

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

One Dream After Another

By Jerry Mrazek

On Sunday, February 6, 2000, I realized another dream. Most of you know how thrilled I was when I first flew my RANS S-14 back in 1998. At first I was so busy getting accustomed to it and just having fun flying it that I didn't have time to consider what else I wanted to do. Before long however, I started thinking about how wonderful it would be if I could get airborne photos of it. I knew that I had to find access to a camera plane that has similar performance to the S-14 in order to make the project feasible. I looked for over a year and had just about given up. Then one day I was driving to Abilene for a work day just before the 1999 SWRFI fly-in and it happened that I had Sam Cooper and Michael Stephen in my truck. Sam said something about the fact that he was a partner in a Super Cub and a bell went off in my head. My wife says that she thinks I hear bells a lot. Anyway, I asked Sam if the Super Cub could cruise comfortably at 70 mph. He said yes. I asked him if he and his partners would consider being my camera plane for a photo shoot. He said that they might very well want to do that.

Well it took a while but we finally got it together on Sunday morning, February 6. I flew up to Aero Country from Spinks early in the morning and got there about 8:30. Tom Moe and Sam Cooper met me as I taxied up in front

of their hangar. We talked a bit and I let Sam get familiar with my cameras. I had brought two cameras, a Sony Digital Mavica and a Minolta SRT 102 with an 85mm to 205mm zoom telephoto lens on it.

We talked a bit about how we would coordinate our flying and what radio frequency we would use. I had some anxiety about even loose formation flying since I had never done any of it. Once we had our signals straight we taxied out. Tom was flying the Cub and Sam was the camera man. Tom took off first and I followed. We departed the pattern at Aero Country and went north for the shoot. Tom asked me to continue on a straight north heading while he joined up on me. We did that and Sam took some shots. They pulled out ahead and took the lead position and I got to fly in loose formation with them. It

was a hoot. I'm not saying I did it perfectly but I enjoyed the experience and with a little more practice I think I could get better at it. Anyway we continued to shoot,

turning 90 degrees to the right every now and then until the battery on my radio went dead and I had to break away.

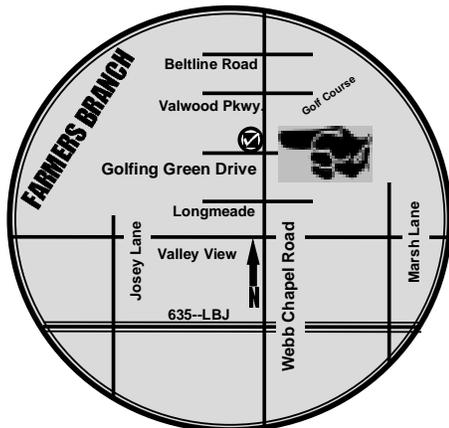
We ended up with 26 digital photos and 20 film photos which I got developed the next day. I am pleased as I can be to have had the experience and to have the photos. Thanks to Sam and Tom for allowing me to realize a dream and to further document the fact that I have had a really great experience in flying. I could never have done it if I hadn't been associated with a great EAA chapter like 168.



March 7th Chapter Meeting

Our Feb. 1st 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 by 9:00.

Our program for March 7th will be on metal aircraft building by our own Mel Asberry and Dick Flunker. This is the program that they did for the McKinney chapter last month. It was extremely well received and we thought that it would be good for our chapter to have the same opportunity.



March 14th Director's Meeting

The March BOD meeting will be held on the 14th at the Farmers Branch Library meeting room starting at 7:00 p.m. The minutes of the Feb. 8th BOD meeting (recorded by David Cheek) are as follows:

Attendees: Ann Asberry, David Carter, David Cheek, Gene Spaulding, Bo Bauereis, Marvin Brott, Don Christiansen, Monroe McDonald, Jim Quinn, Michael Stephan, Vern Williams, Bill Wisley, Sam Cooper, Mel Asberry, Dick Flunker, Jerry Mrazek, Tom Davies, Ted Fontelieu.

- Meeting on Mar. 7th is planned to have a program discussing 'Women in aviation in Dallas'.
- April meeting is tentatively planned to have an AOPA representative.
- Fly-in on Mar. 11th to be Cedar Mills on Lake Texoma starting at 10:30 a.m. Lunch to be at the restaurant, plan for buddy rides to Cedar Mills.
- Hangar Echoes newsletter assembly on Mar. 28th at Steve Genotte's house.
- March BOD meeting will be on the 14th.
- The March 25th Young Eagles rally at Mid-Way Airport. Registration will be from 9-12 noon. The rain date is April 1st.
- An overnight fly-out was discussed. Don Christiansen volunteered to lead the committee.
- The BOD nominating committee reported. There are eleven candidates. Dick Flunker will send to list to the editors.
- The Chapter's investment in Vanguard Growth Index #9 (symbol VIGRX) was discussed.
- Jerry Mrazek reported on initial plans for the Farmers Branch Library Aviation day. Set for May 13th. Will include simple glider assembly and competition.
- Ann Asberry reported on the progress of updating the Chapter brochure.
- The use of the Chapter scales was discussed. A motion was made, seconded, and passed that all users of the Chapter scales must be a Chapter member and pay a nominal fee of \$20. (Non-members can join in order to use the scales.)

March 11th Fly In

This Month's Fly in, March 11th, is to Cedar Mills, located on the west side of Lake Texoma. The plan is to meet at 10:30 and go for lunch at the nearby restaurant. Since Cedar Mills is a little far to drive to, Ann Asberry has generously volunteered to help coordinate buddy rides. Already, David Cheek and Monroe McDonald have volunteered their empty seats. So, if you would like to join us and don't have an airplane, or if you are going and have an empty seat please call Ann at (972)784-7544.

Upcoming Local Events

- Mar. 25 – Young Eagles, Midlothian Mid-Way airport.
- May 13 – Farmers Branch Library Aviation Day for Children.
- May 20 – McKinney 1246 Chapter Fish Fry at TKI.
- June 17 – McKinney 1246 Chapter Poker Run at TKI.
- Nov. 11 – Dallas 168 Chapter Chili Cook-out.

Upcoming National Events

- April 9-15 – Sun 'n Fun Fly-in, Lakeland FL.
- July 26-Aug. 1 – AirVenture 2000, Oshkosh WI.
- Oct. 19-21 – Southwest Regional Fly-in, Abilene TX.

March 28th Newsletter Assembly

The April Newsletter will be assembled on March 28th at the home of Steve and Eileen Genotte. Steve is working on a very nice Europa project. They live in Carrollton at 3002 Scott Mill Rd. Call 972-245-4106 for directions.

A Message from the President: Ann Asberry

Following is an excerpt from a letter sent by AOPA President, Phil Boyer, urging all involved in aviation to join a letter writing campaign for a very good cause. I pass it on to you because it affects all of us.

“It's time for aviation in America to get the full benefit of billions already paid in supposedly 'dedicated' aviation taxes, and not to be hit with more taxes or new user fees.



H.R. 1000, which passed through the House of Representatives by a 316-110 majority, would allow \$57.4 billion in aviation excise taxes to be spent on, of all things, aviation, over the next four years. In addition, it would preserve the FAA's general fund contribution, which accounts for about 30 percent of the agency's total budget. If the FAA loses that contribution, and the ATF isn't unlocked, aviation users will be faced with new taxes or new user fees or both. I'm asking for your special assistance with efforts to see that aviation in America finally receives the funding it so rightly deserves -- instead of new user fees or a tax increase. For decades Congress has used the aviation trust fund to hide the billions of dollar of pork barrel spending increases it passes each year. As you know, this constant desire to spend more money will make it tougher and tougher to fight user fees.

Last year, with your help, Chairman Shuster and Rep. Oberstar were able to guide legislation, H.R. 1000, to "unlock" the aviation trust fund, through the turbulent waters of the House of Representatives. In fact, it passed by an overwhelming margin of 316-110. However, when the bill got to the Senate things suddenly went wrong.

The Senate's bill was dramatically different from the legislation that passed the House. Not only did the Senate's bill not "unlock" the aviation trust fund, it proposed to completely eliminate the \$3.4 billion in annual funding from the U. S. Treasury's general fund that supports 30% of the FAA's budget. Should the Senate bill be adopted we would again be left with unfunded improvements at general aviation airports and outdated systems and progress. Furthermore, the Senate's measure practically guarantees the implementation of new user fees or a tax increase.

I am asking you to immediately write to your members of the Senate. Urge them to support the FAA Reauthorization bill, H.R. 1000, as it was passed in the House of Representatives. Insist that they not cut the general fund contribution that supports 30% of the FAA's budget. Tell them to "unlock" the trust fund so the \$57.3 billion dollars sitting inside can be used to modernize our aging airway system. Demand that they start spending the aviation trust fund on what it was designed for: Aviation!

This is not a unique concept. Almost all Senators supported a similar 1998 decision to fully spend gas taxes on highways and transit systems. Why are highways and bus lines more important than aviation safety? So far, most of the same Senators have said "no" to modernizing our aviation system, but with your help we can still win this issue.

The key ingredient for our success this time will be our ability to generate mail, and lots of it. The grassroots level is where we are going to win this fight, and it is going to be the effort that you and I put forth that will put us over the top.

Please write to your Senator and tell them that now is the time to ensure that aviation receives proper funding for decades to come. “

Jeana Yeager to be honored at EAA SW Regional Fly-In

Abilene, Texas --- Oct. 19 - 21 has been set as the date for the EAA Southwest Regional "Big Country" Fly-In in Abilene.

Activities will include a trade show, aircraft judging, forums and a Saturday air show. Texas aviator and Voyager pilot Jeana Yeager will be honored at the Saturday night banquet. For more information, see www.swrfl.com. From the Feb 18th FLYER

Good job to our very own Jerry Mrazek and Monroe McDonald chapter 168 members for working SWRFL.

Board of Directors Election

Volunteerism is alive! The Board Of Director nomination committee (Dick Flunker, Michael Stephan, and Bill Wisely), have identified eleven active chapter members that have volunteered as candidates for a Board Of Director position. The candidates are:

Robert Baker	Bill Barrett
Jerry Bidle	Bo Baueris
Don Christiansen	Bernie Cross
Ted Fontelieu	David Pack
Stephen Palstring	John Peylon
Syd Smith	

Thank you to the candidates and Good Luck!

So Long Bob-

From Ernie Ludwick

Robert Yeakey, a long time chapter member, passed away Saturday Feb. 19. A truly creative engineer. Bob was a partner in a T-18 Subaru project. He will be missed.

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March 25th Young Eagles Event

From Michael Stephan

On March 25th our Chapter is hosting a Young Eagles event at Midlothian/Waxahachie (Mid/Wae). With the departure of Tandy Allen, Jim Quinn has volunteered to take the responsibility of YE Coordinator (thanks Jim). But, Jim is going to need the help and support of Chapter members to make this a successful event. We have a good base of members who have pledged support, but we need more pilots and support crew. Even a small investment of your time is appreciated. If you are interested, please contact Jim at (972) 788-2593

Chapter 168 Scales

The board has concluded that a nominal charge of 20 dollars should be made to utilize the chapter scales. This will cover the cost of (5) batteries and any expenses incurred by the tech counselor who must be present while using the scales for weight and balance. Also, note that there is a 1300 pound max weight limit. Call Mel Asberry if you need help or clarification with the scales.

Future Plans

On June 3, the city of Waxahachie is having a pancake breakfast at the Midlothian/Waxahachie airport, 4T6 (UNICOM: 122.975) - Mid-Way, from 8 AM to 11 AM for \$5 a person, children 6 and under are free. Fly-in's will get a free pass to the Victorian Home Tour. A courtesy bus will transport folks to and from the airport all day with the last run about 4:30 PM or 5:00 PM. There are other buses in town to take folks around to restaurants, Antique and specialty stores, home sites, and Getzendaner Park where they have a Crafts show.

For any further information, contact Janet Adkins at: jadkins@waxahachie.com

Short Final

From AVweb

From our Bonanza Envy File...

A Bonanza landed at my home airport some years ago with the leading edge of the left wing bashed in from hitting a goose while in flight.

A remark from a Cessna driver was overheard, "If he'd been flying a high wing aircraft, he'd have missed it."

Drive-In at FW ARTCC

This chapter has been very fortunate with a couple of excellent tours set up by Mel Asberry. First we went to DFW Terminal Approach and then on February 5th we got a tour of the Fort Worth Air Route Traffic Control Center (ARTCC). While some of us have been a little skeptical of the FAA organization, the people who gave us these tours were the greatest. They were highly professional and are very proud of the jobs they are doing. Dave Kuykendall from ARTCC set up the tour and provided the overview. As we broke into two groups, Tony Munday assisted him with the tour. As an aside; Tony is building an RV-6 and has called Mel to set up an airworthiness inspection.



Dave Kuykendall from ARTCC

During the final part of the tour we broke into even smaller groups where we watched controllers working the different airspace sectors. The following was sent to Hangar Echoes from Gene Spaulding:

By a stroke of timing I happened to be sitting at a Sector console with a controller on Saturday the 5th when a call came from American Flight 891 who was about 180 miles southeast of Dallas inbound to DFW. The first call was that the flight was having low hydraulic pressure on No. 1 engine. About two minutes later AA891 called and advised that he had lost hydraulic pressure on No. 1 and was 'securing' No.1 and was declaring an emergency. In less than what seemed like a second my host pushed three buttons in order and acknowledged the pilot's call. The controller then called and asked if AA891 wanted an alternate airport (Tyler was closest). The pilot responded that he would like a lower altitude (He was at 24k when the first call came) and would continue to DFW and the controller cleared him to 17K at his discretion. While this was going on the wind had shifted from the North to The South, and DFW Tower was changing the inbound traffic to land to the South. In less time than it takes to read this the three buttons had: Activated a special tape machine

that runs in parallel to the normal recorder, put DFW Approach Control on the 'hotline' along with DFW Tower. Tower immediately put DFW Fire and Medical in the loop. The controller then asked the pilot for a runway preference. He acknowledged 18L and the crash crews were dispatched. While this was occurring AA891 was handed off to the next controller who was responsible for the 17K-24K altitude for that sector. There was a calm discussion by the supervisor with the controllers and the wait began. It was very comforting to see the response by the Center to an emergency and see our tax dollars at work. AA891 landed without incident.

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Member Project Update

By Sam Cooper

Vern Williams: Zenith Zodiac CH 601 HD

Vern has been methodically building a Zenith Zodiac CH 601 HD taildragger from plans since about January '94. Vern has essentially completed the airframe structure (some rivets are not in yet) and is working through the time consuming 'finishing kit' type details (without the benefit of a finishing kit). He is presently working on the engine and canopy installations.



The engine is an 1800 cc Subaru EA81 flat four. The engine was imported from Japan. Prior to its installation Vern did a careful inspection of the engine. He reports that the drained oil was clean, the oil galleys had a nice light brown color, and the hone marks were still visible in the cylinders. Vern has installed a two barrel carburetor, a small alternator, and a small flywheel. The engine was rated at 79 HP stock. Vern is looking to get five additional HP out of it.

Vern built the belt propeller speed reduction unit (PSRU), which is a design by Don Bouchard, with modifications from fellow Chapter 168 member Les Palmer. The PSRU uses a 2.21 reduction ratio, which should allow Vern to make plenty of horsepower, or slow the prop way down. Given the non-standard engine type, Vern also had to design and build his own engine mount.

Vern is building the Zenith with the factory design for the radiator installation. This is an exposed radiator mounted below the cockpit. It will be a little draggy, which is fine with Vern. But, the Subaru should cool very well. Vern will be monitoring the Subaru with a typical auto conversion gauge set: water temperature; oil temperature; oil pressure; voltmeter; and ammeter.



Vern has built the CH 601 HD very much per the plans. He has installed smaller main tires, along with a really nice disc brake conversion by Tracy O'Brien (Aircraft Specialties). After several months of trying to get the factory design mechanical brakes to work properly, Vern gave up on that approach. He purchased the disc brake conversion and had it installed in only a few hours.



Thoughts on Panel Planning

By Marvin Brott

Like most builders I have been planning for my RV-8 panel and paint scheme since I received the empennage kit. For the past two years it has been build-per-plans with no decision making on my part. Now that the airframe is nearly complete, it is time for some real planning. Currently there are 2353 RVs flying, each of them very similar or identical in airframe, yet all are different with respect to their panels. As we scope out different airplanes at a fly-in, we usually walk right up to the side for a view of the cockpit and panel. Our thoughts may go like this:

“geez, this guy’s made a mess here, if he’d only...”, or “man, he’s got some money in this sucker, this panel’s worth more than my whole plane”, or even “where’s my camera, I gotta get a picture of this”.

Once the panel has been studied, we will move on to inspecting the paint. For many of us it’s hard to get down to inspecting the actual workmanship in the airframe. The obvious reason for all the different panels is that we all have different opinions on what a panel should look like. I’m even a little hesitant to write this article since all of you make think, “geez, I would have certainly not done my RV-8 panel that way.” But here are my thoughts on my panel planning.

When starting the planning process I became aware of some software called Panel Planner for \$99. Based on several comments via the RV List and a review by Randy Lervold, there have been few good words to say about Panel Planner. For example it does not follow the standard Windows interface very well, it has no cut/copy/paste, no duplicate function, no control-key command equivalents, and no other commands or functions common to all Windows graphics software. Further, menus are not standard, and worst of all it is quite buggy. Needless to say, later releases may have solved all these problems, so check it out and be aware. In my case, I used the tried and true method of cutting “paper dolls” and taping them to the panel. It is easier now, going to the different web sites, right clicking on the selected picture (instrument) and saving that image. Then size and edit using Photo Shop and Power Point. The picture below looks fairly real but is a taped up proposal (paper instruments are cheap) for my RV-8 panel.

The following are some of my goals for the panel and some of the tradeoffs. First, I want to adhere to about the only standard in panels and that is the basic T or six flight instruments. Next, I would like to see these flight

instruments placed directly in the center of the panel (no offset). This presented a problem with the standard RV-8 sub-panel since it was not wide enough (6.25 inch radius push flight instruments off-center). Well, my second goal was a new sub-panel that cants the engine and radios towards the center (like my RV-4). The new sub-panel allowed me to add two inches in width (reduced main panel support) and hence allowed the standard six in center.



Proposed Panel for RV-8

Next decision, which side of the panel should the radios and engine instruments go on? The dilemma is that I fly with my right hand and my fine motor control skills **are not** with my left hand. Also, I am not very good at switch-hand flying and I don’t like crossing over to reach something. Finally, for what is worth, the military puts most or all functions with the left hand so the right never leaves the stick. Everything considered, it is going look something like the above picture so I need to get more left-handed. So the panel will have three sections; communication/navigation, flight instruments and finally engine instruments.

Next decision, what should be the selected engine instruments? Analog versus digital and full instrumentation versus just the basics are some of the choices. I have heard a lot of good words about RMI’s MicroMonitor but the top of the line seems to be either the Electronics International Instruments (see Don Christiansen’s panel) or Vision Microsystems. Everything considered, I may go with the Vision system from the standpoint of function, display capability and weight. They are all good, it is just matter of personal preference. Seems sort of strange that we monitor our 1950s technology engine with high performance digital signal processing.

Next decision, what about an autopilot? I flew my RV-4 for the first 200 hours with no wing leveler/autopilot and the last 300 with a NavAid wing leveler. No doubt about it, this was the best thing I ever did for my RV from the standpoint of safety and pilot comfort. This time around, do I want to spring for the S-Tec System 30 which has both roll and pitch control? It is getting great reviews. With the System 30 it would be nice to also get a heading bug on the DG for heading preselect and hold. S-Tec technical people along with George Orndorff at Hicks have worked out the installation kit for the RV-8. Final thoughts going into the flight section are (1) why have gyros (horizon and DG) when you fly only VFR and (2) if you have gyros should you go electric or vacuum? There is not enough space to review all the tradeoffs, but safety, redundancy and cost all go into the equation.

Next decision, is what to do about the avionics? It seems like Garmin with their GNS 430 is the most versatile panel-mounted product produced to date. It combines GPS navigation, VHF communication, and moving map graphics on a big color display. But who can afford this unit? More realistic is the GNC 250XL, which has high-resolution GPS moving map graphics and communication capability. Garmin avionics are good since they are only about 6 1/2 inches in depth. Still the II Morrow avionics look good as well. Another consideration is to install a GPS receiver with no moving map to drive the autopilot and supplement with a hand-held color-moving map such as the Garmin 295. Don is really happy with the very successful Skyforce Skymap GPS. The best idea is to wait as long as possible before committing since new announcements are made every few months (especially at Oshkosh).

Now, for thoughts on panel color. The proven past has been for white letters on a black background. The reason being is when you scan the panel your eyes sense the lighting conditions and adjust accordingly. Just like a camera, your eyes average the total amount of light now in view and adjust the irises to an average setting for everything in view. Now if you have a light colored panel the average amount of light reaching your eyes will be higher and your irises will "stop down", or close up a bit. This then makes the face of your instruments darker. This in turn makes it harder to ascertain the visual information on the faces of the dials. So why are the light colored panels so popular? My guess is that the above light sensing explanation is just splitting hairs. Probably true but in real world it does not make that much difference. My panel will be light in color similar to my RV-4. This is a subject that some people feel very strongly about.



Don Christiansen's Well Done RV-8 Panel

Finally like Don's panel, I want to keep all the switches and breakers off the panel and on a counsel near the right side (*I know, the right hand will be required to flip a switch*). Of interest to me is the Exp-Bus DC Load Center that provides circuit overload protection and required switches. Instead of using breakers or fuses, this product uses solid-state protection devices that function very much like circuit breakers. When overloaded, these devices "blow", and the offending circuit safely shuts down. Unlike a fuse, the devices reset themselves, unharmed, after the load is removed for several seconds. Unlike breakers, there are no contacts to weld "on". Once tripped, these devices will remain "off" until the load is completely removed for several seconds. They will not reset automatically without removing the load. This kind of circuit protection is currently used in automobiles.

My hope is that I have not bored you to death with panel planning but I thought I would get some of my thoughts and considerations down on paper. My views are just that, my own. There is no single right answer.

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New Paint for John Snyder's RV-6A

On February 18th John got his new RV-6A out of the paint shop (red on top and white on the bottom). This is another of the many, super excellent Francis Poplawski paint jobs. Last January we had an RV fly-in at Hicks Field where there must have been at least a half a dozen Poplawski painted airplanes (Barry Wards being one) and Don Christensen's RV-8 would have been one more if he could have made it. Bottom line, Francis is painting a lot of RVs. In fact he is limiting his business to just RVs and Bonanzas. Check out John's airplane at Aero Country.



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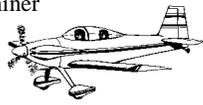


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EXPERIMENTAL AIRCRAFT ASSOCIATION

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