

# HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION  
CHAPTER 168 DALLAS TEXAS

## EAA 168 Fly-In at Hidden Valley

By Clair Button



HIDDEN VALLEY AIRPARK

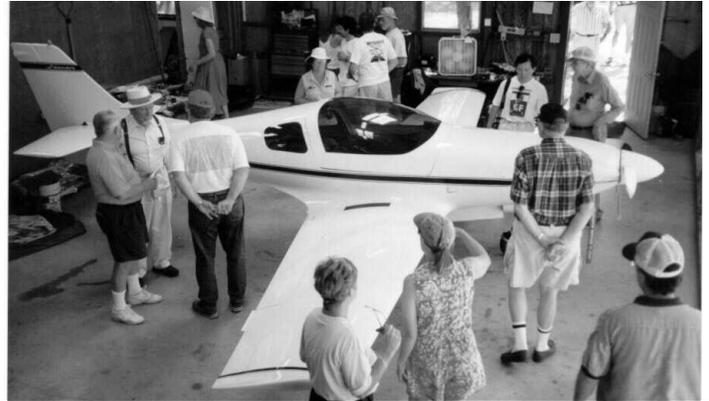
The July Chapter 168 Fly-In was a well-attended and enjoyable event in spite of the 104 degree hot temperature. We counted 18 airplanes that flew in and we'd estimate another 25-30 folks who drove in. The entertainment began immediately, as we watched the fly ins land. There was a pretty good cross wind component, and when the planes dropped below the tree line, there was a pretty good sink hole. On top of this, the runway dropped away pretty rapidly to the south. Even our more experienced pilots had some difficulty "finding the ground" at the critical moment. Someone suggested that we needed some number signs so we could score their landings!



Some of the planes flown into Hidden Valley

We were rewarded by the outstanding hospitality of the residents of Hidden Valley and treated to delicious freshly cooked brisket lunch with all the fixings.

Many of us took advantage of a tour of airplane projects at several Hidden Valley Residences. Included on the tour was Don Milton's sleek Lancair, which is complete and flying. He also had a Glasair III fuselage which had the two halves glassed together. It was interesting to compare the distinct differences in shape between the Coke-bottle shape of the Lancair and the straighter lines of the Glasair III. At David See's hangar, his restoration of a Cessna 195 was nearing completion. The freshly overhauled and squeaky-clean 275 Hp Jacobs engine was ready for installation. With the 275 Hp Jacobs, this would be a Model 195B version of the large classic radial 5 seater. David also had the fuselage of a Beech 17 Stagger-wing ready to begin the restoration process.



Don Milton's sleek Lancair

Our next stop was at Bob Sander's home/hangar where Bob Yeakey's venerable Thorpe T-18 project was being fitted with a 6-cylinder Subaru engine, with a Ross gear reduction unit. Surprisingly the engine and long reduction unit only lengthened

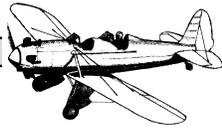


Bob Yeakey's Subaru powered T-18 drew quite a crowd!

the cowling 4 inches. It was a very clean installation. With so many 4-cylinder Subaru's being used in homebuilts, it will be very interesting to see how this big 6-cylinder version will perform and hold up to aircraft use.

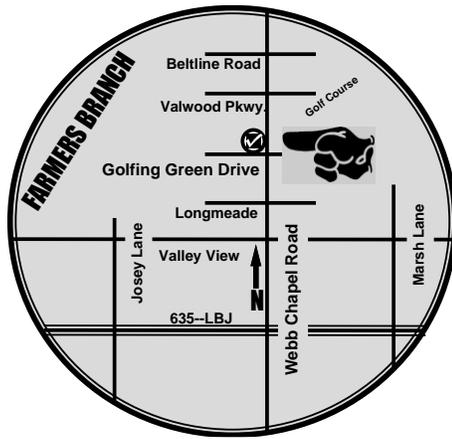


Hidden Valley Fly-In Continued on page 9



## August 4th Chapter Meeting

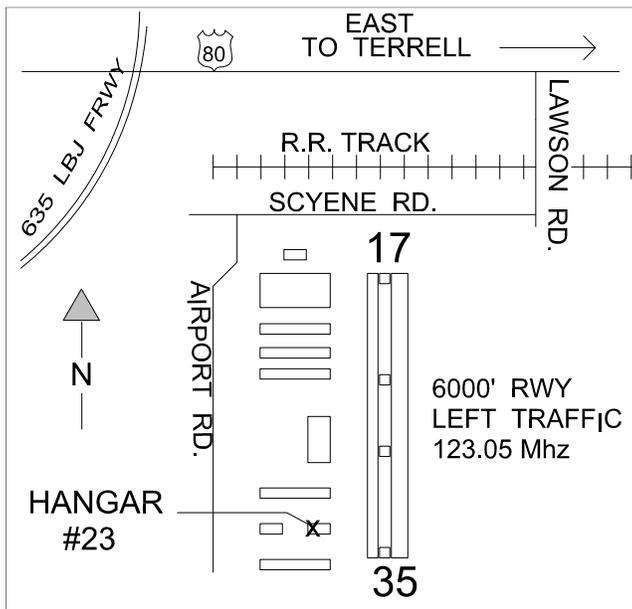
Our July 7th (first Tuesday) Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 9:00 p.m. Please plan now to attend!



Our guest speaker at the meeting will be Alvin Devane, Tower Chief at the Addison Airport. He will be speaking about flight operations at Addison and the surrounding area.

## August 8th Fly-In / Drive-In

The August Fly-In will be at Mesquite/Hudson Metro Airport and will be hosted by Richard Robins at his hangar on the south end of the airport. Time from about 10:00 a.m. to 1:00 p.m. The Chapter Trailer will be there and we



will have Hot Dogs and plenty of cold drinks. Identifier: HQZ Mesquite Metro (Hudson) Airport's Unicom Freq. Is 123.05MHz. Take 635 South to Hwy 80 (East) to Lawson Rd (South) to Scylene Rd (West) to Airport Rd (South) to Richard Robin's hangar #23.

## BULLETIN HANGAR ECHOES A WINNER!!

Bob Mackey, EAA Chapter Executive Director, advises that our Hangar Echoes is to receive a top 10 EAA Newsletter Award at Oshkosh-98. A very BIG congratulations to our Editor, **Marvin Brott**, and all of you folks who have contributed to the Newsletter, be it your excellent articles or your distribution support help. *You're all winners!*

## August 13th Director's Meeting

The August 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 Tom Emerson from the July meeting.

1. The first issue of the chapter newsletter printed by our new printer, Bird Printing was a great success. However, It has come to our attention that some members are receiving their copies of the chapter newsletter with damaged or missing pages, or not having them arrive at their intended destinations at all. Tom Emerson will contact the Post Office to see if this is occurring due to a conflict with the way the newsletter is folded and the mail sorting equipment, and to see if there is an alternative way of securing the newsletter to prevent damage. If your newsletter was damaged or it didn't arrive at all, Please let Jerry Mrazek know.

2. Chapter Fly-in schedule was discussed. The following locations were selected for the chapter fly-in for the next three-month period.

- August 8 Mesquite Airport.
- September 5 Henry O's, Flying "O" airport near Ennis.
- October 5 McKinney Airport.

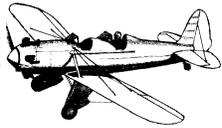
3. Jerry Mrazek suggested that it is time to form a committee to compile a list of candidates interested in serving as chapter officers. If you are interested in serving as a chapter officer next year please contact Jerry Mrazek, Jim Quinn or Tom Emerson. We would like to submit the list of candidates at our September meeting. Chapter elections will be held in October.

## August 25th Newsletter Assembly

The August issue of Hangar Echoes will be assembled at Dick and Barbara Flunker's on August 25th starting at 7:00 PM. The address is 401 Hampton Dr in Allen, TX. Take North Central (75) to McDermott, west on McDermott about 1/2 mile to Watters Crossing, Left (south) on Watters Crossing to Bel Aire (stop sign), right 1 block to Hampton. House is on SE corner of Hampton Dr and Bel Aire. Phone is 972-298-6531. See Dick's RV-6A, which is only weeks away from his taking it to the airport.

## Chapter 168 Newsletter On-Line

Jane and Jim Quinn are placing the Chapter 168 newsletter on the Internet at: <http://www.vline.net/eaal68/>



## A Message from the President, Jerry Mrazek

We had a really great fly-in this last time at Hidden Valley. We had a good turnout of chapter members and many of them flew in. Thanks to Howard Walrath for organizing this event and for arranging for a neat tour of active airplane projects at Hidden Valley. Thanks also for the great lunch fare and to Howard for getting our trailer over there. Hidden valley is a beautiful place and the arrangement of the trees with respect to the runway and the wind offers some excellent opportunity to practice variable condition landings.



We had a good time critiquing everyone's landing. I got there first so I had limited critiques on mine. Thanks to all at Hidden Valley who contributed.

As I mentioned at our last chapter meeting, it's time again to consider electing new officers for next year. I hope all of you will seriously consider serving and that many of you will call me or some other officer and volunteer to serve. It is the volunteer service of our officers that keeps the chapter going. You don't have to want to serve but it is necessary that you be willing. In the past when I have served on a nomination committee, when asked if they would be willing to have their name placed in nomination, many people would say, "I just don't have time". I grant you that this can be the case but more often the fact is that they have too many other things in their lives that they give higher priority. You have control over how you place priorities.

One day an expert was speaking on time management to a group of business students and, to drive home a point, used an illustration those students will never forget. As this man stood in front of the group of high-powered over achievers he said, "Okay, time for a quiz." Then he pulled out a one-gallon, wide-mouthed Mason jar and set it on a table in front of him. Then he produced about a dozen fist-sized rocks and carefully placed them, one at a time, into the jar. When the jar was filled to the top and no more rocks would fit inside, he asked, "Is this jar full?"

Everyone in the class said, "Yes."

Then he said, "Really?" He reached under the table and pulled out a bucket of gravel. Then he dumped some gravel in and shook the jar causing pieces of gravel to work themselves down into the spaces between the big rocks. Then he asked the group once more, "Is the jar full?" By this time the class was onto him. "Probably not," one of them answered.

"Good!" he replied. He reached under the table and brought out a bucket of sand. He started dumping the sand in and it went into all the spaces left between the rocks and the gravel. Once more he asked the question, "Is this jar full?"

"No!" the class shouted.

Once again he said, "Good!" Then he grabbed a pitcher of water and began to pour it in until the jar was filled to the brim. Then he looked up at the class and asked, "What is the point of this illustration?"

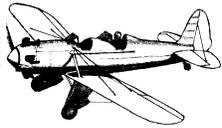
One eager beaver raised his hand and said, "The point is, no matter how full your schedule is, if you try really hard, you can always fit some more things into it!"

"No," the speaker replied, "that's not the point. The truth this illustration teaches us is this: If you don't put the big rocks in first, you'll never get them in at all."

What are the 'big rocks' in your life? A project that YOU want to accomplish? Time with your loved ones? Your faith, your education, your finances? A cause? Teaching or mentoring others? Remember to put these BIG ROCKS in first or you'll never get them in at all. So, when you are reflecting on this short story, ask yourself this question: What are the 'big rocks' in my life? Then, put those in your jar first.

Please consider making EAA Chapter 168 one of the big rocks in your jar.

Happy Flying, Jerry



## AeroCountry to lose It's Aerobatic Box

By Clair Button



The Custer Investment Company, owner of the property underlying the airports well known aerobatic box, on the east side of AeroCountry, has had the property rezoned from agricultural use to residential and commercial use property. Their plan, as an investment company, is to subdivide the property into 6-8 tracts that they will then sell to developers. They will do this rather quickly, as rezoning away from the agriculture zoning has very significant tax implications.

Approximately 25 members of the AeroCountry Property Owners Association (ACPOA), who are the owners of the airports runway and "common" areas, attended the McKinney Zoning Review Board meeting and were able to obtain a couple of concessions. The McKinney planning department had originally placed a 200' setback "buffer zone" requirement in which no residential housing could be built, only light commercial businesses for most of the border between the two properties. The ACPOA was able to convince the zoning board that this area should be increased to 500' in width and extended the entire length of the airport property line. Also, the developers will be required to have a written statement signed by individuals purchasing residences and businesses, stating they are aware that they are purchasing property adjacent to an operating airport that is in operation 24 hours per day. A committee including a representative of the investment company, the ACPOA, and the McKinney development department will prepare the wording of that statement. It's probably not of much legal weight, but at least it's a psychological victory.

It's uncertain how quickly the "box" will be shut down, but it will happen as soon as the first developer starts building under the aerobatic box, probably within 3-4 months.

We should also note that the property on the south side of Rockhill Road, just south of the airport, which is owned by the Mobil Stonebridge Ranch Group, has already been rezoned as a golf course / residential development. Hopefully, there will be some flat straight fairways that could be used as an emergency landing area!

One wonders just how long it will be before we loose yet another small airport in far north Dallas?

## OUR CONDOLENCES

We regretfully announce the passing of Jan Seals, the wife of our associate newsletter editor, and past Chapter 168 President, Brownie Seals. We learned that Jan succumb suddenly to a stroke this past month. On behalf of all of the chapter membership, we wish to express our sincere condolences to Brownie and all of the Seals family.

## Texas Airplane Factory's Me262s still in a holding pattern

By Clair Button

We made a flight over to Meacham Field in Fort Worth the other day to check on the current status of the Me262 airplanes. We found the big orange hangar dark and quite. We found the only person there at the time was George Tischler, the General Manager. We've talked with George on numerous other occasions, but he was usually very busy keeping the work crew productive. On this occasion, he was at his desk, picking up a few of his phone messages. In my last article on the -262's, in December, I reported that work had been stopped because of a funding issue with the 262 customers. George had thought that they would be back to work in January, but the shutdown has lasted a lot longer. The final agreement between the Tischlers and the customers is that two of the five 262 are to be sold in order to generate funds for the completion of all five planes. George indicated that they could restart work as soon as one of the two is sold.

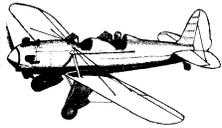
George allowed me to look at the planes. Two of the 262's are on the gear, with wings installed, and painted. One of them, the only single seat, had the jet engine pylons installed, but no engines. The remaining three fuselages, all painted, were up on work/storage platforms. There just isn't enough room, even in this big hangar, to install the wings on all five planes. Each plane had a slightly different camouflage paint scheme, as was the original case since each was originally painted by hand.

Except for the purchase and installation of the engines, there doesn't appear to be a great deal of work left to complete all five planes.

George Tischlers indicated that they had several groups and individuals interested in purchasing one of the planes (at \$1.5 million each, +160K for engines), so we hope it won't be too much longer before we see them completed and flying. We'll keep you informed of any new developments.

## The Amazing H-1

By Michael Johannsen



In the 1930s, aviation saw remarkable change. Designs were getting more serious, with increasing emphasis on aerodynamics and rugged, lightweight construction. The period produced planes like *Mr. Mulligan*, the *Gee Bee* racers, the Lockheed *Vega* and *Gamma*, and the Laird-Turner *Meteor*. Although these airplanes were advanced with respect to planes of just a few years previous, the real quantum leap in aircraft design came with an airplane called the *H-1*. The *H-1* was the brainchild of the wealthy, intelligent, and often bizarre Howard Hughes. Hughes, already a prize-winning race pilot, was frustrated by the rag-and-tube planes of the day. For the horsepower they had, he felt they should go faster. For most other race-plane designers, aerodynamics were put in practice by feel, and often the planes were designed freehand and built in a less than precise manner.

Hughes had the money to achieve the quality and precision that he was looking for, so in 1934 he hired Richard Palmer, a young engineering graduate of Cal-Tech to design him an airplane that would go faster than any other. He had a first class laboratory constructed, and had access to Cal-Tech's wind tunnel. Every week, Hughes would stop by to check on Palmer, looking at his studies and designs. Finally, impressed with his results, he took the resulting design to Glenn Odekirk. Under Hughes and Palmers' direction, Odekirk hired eighteen builders and engineers to begin construction of the plane. Hughes was a fanatic for secrecy, so he had the corner of a hangar walled-off and a state-of-the art shop constructed. The plane became known to outsiders as the *Hughes Mystery Ship*, but the builders called it the *H-1*.

The *H-1* had several features that made it the first "modern" airplane. The fuselage was aluminum, and it was the first aircraft to have its skins butted together (instead of overlapping) and the first to employ flush-riveting. It was the first airplane to have a powered retractable landing gear. This gear was incredibly strong and had a wide track of ten feet. The gear and tires were completely sealed when retracted. It was powered by Pratt & Whitney R-1535 *Twin Wasp Jr.* of 725 horsepower. This double-row engine was good for aerodynamics because it was about the same diameter as an R-985. It had a bell-shaped cowl and was the first aircraft to employ "jet-exhaust". It was also the first aircraft to have air-inlets in the wing leading edges.

To save on weight it used a retractable tail-skid that was hydraulically shocked.

Hughes' original intentions were to race the plane in the Thompson race, and the Bendix cross-country race. He decided the best way to achieve success was to have

two sets of wings. A short set that spanned only twenty-five feet, and a longer set of just under thirty-two feet. The wings were of mixed metal and wood construction and had stressed wood skins covered in fabric. They were doped and rubbed to perfect smoothness. The wings also had hydraulically powered split-flaps (which I'm sure it needed badly!).

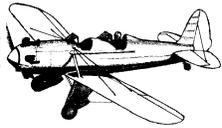
After eighteen months of constant revisions and reworking, the *H-1* was completed. The first flight was an August 18, 1935. It's believed that he found the airplane to be so fast that he decided that it would be better to break the three-kilometer land-plane speed record. On September 13, 1935 he did just that. With Amelia Earhart watching as one of the judges, Hughes broke the record, posting a speed of 352.38 mph, by a margin of thirty-eight miles-per-hour. Minutes later, the *H-1* ran out of fuel and Hughes geared up in a beet field, but avoided any serious damage. (It was a Friday, for



those of you who are superstitious!)

About a year and a half later, with the racer repaired and the long wings installed, he set out to break the transcontinental speed record. The record he was aiming to beat was one he had set himself a year earlier, in a Northrop *Gamma* bought and resold to Jackie Cochran. On January 18, 1937 he departed Burbank at 2:15 in the morning and arrived in Newark 7 hours and 28 minutes later, breaking his previous record by almost two hours. The average speed was 327.5 mph. Upon returning to California, the *H-1* never flew again. He put it in an environmentally controlled hangar to preserve the wood in its construction. It was moved to the National Air and Space museum after his death in 1976 and has only 40.4 total-time as it sits!

Interestingly, Hughes was contacted by the Army Air Corps regarding the *H-1* while he was in Newark. They thought that it would make a great fighter, as it was faster than anything they had at the time. They asked Hughes if he would stop at Wright Field, Dayton Ohio on his way back to California, to which he agreed. When the day came, however, he mysteriously overflew the field with the military brass standing on the ramp,...and never landed. To this day, no one is sure if this was intentional



on the part of Hughes, but what is certain, is that Air Corps top brass would never place an order for the sleek plane. Hughes said he forgot to land at Wright Field, but most believe that Hughes did this intentionally. He had been heard saying things to the effect that he wasn't going to have the military snooping around his plane and steeling his secrets. Many designers noted the H-1 design, and its features can be seen very obviously in the Zero, the FW-190, the P-47 and others.



Now for the exciting part! As many of you saw in *Sport Aviation* last month, Jim Wright, owner of Wright Tools, is building a full-scale, long-wing *H-1* replica. He is building the fuselage, and has hired the legendary Steve Wolf to build the wings and assemble the final product. I recently talked to Steve about the project, and learned a great deal about the airplane and their undertaking.

After conducting an exhaustive search for original plans that left them empty handed, they made a trip to the Smithsonian for a close look at the original. They took lots of measurements and pictures, and removed access panels and the cowling. Once back in Oregon, they constructed a full-scale wooden mock-up (complete with retracting landing gear) that will be used to form the fuselage skins. Steve has just completed welding the steel-tube engine mount and firewall and is preparing to ship the assembly to Jim Younkin who will construct (or should I say sculpt) the cowling. From there it will be sent for the engine overhaul.

Steve says that the gear and wings contain most of the complexity of the aircraft. They weigh about 1,000 lbs. and are stressed to about ten and a half Gs, if that gives you an idea. There are two fuel tanks in each wing for 160 gallons, and two in the fuselage containing 120 gallons. That brings the total to 280 gallons (about 1850 lbs.). The original had an empty weight of 4,017 lbs., and

a gross weight of 6,200 lbs., with the fuel obviously making up most of the useful load. With a wing area of 196 square feet, that makes for a wing loading of around thirty-one pounds per square foot, roughly the same as that of a loaded Glasair III. Steve estimates a stall speed of about 80 in the landing configuration.

They are planning on making the plane as identical to the original as possible, but without plans that is going to be difficult. There may be some minor differences in measurements, and there will be more modern conveniences such as an updated hydraulic system, rubber fuel bladders for the wings, the use of Cleveland wheels and brakes, and a very small retractable tailwheel such as the one found on a Bearcat. They were lucky enough to get the original N-number, so they won't have to get creative like they did on the Gee Bee. Steve says the goal is to have an authentic looking and performing airplane that is practical to operate when they get it flying. They estimate about two-years to completion. (Oshkosh 2000?)

As you may have gathered by now, the *H-1* is my favorite airplane. It is a beautiful work of art, sleek and sexy with performance that only a handful of sport-planes have matched to this day, nearly seventy years later. Thanks to Jim Wright, Steve Wolf, Jim Younkin and others, we are going to get to see this marvelous flying machine take to the skies again. You can follow their progress on the Internet at the following address:

[.http://wrighttools.com/h1/aviation.htm](http://wrighttools.com/h1/aviation.htm)

## *Powder Coating*

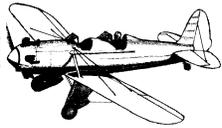
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## Chapter 168 Members Project Vern William's Zenith CH601HD

By Clair Button



With Chapter member Carter Craft recently finishing and flying his CH601HDS, we now have two CH601's flying in Chapter 168. The other belonging to Klaus Truemper. We thought it would be a good time to revisit the -601 being built by Vern Williams. It's been about 2 1/2 years since we showed a couple of

pictures of Vern's wings under construction in Hangar Echoes. They differed from Carter and Kalus's wings in that they were the larger span "Hershey Bar" type.

If you'll remember, Vern's is a "scratch built" project, something almost unheard of in this day and age. I must admit that although I've talked to Vern on many occasions since that previous visit, I hadn't been to his home to check on his progress in a couple of years. I did see that his completed wings and tail surfaces had mysteriously appeared in the Hangar next door to ours at AeroCountry a couple of months ago. The hangar belongs to Klaus Truemper.



When I arrived at Vern's house the other day, to see how he was doing on the fuselage, I was expecting to see the fuselage in the "bath tub" stage sitting up on the work bench. Boy, was I in for a surprise! As you can see from the pictures, the fuselage was on the gear (a milestone in anyone's project!) complete with tail surfaces and instrument panel installed. It was setting out in his driveway so we could get pictures while we still had some sunlight. Vern's workmanship is excellent, as you'd expect from someone wanting to build from scratch. It is really impressive when you think that about all of the pieces were build and shaped by hand and not preformed with matched hole tooling – really impressive! Vern told me that all of the aluminum sheet and bar stock material was surplus material, purchased locally at a couple of salvage steel/aluminum dealers. Vern also has the Subaru **EA-81** engine that he will be using in the plane. The engine is one of those Japanese running, *pull-out*, engines that are being sold in the U.S. at pretty reasonable prices.

Vern is going to use the cog belt reduction design that Les Palmer developed for his KR-2 (1+ ?). Some parts of the reduction assembly have already been completed.

Vern has a friend who works on racing engines and the friend is going to BluePrint, port & polish, the engine when it is torn down for inspection. Vern indicated he is doing this mainly for smoother operation more than any great expectations of performance improvement.

Is it worth the extra effort required to build a homebuilt from scratch rather than purchase a complete kit? Scratch building isn't necessarily done only for the purpose of saving money. However, Vern told me that he has spent only \$4,000 on the CH601 project so far, including the Subaru engine. I must point out that he told me this while we were standing in front of his wife! Just kidding – Vern's wife, Joyce, is very supportive of Vern's efforts, and is very proud of what he has accomplished in building his "dream" airplane. His remaining expenses will be some items he will purchase from Zenith Aircraft rather than build himself, they are the cowling, a small



fiberglass dorsal fairing for the tail, and the formed Plexiglas canopy. Vern will probably build the canopy frame himself. It won't be long before the fuselage is ready to be joined with the completed wings at AeroCountry.

Great work Vern, we look forward to see your CH601 completed and Flying!

### FINA

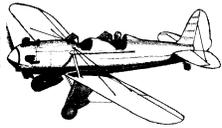
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## Notes on the EAA Northwest Regional Fly-In

By Bo Bauereis

Last week my wife, Ann, and I had the pleasure of attending the EAA Northwest Regional Fly-In held July 8<sup>th</sup> through 12<sup>th</sup>. Admittedly, it was more a Glasair homecoming since the Fly-In is held at Arlington, Washington Municipal Airport, the home of Stoddard Hamilton Aircraft Inc., the manufacturer of the kit from which my Glasair III emerged as an airplane. It was also intended as a quasi trial of endurance and dependability for the airplane on longer trips.

We stopped for fuel at Cheyenne, Wyoming and Bozeman, Montana on the way and Bozeman and Garden City, Kansas returning. Ground speed averaged about 220 knots with minimum speed going of 200 and maximum speed returning of 245 knots with nary a mechanical glitch the entire trip.

The Fly-In was somewhat larger than the Southwest Regional, but significantly smaller than Sun N' Fun. The more impressive sights were the frequent fly by's of 14 RV's in tight formation and the takeoff's and landings of the B-17, which was offering rides for \$25 per person. There were a small assortment of warbirds, two Grumman Goose's (or should I say Geese), lots of RV's, a wide variety of antiques, kit and plans built planes, 26 Glasair's/Glastar

's, and skads of ultralights (one of which suffered a fatal crash). Air shows consisted of many single performances in YAK's, Sukoi's, Chip Beck in his Glasair III and Bob Hoover was scheduled to demonstrate his Shrike Commander but settled for signing autographs on his new book since his airplane was sick.

The only new gimmick I saw, which I wish had been available during my construction period, was a recently FAA approved "Click Bond", a method of adhesive bonding nutplates to aluminum, fiberglass, etc., instead of riveting.

On the fun side Stoddard Hamilton arranged for interested Glasair/Glastar drivers to perform a fast fly by on Friday followed by a scenic flight to Friday Harbor, (one of the San Juan Islands) for a pizza dinner. Then on Saturday night they hosted an open fire Salmon Bake attended by about 100 Glasair enthusiasts topped off by a fascinating talk by Keith Conley, a veteran B-17 pilot of 23 missions over Germany who was shot down and spent the remainder of the war as a POW in the camp made famous by Steve McQueen in "The Great Escape".

After the Fly-In we visited the Museum of Flight on Boeing Field, south of Seattle. The Boeing 707 Air Force One used by Presidents Eisenhower and Kennedy is on display as well as Lillienthall's hang glider to an SR-71

Blackbird and lots of airplanes in between. The brochures indicated that the Museum is not as extensive as the Smithsonian but is certainly worth the visit. One bit of aviation trivia I learned was that the Wright Brothers actually patented their method of wing-warping to achieve turns. Thus, the various early competitors were forced to develop alternative methods – namely ailerons – which, as we know, turned out to be far superior way of controlling banks – and soon left the Wright Brothers way behind.

## Tom Scott's Glass Goose ready to Fly

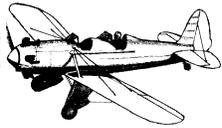
On our way back to AeroCountry from the fly-in at Hidden Valley, we stopped off at Lakeview Airport to see how Tom Scott was doing on the new Glass Goose amphibian he is building at his *Quikkit Corp.* hangar.



Tom Scott and his beautiful new Glass Goose Amphibian!

Tom gave us a tour of the plane and the new Subaru engine and reduction unit he has installed. The engine unit was developed by a company in Canada. He was having some problems with the computer control unit, which had to be replaced. Tom had been hoping to have the plane flying by Oshkosh for his Display Tent. With this delay, it was questionable if he would make it in time. This is the 1<sup>st</sup> Glass Goose built totally from components from his mold shop in Denton. He showed me the new fully balanced aileron system and other improvements he has made. We look forward to seeing it fly. We'd also like to get Tom to give us a talk on the Glass Goose, and tell us about the fun (?) of being an aircraft kit manufacturer -or should we be asking his lovely wife, Toni ?

It looks great Tom! Good Luck and happy flying!



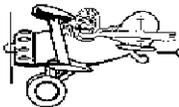
## Hidden Valley Fly-In – Continued from page 1

We then crossed over to the east side of the runway to visit Al Hyde's hangar where he was getting very close to closing up the composite "wet" wing of his 2/3 scale FEW (Flight Escort Wing) 2/3 scale P51 Mustang. Al's hangar also had a Quickie 200, which was receiving its final finish filling/sanding operation before final assembly and painting. Interestingly, the Quickie had a fuel injected 0-200 Continental engine.

It's been quite a long time since we've had an opportunity to tour so many, and variety of projects, and it gave us a lot to talk about over the delicious brisket lunch.

The tour also gave us an opportunity to see some of the beautiful homes at Hidden Valley. I was very impressed with the "hilly" rolling landscape (including the runway!) This is certainly unusual in the Dallas area.. The area where we met and ate was especially nice, as the tree covered area sloped down to a lovely small lake which included quite a few ducks swimming around, enjoying their home. I would be remiss if I didn't mention that there are still about 5-6 1+ acre lots still available in this strictly upscale Airpark development. (I sure like the one that includes frontage on the previously mentioned lake! If you are interested in building your dream house, with your plane only steps away, you can contact our host, Howard Walrath for more information (Howard is a long time 168 member and advertiser), see their AD below.

We wrapped up our visit with a door prize drawing. There were a variety of useful tools and handy multi-meters. A grand prize drawing was for a complete Bright Double-Flash strobe light, which was won by Earl Browning. A very big thanks to Howard and all the ladies and gents at Hidden Valley who helped make this a very enjoyable and memorable fly-in!



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## Dale Medlin's Thundergull J

By Clair Button



There was a time when it was very easy to distinguish an ultralight from a real (?) airplane. You just looked for the centerpost and 10 miles of bracing wires. The new Thundergull belonging to Chapter 168 member, Dale Medlin, has none of the outward characteristics normally associates with its legal status as an ultralight.

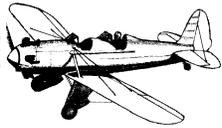
No wire, no loose sail fabric, not even a wing strut or tail surface bracing. The cantilevered wing is all aluminum skinned including the ailerons and flaps. The fixed vertical and horizontal surfaces are aluminum although the movable control surfaces are Stitts covered aluminum ribs and frame.

What allows Dale's Thundergull to be in the FAA Part 103 ultralight category is the 254 LB weight (+ ballistic chute), the 5 gal fuel tank and the top speed of 63 mph. Top speed is limited by having a very thick airfoil of only 20' in span. This results in a lot of lift for a great climb rate but requires a relatively high cruise angle of attack which holds down the top end speed to the 63 mph limit. The engine is a Rotax 503.



Since it is legal to do so, Dale had his Thundergull completely built and tests flown at the *Earth Star Aircraft* factory by the Owner/Designer, Mark Beierle. Dale's Thundergull got a good checkout when Mark and an employee flew Dale's Thundergull and a 2-seat version, the Odessey, (used for instruction) to Dallas. They apparently had no problems with either bird. Mark and his employee continued on to Florida for the Sun'N Fun Fly-In in the 2-seater and made many demonstration flights before flying to its new owner in Ohio. Since Mark left the 2-seat Odyssey in my hangar overnight when they were here, I had a good opportunity to look it over. Like Dale's, the quality and workmanship was very good. The Odyssey also had the new HKS 2-cylinder 4-stroke engine, which looked very good, however I was not there when they took off so I didn't get to hear it or see how it performed.

Look for Dale to show up at some of our Chapter Fly-In's where you'll get a chance to see how clean it is and how well it flies. Take a look at the plush upholstery, on an ultralight!



## Calendar of Events

- JULY 29-AUG 4.-.OSHKOSH. Need I say more!
- AUG. 15 – Gladewater, TX, Airport Pancake Breakfast Fly-In, Chapter 972, 8:00 – 10:30 AM.
- AUG. 15 – Stagecoach Airport, Short Wing Piper Club meeting, 12:00 Noon.
- AUG. 23 – Kingsland, TX, Pancake Breakfast & Fly-In Chapter 889 Fly-In, at Shirley Williams Aerodrome.
- SEP. 12 – Sulphur Springs, TX, Fall Fly-in
- SEP. 12-13 – Dallas, TX, Love Field, Dallas Airshow (long list of Performers & display planes) 214-350-3600.
- SEP. 13 – Grand Prairie, TX, Grand Prairie Airport, Fun-Fest (972) 988-3801.
- SEP. 15-18 – Abilene, TX, Southwest EAA Fly-in.
- OCT. 3 – Granbury, TX, Chapter 983 Fall Fly-In and Granbury Muni Open House, Breakfast/Lunch.
- OCT. 8-11 – Mesa, AZ, Copperstate EAA Fly-In.
- OCT. 10-11 – Ft. Worth, TX, Alliance Airshow.
- OCT. 15-18 – Abilene, TX, Southwest EAA Fly-in.
- OCT. 23-25 – Reklaw, TX, Flying M Ranch Fly-in, Dave and Judy Mason, 409-369-4362

### Sherman Airport's Birthday Fly-In

By: Ross Richardson

On September 19, 1998, Sherman EAA Chapter 323 along with the City of Sherman will be hosting a fly-in at SWI in conjunction with Sherman's 150th Birthday celebration. Activities planned at the airport will be lots of fly-in airplanes, model airplanes, display airplanes, fly-by's, free EAA Young Eagle flights for kids 8 to 18 years old, adult rides for a fee, and food booths and more as we think of them. This event is to show off the renovated airport and participation with Sherman's birthday celebrations. There will be shuttle service between the airport and Sherman Arts Festival in Sherman for those who would like to visit and maybe purchase something at the arts fest. The day will end at the Sherman Municipal building with other planned activities and a laser light show that evening. Fly in for a great day of events. Contact Ross Richardson at 903.893.4221 for information on the fly-in and John Davis at 903.893.1184 regarding the 150th Birthday Celebration.

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