

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

Mountain Air

By Klaus Truemper

Recently, my friend Manfred Feyen (from Epernay, France) and I found out how my plane, a Zenith 601 HDS (N314LB), handles turbulence, and more. Here is the story.

We have planned a flight from Dallas to Cody, WY for a one-week camping trip in Yellowstone National Park. The first leg to Liberal, KS and the second leg to Cheyenne, WY are smooth in cool morning air until shortly after noon we move from Colorado into Wyoming. We are at 1,500 ft AGL to exploit a low altitude tailwind, just 1,000 feet higher, it would be a headwind.

A large cloud, maybe 3,000 feet above us, has curtains hanging below, signaling that a light rain is falling. As we approach, the plane's canopy does not get wet. Apparently, the rain evaporates before reaching us. The cloud is rapidly changing shape, creating wide openings and closing others. Suddenly, all hell breaks loose. The plane zooms up at 1,000 ft/min, then descends at 1,000 ft/min, pitches up one wing then the other, yaws wildly to the left and then to the right, and generally behaves like a toy tossed by a child. I grab the center (Y-shaped) control stick with both hands and try to react fast enough so that the plane does not become inverted. Two minutes of this. Then, we have passed below the cloud. The plane still bounces around a bit, but now it is just the usual reaction to thermals.

As we near Cheyenne, we climb to 3,000 ft AGL so that Cheyenne Approach can pick us up on radar. Cheyenne Tower clears us for a 4 mile final. When we are about 1,500 ft AGL, not far from the runway, there is a sudden 1,000 ft/min descent, rise, and descent again. Fortunately, Cheyenne has VASI lights, so I forget about the altimeter and simply work

to stay on the approach slope. Right then and there I decide that after landing we will stop for the day, having learned a lesson about flying in mountainous areas. It turns out that this is just lesson number 1 of this trip.

We spend the rest of the day and the night in Cheyenne, and at sunrise take off for Cody, WY. The FSS has called the entire route from Cheyenne to Cody clear, without any turbulence, or bad weather, in the vicinity of the route. Planned is a 1000 feet AGL slow flight, where we follow roads and enjoy the scenery. We are about to learn lesson number 2.



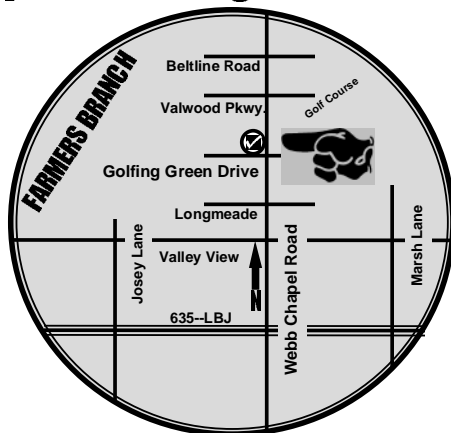
Mountain Ridge North of Boyson

Shortly after the takeoff from Cheyenne, I activate the flight plan. The gentleman from the FSS says: "There is a weather update. The portion of your route from Douglas to Casper is IFR." Looking to the left,

Cont'd on page 6

August 1st Chapter Meeting

Our August 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.



This month's speaker is Phylis Moses, who will be speaking about Elinor Smith, a pioneer aviator. Elinor, born in 1911, started taking flying lessons at 8, soloed at 15, and received her pilot's license at 16. Elinor has flown 158 aircraft types and has set numerous altitude, endurance and refueling records.

August 5th Chapter Fly In

The August 5th Chapter Breakfast Fly-in will be at Spinks Airport. Meet at the Cracker Barrel at 8:00 AM. Park at the FBO in the middle of the west side of the airport. The restaurant is a ½ mile away on the I35W north bound access road. So, get up early and meet us there. After breakfast, we can taxi over to the east side of the airport to visit some project.

Driving directions: Go to the intersection of I35W and I20 south of downtown Fort Worth. Proceed southbound on I35W past the Oak Grove Rendon Road exit (at the north end of the field), then take the next exit for Allsbury Blvd. Go east on Allsbury Blvd (i.e. cross I35W), then turn north to go up the I35W north bound access road. The Cracker Barrel will be just off the access road.

Upcoming National Events

- Sept. 3-9 – US National Aerobatic Championship.
- Sept. 14-17 – US National Air Races, Reno, NV.
- Sept. 22-23 – Tulsa Regional Fly-in, Bartlesville, OK.
- Oct. 5-8 – 25th C120/140 Convention, Gainesville, TX.
- Oct. 12-15 – Copperstate Fly-in, Mesa, AZ.
- Oct. 19-22 – Southwest Regional Fly-in, Abilene TX.
- Oct. 27-29 – Reklaw Fly-in.

August 8th Director's Meeting

The August BOD meeting will be held on the 8th at the Farmers Branch Library meeting room starting at 7:00 p.m. The minutes from the July 18th BOD meeting (recorded by David Cheek) are as follows:

Attendees: Ann Asberry, David Carter, David Cheek, Gene Spaulding, Bo Bauereis, Don Christiansen, Bernie Cross, David Pack, Stephen Palstring, Michael Stephan, Mel Asberry, Marvin Brott, Sam Cooper, Jerry Mrazek, Jim Quinn.

Meeting started at 7:00 PM

- August 1st Meeting speaker is Phylis Moses speaking about Elinor Smith, a pioneer aviator. There is no backup program.
- August 5th fly-in breakfast to be at Spinks airport. Meet at the Cracker Barrel for breakfast starting at 8:00 AM.
- The September fly-in was discussed. A motion was made, seconded and passed to purchase an appreciation plaque and fruit basket for Mary Jane and Henry Odlozil and family.
- August 29th Hangar Echoes assembly will be at Nelda & Jerry Mrazek's home.
- Officer elections were discussed. Nominating committee is: Sam Cooper; Jerry Mrazek; Michael Stephan.
- Replacing the Chapter aircraft weighting scales was discussed. A motion to purchase new scales was made, seconded, and passed. The cost will be \$310 plus S&H.
- The upcoming Challenge Air event at Love Field was discussed. Original planning date is 9/16. Details to follow. Chapter 168 will provide Young Eagles rides at the event.
- Ann Asberry reported on the 9/26 EAA National 'town hall' meeting to be held in the Dallas area. Chapter 168 will act as the local host. National will be making the meeting arrangements. We will provide some greeters and ushers. The meeting will start around 7:30 PM.
- Jim Quinn reported on efforts to do an annual Young Eagles event for Skyline High School. Intentions would be to provide flights to juniors in the aviation program. Jim is considering using Mesquite in the September/October time frame.

August 29th Newsletter Assembly

The Sept. issue of Hangar Echoes will be assembled at the home of Nelda & Jerry Mrazek on August 29th starting at 7:00 PM. The address is 907 Clemson Court, Arlington, TX. For directions call Jerry at 817-265-0834.

Upcoming Local Events

- Aug. 19 – Chapter 1246 Fly-out to Custom Airmotive, Tulsa, OK.
- Sept. 16 – Wings & Wheels Fly-in, Sulphur Springs, TX.
- Sept. 23 – Chapter 1246 Poker Re-Run at TKI, 9:30 AM.
- Nov. 11 – Dallas 168 Chapter Chili Cook-out.

A Message from the President: Ann Asberry

I have some exciting news to share with all of you.

Tom Poberezny, Bob Mackey and a few other friends are coming to Dallas on Tuesday, September 26th at 7:30 PM for a "Town Hall" type meeting for EAA members, family and friends. Bob called on Chapter 168 to "host" the gathering. I am lining up a few places from which they can select a site for the meeting. We will have some of our member's act as greeters

to welcome the approximately 250 expected attendees. Another area meeting is planned in Ft. Worth on September 27th with Chapter 34 as host.

Tom and Bob have held some of these type meetings in other locations and the reception was so great they decided to continue it across the county. EAA will make the announcement at AirVenture 2000. Look for upcoming locations and dates.

National EAA will send out announcements to EAA members and carry notifications in upcoming issues of Sport Aviation and Experimenter.

This meeting will be very informative and will have a Q and A session afterwards, making it an excellent opportunity for your voice to be heard. I know they are looking for any feedback about EAA, Government regulations, and aviation in general. Please make the time to attend.

I recently read a very profound statement: "Life is what happens to you while you are busy making other plans"

That can mean various things to different people. One thing I think about is our organization, how we are structured, and what it takes to "run" this operation called "EAA Chapter 168". You know it really is not difficult at all. We have had a lot of folks volunteer to do many things during the years and we've been involved in lots of events and fun things too.

You will read many places that in almost any volunteer organization 10% of the people do 95% of the work. That brings me to the present task at hand. Our 10% are getting tired and it is time to nominate new officers to help guide the Chapter in the year 2001. Sam Cooper, Michael Stephan and Jerry Mrazek make up the nominating committee that are calling on some of our members to consider holding an office during this coming year. Please give **SERIOUS** consideration to this opportunity. I know there is a lot of hidden talent out there just waiting for a chance to be shown. Don't let the next year pass you by, making "other plans". Volunteer!

I wish you blue skies and tail winds,
Ann Asberry



Young Eagles Flights for Library Day Kids

Article & Photos by Jerry Mrazek

On July 1st, we finally got the weather to cooperate enough to fulfill our promise of airplane rides to the kids we met at Manske Library. Our Aviation Day at the Library took place on May 13 and we had 22 kids come to hear about flying from several viewpoints. The day was a great success although the turnout was a little sparse. We promised each kid that was in the proper age range for Young Eagles flights an airplane ride. We tried to do it earlier, but the weather didn't permit it.



Thanks to the volunteers who helped. Jim Quinn, our Young Eagles coordinator and his wife, Jane, were there helping as were Sam Cooper and Michael Stephan. Sam helped with the preflights and Michael prepared the Young Eagles certificates for the kids. Jerry Mrazek served as the chapter photographer that day. We had two pilots, David Cheek and Monroe McDonald, who took the five kids that showed up for their rides. Thanks also to Addison Express for the use of their facilities for the event.

One of the boys who flew said that he intends to pursue a career in aviation. Best of luck to him, and



for those of you who helped with the day at the library as well as the flying activity, this is what it is all about.

July Challenge Air Event

Article & Photo by Michael Stephan

On July 8th Challenge Air, an organization founded by local pilot Rick Amber, held a wonderful event for kids. The event focused on flying handicapped children and their siblings. You can't really call them handicapped, because they understood how special it is to fly. You can't call them confined to a wheel chair, because several were pilots that climbed into their planes with their special controls and took to the air and demonstrated that there is no limit to what you can do. All the kids that flew received a Young Eagles certificate and will get their names put in that big book in Oshkosh.

The pilots who assisted in flying kids received a special treat. They were given a special entrance to the runway to avoid waiting in the long Addison take-off lines, as well as a special call sign in which to communicate with Approach and Addison Tower. But, it was hot. The pilots that flew that day deserved a big pat on the back and a big glass of ice water.

The Skyline Aviation Technology class worked the ground handling of the airplanes and several organizations helped with loading the kids and entertaining the ones waiting their turn to fly. In fact, I think there was three volunteers for every child. That amount of volunteer participation makes you feel good.

All the pilots that flew that day, I'm sure, will never forget the looks on those precious kids' faces. I know I won't. Challenge Air is a special group doing great work.

If you wished you could've been there, you have another chance. Challenge Air is holding another event at Love Field in the fall. The details on the time and place at Love Field will be in next month's issue, or you can visit their website at www.challengeair.com. We look forward to seeing you there.

The picture at the top of the next page shows Richard Robbins making some new friends at the July Challenge Air event at Addison Airport.



Get Inspired to Serve Your Chapter

By Jerry Mrazek

It has been said, and I believe it is true, that in any volunteer organization almost all of the work is done by about 10 to 12 percent of the membership. This assertion has been born out by my experience to be valid. It doesn't have to be true for our organization however. Think about this for a moment. Our group is made up of mostly self-starters who have either already built, or restored, one or more airplanes, or are planning to. We certainly are a group made up of pilots, the most aggressive and independent lot of people on earth. That is why I think that we can beat the percentages quoted above. All we need to do is to psych ourselves up to do it. I know that takes some time and I know that you are all busy, but I also know that you can do it if you can become inspired. We always have time to do the things that we consider important.

If you haven't served as an officer before, please give the prospect of serving serious consideration. There is plenty of willing help around who will be glad to advise and offer guidance in any unfamiliar tasks. You may not realize it, but there are some real benefits to those who serve too. First, you will get to know other members much better and since membership in this organization is partially a social experience, it will be richer for having gotten to know people better. Secondly, you will become much more aware of our members' projects, which will serve you well in the execution of whatever project you decide to take on. Finally, you will develop a feeling of satisfaction that you have contributed to an

organization that you must feel is important, or you wouldn't have continued your membership.

We are starting our annual search for new officers in the next few weeks. Sam Cooper, a past President; Jerry Mrazek, a past President, Secretary, and the current data base keeper; and Michael Stephen, one of your current newsletter editors, have volunteered to serve on the nomination committee. Be pre-inspired when you receive a call from one of these people, asking if you are willing to have your name placed in nomination for an office. Be ready to say "Yes I will run and will serve if elected". You will find that the rewards of serving are real.

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Mountain Air: Cont'd

I see mountains produce broad, dense cloud layers like carpets coming off a production line. Suppose we had been in that portion of the route! We land at the next airport, in Wheatland, WY, and refuel. The FSS informs us that VFR is to return at 10 am. Around 9 am, the air has warmed up and the next 50-100 miles seem nice enough. We give it a try. Sure enough, the whole route turns out to be VFR. We have completed lesson number 2. Unbeknownst to us, lesson number 3 is about to start. But, first let me describe the scenery of the Cheyenne-Cody leg.

This is one of the most beautiful low-altitude trips I have done in the Rockies. It begins in Cheyenne and first takes I25 north, then west, to Casper, WY. There are rolling meadows below, tall mountains in the west and later south, meandering rivers, peaceful lakes. It is a pastoral setting indeed. Continuing west after Casper, the land becomes rugged till one reaches the Boyson Reservoir and the small town of Shoshoni, WY. Here one turns north, jumps across an 8,500 foot mountain ridge where a deep canyon is the channel for the highway, and finally proceeds northwest across sloping terrain of multihued sandstone to Cody.



Friend Manfred with N31Y LB in Cody WY

On to lesson number 3. I have planned a low level pass across the mountain ridge near Shoshoni since winds aloft are slow on this day. As we get closer to the ridge, the air is completely smooth, proving my reasoning correct. But, suddenly the plane acts crazily just like it had near Cheyenne the day before. I swing away from the ridge and climb to 10,500 feet altitude so that we are 2,000 ft above the highest point of the ridge. The air becomes smooth as glass.

We cross the ridge, go on, in completely smooth air, to Cody, and land with a bit of turbulence around noon. Now we are ready to start the camping trip to Yellowstone.



Grand Canyon of the Yellowstone

What have I learned?

Lesson 1: Rapidly changing clouds, even if significantly higher than present altitude, are to be flown around, not under. When near mountains, I will land and stop for the day around noon for the latest.

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Lesson 2: When flying in or near mountains, I don't trust the weather forecast anymore. A key figure is the spread between temperature and dew point. The route should be so planned that closely spaced alternate airports are available. Getting frequent weather updates is essential.

Lesson 3: Never, ever, will I try to cross a mountain ridge with less than 2,000 ft to spare. This rule holds regardless of forecast wind conditions and regardless of how smooth the air is near the ridge.

We spend a terrific week camping in Yellowstone National Park. This is truly one of the wonders of the USA.

For the return trip, we put the above lessons to good use. We choose an easterly route from Cheyenne that by 10 am has taken us out of the mountains, refuel in Kimball, NE, and proceed to Liberal, KS, where we spend the night. The next day we dodge low clouds in southwestern Oklahoma and thunderstorms in the Texas Panhandle and arrive in Dallas around noon. Overall, we have been 25 hrs in the air, burning 3.5 gal/hr that cost up to \$2.55/gal.

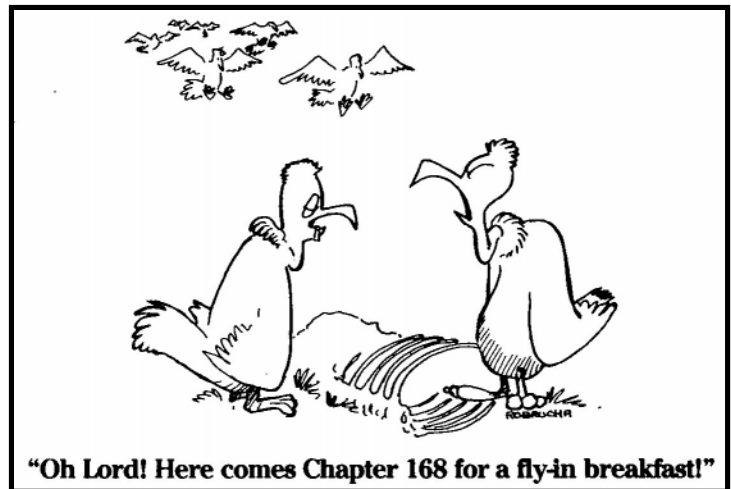
For those readers who remember my write-up about induced-drag improvements of N314LB: The takeoff and climb performance of the plane at 1,100 lbs gross, which basically is the maximum due to the CG range, was impressive. Each takeoff used less than 2,000 ft of runway, and the plane easily climbed to 14,500 ft density altitude. At that altitude, the engine puts out less than 40HP. Yet, we were still climbing at 200 ft/min.

Sherman Chapter 323 Fly-In

Article & Photo by Marvin Brott

The fly-in on July 15th at Sherman Municipal Airport was an outstanding success. Somehow the cartoonist for Kitplanes, our very own Chapter 168 Bob Chambers, got the following cartoon in the August 2000 issue of Kitplanes. Sure enough, Sherman Chapter 323 saw us (Chapter 168) coming and served us breakfast. Janice and Bert Feller (Glastar fame) got up early, worked really hard to put on a spectacular breakfast of pancakes, bacon and sausage.

Another treat for this fly-in was the arrival of the Pober Pixie II by Mike Hoye, which was introduced to you in the last issue of Hangar Echoes. With Mike was his son Stephen who watched, and I am sure helped, in the ten year building process.



Cartoon by Robrucha



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Comp Air Representative, Bo Case

By Marvin Brott

During the last several months Bo Case moved into the hangar across from where Ken Krebaum and I have our hangar at Aero Country (where the gliders were). Bo is a representative for the Aerocomp company, which provides the Comp Air 3, 4, 6, 7, 8, and 10 airframe kits. Bo is currently building at Aero Country a Comp Air 7 with a Walter 657 SHP turbine engine which swings a massive three-blade prop.



Bo has an interesting background in that he worked for Dan Denny at Kitfox for several years, where he developed the round cowl Kitfox. His most notable achievement, at least from the standpoint of notoriety, was his building of a scale T-33 jet. It caused quite a commotion at the 1995 Oshkosh Convention when it arrived. Even though it was a one-off airplane, Bo indicated that people were almost throwing money at him in order to get in on plans and kits. He was truly amazed that people would want to put money down after just seeing a prototype. In any event, he will be bringing this homebuilt jet to Aero Country in the next several months.

If you get the opportunity, stop by and introduce yourself to Bo and check out the big Comp Air 7.



Jay Pratt Completes Another RV

By Marvin Brott

Congratulations go to Jay Pratt for another first flight in his recently completed RV-6. Jay is no stranger to the RV community, having completed his first RV-6 in 2000 hours of work over a period of 15 months several years ago. Last year he completed an RV-8 in 1500 hours. Mel Asberry gave me this news, but I have not yet had an opportunity to find out the details on Jay's most recent RV.

Needless to say, Jay has become a prolific builder of quality RV-type aircraft. I have been impressed with the aircraft he has previously built. If you want to take a look at his most recent RV-6, stop in at the Parker County Airport. Mel tells me that Jay's plans call for a Poplawski paint job and that this RV will be a keeper.

The photo below is of Jay and his first award winning (Reserve Grand Champion award at the 1997 Rocky Mountain EAA Regional Fly-In) RV-6. If you need help with your RV, Jay is available to assist with your project.



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A Piper Cherokee Brought Back to Life

By Sam Cooper

For many of us in the EAA, we are mostly used to thinking of major aircraft projects as being either a restoration of an antique, or classic, aircraft, or a custom-built plans, or kit, aircraft. But, occasionally our fellow EAA members engage in something just a little different from this. Fellow Chapter 168 member Ken Whitehead (A&P with IA) and three friends are completing just such a project, bringing a Piper Cherokee 6 back to life.

The start of this story goes back about ten years ago when the previous owner of the Cherokee was using it to haul people to his business, Payback Mines. Apparently the mine was being used to make drugs. When the authorities caught up with the owner, the San Bernadino Sheriffs office confiscated the aircraft. So, the Cherokee sat on the ramp in San Bernadino while the litigation was ongoing. It sat for seven years. (Ouch!)

A little over two years ago, Ken and his partners acquired the title to the Cherokee. Flying out to San Bernadino, they spent three long days giving the Cherokee its first annual and oil change in seven years. After a successful test flight in California, the Piper was ferried back to Aero Country in about nine hours of flying.

Once back at Aero Country, the real restoration and maintenance work could begin. Since the Cherokee had no logbooks, they had to be created from scratch. Basically, every single Service Bulletin and Airworthiness Directive against the Cherokee had to be checked and complied with. What this means is that every sub-system of the aircraft was overhauled.

For example, the engine and propeller were overhauled. The landing gear was disassembled, painted and serviced. The fuel tanks were removed, flushed and reinstalled. The aluminum fuel lines were replaced since the old ones had pinholes. The instrument panel was removed, all panel wiring replaced, and all flight instruments were overhauled. All of the control surfaces were removed, and repaired as needed.

Due to its seven-year 'respite' on the ramp in California, the cosmetics of the aircraft were shot. The Cherokee was stripped to bare aluminum, the

crazed windows discarded, and the interior was gutted. After much of the other overhaul work was completed, the windows were replaced. The aircraft was alodined, primed and painted by a local professional painter, using a current Piper paint scheme. The interior components have also been rebuilt.

Nearly two years after arriving at Aero Country, the Piper Cherokee 6 took to the air for its first test flight. The overhauled aircraft now has about 1.5 hours on it. Ken reports that it is flying well, giving about 145 mph without the nose gear wheel pant, while they are breaking the engine back in. About the time you receive this issue (last weekend in July) the Piper Cherokee 6 will have another 4 – 6 hours of flying time and will have been transferred to its new owner.

Ken and his colleagues have done a wonderful job bringing this Piper Cherokee 6 (PA-32-260) back to life. Shortly, it will once again be doing what it does best, hauling a family to where it needs to go.

Now Ken should have time for his RV-6 project, which had been set aside.

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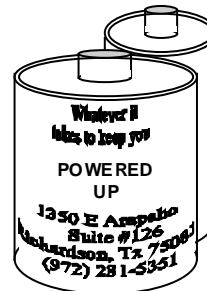
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