

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

ANOTHER STAR IN THE FIRMAMENT

On December 10, 1997, a new RV-6, N245DF, flew on its 'first flight'. This was after four years of a labor of love by Dean Fellows. Not that his project is finished, for it is not. There are many touches to be added during the test phase such as landing leg fairings, wheel covers, and other small additions are also planned before painting.

As of now, Dean has over three hours on his machine and says it flies "as advertised". He doesn't like to say it flew 'hands - off on the first flight because it didn't - too much turbulence. On a subsequent flight, he thought it might be a little left wing heavy but this was not confirmed on subsequent flights. It's close to being right, anyhow. Tension and stress of the first flight were held down by not planning a time or date in advance. Weather on Wednesday the 10th was not all that wonderful so flying was not scheduled although



Dean Fellows and RV-6



First Flight at Addison

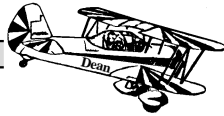
it was always lurking in the back of his mind. At about three in the afternoon, his closest mentor, Ron Mara, came to the hangar for a late lunch and said, "Dean, the wind is right down 33 at about 10 knots". That was all it

took. Out of the hangar, a thorough preflight, start and call to the tower. One high speed taxi on the runway was requested and permission received. As so often happens, the throttle is retarded, stick pulled back to the stops and the craft becomes airborne. With that landing behind him, Dean taxied back for the real thing. After getting his clearance and lining up on the runway, he maintained the three point attitude

for take off and climb. With full power, this provided for about 110 mph and very good climb. SDF reach circling altitude of 2500 feet (1900 AGL) before reaching the end of runway 33.

The powerplant for this newest addition to Van's airforce is a Lycoming O-360 turning a wood Sensenich 71 inch prop with an 83 inch pitch. Static rpm is 2100, yet straight and level, the 2700 rpm engine limit is easily exceeded. Installation is

standard with oil cooler mounted on the firewall. A



vacuum system with DG and AI were included as well as a heated pitot for IFR. Landing lights are from Bob Olds and the interior from D J Lauritsen. Right side brakes are also provided. Avionics include a Navaid AP-1 wing leveler, King nav/com and transponder with interior nav and com antennas. So far, they have worked just fine. Empty weight came in at 1035 pounds.

Dean was able to get his choice of N numbers for registration from the FAA. It means a lot to him for that is the date he 'started flying'. Yes, he soloed a Navy N2S-3 Stearman off a solid ice covered mat at the Naval Air Station, Bunker Hill, Indiana in February, 1945. Flying was canceled only if the temperature got below 10F. He finished his cadet training at Pensacola as a carrier pilot flying the SED-5 Dauntless. After getting his wings in February, 1946 and ten carrier landings aboard the USS Ranger, CV-4, he and 19 other classmates were transferred to multiengine seaplanes, PBM-5 Mariners, for operation training and deployment. What a blow to a 20-year old budding fighter pilot! But the war had ended and the Navy needed multiengine pilots in WestPac. So, for the next 25 years of active and reserve duty, Dean flew heavy Navy airplanes ending with the 22V-7 Neptune.

With his last Neptune flight in 1970, he thought his flying days were done. Not so, for that urge surfaced again at Oshkosh 1982. By 1983 he owned an older 'gently used' 1954 Bonanza. This wonderful machine took him from Baja to the Bahamas, to Alaska and much of in between. In 1991 when his father passed away in FL, he sold his Bonanza for his 'need' for an airplane had gone away.

This time it didn't take long for the urge to reassert itself. After helping a couple of home builders with their projects, he decided he might just do one himself. He liked the look of the RV's and had heard good things about their flight characteristics. This was very important to him after flying the older Bonanza for eight years. The decision to go ahead and order the first kit

was not about to be made until he had flown in one and seen for himself. This was done at Kerrville '93 in the Company demo RV-6T. It was everything they said. Then two weeks later, he was invited to fly in 'Red' Marron's N202TX to that great fly-in at Reklaw, TX. That was the frosting on the cake. The order for the empennage kit was sent in and work on the jig began the first week of 1994. The rest is now history.



Dean has the RV Grin after First Flight

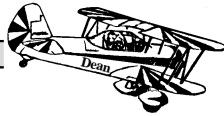
Many people, according to Fellows, contributed materially to the successful fruition of this project. Within this Chapter he would like to especially thank 'Red' Marron for his continued support from beginning to end and Mel Asberry for being his technical counselor and flight advisor.



RV-6 N 245DF

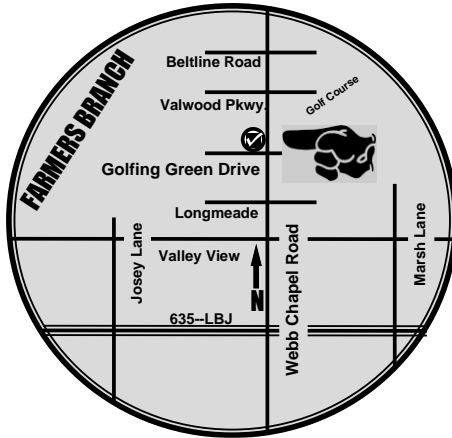
Dean says that the longer he worked on his project, the more he was impressed with Van's aeronautical engineering philosophy and talents. Now, with but only four flights in 5DF, he knows this is the 'fighter' the Navy never gave him.

*Photographs by Red Marron, As reported to Marvin Brott
Thank you Dean for the story, lets go flying!*



January 6th Chapter Meeting

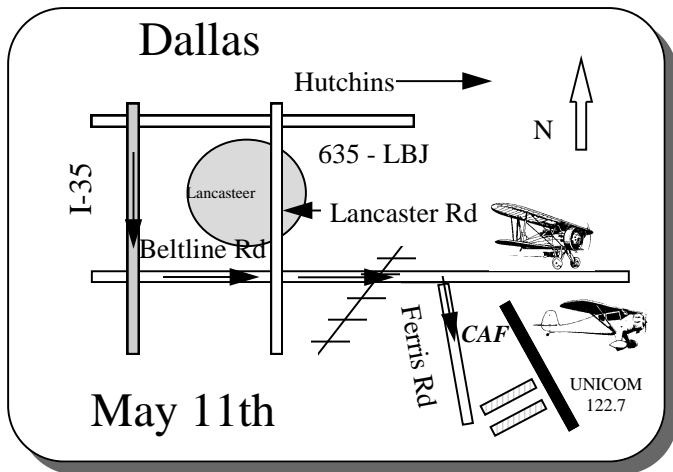
Our January 6th (first Tuesday) Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 9:30 p.m. Please plan now to attend!



Our January meeting will feature our very own Dr. Don Christiansen. He will address the issues and answer your question on FAA medical.

January 10th Fly-In / Drive-In

The January Fly-In will be at Lancaster Airport We will meet at the restaurant for lunch.



The January 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 Jerry Mrazek from the December meeting.

1. Dr. Don Christiansen will be our speaker at the January chapter meeting on the subject of aviation medicine.
2. Clair Button volunteered to serve as chairman of the board of directors nomination committee.
3. Tom Moe volunteered to take the necessary steps to update our non-profit status with the state of Texas and IRS.
4. Jerry Mrazek and Monroe McDonald gave a report on the results of the meeting of the Southwest Regional Fly-In Board of Directors. See announcement on page seven.
5. It was agreed that Chapter 168 will volunteer to take on the Flightline Operations responsibility for the SWRFI Fly-In of 1998. Jerry Mrazek and Monroe McDonald will attend the SWRFI meeting in Abilene in January and take care of this item.

January 27th Newsletter Assembly

The February issue of Hangar Echoes will be assembled at Tom Moe's home on January 27th starting at 7:00 PM. The address is 13 Cimarron Trail, Lucas, TX 75002. Phone 972 442-7997.

Calendar of Events

Cannot find any fly-ins (except our 168 fly-in) for January

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

January 15th Director's Meeting



A Message From the President Jerry Mrazek

. Well here we go on a new year. You also have elected a new set of officers to serve your chapter. It is our intention to serve you as best we can in all aspects of chapter business.

First of all let me introduce myself to those of you who may not know me. I recently retired (June, 1995) after 39 years working in aircraft and weapon system design and development. I worked for General Dynamics in Fort Worth in their "Stability and Flight Control" group for about 8 years. I worked for Beech Aircraft in their "Aerodynamics" group for about 6 years and retired from Texas Instruments after 22 years of weapon system development. I earned a Bachelors Degree in Aeronautical Engineering from Oklahoma University in 1956, a Masters Degree in Aeronautical Engineering from Wichita State University in 1964, and a PhD in Mechanical Engineering from Oklahoma State University in 1967. I am building and about to complete a RANS S-14 Airaile. This is my first Experimental Aircraft building project. I hold a private pilot SEL rating and have a little over 200 hours.

I challenge you to consider what you want from Chapter 168. What do you consider to be the most important aspects of the chapter activities? Is it the programs that are presented at the general meetings, the fly-ins, the networking with other experimental aircraft builders, or perhaps something else. If you feel that the chapter is not meeting your needs or expectations, it is your duty to give us some feedback. Likewise, if you are happy with what has been going on for the last several years let us know that too. Sometimes we feel like there is no one out there. please take the time and make the effort to let us know how you feel.

Your new Vice President is Jim Quinn. Jim will be planning and arranging for your programs. If you have a particular program or direction of the theme of the programs you would like to be addressed please either let Jim know or let me know. Our numbers are in the back of this news letter.

In 1998 I plan to address the quality of volunteerism. I call it a quality because I think volunteerism is one of the most pungent expressions of the spirit of our organization. Recently in the process of trying to finish my RANS S-14 I have been out at Hanger 30 on Spinks airport a lot. Often I am there alone all day but sometimes and usually on the weekends, several other tenants of the hangar will be there. Invariably there will be an exchange of ideas or news learned since we saw each other last and we all learn something. This is the spirit of our EAA and those who don't participate in it are missing an extraordinary experience of life. Volunteering to serve at a flying activity or any gathering of people who have an interest in experimental aircraft can be the most rewarding experience you will have save flying your own home build aircraft for the first time. Please consider volunteering at every opportunity for your own life's enrichment.

Happy Flying, Jerry

EAA Dallas Chapter 168 wants your help! Directors needed for 1998.

By Clair Button

Seven (7) Directors are needed for the 1998 Year. While Directors can be nominated by others, some of our best directors, in past years, have been those who step forward on their own and offer to serve our Chapter for the one year period.

For those unfamiliar with this position, the following is a brief summary of what being a Director involves.

Your participation as a Director for 1998 involves attending one Board of Directors meeting each month. The meeting is held on the 2nd Thursday following the regular monthly Chapter Meeting. The Board Meetings are held in the Conference Room at the Farmers Branch Library (the same building in which our regular monthly meetings are held).

The meeting starts at 7:00PM and lasts no more than 1 1/2 hours. The meetings are Chair'd by Chapter President, Jerry Mrazek, who will manage the meetings agenda.

Your involvement in the meeting includes offering suggestions, giving advice and opinions on Chapter activities, including upcoming membership meetings, Programs, speakers, fly-in location & activities, Newsletter content, Chapter financial matters, etc. Chapter issues requiring majority consensus are concluded by voting. All officers and directors have equal voting rights. New ideas are sought at the meetings to help move the Chapter in directions that help meet the needs and desires of the overall membership.

Both very new members and long time members are invited to participate, what is important is a willingness to bring your new ideas and enthusiasm into the Chapter.



If you would like obtain additional information, or be willing to participate as a Director for 1998, please contact the Nominating Committee Chairman, Clair Button at:
Work (972) 996-7909, Home (972) 231-6070

**FREE FLIGHT, BUT NOT EXACTLY WHAT THE
FAA HAD IN MIND:**

When the following item appeared in the news I thought of Chuck Wilson and Jeff Hanson. Does your Aeronca fly as good as this one? This Aeronca Champ was being hand propped by a lone pilot Sunday morning at Urbana, Ohio's Grimes Field. It fired up with no one aboard and apparently not tied down, or at least, not properly tied down. The unoccupied Champ took off and reportedly climbed to 12,000 ft. before eventually "landing" in a bean field approximately 90 miles away, badly damaged, but mostly intact. Would love to see what the pilot puts down on the insurance claim: "it had a mind of its own."

**THE THUNDER MUSTANG IS COMING
TO THE MARCH 168 MEETING**

Pete Quortrup and Mike Johannsen put together the idea of bring the Thunder Mustang to Dallas for one of our chapter meetings. Pete send a request to Dan Denney, the developer of this impressive bird, asking for chapter a 168 presentation. March looks like a good time. In order to accommodate their schedule we will have to move the meeting to the second Tuesday of that month. Jim Quinn, your vice-president of 168, contacted the Cavanaugh Flight Museum to see if we could have the meeting at their place with the Thunder Mustang. The answer was an enthusiastic yes. Pete has written an article for the newsletter on the Thunder Mustang. Plan to look forward to this event.

**YOUNG EAGLES EVENT
ALLIANCE AIRPORT, JANAURY 24TH**

On Saturday January 24th, Chapter 661 from Denton and Chapter 168 will be holding a Young Eagles event at Alliance airport starting at 10:00 AM. The tower has been contacted and is welcoming us to this event. They have offered to give us a tower tour. For those without a radio, please contact the tower at (817) 491-6100 and let them know of your arrival. Many of the kids will be Boy Scouts seeking a ride in an airplane to complete their aviation badge. Please bring your airplane and give these kids a ride.

**NEW FIRST FLIGHT
Jerry Bidle and Gary Hansen co-owners of a Kolb FireFly**

The FireFly flew about 4:45 pm on Sunday, December 14th, with Gary Hansen as the pilot. Due to the late part of the day

and getting cooler the first flight was limited to once around the pattern at Aero Country. Two flights were made. Everything went well. Gary found it to be a little more challenging than he expected. Even though briefed by Kolbs instructor, he found "technique" to be a significant factor on takeoff due to the high thrust line.

We gave it a quick look over between each flight. The second takeoff attempt was aborted - Gary indicated it wouldn't lift off with full back stick? Nothing appeared to be wrong, the controls deflecting in the proper amount. Observing the third takeoff run I came to the conclusion it was technique. He was so concerned about it rotating over on its nose it looked like he wasn't allowing the tail to rise adequately to be able to rotate enough. Suddenly the tail raised and it didn't take long to lift off. In the air it climbed well 600-700 fpm not pushing it. It also appeared to be very stable. It sure climbed nice though. We had the prop pitched for cruise so it should be capable of doing much better.

I didn't fly because of time. I still would like to look it over one more time before either of us fly it again. Another milestone.

By Jerry Bidle

Next month this newsletter will publish the full story along with pictures on Jerry and Gary's latest achievement.

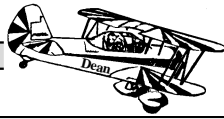
Chapter 168 Redbird Airport Fly-In

By Monroe McDonald

Saturday 12/6 was clear and cool, a great flying day. We had a good turnout, with over twenty people and at least ten aircraft, including a flight of four RVs led up from Austin by SWRFI president Stu McCurdy. Pretty good for what we consider the off season!

We toured the Southwest Avionics shop, courtesy of manager Dennis Sorber. Among the dozen or so aircraft in the shop at the time which we got to look over were three Lancair 4s, one pressurized. It almost looked like a Lancair factory! Not many of us can afford those!

After lunch at the Casablanca restaurant in the terminal, we were treated to a tour of the Dallas Police Dept's helicopter facility. They have four Jet-Ranger type choppers which are maintained and operated out of a hangar on the east edge of the airport. Besides a good discussion of their operations we saw a demonstration of the Ranger's maneuverability as they did a practice exercise beside the hangar.



“Texas Airplane Factory’s” Me-262 Jets in limbo.

By Clair Button

I am sorry to report that construction work on the (5) replica Messerschmitt Me-262 fighters, being built by the “Texas Airplane Factory” at Ft Worth Meacham, are on indefinite hold.

In his recent letter, Robert ‘Hoot’ Gibson, asked me how they were progressing on the -262’s. (Hoot is scheduled to be one of the test pilots.) I contacted George Tischler, their General Manager, for an update since it’s been several months since I was there . George advised me that work has been stopped for the last several weeks. He said that funding by the -262’s customers is in limbo until some financial issues are resolved. George was confident that the issues would be resolved and work resumed by the 1st of the year.



I didn’t press George for more details, but I do know that periodic funding by the customers is based on work completion milestones and other cost factors. Expenditures are probably higher than anticipated (what project isn’t ?), and this is the time period when the ten G.E. J-85 jet engines have to be purchased.

There is no doubt in my mind that the -262’s will be completed by mid 1998. They are of too high a quality

and too near completion to terminate the project now. The sad part is that the 18 workers are without a job in the weeks before Christmas. It will also be difficult for George & Herb Tischler to hold the work

team together if much time passes.

Herb Tischler still plans an open house/roll-out, with an invitation to Chapter 168 members. We’ll keep you advised.