

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

Chapter Meeting, Tuesday, May 6th

See Page 8 for Special Young Eagles Message

Higher, Faster, Farther

by Michael Johannsen

With the exception of the Concorde and the 747, the SR-71 Blackbird is likely the most well known and admired aircraft of all time. However, it wasn't until we left Rich's house that I realized how little we've known about this aircraft and the



Richard Graham, Col. USAF (Ret)

people involved with it. A couple of weeks ago I had the opportunity, along with Marvin and Greg Brott, to talk to a real SR-71 pilot. Retired USAF Col. Richard Graham racked up over 600 hours in the SR from 1974 to 1981. Not only was he a pilot of the world's fastest jet, but worked his way up the ranks to become a squadron commander and 9th Strategic Reconnaissance Wing Commander.

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First Flight of N311BW

May 1997

by Bud Wilson

After six very long years, I finally completed my KR-2 and accomplished my first flight. Actually there were two first flights. The first was on December 21, 1996, this is the actual first flight of N311BW by a test pilot. The second was my first flight on April 13, 1997 as pilot in command. Both were very significant; the first flight I finally got to see my creation fly; and, of course, the second flight I got to fly my creation.



First Flight of N311BW

The most important flight to me was when I flew the airplane. All of the stories I have ever heard or read regarding first flights came true. The excitement level was very high.

During the construction of my aircraft there were several things that I did right and a few not so right. I would like to take this opportunity to mention a few of the things I did right:

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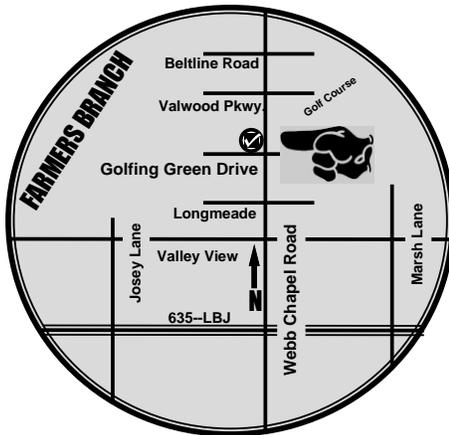
May 6th Chapter Meeting

Volume 28, Issue 5,

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Our May 6th (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!



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

FAA
 Smithsonian

Calendar of Events

- May 3-4 Georgetown, TX Georgetown Airshow
- May 3-4 Galveston, TX Lone Star Museum Airshow
- May 17th Terrel Airport Pancake Breakfast (8-12) Fly-In
- June 6-6 Bartlesville, OK National Biplane Association
- July 4-6 33rd El Dorado, KS Fly-In (316) 943-1864_
- July 30 - Aug. 5 Oshkosh, WI 45th Annual EAA Fly-In and Convention at Wittman Regional Airport

May 15th Director's Meeting

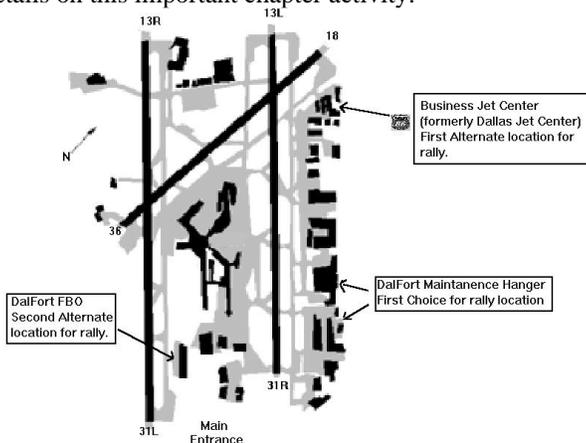
The May Director's Meeting will be from 7:00 - 8:45 PM at the Farmers Branch Library on the 15th. The following is a report by Gerry Mizelle from the April meeting.

- Bo Bauereis is working to get our advisor renewals in since this issue represents the final paid up issue.
- Monroe McDonald covered the latest happening with the Kerrville fly in. The date is set for Oct 17-19.
- It was suggested that we have an interview section of 168 members in the newsletter. There are a lot of interesting people in the chapter that have a story. For example it was noted the Ralph Haroldson flew B-29s.
- A discussion was held on the chapter buying a PC based flight simulator for the tool library. No resolution, will continue to review the possibly.

Richard Graham will be our guest speaker at the May meeting as noted in the cover article by Mike Johannsen. You won't want to miss this opportunity to find out what it's like to fly at Mach 3.2 and 80 thousand feet in an SR-71. Mike, Greg and myself went to Rich's house in Plano one evening to spend 20 minutes to get a picture and meet Rich. After two hours which seemed like 20 minutes, we walked out realizing the we had just met the top authority on SR-71s. As Mike mentioned, we picked up a book (just went into second printing) entitled SR-71 Revealed The Inside Story and we have found it very interesting. Rich will bring a number of these books and will have a book signing just like at Borders Books. Price will be \$20 with some it coming back to Chapter 168.

May 10th Fly-In / Drive-In

On May 10th (Saturday following the chapter meeting), the Chapter 168 fly-in/drive-in will be a Young Eagles Rally at Dallas Love Field. See map for location. See page 8 for details on this important chapter activity.



May 27th Newsletter Assembly

The June issue of Hangar Echoes will be assembled at Bonnie and Bill Wisley's home on May 27th starting at 7:00 PM. The address is 1106 Twilight Dr, Garland, Tx 75040 phone 972-494-4153. Don't miss this newsletter assembly.

Internet Addresses

<http://vline.net/eaal68>
<http://www.eaa.org>

Chap 168
 EAA Nat



A Message From the President Monroe McDonald

April Activities

We got some good weather for our Aero Country fly-in and a good time was had by all. Our good flying season is upon us! There are still more people coming by ground than by air, though. You guys that have airplanes, come on out and let us see them!

Southwest Regional Fly-in aka. "Kerrville"

Last month I mentioned some changes that are being considered for the operation of our regional fly-in this fall. There was discussion of them at the April 2 meeting, and some questions, especially about the discontinuing of the Saturday evening banquet. We will renew this discussion at the May 6 meeting, and Chuck and I will take the consensus of our chapter to the SWRFI board meeting on May 17.

Young Eagles Fly-in

Our May fly-in at Love Field should be the best chance we've had yet to spread our love of flying to the younger generation. All of you who have passenger-carrying airplanes should come on and help us out! We will go over particulars at the meeting.

Meeting Dates!!

We are now back on our 1st-Tuesday meeting schedule. See you there on May 6, at 1830. Hear about flying the exciting SR-71!

Chapter 168 News

By Marvin Brott

- Some good news. Brownie Seals is home and in good spirits after some heart plumbing problems which were taken care of early this month. Take care of yourself Brownie. It should be noted that this newsletter is mailed to National EAA and about 15 other EAA chapters in the Southwest. When we receive their newsletters, in many cases they have reprinted Brownie's articles. A note on the Chapter 712, La Porte, Texas newsletter said "been saving that one for months, Brownie is a treasure". That one being the Stalls, Spins, and Safety article.
- Well, you may have just missed one of the biggest newsletter assemblies in a long time. Last month it was at Linda and Don Christensen's house where we inspected his RV-8 wings. We were all suitably impressed. Thanks for the inspection, good food and fine time. This brings me to a suggestion. Most of our newsletter assemblies have been at a Director's home where in some cases there is little to see with respect to anything in the building process. If you have an interesting project or want a major inspection, let Monroe know of your interest in hosting a newsletter assembly.
- We are still following Bo Bauereis's Glasair III project which should be coming back to Addison in the very near future.
- Peggy Fry sent me a letter with an article for the newsletter (will publish next month). Let me share part of the letter with you. *April 2, 1997*

Okay! So now I'm doing a quarterly article.... You know, to write articles about flying you have to fly! And the weather hasn't really allowed us to do a whole bunch of that.

I'm sure you saw on the weather reports the lovely April Fool's joke that mother nature played on us. Thankfully, it all melted already! Bob is working on his instrument ticket and I've starting flying with him as his safety pilot. That oughta be worth a couple articles in the near future.

Guess what? They didn't have a coffee hostess for the EAA chapter here so...I volunteered. I'm going to call Fay and get the "secret recipe" for the famous (or was it infamous?) 168 punch. Just can't have a meeting without coffee, punch and cookies!

They also weren't doing monthly fly-ins, so...Bob is coordinating them. Last month was Brandywine Airport in Chester County and the helicopter museum there. April is a lunch run to Kutztown Airport up near Bob's folks. We'll let you know how the local fare compares to that in Texas counter parts.

Well, must go. Give our best to everyone. We miss you all very much!

Please call in your Chapter 168 news to 972-235-5552 and leave a message



Higher, Faster, Farther

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The thing that I have found most interesting about the SR-71, is how much the pilot has to do with the operation and health of his aircraft. Rich says “flying” is really an afterthought. So much time is spent dealing with engine operation and fuel management, much of which is manual, that there is very little time to sit back and relax. When you stop and think about it, most airplanes operate well within the flight envelope during normal operation. The SR-71 is literally on the edge of the envelope at normal cruise! The other really amazing thing is the logistical support to pull off an SR mission. The choreography of tankers, support teams, back-up crews and maintenance personnel is a staggering feat in itself. In talking with Rich, it became apparent just how tight this group was. Their mission was so different from any other in the Air Force, that they became a group of their own. The SR crews had quite a bit of free time while they were on deployments, and this was conducive to the development of close personal relationships. The crews were also very “socially aware”. Seemingly trivial events were enough to call for a round of drinks, or “hooks” as they liked to call them. As a matter of fact, part of a prospective pilot’s evaluation was a happy-hour



Lockheed SR-71

at the “O” Club. This was so the other SR crews could meet the guy and see how he conducted himself in a more relaxed and informal atmosphere. Sounds like another excuse for “hooks” to me!

Stories like this are covered more in-depth in Rich’s book, SR-71 Revealed. Having read the book, I can say that it is exceptionally well written, with many personal accounts both of Rich and other SR crews. The book goes into great detail describing a typical SR mission and the technical aspects of the Blackbird. Rich has donated all of the royalties of his book to the “J.T.” Vida Memorial Fund. “J.T.” was on the SR-71 that set the transcontinental speed record in 1990 from Palmdale, CA to Washington, DC in 68 minutes. He fell victim to cancer a short time later. That aircraft is being prepared for a new display at the Smithsonian’s annex at Dulles, and the money is for its restoration and preservation.

Rich will make a presentation on the SR-71 and his experience at the May meeting, and will also be selling books. The books are \$20, with about a buck and a half going to Chapter 168. Rich has also planned to show a couple of videos that contain some spectacular footage. If you want to see what it is like to live on the edge, going higher, faster and farther than any jet has ever gone, you won’t want to miss the May meeting!! Make plans now to attend and don’t forget your money for a book!

First Flight of N311BW

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1. No one builds an experimental aircraft alone.

I would like to thank the many people that have made contributions to aid me in the construction of my aircraft. The help I received ranged from simple encouragement to many hours of holding my hands. I especially want to thank my wife for her patience for allowing me to occupy her parking place in the garage for six years after I promised I would be out in only 18 months. The single person who made the largest contribution was Les Palmer, who imparted to me a great deal of knowledge about construction techniques and spent many hours helping. Without Les’ help it would have taken me a lot longer to complete my project. The second most important contributor is the EAA Chapter 168. Many individuals have helped me with advice, experience, etc. There is an enormous amount of knowledge to be learned when building a plans built aircraft and much would not be possible without the EAA. Having completed my aircraft, I believe that the best thing the FAA has going for it is the EAA.

2. Test pilot

In my case I can not say enough about test pilots. When you combine a low time pilot, high performance airplane, and a modified plans built airplane, the number of things that can go wrong are more than I would want to tackle on a first flight. Finding a test pilot is not easy, at least not for me. I found test pilots fell into two broad categories, the cautious and the brave. I am really not concerned about the test pilot, I just want my airplane back in one piece. The brave test pilot jumps in and asks how to start it before going on the first flight. The cautious pilot (my first choice) doesn’t even want to sit in your airplane let alone fly it (smart choice). My test pilot was ideal for me. Randy Smith has built a KR-2, has over 150 hours in KR-2s and has been the test pilot on four other KR-2s. Randy asked a lot of questions and approached the first flight cautiously with several days of dry runs, etc. In addition, Randy bent his schedule to mine. What else can one ask for? Benefits of a good test pilot are many. In my case Randy could detect a problem instantly where as it may take me hours of flying to determine that one existed. This is especially true of a modified plans built aircraft. Randy ended up flying the first few hours for me



while I solved problems so that when it came my turn I didn't have to worry about a reliable aircraft. Thus Randy removed many of the unknowns and imparted valuable first hand knowledge about "My" aircraft before I flew it the first time.

3. Inspections

There are three inspections of my airplane that I consider significant. The first two were made by Mel Asberry and Owen Bruce both of whom were technical advisors for Chapter 168 at the time. These two inspections were at the start of my project when my knowledge and skills were low. These early inspections insured that I was on the right track,



Bud Wilson and KR-2

passed on a lot of good technical advice and experience which are very important for first time builders. I realize now that first time builders are a pain in the rear with their lack of knowledge, understanding, and endless stupid questions.

The third inspection occurred prior to taking my project to the airport. The reason this is so important is that the FAA inspection should be considered as a formality where all of the paper work is put in order. The pre-airport inspection I had was very thorough and safety of flight was paramount. The EAA has several good counselors for this activity, however in this case I chose Les Palmer for several reasons. One, he is an A&P. Two, he has built a KR-2 and knows it inside and out. Three, I know he thinks that pre-airport inspections are important. I did make one mistake, I told Les to be picky during his inspection, and he was. The good news is that I worked off all of his write ups and I felt good about it afterwards. From the safety of flight and structural integrity views, Les' inspection was much better than what the FAA could offer. I will also say that the EAA inspections fall into the high quality category because of the great deal of knowledge our advisories have about home built aircraft. It is nearly impossible for the FAA to acquire this level of expertise on homebuilts.

Reference Material

I want to say thanks to Tony Bengalis for his excellent books on aircraft building techniques. I bet I read Tony's books three times, the first for enjoyment, they

are good reading. The second and third time was during construction of my aircraft. Building a plans built aircraft one has to procure the materials, figure out how to manufacture the parts, build the parts, then one gets to assemble it. Tony's books were a great asset. Tony has made his mark on the home built industry and brought many hours of pleasure to so many people.

How well does it fly?

I don't know. To date I have only flown it once myself and I was too busy to notice any details. Once I get a few hours under my belt and run a few performance tests, I will have a better idea. I do believe that I will be satisfied with its performance. During my one flight, I did casually observe a 1,000 + ft/min climb rate and it did jump to 140 MPH at one point on down wind. The trim needs a little tweaking, however I didn't notice it during the flight. Rudder and aileron control seemed quiet normal to me; however, the elevator control was a little sensitive. I believe that I will get use to the elevator sensitivity after a few hours. I think that the climb rate is realistic and the airspeed will increase since I was running at reduced power when I hit the 140 mark. Randy said he had it up to 160 at one point. My KR-2 is powered by a 1800 cc Subaru with a belt reduction drive by Palmer. I am turning an Ivo cockpit adjustable prop, of which I didn't touch during the flight. I enlarged the cockpit based upon modifications made by others in the KR-2 community. The cockpit is 5 inches longer from the spar to the fire wall for the long legged pilot (I'm 6'3") and 6 inches wider for the wide body pilot (well let us just say big boys can ride in it). In addition I installed a sliding canopy versus the hinged bubble in the plans. The sliding canopy makes it a lot easier to get into and out of a difficult cockpit plus it will help a lot on hot summer days when taxiing out for take off. Thanks to everybody for their support, Bud Wilson

Sun N Fun

by Darrel Watson

Well, Buz and I made our way down to Sun-N Fun and enjoyed ourselves more than last year - and we didn't think that would be possible. Attendance appeared to be down from last year but that just meant shorter lines and easier access to the displays and vendors. As a matter of fact, Van's map of visitors indicated attendance from all points west of the Mississippi was off quite a bit; they're guessing that the same storm system that kept Mel and Ann away did the same for most of the other pilots. That's really too bad, we missed the Asberrys.

The same storm system(s) made the weather great for us. Relatively cool in the AM and the afternoons were just perfect - Florida warm. By-the-way, we discovered that Zepherhills is a nice,





quiet place to stay if you wait too long to find lodging in Lakeland proper. About twenty miles out, only a comfortable, country drive stands between you and the airport.

We ran into Jim and Judy Quinn when looking over Lars Giertz new speedster, called the Vmax Probe. This is the plane you may have read about in one of your recent aero magazines. (you saw it first on page 7 of April Hangar Echoes for picture) Bruce Carmichael's influence in the design is very obvious, and it is very (and I mean VERY) small. At first sighting, we thought someone left a R/C model out on the line.

If you really want to ruin your day doing the Walter Mitty thing, be sure to see the Thunder Mustang and/or the Legend. Well described in most flight related periodicals, you just have to see, touch and smell them to get the real impact. If nostalgia is your thing, I'd guess you'd lean towards the Thunder Mustang as a personal favorite. If an aerodynamic, 520 HP, tricycle geared, clean machine is your thing, then so is the Legend. Oh, by the way, its rear seat, unlike the one in the Thunder Mustang, appears to be very usable.

This year's event featured some new engines too. There's one from England that appears to have a lot of promise. Two cylinders, dual overhead cam, pressurized (dry sump) oil system and a counter-balance shaft. I'm going from memory here but I think they're claiming 60 to 70 horses from about 120 pounds. They plan to ship the first one in July. The ultra-light folks will want to keep their eyes peeled for more accurate details but it did look like a nice design.

2Si or Two Stroke International. had a full display of most of their engines. The 100 hp, 3 cylinder, 2 cycle will clearly give the competition something to worry about. In some applications, I expect to see it replacing the Rotax 912.

I could go on and on but the RV won't go together if I don't get out in the garage. Be sure to ask Bus Caldwell about his ride in the GlasStar. See you there next year.

Sun n Fun 60 Race
by Earl Browning

This year was my second attempt to participate in the "Sun 60" race. A few years ago (when I owned a Grumman Yankee) my plane developed a fairly serious oil leak just as I was arriving at Lakeland. By the time I was able to fix the oil leak around the hollow crankshaft plug, the race had been run.

This year fortunately I had no problems with my aircraft, a 1968 Piper Cherokee 140. Since buying this airplane a little over 15 months ago I have added most of the speed mods available for this type, repitched the prop, had two cylinders overhauled, etc. etc.

The Sun 60 race is run against the clock from a standing start. The field is staged with the fastest planes taking off first and the rest being flagged off at 20 second intervals. The

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reason for the staggered start is to reduce the amount of planes passing each other on the race course.

The race course was laid out with three check points or turns and the actual course length was 64 miles. The starting point, and the finish line is on Lakeland's Linder Airport. The clock on your run starts when the flagman drops the flag and you start take off roll, climb to at least 400 feet AGL, then turn on course to check point number 1.

The race briefing was held on Tuesday afternoon and take-off was scheduled for Wednesday morning at 9:00 AM. At the briefing you are given the check point coordinates, race rules and other information. At this time each entrant is assigned a race number that you tape to the side of your plane.

On Wednesday morning all 42 aircraft formed up near runway 27 and all take offs were without incident. I made the first check point and turned to check point #2. On this leg I was able to pass one Cherokee and was gaining on another Cherokee in front of him. Just before arriving at check point #2 my GPS went blank with a "poor GPS coverage" read out. I found out later from the judge at check point #2 that I flew past the check point about 20 seconds. Had I made this turn at the proper time my speed should have been a bit better than the 139 mph I finished with.

It was a lot of fun and good enough for a small



Pulsar builders Lisa and Martin Wright shown at Georgetown TX.. This was their 1st stop on their way to Sun 'n Fun - 1997!

trophy. (Congratulations Earl from Chapter 168) I'm already looking forward to next year's race. With some new wing tips and a few more clean up mods perhaps I can do better next time.

Pulsar
Newly completed homebuilt heads straight for Sun 'n Fun Fly-In - and wins Award!
By 'Red' Marron & Clair Button

Aero-Country Airport, in far north Dallas, continues to maintain its unofficial status as "Dallas Area's Sport Aviation Airport". It's still early in 1997, yet we've already had quite a number of project completions and 1st flights at Aero-Country. The really impressive thing is that the



workmanship quality of the home-built projects continues to get better each year.

A case in point is the outstanding new Pulsar built by Martin and Lisa Wright. And just like the well know team of Mel and Ann Asberry, this was another truly shared building project.

The Wright's airplane is located in the big hangar belonging to Stewart Dawson. This new hangar is located where the old Airport Cafe was previously located. (We sure miss that favorite meeting place, especially on rainy days!) We would encourage you to drop by and visit with Lisa and Martin, and see their beautiful Pulsar for yourself.

Martin had just completed flying off the 40 hours flight restrictions, and they were preparing for their flight to Sun 'N Fun when "Red" and Clair talked to both of them about their flying background and their now completed project.

Martin started flying lessons in 1990 and now had 140 hrs TT (including the 40 hr fly off in the Pulsar.). Lisa started fly a year or so later. She has her Private ticket, and 103 hrs TT. Lisa has started taxiing the Pulsar and learning how to manage the mechanical heel brakes. She's anxious to start logging time in the Pulsar. She'll catch up to Martin quickly! They have a 10 years old daughter. They own and manage the NAPA auto parts store in "beautiful downtown Frisco."

Why the Pulsar? They were impressed with the Pulsar's good looks, small size and speedy performance, so they bought a Kit! It's hard to believe that this is their 1st homebuilt airplane, it's truly outstanding!

A few statistics on Pulsar N242PW: 29 Gal Tanks, at 75% power burns fuel at less than 4 GPH. Empty Weight is 590 Lbs with an 80 HP, Rotax 912 engine. Baggage limit is 50 lbs. They solved that problem on their Florida trip by sending the rest of their baggage to friends in Lakeland -UPS !

They added features not found on standard Pulsars, Elec flaps & trim, rear windows, wingtip lights, and an oil access door. It's very clean with hidden radio antennas and tail light/strobe. Lisa designed and did the magnificent leather interior, you must see it! She also designed the excellent paint scheme and chose the colors that fits the Pulsar perfectly.

Time to build was 2 years, 1 month and 6 days. (They didn't even want to guess at the hours they spent on this "Labor of Love".) FAA signed off February 14th, 1st flight was on February 16th.

"Red" was right when he said "You must see it, take my word for it, THIS IS AN AWARD WINNER. What is truly important is this airplane is indicative that the grass roots of general aviation are alive and vibrant. Congratulations Lisa & Martin, You Youngsters are an attribute to General Aviation and the EAA Community". -"Red" Maroon

When they returned from their Florida trip, Lisa filled "Red" and Clair in on their very exciting flight to & from Sun 'n Fun. Lots of "challenging" weather both ways. Lisa was in charge of navigation. She said they were very thankful they were able to borrow Clair's Garmin 195 moving map GPS for the trip. (Clair, and son Eric, looked down on the bad weather from one of the big birds (American). Clair wishes to thank

Lisa and Martin for getting the GPS updated with the latest software at the Garmin Booth!

Martin and Lisa left for Florida on Saturday Morning. Their flight includes a stop at Austin where they spent the night and were joined on the trip by a friend who has a tail wheel version of the Pulsar. They battled rough winds & weather but couldn't quite make it to Lakeland before the heavy cloud cover forced them to put down at an airport 65 miles from Lakeland. They were able to rent a car Monday so they could attend a Pulsar/Kitfox function that evening. (Mark Brown, designer of the Pulsar, recently sold the rights to SkyStar/Kitfox.) They returned to their plane the next morning and were able to fly it on into Lakeland.

EAA's Sport Aviation Editor-in-Chief Jack Cox, who knows excellent workmanship, did a complete interview and photo session with them, including formation air-to-air photography with their Pulsar and the tailwheel version flown by their friend from Austin. We should be seeing an article in a few months in Sport Aviation!

We're pleased to report that they were presented with the "Builders Choice" Award at Sun 'N Fun. We're sure this is only the 1st of many Awards they will receive for this beautiful aircraft! Yes they're making plans for Oshkosh!



Young Eagles and Love

First let me start by noting that fully 7% of those honored in Texas by the EAA for flying ten or more Young Eagles in 1996 were from our chapter! I also know many more of you have flown Young Eagles or participated in the program as ground volunteers. In concert with Chapter 323 and the TEXINS Flying Club, we flew over 250 Young Eagles in 1996. This is a significant contribution to the program and everyone who has worked to attain these goals should pat themselves on the back. With this history, what shall our legacy be for 1997?

As many of you know, Mel Asberry, Tandy Allen, Ross Richardson (Chapter 323), John Campbell, Tom Emmerson, and I have been planning a Young Eagles Rally for May 10 at Dallas Love Field. With your help, we plan to host an event that will indelibly influence the lives of many area young people plus generate public appreciation and good will for general aviation in Dallas.

The main goal of the Young Eagles Program is to create interest in flying. We members of the EAA have the goal of providing



one million young people “a motivational aviation experience, focusing on a demonstration flight in an airplane“ by the year 2003 -- the 100th anniversary of powered flight -- giving a new generation a chance to learn more about the possibilities that exist in the world of aviation and the role general aviation plays in our community. Even if it may seem somewhat far fetched to focus on aviation enthusiasts who for the most part are too young to start flight training themselves, the idea has a lot of merit. Looking back at our own lives, most of us have to agree that whatever we became excited about during their early teens is what has had lasting influence on us. By granting these youngsters a chance to learn more about the aviation community, we are offering them a different perspective on the

city in which they live. If we take the time to build relationships between young people and our various pilot associations, we are not just giving a new generation a chance to learn more about flying, we are ensuring the future of sport aviation.

I’ve been asked several times why I chose Love Field. Many of you seem to be uncomfortable with the airspace issues and aside from telling that these issues are being addressed, I want to share some of the rationale behind this decision. The children of the city more than the children of our suburbs, need a clear demonstration, in real terms, of the value of an education. Not just in terms of opportunities afforded by higher education but also some of the practical applications for the courses these children will study in school. If it's done right, Eagle flights can give children a tangible appreciation for science, mathematics, geography, and communications by showing them how to use these skills to accomplish something exciting. In a recent Young Eagle Coordinator Newsletter is the following parable:

A lady was walking along the beach and throwing back into the sea each starfish she found that had been washed ashore. A man approached her and said, “What are you doing that for? You’re just wasting your time. You can’t make a difference.” Smiling, the lady picked up a starfish, tossed it into the surf, and said “I made a difference for that one ...”

For those of you who are willing to help make a difference, for those of you who can tolerate being told that your airplane and the people who fly it are “really cool, “ and for those of you who just want to share in the fun, we are hosting a Young Eagles Rally at Love Field. Pilot and volunteer briefing will be held at 9:00am. Rally will open at 10:00am. I expect everything to be over by 2:00pm. Come join us and let’s make a big difference in 1997.

Note: Pilots should inform ATC they are involved with “EAGLE FLIGHT” for special handling.

Note: All participating aircraft must meet all the requirements for operation in Class-B airspace (transponder, radio, etc.) as special arrangements will not extend to NORAD operations.



Save yOUR Airport

by Brownie Seals

The Owls have their protectors, the snail darters have their defenders, even the dirt in the wetlands has a cadre of federal, state and special interest people fighting for its preservation. But the band of defenders for small airports is few and widely scattered.

Once again the forces of money and progress are conspiring to squeeze another small airport to death. I and a group of dedicated recreational aviation enthusiasts gathered in 1961 to dream and plan an airport where we could live and fly. Land well removed from residences and businesses was found and dedicated to and lovingly built into an airport home for people who loved airplanes. Now thirty plus years later the encroachment of other interests is conspiring to take away the hopes and efforts of all those years.

In the years I have been in and around the DFW area I have seen more than fourteen small airports squeezed to death. Many of today's pilots do not remember the airport that once thrived just off Greenville Avenue north of Mockingbird or the airport that was once located where the Plymouth Park Shopping Center in Irving now sits. And many others will not recall Jap Lee Airport (where I took flying lessons in 1953) just north of Irving. Then there was Park Cities Airport and Highland Park Airport and Garland Airport all sacrificed to the space needed for LBJ. And I well remember flying out of the Grand Prairie Airport just south of old Highway 80 when I was in school at NTAC Arlington in 1940. There was a nice little airport a few blocks south of the NTAC (Now UTA) campus in Arlington. And Blue Mound Airport near Hurst east of Ft. Worth.

A few may remember White Rock just east of the lake of the same name and Shiloh on the Richardson Plano boundary on Shiloh road. Quite a few should remember Dallas North in northern Plano since it was only a few years ago that the city of Plano squeezed that little airport to death. Another small

airport that went under in the inexorable crush of progress was the Hiway 77 Airport just off I-35E south of town and only a few have ever heard of Russell Field south of Ft. Worth along side of I-35W.

There were others whose names and particulars I have forgotten. As with the "death" of any friend, each demise gave me pain. And each foretold the impending death of those to follow. Like the first victims of the Holocaust who stood quietly because "it" was not happening to "them" only to learn later that once the authorities learned that they could "get away" with it, they were emboldened to do it more.

The "Authorities" are now beginning the first hacking blows toward the dismemberment of Dallas Air Park. A residential airport open to the public, used by many for business, practice and pleasure and dedicated to providing the facilities for the exercise of recreational/hobby aviation.

Just as the boat lovers wish to live near their boats and the water, just as the golf enthusiasts wish to live near the golf course, just as the equestrian enthusiasts wish to live near their horses the airplane people want to live near their planes and the place to use them. Allowing the authorities to strip that privilege from these few will in the end embolden those authorities to strip one after another privilege from all citizens.

The "closer" for this pitch is; All pilots, specially those in the DFW area need to stand up for preservation of "Endangered Airports". Need to communicate their strong feelings to the authorities (FAA, Zoning Committees, etc.) for keeping these needed services alive. Need to send the strong word to the leaders in Plano, in Collin County, in the Texas DOT Aviation Department, in the FAA, that the destruction of airports should cease. In particular we all need to take steps to save Air Park Dallas (airport # F69)