activities there.



Leon Rausch & 1000 Hours on VariEze



Jeana Yeager at Frontiers of Flight Museum

By Marvin Brott

Dallas, we hope to invite her sometime in the future to a meeting of Chapter 168.

We all remember where-we-were during the really big events of our lives; like when Armstrong stepped on the moon. Do you remember where-you-were at 7:32 AM on Tuesday morning, December 23, 1986? Ten years ago. That when Jeana Yeager and Dick Rutan touched down at Edward's after nine days , zero hours, three minutes and 44 seconds of high drama that had us all following their round-the-world trip. In fact, most of us in EAA had been watching this great adventure since the first published article in the July, 1984 Sport Aviation. Take the time, if you haven't already, to read Jack Cox's article in the December issue of Sport Aviation. The title of the article is: Voyager Revisited, Where Has The Time Gone?



Your Newsletter Editors and Jeana Yeager

he was a chapter officer for many years. I've know Mutt as a hangar neighbor and EAA friend for many years and can

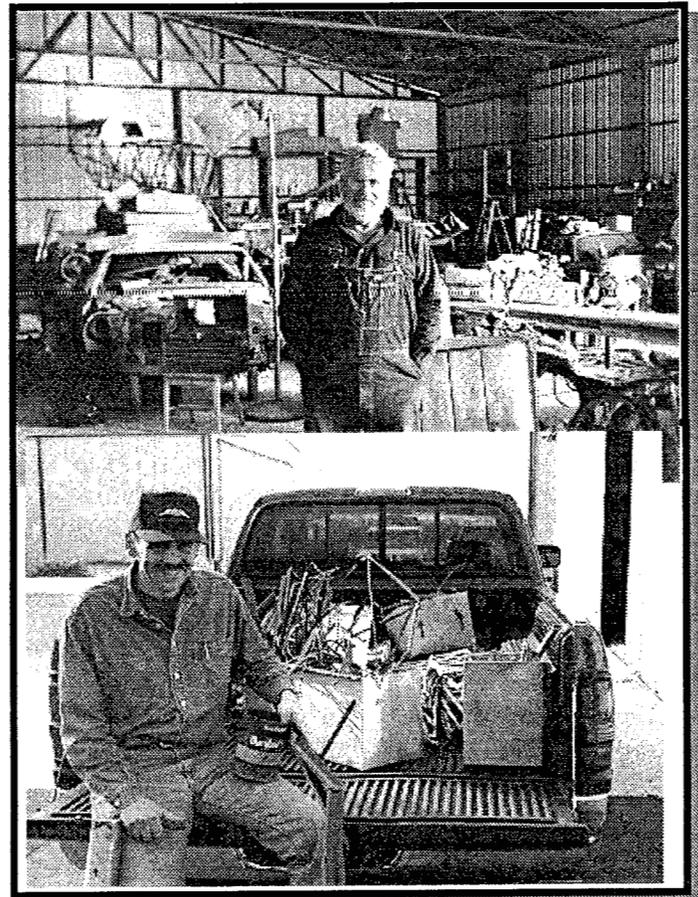
Many of use from Chapter 168 took the opportunity to add to our memories by attending The Frontiers of Flight Museum focus night where Jeana Yeager was the featured speaker. The week before, Jeana and the Rutan's got together with many others at the Smithsonian Air and Space Museum where the Voyager hangs in the lobby to celebrate the ten year anniversary of the flight.

The room at Love Field was packed with aviation people and a number of Dallas business leaders. Jeana was first presented with a declaration letter from Governor Bush congratulating her on the world trip and the fact that she is a native Texan. Then test pilot Scott Crossfield provided an overview of the Voyager's record flight and introduced Jeana Yeager. You know you are a legend in aviation when Scott Crossfield provides your introduction.

Jeana then presented a new video tape as narrated by herself covering the history of the Voyager. It was obvious to me once again that she was a major team member of the flight. It would not have been a success without her. Then she answered questions from the floor about the flight. What was of real interest was what Jeana has been doing the last ten years. Following the many early public appearances in the first years, she then got married. They live on the Circle R ranch near Commerce, Texas. Most of her recent time is spent raising horses. Since she lives so close to

Other Notes of Interest

Did you know that shortly after A.D. Donald took over as the Chapter 168 treasurer, he bought a really big hangar at Aero Country. I'm "sure" there is no connection. He purchased the hangar from Mutt Way (first photo) who has collected a lot of neat stuff from airplanes, to motorcycles. Mutt is building a new hangar out near Greenville where he has some propriety. Many of you know Mutt since





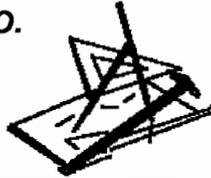
say he and Peggy are really great people. I'm also happy to see A.D. buy the hangar since we go back a long way to the old Soneria days. The second photo shows Rod Johannsen and a Piper PA-12 Cruiser that he bought from Mutt. Yes, that is a PA-12 in the back of my pickup. The classic definition of a basket case. I will keep you posted on how Rod and his son, Mike, accomplishes this restoration. Believe me, it will fly again and be an award winner.



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