

HANGAR ECHOES



Experimental Aircraft Association ★ Chapter 168 ★ Dallas, Texas

Skyote...as in Coyote

By Ken Krebaum

Editors Introduction: *We mentioned in the April issue of Hangar Echoes that Ken Krebaum was about to make a second trip to the airport (Aero Country) with his Skyote. Ken finished this airplane in 1991. Two years ago he took it back to his shop for recovering and a series of modifications. This is a small bi-plane with double-swept wings, out-rigger gear, looks like something from the golden age of aviation and is in a class by itself for fun aerobatic flying. For those of you who remember it in UPS brown, you will not recognize it in its reincarnation with yellow wings. This Skyote sets the standard for aircraft workmanship. We asked Ken to give us an overview of the Skyote for Hangar Echoes.*

The years from the mid-sixties through the seventies were the golden age of homebuilt biplanes. Curtiss Pitts provided plans for the S1-C to get things rolling, followed by Lou Stolp's Starduster I and II designs. The EAA biplane, AcroSport, Hatz, Skybolt, and numerous others added to the momentum. By the early seventies, for an investment of about \$75,000 (2002 dollars), a builder could produce a world-class, unlimited aerobatic competition mount in the form of a four-aileron, symmetrical airfoil Pitts Special.

Charlie Hilliard had just won the world championship in his. At Oshkosh in 1977 Frank Christensen introduced the Eagle kit. Most kits at that time were little more than raw materials and a few of the most difficult to build parts. Frank capitalized on the intense biplane enthusiasm and vision that reducing building time by a factor of 2 or 3 could create a significant market. The Eagle was the definitive kit. Christensen's manufacturing process, documentation, quality, and kit packaging were superb. Multiple rows of Eagles were typical at Oshkosh. However, in the early eighties biplane fever suddenly abated. The cure came in the form of aircraft such as the Long Eze, RV-4, Glasair, and Lancair.

A small but interesting leaf on the biplane family tree is the Skyote. It was a great design that was neglected in the transition from tube-and-fabric, scratch-built designs to aluminum and plastic quick-build kits. The Skyote was developed by Pete Bartoe from Boulder, Colorado. Pete also designed and built the Ball-Bartoe Jetwing in the seventies. Pete had owned a DeHavilland Tiger Moth and gathered a lot of time in a Rose Parakeet and Bucker Jungmeister. Based on this perspective, he set out in the early seventies to design the ultimate single-place biplane. His goals were superior slow flight capability and ease of handling, outstanding aerobatic capabilities on 100 hp, and absolute structural integrity. By

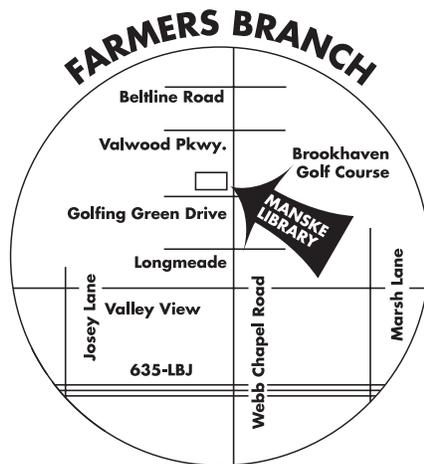
Continued on page 4

December 3rd Chapter Meeting

By Michael Stephan

Our Dec. 3rd Chapter Meeting will be held at the Farmers Branch Library, located on the northwest corner of Webb Chapel and Golfing Green Dr. The meeting will be held in the auditorium and will begin at 6:00 p.m. and finish by 10:00.

It is Christmas time again, and as usual we are having a party. This year will be similar to previous years. We will have dinner and a White Elephant gift exchange. More information on the event can be found on page 8.



December 7th Chapter Fly-In

By Michael Stephan

This Month's Fly-In takes us to Lancaster for the Annual ASOD Open House and Sale. We will meet for lunch at the Restaurant on the field, but the sale lasts from 8 am to 5 pm. You can go to the sale and meet us for lunch, or have some lunch then go to the sale. If you have a project and need some bargains to help keep the cost down, this is a good place to look. More information about the sale can be found on page 6.

December 10th Board of Directors Meeting

The December BOD meeting will be held on the 10th at the Farmers Branch Library at 7:00 PM. The minutes from the November 19th BOD meeting (recorded by Pat Johnson) are as follows:

Members in attendance: Don Christensen, Monroe McDonald, Ralph Haroldson, John Phillips, Bruce Fuller, Don Wilcox, Sam Cooper, David Cheek, Jerry Mrazek, Michael Stephan and Pat Johnson.

- Dec. 3 - Christmas Party at the Library. Bring a White Elephant gift for exchanging presents after dinner.

- Dec. 7 - Lancaster Lunch to coincide with Air Salvage Yearly Sale.
- Dec. 10 - Board of Directors Meeting at the Library 7 PM.
- Dec. 30 - Newsletter Folding at Marvin and Pat Brott's house. Call for directions.
- Jan. 7 - First Meeting of the new year. Jan Collmer will speak.
- Dec. 7 - Jim Quinn will represent us at the Addison Fly-In.

Other News

Jerry Mrazek is working on a new roster for January.

Name Tag discussion among the board members. We're still investigating options. Please advise Michael Stephan or Jim Quinn if you have any ideas.

Web site changes in the near future.

December 30th Newsletter Assembly

The January issue of Hangar Echoes will be assembled on Monday December 30th at the home of Pat and Marvin Brott. They live in McKinney at 1102 Hills Creek Drive. For directions call 214-726-9117.

Note the change in Date. Since the last Tuesday is New Year's Eve, we moved the date up one day to Monday.

Upcoming Events

Local

- Nov 30 Tamale Fly-In Georgetown Muni Airport (GTU) Georgetown, Texas TIME: 11:00 a.m. - 2:00 p.m. SITE: AIM Hangar AGENDA: Door prizes and good food! FFI: www.wright-aviation.com
- Dec 7 - Air Salvage's Annual Open House Fly-in/ Sale. 8AM TO 5PM. Lancaster Airport. www.asod.com
- Dec 7 Jim Austin Aviation's Pancake Breakfast Fly-In Palestine, Texas TIME: 8:00 a.m. - NOON FFI: 903/723-0111
- Dec 7 Addison Airport Fly-in

National

- May 16 - 17, SWRFI, New Braunfels Airport.
- April 2 - 8 Sun 'n Fun, Lakeland Linder Regional Airport.
- July 29 - Aug. 4 - Airventure - Oshkosh.

A Message from the President

By Sam Cooper

After some great weather in September and early October, the fall IFR weather sure rolled in early. This certainly slowed our local flying activities, in particular some of our planned Young Eagles events. I was finally able to help out with our small Young Eagles event on Nov. 23rd, providing some pre-flight demonstrations to the Young Eagles on a clear, crisp and windy morning. A lovely fall morning!

As you may know, fellow member John Carpenter recently had the first flight of his Zodiac 601HDS(?) early in November. Congratulations John!

This year has been another good one for Chapter members as we had a number of first flights this year of custom built aircraft. They were as follows: George Kilishek (RV-8); Dave Dalski (RV-8A); John Phillips (RV-6A); Robert Lidster (Tailwind W-8); Doug Reeves (RV-6); and John Carpenter (Zodiac 601HDS). Wow! This is clearly a testament to the perseverance of our members in completing their projects. But, I also think it reflects a level of support that the Chapter provides formally through Technical Counselors and Flight Advisors, and informally through mutual support from other members. This is a great way to demonstrate our freedoms to build and fly our own aircraft.

As you know, we also lost Robert Lidster during the second flight of his Tailwind W-8. With no disrespect to Robert, the most important thing I can say to you as a Chapter member is to use the resources of the Chapter on your project. Work with the Technical Counselors early and often. Visit other projects and have others visit your project. Other eyes and minds may see what you have overlooked. Safety and airworthiness of our aircraft is something we must work hard at to attain and maintain. Fly safely!

I am always aware of how much of a team effort running this Chapter can be. Certainly, it can not be done alone. The many activities and services our Chapter is able to provide its members are due to numerous volunteers generously and ably providing of their time, expertise, camaraderie and enthusiasm. I want to recognize and thank those volunteers for their efforts this past year. First, my fellow elected officers: David Cheek, Vice President; Pat Johnson, Secretary; and Michael Stephan, Treasurer. They are indispensable in arranging our Meeting programs and handling the administrative details of the Chapter. Second, we have been aided and assisted by our Board of Directors: Don Christiansen; Scott Christensen; Bruce Fuller, Ralph Haroldson, Monroe McDonald; Jerry Mrazek; Jim Quinn; and Don Wilcox.

Our excellent, award winning newsletter, Hangar Echoes,



is primarily due to the efforts of our editors Tom Davies, Michael Stephan and Marvin Brott. But, they had a lot of help from all of the authors who contributed articles during the year. A big 'Thank You!' to this group that gives us something good to read every month!

A critical element of the Chapter 168 builder/restorer support network is our Technical Counselors and Flight Advisors. Our Technical Counselors were: Mel Asberry; Owen Bruce; Don Christiansen; and Steve Marchand. Our Flight Advisors were: Mel Asberry; Mike Hoye; and Gene Spaulding. These gentlemen are very knowledgeable and have helped a number of members with their questions and projects. Thanks gentlemen for freely providing of your time and expertise in this very important area.

We also have a number of volunteer officers who serve in a variety of capacities providing critical elements of our Chapter services, or functions. These volunteers were: Pat Johnson, meeting refreshments; Sam Cooper, advertising; Jerry Mrazek, membership database; Michael Stephan, librarian; Vern Williams, tool custodian; Mel Asberry, safety officer; Jim and Jane Quinn, web site editors; Jim Quinn, Young Eagles coordinator; and Michael Stephan and Don Christiansen, membership. Thank you for providing your time and energy to support our activities.

Another group of volunteers were our hosts for our newsletter foldings. During the second half of the year our hosts were: Linda & Don Christiansen; Jon Staehling; Tom Davies; Nelda & Jerry Mrazek; BeBe and Mike Hodge; and Pat and Marvin Brott. They all generously opened their homes to us so that we could prepare the newsletters for mailing, and in many cases had an aircraft related project we could look at. Thanks for your generosity!

Let's keep building, restoring and using our flying machines.

the early seventies, biplane evolution was in the direction of more power, speed, size, and weight. Pete must have realized that although more power is always more spectacular, it rarely leads to an aircraft that is easier to handle, and often not to an aircraft that is more fun to fly throughout all flight regimes.

The Skyote has a 20 ft. wingspan and length of 16 ft. The gross weight is 895 lbs. with a fuel capacity of 13 gallons. Both upper and lower wings are swept back similar to a Jungmeister, with 4 ailerons. A feature that immediately draws the viewer's attention is the outrigger-style landing gear reminiscent of many aircraft of the twenties and thirties, such as Lindbergh's Ryan monoplane. The fin and rudder have a shape similar to a Tiger Moth's. The overall effect is that of a classic biplane of the Depression era.



However, the Skyote is an all metal aircraft designed to FAA Part 23 requirements for the aerobatic category. The wings have hydro-formed aluminum ribs, built-up I-section aluminum spars, and are fabric covered. The fuselage and tail feathers are welded steel tube. The fuselage is fabric covered from the cockpit aft. Stall speed is 44 mph with a never exceed speed of 160 mph. Depending on the engine and propeller combination, cruise is around 100 mph. In the December, 1976 issue of Sport Aviation, Pete Bartoe wrote, "I had hoped that the Skyote would fly like a 4-aileron Parakeet with the structural strength and smoothness of controls of a Jungmeister. I think the design comes close to those goals."

In that same issue of Sport Aviation, none other than Bob

Hoover wrote a pilot report on the Skyote. He concluded, "In the overall, I can only say that it was a rare experience to fly an airplane that exhibited such delightful flying qualities." I was at Oshkosh the following year when one afternoon Bob took a break from his Shrike and Mustang routines and put on an amazing demonstration in the Skyote. Having tried it in my Skyote at altitude, I still cannot comprehend how Bob could do 16 point rolls on the deck in an aircraft without an inverted fuel system. In 1978, Bob flew the Skyote again at a

Colorado airshow. An aviation publication wrote, "The Confederate Air Force came to Ft. Collins, but Bob Hoover steals the show in a 90 hp Skyote." In the May, 1979 issue of Air Progress, Bud Davisson wrote, "The Skyote ... is what flying is supposed to be at its very, very best. The Skyote is, or should be, a landmark airplane that I predict will

become very, very popular."

With reviews such as this, how could a biplane enthusiast resist? Bartoe had been offering plans and a wing kit throughout the early eighties. When I talked with him in the fall of 1986, he had decided to discontinue both. He agreed to sell me plans, serial number 61, and a partial wing kit, which consisted of the hydro-formed ribs. Pete has offered plans periodically since then, but there are no Skyotes yet on the FAA registry with higher serial numbers.

I had previously built a Pitts Special and found the Skyote a more time consuming project. It has more pieces to fabricate than the Pitts, and building time is directly proportional to the number of parts. I found the Skyote to be a very intricate

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design. The basic control system is not only complicated, but has ball bearings at every attachment and connection. Many joints throughout the aircraft are multi-piece, articulated affairs to avoid eccentric and misaligned attachments. For instance, the Pitts cabane struts are simply six streamlined tubes welded together and to the fuselage truss. The Skyote cabane structure consists of 4 struts with joints on each end, tabs welded to the fuselage to accept the struts, 6 brace wires, and a total of 14 links to connect the wires to the structure. The Pitts requires cutting and fitting a total of 8 pieces of metal. The equivalent structure on the Skyote requires cutting and fitting 54 pieces. Plus ordering and receiving 6 streamlined stainless steel wires with 12 clevis-and-pin terminations. You can see which might take longer, not only to fabricate but prepare, prime, paint, assemble, and rig. Not all of the structure is this complicated, but there is enough to make the Skyote a challenging building project.

I began construction in December of 1986. In the first year I completed the four wing panels and ailerons. In that period Rod Johannsen also welded up the fuselage truss and landing gear, doing a superb job. By the end of the second year I completed the tail feathers, basic control system, wing center section, and cabane struts. Assembled in my driveway, it definitely looked like an airplane. I thought I might be flying in another year. However, it took a year to do the engine installation, fuel tanks, fuel system, brake system, instruments, seat, cowling, and the aluminum panels on the forward fuselage. An additional year and a half was required to prime and paint the structure, apply the fabric covering, paint, and assemble the aircraft at Aero Country. First flight was in April of 1991.

Handling characteristics lived up to the reviews. Ground handling is quick, typical of short-coupled tail-draggers, but easy to control. Bartoe's design places the main gear further aft with respect to the CG than in many other tail-draggers.

This makes the Skyote more stable (actually less unstable) on the ground. It also minimizes the "bounce" when touching down with the tail slightly up and a bit too much descent rate. This also makes wheel landings easier. However, the drawback is that this landing gear position, combined with other



aspects of the gear geometry, increases the risk of nose-over incidents at low speeds. Several Skyotes have fallen victim to this.

Landings are relatively easy, but challenging enough to avoid boredom. The high-drag airframe coupled with the good power-to-weight ratio makes for easy speed control on final. But high drag combined with low weight cause the Skyote to lose speed quickly once power is cut in the flare. Begin the flare too high and there will not be enough airspeed left to completely arrest the rate-of-descent before touchdown. As with most tail-dragger biplanes, forward visibility in the flare is limited. However, good technique is always rewarded with smooth 3-point touchdowns. The sweet spot is wide, but stray too far and the Skyote will begin to complain. Develop a good feel for the sweet spot and each landing is a pleasure. With touchdown at little more than 40 mph, a land-

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ing into a 10 mph wind gives the airport crowd the impression that the Skyote is moving at the speed of a fast walk.

Handling and performance in the air is where the Skyote really shines. On a cool morning, I can take off from Aero Country's 3000 ft. runway and be more than 800 ft. AGL passing the opposite end of the runway. Not bad for 100 hp. Aileron, elevator, and rudder controls are almost effortless, but have a light, gradually increasing feedback to avoid over-control. I especially like the fact that elevator response is superb, but without the extreme sensitivity in pitch of many of the homebuilt designs. Aerobatics are not as quick and fast as a single-place Pitts, but tighter and more graceful. The Skyote can be looped from level flight, although normal entry speeds would range from 120 to 160 mph to avoid loss of altitude. All the positive-G maneuvers are easy and fun to perform.

Unfortunately, the predictions and hopes for the Skyote in the late seventies did not come to pass. Many of you reading this have never heard of the airplane. The Skyote appeared too late to become popular. No matter how much fun to fly, a low horsepower, complicated, plans-built biplane was counter to the new direction that sport aviation was about to take. Since 1978, only thirteen Skyotes have been completed and flown. Eleven aircraft are in the U.S., one is reported to be in France, and one was destroyed in an accident. Two Skyotes have Chapter 168 ties, mine and one now owned by Dick Smith in Austin, a former 168 member.

Chapter News

By Michael Stephan

John Carpenter's first flight

John Carpenter's Zenair Zodiac flew for the first time on Sunday November 10th, and the first flight went well. However on the second flight the engine stopped on down-wind. John landed with no problems, and is now working to find out the cause of the stoppage. John says that the Zodiac is a light airplane and the Stratus Subaru engine has plenty of power. In the future we will feature John's project. Congratulations John!

ASOD Sale

Our Fly-In this month is to Lancaster for Lunch and the annual Fall Sale at Air Salvage of Dallas, which is about a block from the airport on Ferris Rd. Here is the information about the Sale.



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Kezer Fly-In

By Marvin Brott

Our last Chapter fly-in was to the west side of Fort Worth to the Kezer airport.



Two days before the fly-in the weather was predicted to be overcast and raining with some chance of snow flurries. The actual weather was clear and warm, just perfect. John Phillips took the accompanying photos and as you can see this was like dropping into Shangri-La. In addition to the perfect weather the trees lining the runway were colorful, the grass



was smooth and green and the runway was a little narrow but worked just great. We had a great lunch at the Wild Onion, which was within walking distance. Darrel Watson came down for the weekend from Kansas with his RV-6. Everyone did not make it into the group photo, but I can assure you the best part of the fly-in was getting together with friends.



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2002 Chapter Christmas Party

By Sam Cooper

Our 2002 Holiday Party will be held at our December 3rd Chapter meeting. Please come at 6 PM so we can begin eating shortly after 6:30 PM. We will have access to the Manske Library for an extra hour until 10 PM that night. There will be food and a white elephant gift exchange.

Bring a favorite side dish, munchies or dessert that does not require heating since we will not be able to reheat any of the food. The Chapter will provide the main course, utensils, soda, tea and coffee.

The white elephant gift exchange will use the same format as recent years. We will limit the trading on gifts to three trades. So, each person should bring a \$10 or less, trash or treasure, unmarked wrapped gift and join in the fun.

I have always found the Chapter 168 Christmas Party to be a lot of fun. We encourage you to bring your spouse or significant other and the kids and join in on the festivities.



Okmulgee Regional Airport

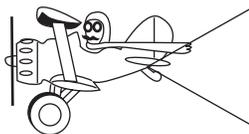
My Favorite Place to Be Weathered In

By K. Truemper

Flying VFR from Dallas to the upper Midwest, say, to Iowa or Wisconsin, is often a challenge due to low ceilings in the Red River-McAlester, OK, region or due to thunderstorms in the Oklahoma City-Springfield, MO, corridor. If it isn't a challenge when I go north, I can almost bet it will be one on the return trip. Diligent flight planning helps, but sometimes I take off into not-so-great weather, hoping that the weather will turn out better than forecast. Almost all the time, my guess is correct, but when it is not, I am forced to make an unscheduled stop. Generally, waiting for better weather is not my idea of fun. But a friendly airport can make a world of a difference and can turn a potentially miserable experience into something like a mini-vacation.

Among the miserable experiences, one stands out. In the pouring rain, I stood outside the unattended and locked terminal building of an airport whose name I will not mention. I wanted to call a nearby hotel and ask them to pick me up. There was an outside pay phone, but I had no coins or phone card. Instead, I called the 800 number of the hotel chain and ask the reservations operator to relay my request to the hotel. But the operator refused to do so. When it got dark and cold and the rain still did not let up, I decided to trudge through the heavy rain to the hotel. "Soaked" does not begin to describe my condition when I arrived there.

On a much more positive note, here is my favorite airport to be weathered in: Okmulgee Regional Airport, 50 nm north of McAlester. I have stopped there twice due to deteriorating weather. The first time several years ago, going to Oshkosh, and recently, returning from Iowa. There is a huge, smooth runway, the people operating the city-owned airport are the friendliest ever, there is a courtesy car just for the asking, and good hotels are in the nearby city. There is more: A huge WWII hangar that I was allowed to push my Zenith 601HDS into, so it would be protected from the rain and whatever else came down.



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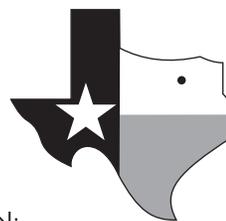
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When I stopped there recently, the airport manager, Jim Browning, remembered me from the first visit, when several RVs, a Glasair, and low-speed me and a friend were going to Oshkosh, but had to stop due to thunderstorms in the Oklahoma City-Springfield corridor. At that time, Jim argued with the local pizza place until they finally agreed to deliver several pizzas to the airport. That's why we did not starve while waiting for the weather to improve. Because of that pizza delivery problem, Jim convinced the city to provide the courtesy car.

During my recent unscheduled stop at Okmulgee, the weather was definitely not going to improve for that day. I took the courtesy car to a hotel, got a good rest, stayed the entire next day, much of it out at the airport, went with the courtesy car once more to the hotel and spent another night, and waited the second day until early afternoon when, finally, the ceiling went up enough for marginal VFR.

Anticipating that this trip might involve some waiting at an airport, I had taken along work and thus did not really waste any time or become bored. The airport has a pilot lounge with a large table where I sat in quiet, spread out my papers, and worked just as well as in my office. Better, actually, since there was no junk email.

Once I could take off on the second day, it was just a short hop to Aero Country airport. Landing there felt great. So, here is a big thank-you for the kind folks of the Okmulgee airport.

A Few Newsletter Assemblies

By Michael Stephan

Have I mentioned that the newsletter assemblies were fun, informative and delicious? Well, they are. Last month we visited the Mrazek's and the previous month were went to the Davies' house.

If you remember, Tom Davies is our award winning newsletter layout editor who this year purchased John Ivy's Acroport II project. At the folding at Tom's house, John was there helping explain the details of the Acroport. That was a fun folding.

Continued on next page.



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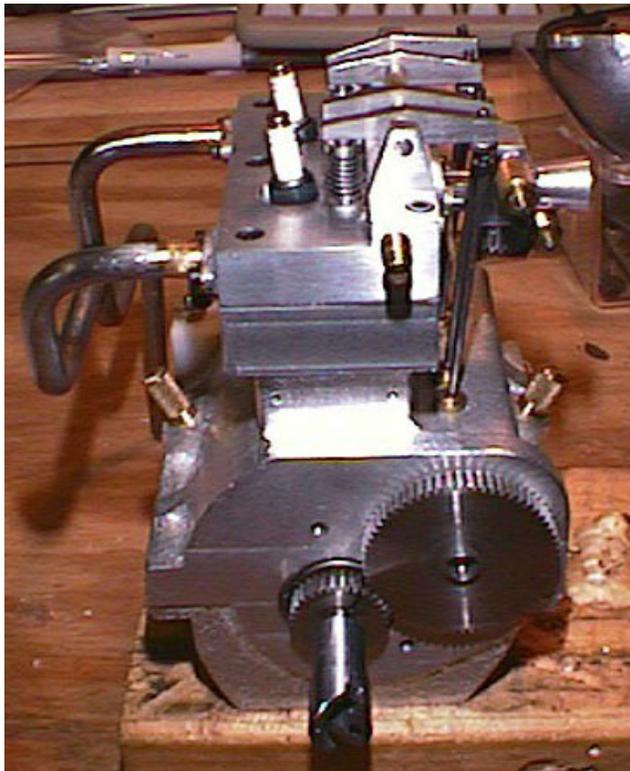
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In October we went to the Mrazeks. While at Jerry and Nelda's we got a chance to look at Jerry's project, a miniature two cylinder engine. The last time we were there it was in the beginning stages. Now it is nearing completion. It wasn't quite ready to fire that night, but it is only a few weeks away.

Thanks to both Tom and his Family, who pitched in and helped assemble the newsletter, and to Jerry and Nelda who are always very gracious hosts. We look forward to visiting again in the future.



Young Eagles At GP

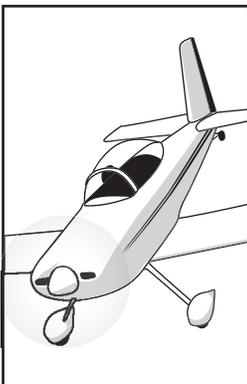
By Michael Stephan

Last Saturday our Young Eagle crew met at Grand Prairie to fly a few local kids. We had the kids, but we were a little low on pilots. But, those who were there made several trips and many kids got to see the ground from high above. Jim Quinn seeing that we were not going to be able to fly the entire group negotiated a make up date on December 14. Mark Howell was very kind to let us use the FBO area. I hope in ten years he can rent an airplane to someone we flew that day. The weather was beautiful with clear skies and a slight wind down the runway. Overall, it was a very enjoyable



November day.

Thanks to everyone who came out and helped. Don Christiansen and Don Vasquez (Chapter 661) did the flying and Jim and Jane Quinn, Sam Cooper, Jerry Mrazek and myself organized the ground operations.



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Experimental Aircraft Association

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