

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

Hawk Makes First Flight!

By Jerry Bidle

It all started when my hangar partner, Gary Hansen, and I went over to Lake Lavon airport. We lucked out, it just happened to be their chili cook off and we got in on the leftovers. Yum! Yum! It was late in the afternoon and we were hungry. Timing is everything. While eating I was totally caught off guard when a former coworker, Gene Vasquez, stepped up and said 'Hi'. Gene had gotten into flying, obtained his private license and was finishing up a CGS Hawk ultralight. Naturally, we extended an invitation to come out and visit us at our hangar at Aero Country Airport. Gene took us up on it, which led to renewing our friendship and eventually finding him a home for his airplane.

In the mean time, Gary and I had begun building my ThunderGull. After observing the performance Gene was getting out of his bird, I began to develop a strong interest in the Hawk. Soon thereafter, my partner brought an ad to my attention for an 85% built Hawk in the area. I called on it; it sounded good and was still available, so we had to check it out. I bought it and that has stopped progress on the Gull.

So, from the beginning of August '99 through mid October the three of us joined together in an intensive building effort every weekend. While this was supposed to be 85% done, I concluded it was 85% of the first 10%. The weekend building efforts were long and intense. I spent most of the week chasing parts and by the weekend I was bushed from the stress of running around trying to find things, while the guys were fresh and gung ho. It sure was a benefit to have Gene onboard who had built a Hawk himself. He saved us a lot of time and suggested incorporating

several changes he learned after building his, one being the pie carrier. My partner put his skills to work and made a nice under seat tray for the cake.

The day finally arrived for making the first flight in my CGS Hawk Classic ultralight. The first flight took place on the afternoon of Saturday, October 16th at Aero Country Airport West of McKinney, our home base. Let's say getting into something you built is a true test of fate, it can be quite exhilarating.

Active runway was 35 with a slight crosswind. After making a couple high-speed runs down the runway everything seemed stable, so on the third run I decided to go for it. The speed kept building, 50, 60, then at 70 I aborted when it wouldn't lift off. Disappointed and bewildered, I taxied back to the hangar and shut down. I told Gene it wouldn't come off the ground. He asked me if I had put down two notches of flaps. Oops. OK, let's try it again. This time I made sure the flaps were down, off we went. Speed building, 50, 60, at 65 it lifted off and then climbed like a rocket. Engine EGT temps were good, but the CHT was climbing. I backed down some on the power, and the temps dropped back. I made a mental note that the rotation speed still seemed too high. While flying downwind I noticed I was near maximum back stick and a little concerned if I would have enough to flare during the landing phase.

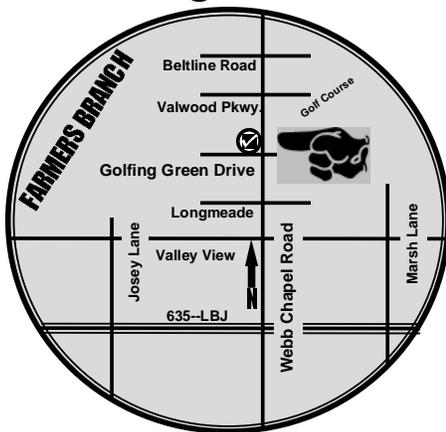
The first landing was uneventful, but I noted I had a limited amount of back stick before bottoming out against the front edge of the seat. After landing I taxied back, shut down, and looked everything over. Since everything looked good, it was a go to give it another try.

Continued on page 6

June 6th Chapter Meeting

Our June 6th 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.

This month's speaker is Tom Scott, president of Quikkit, Inc.. Quikkit manufactures the Glass Goose amphibious kitplane. If you are interested in fiberglass construction, flying boats, or just interesting design stories, you don't want to miss this meeting. For more information see the article on page 5.



June 13th Director's Meeting

The June BOD meeting will be held on the 13th at the Farmers Branch Library meeting room starting at 7:00 p.m. The minutes from the May 9th BOD meeting (recorded by David Cheek) are as follows:

Attendees: David Carter, David Cheek, Gene Spaulding, Bill Barrett, Bo Bauereis, Jerry Bidle, Don Christiansen, Bernie Cross, Stephen Palstring, John Peyton, Sid Smith, Michael Stephan, Marvin Brott, Sam Cooper, Jerry Mrazek, Jim Quinn.

Meeting started at 7:05 PM

- June 6th Meeting will feature Tom Scott as the speaker discussing the Glass Goose amphibian kitplane. There is no backup program.
- July 11th Meeting has Steve Stout as the planned speaker discussing Champion aviation products.
- June 10th fly-in/fly-out to be at Galveston Texas. This is an overnight trip. Meet at Lone Star Museum at 1:30 PM Saturday. After hours car rental available at 409-740-4287.
- June 27th Hangar Echoes assembly at Don Christiansen's home.
- The May 13th Library event was discussed.
- The May 20th McKinney Municipal fish fry was discussed. Volunteers will be needed starting at about 10 AM, serving about 11:45 till 1:00.
- The July Chapter events will be as follows. The Meeting on 7/11, the BOD Meeting on 7/13, and the 7/15 Chapter fly-in breakfast.
- It was noted there will be a June 24th Young Eagles event in Sherman, we are not sure where. We have not been asked to participate.

June 10th Chapter Fly In

Chapter 168 Week-End to Galveston Island

It is not too late to plan for the week-end trip to Galveston Island. Don Christiansen has put together the plans for this trip June 10th. For those who want to fly, weather permitting, the plan is to fly into Scholes Field (Galveston Municipal). This is not necessarily just a fly-in so if you want to drive (it is not that far), please make arrangements. This is a great opportunity for shopping, checking out the old buildings, going to Moody Gardens, and looking over the Lone Star Confederate Air Force Museum. We will all meet at 1:30 on Saturday afternoon at the Lone Star Museum. Call Don (972-298-6531) or any BOD member for additional information such as a motel list.

Upcoming Local Events

- June 8-11 – Texoma Ultralight gathering & Fly-in, Cedar Mills Marina & Resort.
- June 17 – McKinney 1246 Chapter Poker Run at TKI.
- Sept. 16 – Sulphur Springs (EAA 1094) 6th Annual Fall Fly-in. (903) 365-2635 for more info.
- Nov. 11 – Dallas 168 Chapter Chili Cook-out.

Note: Since the July meeting will fall on July 4th, the July schedule will be different. The Chapter meeting will be on the next Tuesday July 11th; Board meeting on Thursday July 13th, and the Fly-in will be July 15th to Sherman Muni. Chapter 323 is cooking breakfast.

June 27th Newsletter Assembly

The July issue of Hangar Echoes will be assembled at the home of Linda and Don Christiansen on June 27th starting at 7:00 PM. The address is 515 Softwood Circle, Duncanville, TX. For directions call Don at 972-298-6531.

Upcoming National Events

- July 26-Aug. 1 – AirVenture 2000, Oshkosh WI.
- Oct. 19-21 – Southwest Regional Fly-in, Abilene TX.

A Message from the President: Ann Asberry

We just returned from a great vacation this past week and we didn't even fly! Yes, that's correct, we drove 3,225 miles in 6 states. As much as we love flying this is a great way to see some terrific scenery in this great country of ours.

The highlight of the trip was the Air and Space Museum in D.C. and the Smithsonian's Paul E. Garber Restoration facility in Suitland, Maryland. This is where all the aircraft and artifacts are restored prior to display at the Smithsonian. It's one great big "homebuilders shop".

One of the most interesting projects we saw was the last remaining Aichi Seiran. It is a Japanese amphibian plane designed to fold down and fit into an 11ft. 6in. hangar tube inside a super-submarine. Its primary mission was to bomb the locks of the Panama Canal during WWII. 28 were built but none ever flew a combat mission. The restoration is now complete and will be on display soon.

Of course there are many more intriguing displays at the Air and Space and we really enjoyed every minute of looking and trying to take it all in. It is a bit overwhelming and my feet sure did hurt every night. If you've not ever been there I highly recommend it. And be sure to include a trip to the Garber Restoration facility. A reservation is required ahead of time but it is free. So many airplanes; so little time.

A new Air and Space facility is now being built at Dulles Airport. It is scheduled to open in about 2 years. It will be much larger and will house many more displays.

Visit their web site at: <http://www.nasm.edu>

I'm sorry most of you opted to not attend the Fish Fry May 20th at McKinney airport. I counted 10 chapter members. I suppose I could have missed someone, but not likely. I was embarrassed that more from our Chapter did not show. There was a huge crowd and estimates are about 225 persons enjoyed the fish and ALL the trimmings.

I sure hope more persons turn out for the June 17th Poker Run and hamburger cook out at McKinney airport. Even if you cannot participate in the Poker run, come on out for the Hamburger lunch at noon.

July 15th our Chapter fly-in is set for Sherman Municipal airport. Chapter 323 is cooking breakfast.

I wish you blue skies and tailwinds
Ann Asberry



The last remaining Aichi Seiran

June 17th Poker Run at Mc Kinney

EAA Chapter 1246, with assistance from EAA Chapter 168, will be holding a flying Poker Run at the Mc Kinney Municipal airport on June 17th starting at 9:00 AM. Afterwards, lunch will be served at Mc Kinney airport, South hangars #319 (Tom Ferraro) and #318 (Chuck Rehlin), from 1:00 – 2:30 PM. Come join the fun!

The rules for the event will be as follows:

- Follow and obey all FAR and local laws.
- The pilot is responsible.
- The weather must be, and forecast to remain, VFR for the extended airport area as per FSS. No SVFR.
- A player will purchase a hand of poker (\$5.00 fee) at the Dealer table, Mc Kinney South hangar #319 starting at 9:00 AM. The player will select a deck number to play from and will receive a play sheet. The player will select a card, which will be stapled to the play sheet.
- A player may purchase additional poker hands, but each hand will be played separately.
- A player may play hand(s) for other people, but each hand will be played separately.
- After receiving play sheets, airport clues and sealed airport names (to be opened if required to find airports), the player departs Mc Kinney and will pick up additional cards from a Dealer for their poker hand at each of the four remote airports.
- Players must return to Mc Kinney and check in at the Dealer table by 2:00 PM.
- For a poker hand to be valid it must be: complete (all 5 cards); all cards must be, and have remained, stapled to the play sheet; and all cards must be from the selected deck.
- Prizes will be awarded for the top three hands and the worst hand. Prizes will be awarded at 2:30 PM on June 17th.

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June 17th Poker Run Volunteers Needed

The June 17th Poker Run has still has a few jobs for which a volunteer is needed. As this issue went to press, the following volunteer positions still needed to be filled:

- 1) One remote airport card dealer.
- 2) Lunch cleanup crew at Mc Kinney, need 4-6 people from after lunch to about 3 PM.
- 3) Food buyers, need 1-2 people to help with buying the food for lunch and delivering it to the airport. (Already have 2 volunteers.)
- 4) Table and chair pick-up and return crews. Pick-up on Friday, return on Saturday, or Sunday. Crews will need a truck and/or trailer. We would prefer two teams with two trucks each to make the work go faster.

This should be a great, fun event, but a few of us will need to pitch in to help make it happen. Come joint the festivities!

June 8-11th Cedar Mills Fly-in

On June 8th – 11th, the D/FW Lite Flyers (USUA Club 393) will host the 4th annual Lake Texoma Ultralight Gathering at the Cedar Mills Marina & Resort on Lake Texoma. They expect this to be the largest assembly of ultralights and lightplanes in the Southwest. Come join them for 4 days of flying and camaraderie with ultralight enthusiasts from across the nation, conducted at one of the nation's top vacation paradises. Nationally acclaimed lightplane announcer Vernon Peckham returns to provide entertaining commentary. [In 1999, the USUA named the Gathering one of the nation's best ultralight fly-ins!]

The Cedar Mills Resort features an excellent airfield, floatplane base, swimming beach, marina, sailboat rentals, fishing guides, gift shop, petting zoo, and excellent dining at the Pelican landing Restaurant. All cottages, RV sites, and camping areas provide a lake view.

Contacts are:

- Les Wilson, 817-540-5182 (skylark1@home.com);
- Sam Cox, 817-232-3379 (lightflyer@msn.com);
- D/FW Lite Flyers at www.dfwliteflyers.org, click on 'LTUG2K Info' for the details.
- Cedar Mills Resort, 903-523-4222

Tom Scott
June Meeting's Speaker

Our June meeting speaker will be our very own (see his ad in this newsletter) Tom Scott. Tom owns the Quikkit company that produces the Glass Goose, as pictured below.



This is a real success story of how Tom took the old Sea Hawk design and turned it (major redesign) into the Glass Goose, which is a real performing aircraft as demonstrated both on and off the water. The Glass Goose now in production is being produced from new molds, using the latest state-of-the-art materials, and with the benefits of up-to-date computer modeling to verify important parts of the design.



Unclaimed Name Tags

Ann Asberry, our Chapter President, has a number of unclaimed name tags which were made for Chapter members. Please see Ann, or Gene Spaulding (Treasurer), at an upcoming Chapter Meeting to pickup your name tag.

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The McKinney Chapter Fish Fry

By Michael Stephan

Those in attendance had a great time at the Fish Fry. If you have spent any time with the members of the McKinney Chapter, you would know that they are all about fun. Roy Metheny assembled a great crew and served a terrific lunch. A huge crowd came out to taste his fish and fries. Then after lunch the crowd was treated to McKinney's version of the chariot races. Brave combatants mounted their trusty golf carts and took to the taxiway between the row of hangars. The losers, though, did not get thrown to the lions.



If you couldn't make it and missed out on the fun, don't worry. The Poker Run is June 17th. See you there.



Hawk Takes Flight *Continued from page 1*

I made two more trips around the field and then let Gene and Gary each give it a try. Gene went first to verify that everything appeared to act like his. He reported nothing seemed abnormal, except we needed to trim for stick pressure. Gary took his turn with no complaints.

After flying it again the next day, I decided something wasn't quite right having to accelerate far too long (65+) before I could get it to rotate, yet it had an impressive rate of climb once you got the nose pointed up, even at substantially reduced power.

This ate at me over the course of the week until I finally called Chuck, the kit manufacturer, to discuss it with him. After covering some details pertaining to weight and balance and wing and tail settings, I mentioned to him that I thought it appeared the nose was sitting too low. Judging from the bottom surface of the wing, it looked like it placed the wing at a negative angle of attack when on the gear. I questioned him if this was normal. After some further discussion we came to the conclusion that the prior builder had installed the nose gear bracket upside down. Later inspection proved this to be the case. He hadn't said anything and all of us had missed the small note he had made about it on the plans. We came up with a correction that raised the nose back to the position it should have been in the first place.

We investigated the limited elevator and found that somehow there was less up elevator than the manual called for. But, how could this be? The original builder had set it and placed the stops, and all three of us had checked it during the rigging process. So, we drilled out the stop, readjusted the travel, verified it twice, and nailed it back down.

The results observed on the next flight were dramatic. It would now lift off in approximately 150 feet at less than 40, even with reduced power. Elevator authority was also improved. Before the change, I could grease it on. But ever since, I have had to watch that I don't over flare and drop it in.

One thing about kits utilizing Dacron sail fabric, the original buyer gets to pick the colors when he orders the kit. As it turns out, he was concerned about being seen. So, he picked a very attention getting color pattern, bright yellow for the base color and a

mixture of red and green for the wing tips, flaps, ailerons, elevators, vertical stab, and rudder. Gene nicknamed it "Sun Flower". Let's just say the colors have grown on me, and it actually doesn't look bad when in the air.

We overcame some teething problems before the first flight. First, we found that the original builder had twisted the rudder and elevator cables around each other in the boom tube. The other issues were engine related and included different EGT temperatures on the cylinders and an intermittent idle drop of 500-700 RPM. The difficulty came in determining which cylinder was too hot, or which was too cold. After several temperature probe changes, tightening manifolds, and comparing readings to our Kolb, we finally concluded that the head gasket on one cylinder was leaking, causing an elevated EGT temperature. Replacing the gasket cured the temperature issue. Even though we tried many things, including tearing down the carb and rebuilding it, we never were able to solve the idle drop until I replaced the carburetor.

I wish to deeply thank my friends Gene Vasquez and Gary Hansen for the sacrifices they made of their personal time in helping with the construction effort. This will be a difficult debt to repay.

Overall, I am very delighted with the performance of the Hawk. It has flying qualities very much like a GA airplane, handles crosswinds well and reminds me of our past Citabria. It gets off the runway quickly and climbs in the area of 1000 FPM with a large pilot. It is roomy and comfortable, having a spacious cargo area behind the pilot. This makes it useful for carrying baggage when attending fly-ins, or going on cross-country flights. Is it the perfect ultralight? I don't know. I haven't tested them all yet, but to say the least I am very happy with it.

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Kids Enjoy Aviation Day at the Library

By Michael Stephan

On behalf of Jerry, Nelda, and myself, I would like to thank all of you who supported and helped with the "Aviation Day at the Library", especially those who committed their time and materials. Even though the crowd was smaller than expected, your enthusiasm and volunteer effort showed support for kids and Aviation. For that I am proud of our Chapter and view the event a success. The following was submitted to Sport Aviation.

Dallas, TX. Last Month, Chapter 168 and the Farmers Branch Library held it's first Aviation Day at the Library. The event introduced the children of Farmers Branch to many facets of Aviation.

The idea came from former Chapter President Jerry Mrazek's desire to do something for the Library, since they give our chapter use the auditorium, free of charge, to hold our monthly membership meeting and our Board of Directors' meeting. The Board decided to give the Library a cash donation for the use of the facilities, but we discovered that the Library was not allowed to receive cash donations. A government entity turning away money? As strange as that sounds, the Library did. Then one night while around the dinner table, Jerry's wife Nelda asked, "Can you do something for the kids." "We sure can," he answered, "we could have an aviation day for the kids."

This was the perfect solution. The Chapter could promote itself and aviation, and the Library would have a much-valued program that inspires kids.



The Event focused on several aspects of aviation. The Children listened first to a short presentation describing the forces that act on an airplane, which allow it controllable flight. They then moved to a display of an assembled RV-4 tail kit and a radio controlled airplane and saw how the control surfaces moved.



Next was navigation. Chapter 168 members explained the history of navigation and showed the newest in GPS technology. The kids loved the moving map demo.

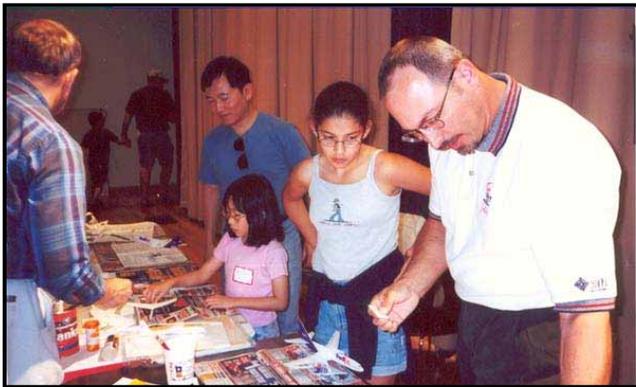


After that, the kids were treated to two Pilots from FedEx who discussed their careers in aviation and discussed how to become a commercial pilot.



The library then took part with a display of books about aviation that they could check out right there. The books ranged from simple picture books for the younger readers to more sophisticated books on space exploration for the older ones. Saving the best for last, pictures of our chapter's airplanes were displayed and the kids asked questions about the different types. And, those that met the age requirements were offered their first airplane ride though the *Young Eagles* program.

Since the EAA is about building, The day also included a little "hands on" building. Each participant put together a wood-and-paper glider, and after the glue dried, they went outside to test their creation. Some flew well and for others it was "back to the drawing board."



Everyone had a great time. The library staff, the volunteers, and the kids had a great deal of fun talking airplanes. Imagine that? One interesting thing we learned is that the parents were just as excited as the kids. As one parent said to me on his way out the door, "how do I talk my wife into letting me build an airplane?"

We'll have to add that booth next year.



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Richard Robbins Steps into Another High Performance Retractable.
By Marvin Brott



Several months ago the newsletter showed you a picture of Richard's Bonanza and indicated that it was up for sale. Well, he sold it and now has a great looking Socata TB20 Trinidad. While I have seen the Trinidad, Tobago and Tampico on flight lines, the Socata company fell into the same category as the Diamond Aircraft company, I had very little appreciation for their backgrounds. I guess most of us were brought up on Cessna, Beech, and Piper. Socata has a rich aviation background and is now a subsidiary of Aérospatiale.

Richards TRINIDAD is a 4-5 place, retractable gear, powered by a Lycoming IO540 250 hp, pulled along by constant-speed propeller, and loaded with 88 gallons of on board fuel airplane.

The big slotted flaps and high wing loading make for a very nice riding airplane with good slow speed handling. Richard is really happy with the flying characteristics. Seems like the kids like the Trinidad better than the Bonanza (ride and visibility). I noticed on AVweb that Socata introduced the next generation Trinidad at Sun N Fun. We will get more first-hand information from Richard for a later issue.

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Bill and Jeremy Remembered

By Marvin Brott

I know that most of you did not know Bill and Jeremy Benedict but to many of us in the RV community they were real friends. It is with shock and great sadness that they went down in the factory RV-9A while enroute to various stops on their way to Sun-N-Fun. Bill was the general manager of Vans and Jeremy, his son, was the computer genius behind the web and on-line ordering site. How can we express our sorrow, our sadness and our grief? Perhaps the best way is just by remembering who they were, for now and for always. Many of us have stories of how Bill was a tireless ambassador of good will for Van's Aircraft. Many of us got our first ride in a RV from Bill. It is very likely that Bill was personally responsible for more experimental aviation projects than anyone else in the business.

Tragedies almost always cause us to pause and reflect. As typical, we now realize in painful retrospect what fine people both Bill and Jeremy were. As mentioned, they were key to the RV community, but on a personal level they were truly great people: Sincere, generous, helpful, dedicated, and passionate—both of them. I know I'll miss them.



For a full text with Eulogy, for Bill and Jeremy Remembered, go to

<http://www.matronics.com/rv-list/index.htm>

Classifieds

Aviation ads (For Sale, Wanted, Etc.) can be placed by Chapter 168 members free of charge.
Send to: Chapter 168 Newsletter, 1317 Seminole Drive, Richardson Texas 75080 or brott@mindspring.com

Airplanes For Sale:

Midget Mustang I, 1988, 312 TT, 152 SMOH on O-200. Full Electric, Garmin GPS, Terra Com, Transponder w/encoder. Complete with Nav lights and landing light. New Annual. New Paint – you pick the colors. \$26,500.

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* Call Ken Whitehead 972-529-9597 (8)

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* Call Dave Davidson (972) 530-4067 (6)

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* Call Steve Ehlers (817) 731-6092 D (817) 346-9672 E

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Oil Cooler Harrison 8526258 (Cherokee 150 hp, etc) yellow-tag 96/6 \$ 250
*Call Monroe McDonald 214-352-1564. (2)

MINI-MAX Dealer closeout – HI-max Zenoa engine 15 hr TT., Avid Flyer 90% complete, Rotax 503 dcdi, excellent fabric, an easy finish.

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*Call Jon Staehling 972 205-4657 (1)

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