

# Hangar Echoes



Experimental Aircraft Association ★ Chapter 168 ★ Dallas, Texas

## N46NS Flies

By Michael Stephan

With all the first flights recently, it took us a few months to get to it, but on April 1st, Jay Pratt's newest creation, Shooter, took to the air, and no, it is not an RV. It is called a Northstar from Custom Flight Ltd. in Canada. Here is how Jay described that day.

"I managed to get a 10 minute FIRST FLIGHT on my new Super Cub 'Shooter' this evening. I put a 180 hp Lycoming and a McCauley on the nose. It flew hands off, and climbed well. I should be able to operate out of silos.

Mel Asberry, the DAR that inspects the RVs built here at RV Central, took off from his regular job to inspect my new plane so I could fly it today. I built a RV-8, N82RV, and its first flight was April 1, 1999. Thanks to Mel, I was able to repeat on the same day 5 years later! Rick Freeman is the proud owner of that RV-8 now. He came over and

helped, along with Jim Vroom and Rich Rudolf, get Shooter put together before the sun went down. Wow, what fun!

Thanks to Mel and all who helped me make this possible. No Joke."

Jay has been working on it for the past several years in between helping others finish their RVs. This airplane is not fast, as Jay will tell you, but it is a very rugged airplane with a very specific mission. This airplane can lift a heavy load in and out of a very small place. The backcountry will be calling this airplane soon and I'm sure Jay will answer the call.



The airplane is very Super Cub like with a few structural modifications. The performance is therefore very similar. Shooter is powered with a Lycoming O-360 turning a fixed pitch McCauley prop. The cowl is also modified to allow easy access to the engine. Another addition is the swing-down door on the port side, which makes float operations easier. You can pull up to either side of the dock. Jay also put in a ski tube down the fuselage

*Continued on page 4*

**June 1st Chapter Meeting**

The June Chapter meeting will be on Tuesday June 1st. It 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 6:30 p.m. and finish by 10:00.

The Speaker for the June meeting will be Monte McDavid and Tony Munday of SafeAir1, who will discuss safety products for homebuilt airplanes. Their safety products include carbon monoxide detectors, ELTs, Halon fire extinguishers, and traffic detection and alerting. They are also the local Dynon reps and can answer a few EFIS questions as well. They are members of the Chapter and are really good guys, so make plans to attend.

**June 5th Chapter Fly-In**

This month we will travel to MidWay(JWY) between Midlothian and Waxahachie, for the annual pancake breakfast. It begins at 8 a.m. This is a big fly-in put on by the cities. Last year the ramp was filled with airplanes and many had to be parked in the grass. There were hot air balloons, remote control airplanes, and Warbirds. It was very entertaining and delicious. The crowd was pretty good size, but finding other members of the Chapter was not a problem if you looked long enough. If Breakfast is not enough, Spinks airport in south Ft. Worth is hosting a lunch fly-in. That should fill your Saturday. See you there.

**June 8th Board of Directors Meeting**

The June BOD meeting will be held on June 8th at the Farmers Branch Manske Library at 7:00 PM.

The minutes from the May BOD meeting (recorded by Clay Romeiser) are as follows:

Directors in attendance: Clay Romeiser, Robert Cullinan, Michael Stephan, David Cheek, Monroe McDonald, John Peyton, Don Christiansen, John Phillips, Sam Cooper, Jim Quinn, Don Wilcox

- Upcoming chapter event schedule:
  - The June 5 fly-in will be at Midlothian (Mid-way) for a pancake breakfast
  - Also on June 5 there is a Hamburger fly-in at Spinks at 3:00pm
  - The July 10 fly-in will be at Dallas Executive (Redbird) to visit a company that is making a kit version of the Thorp-211
  - The August fly-in is planned for Cedar Mills
- Newsletter folding for June will be on the Saturday the 26th at 11:00am at the Asberry's for a picnic. Bring a covered dish.
- Newsletter folding for July 27th will be at Robert Cullinan's house
- Michael Stephan gave the treasurers report. The total assets at the end of April are \$8226. There were 21 renewals and 4 new members last month.
- Sam Cooper gave an advertising sales report. There have been 14 renewals for newsletter advertising so far with only a couple more spaces available.
- Sam also gave a membership report. We currently have 114 paid members.
- The board discussed the possibility of meeting at the Frontiers of flight museum. The museum management seems to be willing to work with the chapter for more favorable terms than were previously given.
- The Frontiers of flight museum will have a summer education program from 9-11 year olds. The board voted and approved a \$100 scholarship donation to be used for a student attending the program.

**SATURDAY June 26th Newsletter Assembly**

The July newsletter will be assembled on Saturday June 26th at the home of Mel and Ann Asberry at 2464 CR655 in Farmersville. This is our annual summer picnic at the Asberry's. This will be our third year. It is one of our best events, so make plans to attend. More information can be found in the news/notes section of the newsletter.

## A Message from the President

By John Phillips

### Teddy Roosevelt and “Kee Bird”

I got home the other night, a little before 9, disengaged my brain, changed out of my office “uniform” and sprawled on the sofa with the “clicker” for the TV, the morning paper and the Wall Street Journal. My normal routine when I get home. Clicking through the umpteen channels that cable brings me I only noticed a couple things worth watching - the weather channel and a show on NOVA about “Kee Bird.”

In the winter of 1947 a lost B-29 and her crew of 11 landed in the middle of absolutely nowhere - which later turned out to be way north of Thule, Greenland. Fortuitously the crew had managed to set the big bird down on the edge of a frozen lake, surrounded by tundra, and cushioned by snow. No one was injured and damage to the plane was minimal. Three days later the crew was found and rescued, but “Kee Bird” was left behind.

Abandoned by the military, “Kee Bird” drew the interest of Darryl Greenamyer, an aviation legend in his own right. As well as being a priceless aviation artifact, if the 50 year old bomber could be retrieved it would be worth a lot of money to the team that recovered it. Greenamyer set about the task. He marshaled his assets, assembled his team and headed north. “Kee Bird” was in remarkably good repair but would still need new tires, engines and props, and lots of fuel. A bulldozer would be needed to tow the big plane out of the shallow water at the edge of the lake where it rested onto drier land, and then to carve a runway. A Caribou became the workhorse of the expedition, ferrying supplies from Thule to the “Kee Bird” campsite. Time was of the essence. Greenland’s summer is short. Restoring a WWII era heavy bomber in a hanger, with protection from the elements, and a complete array of tools, power equipment and lifting machinery is hard enough, but to do so unprotected made the task nearly impossible. Somehow Greenamyer and his crew managed it. They recovered control surfaces, removed and replaced the four huge engines and props, and fixed fuel and hydraulic leaks that sprang everywhere.

Winter was upon them and there was no more time. The team retreated to Thule and south and “Kee Bird” waited through it’s final winter. Greenamyer returned as winter was ending. The plan was to use the frozen lake as the runway, so it was critical to pick up where they’d left off 9 months earlier and complete their work quickly before the ice melted.

Finally they were able to start all four of the huge radial engines and keep them running, and nothing leaked. It was time to go. Greenamyer at the controls, “Kee Bird” lurched out of the frozen mud and snow. Greenamyer drives the bomber in a wide circle out onto the frozen lake, bouncing over the small snowy hillocks, for takeoff. Suddenly smoke pours from the plane. The crew jumps safe. “Kee Bird” is destroyed by the flames. In their haste an APU had been left running in the tail of the plane and the bouncing loosened the fuel tank which spilled onto the hot APU. When the lake thaws her remains will sink and be gone forever.

“It is not the critic who counts, not the man who points out how the strong man stumbled, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena; whose face is marred by dust and sweat and blood; who strives valiantly; who errs and comes short again and again; who knows the great enthusiasms, the great devotions, and spends himself in a worthy cause; who, at the best, knows in the end the triumph of high achievement; and who, at worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat.” - Theodore Roosevelt

It’s easy to “armchair quarterback.” Hindsight is 20/20. Etc. We all know the expressions. But what if “Kee Bird” had flown off that day. The result may have been in doubt, but for Greenamyer there was never a question about the attempt.

“Well, it wasn’t because you didn’t try,” as one of the crew watching the flames remarked to Greenamyer. That’s the secret - to try. All human progress comes from trying. As we head off to watch children and grandchildren and friends and relatives graduate this season let’s remind them - and ourselves - of Teddy Roosevelt’s admonition.

(President Roosevelt also coined the expression that the presidency was a “bully pulpit” - and I’m taking advantage of it, and enjoying it - I hope you do too.)





behind the baggage area, but Jay likes to call it a fishing pole tube. Jay enjoyed building it right up until the fabric covering process. He said it nearly killed him. It didn't take him long, as most things don't take him long, but the standing and gluing for hours at a time was very fatiguing.

I have seen the airplane in the hangar a few times, but my first

sight of Shooter in action was at the recent fly-in at Pecan Plantation. After 30 minutes of seeing the Polen Special zoom by a few times with a Lancair in trail, then many other departing aircraft circled around to show their high speed capability, Jay showed what Shooter was made of and showed us how slow his new airplane can go, at least I hope that was slow flight. It wasn't real fast, but we all got a reeeeeeal good look. As one of Jay's friends put it, "When that airplane flies by it is real loud for a long time."

Jay has the Super Cub itch and now he has scratched it, but I don't think he will be giving up his RV anytime soon. But Shooter is a friend that Jay plans on having a few adventures with. Congratulations Jay!



## Upcoming Events

For even more flying events visit [www.fun-places-to-fly.com](http://www.fun-places-to-fly.com) which was created by fellow Chapter member Jim Smith.

### Local

- **May 29** Fort Worth, TX. Cowtown Warbird Roundup - <http://www.VintageFlyingMuseum.org>, Fort Worth Meacham International Airport (FTW), Warbird Fly-in at the Vintage Flying Museum. Contact: Chuckie Hospers 817-624-1935, [Chuckie@vintageflyingmuseum.org](mailto:Chuckie@vintageflyingmuseum.org)
- **May 29** - Granbury, TX. Fly-In Breakfast. Granbury (GDJ) , Pancake Breakfast and Town Car Show. Contact: John Holt 817/579-8533
- **June 5** Annual Pancake Breakfast Fly-In Mid-Way Reg. Airport (JWY) Midlothian/Waxahachie, Texas TIME: 8:00 am - 11:00 a.m. AGENDA: Live Band, Classic Airplanes & Fighters, Remote Control Model Flyers, Classic Car Show & more! FFI: 972/923-0080
- **June 11-13** - 42nd Annual Fly-In Texas Chapter Antique Airplane Association Gainesville Municipal Airport Gainesville, Texas AGENDA: Hundreds of aircraft on static display; Hamburger cookout & drinks on Friday night. Pancake breakfast early Saturday morning & BBQ Sat. night. Prices: TBD FFI: 940/668-4565 [mquick@cooke.net](mailto:mquick@cooke.net) or Jim Dougherty 817/468-1571
- **June 19-20** - Texas Skydiving League Meet Skydive Dallas, 4-way and 8-way Whitewright, Texas FFI: 903/364-5103 or Website: [www.skydivedallas.com](http://www.skydivedallas.com)
- **June 19** - McKinney, TX. EAA 1246 Poker Run - <http://www.eaa1246.org>, Collin County Regional (TKI) , Poker Run originating at McKinney Airport. Hamburgers, hot dogs, and prizes at TKI EAA [EAA1246@Comcast.net](mailto:EAA1246@Comcast.net)
- **June 26** - Granbury, TX. Pancake Breakfast. Granbury Municipal (GDJ) , Contact: John Holt 817/570-8533

### National

- **July 27- August 2** Experimental Aircraft Assn. Inc. 52nd

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## News and Notes

### June Newsletter Assembly/Picnic Details

*From Ann Asberry*

*Mel and Ann Asberry are hosting the Third EAA Chapter 168  
Picnic and newsletter folding, Saturday June 26.*

Driving directions to ShortStop Airfield: East on highway  
380 from McKinney approx. 18 miles to Farmersville, or  
travel north on highway 78 out of Garland to highway 380.  
Turn east. After you pass the Dairy Queen on highway 380 it  
is approx 1.8 miles to County Road 653, turn left. This road  
will "T" into County Road 655. Turn right. The house is 0.4  
mile on the right. Address is 2464 CR 655, phone metro (972)  
784-7544. PLEASE do not park off the side of the driveway  
but go all the way to the hangar and you will be directed to  
parking there.

Hot Dogs, fixins' and drinks are provided. Please bring a  
side dish, chips or desert to share. Plan to arrive by 11a.m.  
Lunch will be served about noon.

If you plan to fly in, PLEASE be up on your short field  
techniques and call if you have not previously landed at  
ShortStop, have any questions or if we've had rain within the  
previous three days. Unicom is 122.75, Runway 17/35, left  
hand pattern. The field is 1500 ft, packed white rock surface  
with considerable grass encroachment on the sides and ends..  
Please go ALL THE WAY TO THE END, TURN AROUND  
AND BACKTAXI ON THE RUNWAY. The approaches are  
clear, no power lines or trees with a railroad on the south end.  
Observe the railroad east and west to see if a train is  
approaching. Do not land until the train is past the runway.  
Landing RW 17, watch for cars on the road.

This event is rain or shine as we have plenty of room inside  
for all. This is a family affair, so be sure to bring your signif-  
icant other and kids. No pets please.

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## Frontiers of Flight Museum to Open

*By Michael Stephan*

The New Frontiers of Flight Museum is planned to open in  
June. It has not posted an official announcement on its web-  
site, but sources have told me that it will be in June. The Gala  
Celebration was held on May 21. This is a project that we  
have been watching for some time and hope that everyone  
comes out and supports it. We will keep you posted as to  
when the official opening is.

## SWRFI 2004 Report

*By Michael Stephan*

Except for the weather, this year's Southwest  
Regional Fly-in included many upgrades from  
last year, and more upgrades are in the pipeline for future  
years. I got another chance to do a little work for the fly-in  
and I can't say enough about the people who make this event  
happen. SWRFI has a great group of hard working people  
that are fun to work with and do a great job. Kudos to them.

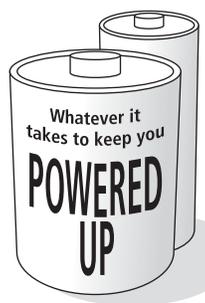


### The Layout

The layout changed from last year. They put the focal point  
of the fly-in near the terminal and the adjacent hangar. This  
area has a smaller ramp area, but the neighboring empty field  
gave us plenty of room to put all the vendors and exhibitors.  
This is until a deluge of rain blew in at 40 mph on Thursday  
night. All the experimental aircraft were to be parked in the  
field along the taxiway and then in the infield where they  
were parked last year. Camping was pretty much left the  
same as last year. But the biggest improvement was in the  
forum building. A new technical school was built on the air-  
port just west of the terminal and was dedicated on the  
Tuesday before the fly-in, which made us the first event to

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use it. I didn't get a chance to see it, but Mel Asberry who delivered a forum both Friday and Saturday said the facility is first class.

### The Bad

There were a few things that didn't go as planned. Number one on that list was the weather. On Thursday the weather turned wet. It soaked the field pretty well, especially the vendor area, and blew half of the tents over. So, as we did in Abilene a few times we scrambled to make a new plan. The vendors all moved out from the field and set up along the taxiways. I remember seeing a frustrated Jim Younkin. His RV-9A was stuck in the mud and required removing the wheel pants and aid of a few strong individuals to help move it onto the ramp at show center. Other than being without a tent to keep out of the sun, things worked out pretty well. I hope he sold a few autopilots.

The weather also hampered aircraft attendance. The state of Texas was IFR for most of the weekend with only a few openings here and there that allowed people to fly in. The weather improved greatly on Saturday and the field was drying out. But even with the bad weather, we had over 500 airplanes fly-in.

On a personal note, I thought that I would volunteer a little as I am inclined to do. A simple little task that would be over when the fly-in started, but instead, I inherited a very important, time consuming task. I was given the job previously done by the esteemed former vice president Joe McGlothlin, whose responsibility was to manage all the airport vehicles: golf carts, gators, tractors, etc. On Wednesday, I was handed the keys to about 40 vehicles and told to keep up with who has what and make sure only those designated get the allocated vehicle. I spent most of the weekend chasing down golf carts and distributing keys.

### The Good

I had keys to all the vehicles. Yippee!  
But there was more than just my mobility. We had excellent

participation from the vendors and exhibitors. To attract homebuilders you need to have vendors. This year that list included Van himself, which attracted a crowd all day, Rans, Europa, Lancair, The Bearhawk, to name just a few of the aircraft vendors. Jim Younkin and his TruTrak Autopilots were on the ramp, and Bob and Judy Avery of Avery Tools were there as they have been in many previous years. Chapter 168 members, Monte McDavid of SafeAir1 was there selling a few items which included the Dynon EFIS and the new Dynon engine monitor. They also had a crowded booth. More vendors were located in the nearby hangar. Some of those included Aircraft Spruce, Wicks, Superior Airparts, ECI, WSI, and many other aviation related vendors. I wish I had more time to speak with them.



As mentioned earlier the forums were also a part of the good things this year. The new school really made the forums a place to want to go to. Van gave a forum both Friday and Saturday and from what I hear it was nearly two hours long and filled the biggest classroom. Mel's forum also was one of the better attended forums. I went last year as well. Maybe word got around. Mel was pleased with the new facility, so it must be good.

### The Camping

My favorite part of the fly-in. It is why I feel comfortable arriving on Wednesday and staying all the way to Sunday. I am fortunate enough to have access to a recreational vehicle and have driven it to SWRFI the last six years. I have always wished at previous events that electricity be available to use

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so I could run the air conditioner without having to also run the generator, especially with today's gas prices. Every year they promise to add it, but I never saw until this year. The City of New Braunfels placed at least 40 temporary poles with two 30 Amp services on each pole. But that was not all. They also had a hose bib for every parking spot. Electricity and water....now were talking. So that made my stay even that much more enjoyable. For me the fly-in is all about the camping and the people you get to meet and see every year in the camping area. Every night after dinner, campers grab a chair and a beverage, congregate in the cool evening air and catch up on what happened since the previous year's event. This year the number of campers was down quite a bit. I think the weather spooked them some, but those of us there had quite a good time. On Saturday, I volunteered to host a little lunch get together for friends and Chapter members in the campsite. Since I arrived on Wednesday, I got the first spot, which I hope made it easy to find me. About a dozen or more came by and we ate a few hot dogs, told a few stories and in general enjoyed the afternoon. It was so much fun, I think I will do it again next year. Someone asked me which RV I will bring to SWRFI next year once my RV-8 is flying. Didn't take much time to respond; the one with the bed, bath-

room and shower, unless I could get both of them there. I'm still working on that.

Unfortunately, the facilities for the tent campers were not as good as they were last year. The showers were outside the airport fence and consisted of a wood frame with tarps for walls. But, they did have hot water, so I guess it's not all bad. I'm sure they will improve that for next year. I heard rumors of building a permanent shower for next year. I'll believe it when I see it, but they did come through on the electricity. So, maybe it will happen. I will keep reminding them.



Next Year, I want to see more people in the camping area. I would also like to see people come on out and enjoy New Braunfels for more than just a Saturday afternoon. New Braunfels and nearby Gruene are chock full of interesting places to see and many excellent restaurants, which I had the privilege to visit thanks to Mel and Ann. I honestly can't wait till next year. I have a few ideas that might make it even better. So next year, schedule an extra day or two and join in.

### The Banquet

The Banquet this year was also an upgrade over last year. If you were there last year, you would remember having it in the Hangar on the field, which was a little bit hot. But this year it moved into the New Braunfels Civic Center. The food was delicious and the program was very good.

Van gave a prepared power point presentation. You know he wasn't going to shoot from the hip. He detailed the history of homebuilt aviation, going all the way back to the early homebuilders of the 20s and 30s. Along the timeline, he inserted how the beginning and the growth of Van's Aircraft coincided with the rise of Experimental Aviation. What was interesting and not often recognized was when he was first

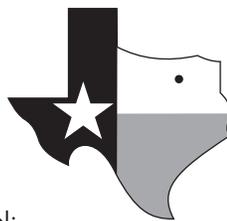


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coming out with plans, and eventually a kit for the RV-3, the popular airplanes of the time were the fiberglass Quickie and Burt Rutan's VariEze. This does not sound much like trouble, but Van pointed out that at the time these new high tech fast glass airplanes had much more popular appeal than the older aluminum low wing airplane. So, as he poured his beliefs and money into the RV-3, I'm sure he had more than a few doubts. But, fortunately his ideas of an airplane with the best "overall performance" thrived. He believes that a kit airplane needs to be the best value for the homebuilder in price, performance and buildability.

### The Winners

After the presentation by Van, awards were handed out. Since there were so many Chapters that did such a tremendous job putting the fly-in together, Stan opted not to give a single chapter award, as he has done in the past, but instead opted to reward a single worker who for years has embodied the spirit of the fly-in. This year that award went to John Schmitz of the Lubbock Chapter. If you have been to, worked, or camped at SWRFI, you probably have met John. He works in the control tower and is about the friendliest voice you'll hear. He usually stops by the campsite in the evening with a chair and a beverage. He has been a board member for years and drives 14 hours from Lubbock to every meeting. That is a dedication that we can all admire. John truly has a passion for this event, and if you don't know why SWRFI is special, just ask John. I don't agree with all of Stan Shannon's decisions, but with this one I do. Congratulations John!

After that presentation, the aircraft awards were handed out. Although they ran through the names pretty quickly, I did hear a few Chapter members and local flyers who won awards. Pete Quortrop, who flew his beautiful Beech 45J Dewey's Ride in, won "Reserve Champion Military



Aircraft." He will have to make more room on the mantle for another plaque. Grezdlitn an RV-8 built by Mark and Pete Rowe of Eagles Nest won "Grand Champion Custom Built Kit." And the Piper Crusier (PA-12) featured last month in Hangar Echoes built by Rod and Michael Johannsen won "Grand Champion Classic." As you saw in last month's issue, it is an excellent restoration and worthy of the award. Congratulations to Rod and Michael Johannsen, Mark and Pete Rowe, and Pete and Dewey Quortrop. Well Done. A list of the winners in the other categories are posted on the SWRFI website at [www.swrfi.org](http://www.swrfi.org).

### The End

Sunday morning came, and as with all good things the fly-in came to an end, but not without a little difficulty. The early morning fog was thick. It took a few hours for it to lift and then people began to leave. Good-bye SWRFI 2004. See you again next year.

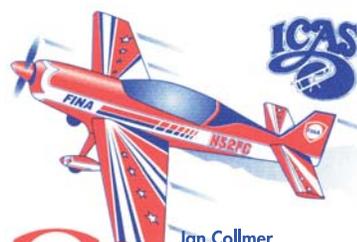
## Pecan Plantation's Spring Fly-in

*By Michael Stephan*

When the Board decided to fly to the Granbury for the Pecan Plantation Annual Spring Fly-In, it sounded like a good idea, and it was. The Granbury chapter does a tremendous job hosting this fly-in. The weather was a little dicey and many



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east of the metroplex were unable to make to flight to Pecan Plantation. I rode with Clay Romeiser in his RV-9A. We departed from Lancaster at 10:30 am and we didn't have excesses of altitude on our way over. But, we did make it and it was worth the effort. The grass on the east side of the runway was already crowded with airplanes of all kinds. But, there were parking

people that ushered us to an empty spot. Even Philip and Lynn Welch found a spot for their Katana motorglider with its huge wingspan.

After jumping out of the airplane it didn't take long to find a few chapter members. Jay and his new Northstar, Shooter, made the short trip from Hicks airfield. Don Christiansen and Marvin Brott brought a few RV-8s, David Cheek had his 172, and David and Vicki Jones flew in with the Warrior. I was an interesting stroll down the flight line. My favorite was the Acrosport II. But there was plenty of variety.



I worked up a little appetite walking the flight line. So, it was time for the lunch line. It didn't take long to get something to eat, converse with a few buddies and then back to the flight line to get a closer look at few planes of interest. While I was looking, Clay was giving a few rides. Thunderstorm cells were starting to form nearby, and most everyone was itching to leave. We got a little wet on our way back to

Lancaster, but just enough to knock a few dead bugs off. A real nice flight and a real nice day. Thanks to the Granbury chapter for hosting such an excellent fly-in.

## Formula for Happiness...

Build an RV.  
Learn Aerobatics.  
Give Lots of  
Demo Rides.  
Smile a lot...  
(Easy when you  
have an RV.)  
Equals about as  
much fun as one  
can have "...and keep your pants on."



Now that I have your attention, the real title of this article is:  
**So You Want To Rebuild Your Lycoming Engine**

*By Don Christiansen*

Yes I did. Having bought a "first run" Lycoming IO-360 angle valve 210 HP engine with good logs and 1230 hours total time from Air Salvage of Dallas to put in my RV-8, Yellow Bird II, I knew that I would be doing a major overhaul of that engine in a few years.

I first flew Yellow Bird II in December 2000. Recently at around 1800 hours total time the oil consumption suddenly jumped to nearly one quart per hour of flight time. Since the winter time was at hand it was time to do the overhaul while the fly-in season was quiet. I grew up on a farm in central Kansas where the growing season is May to October. During the winter months was the time to do major repairs on our machinery and overhaul truck, or tractor engines. I had a lot of experience helping my dad do these repairs and overhaul jobs.

I already had some experience with Lycoming engines from overhauling the O-320 160 HP engine in my RV-4,

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Yellow Bird I, with the help of John Gavlick (A&P and RV-6A builder). We did that overhaul in 1995. I am also fortunate to have the very best A & P mechanic in this Southwest Region (and possibly the best anywhere) as a hangar neighbor at Lancaster Airport where Yellow Bird II is based. That of course would be none other than “Lucky” Louque. Most of you know Lucky. He is associated with Air Salvage of Dallas and has spoken several times at our Chapter meetings and has done “Safety Seminars” for our chapter at Air Salvage. I have had the good fortune to observe him overhauling several engines and he is always eager to teach as he works. I was present when he overhauled Richard Wingfield’s Lycoming O-320, a friend of mine, for his RV-6 just 3-4 months before the start of my engine overhaul. Lucky overhauled another friend’s O-360 Lycoming (for Ken Nordman’s RV-6A) and on that occasion I took 50 to 60 digital pictures and took copious notes on torque values, sequences, Lucky’s secrets, proper lubricants, wrong lubricants, common mistakes that mechanics make, etc. etc. etc.

Ken Nordman helped me with the splitting of my case. I had watched several cases being split before and none of them took more than 15 to 20 minutes of “beating” with a rubber hammer. Well, Ken and I took over 2 hours to beat my case apart. When I called Lucky the next day to tell him how hard the case was to split, he said that was good. I had a “good tight case”. Little did Ken and I know that during the reassembly that it was going to be a challenge to get the case halves back together readily. It took longer to torque the case halves back together and I was concerned that the “Pliobond” (industrial cement product) was going to dry out before we mated the case halves. But, we must have succeeded because there have been no oil leaks as of 8 hours of overhauled engine run time.

The following list provides you with the service providers I used for this rebuild:

- Case was sent out to CSI, Sand Springs, OK.
- Cylinders were sent to ECi, San Antonio, TX for their CermiNil® process.

- Crankshaft, cam, lifers, rocker arms, etc. were sent to Aircraft Engine and Accessories, Dallas TX.
- Prop governor was sent to Byam Propeller Service, Meacham Field, Fort Worth TX.
- Fuel injection system was sent to Aircraft Fuel Injection repair, Dallas, TX (Love Field).
- Slick impulse mag was overhauled by Select Aircraft Repair, Lancaster Airport.
- New fuel pump from Aviall. (No one will repair a fuel pump any more because of the liability.)
- And finally a couple of orders from Aircraft Spruce and Van’s Aircraft.
- Also all the hardware was sent out for “bronze color” cad plating.



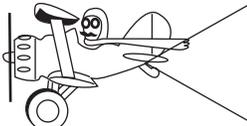
The reason for the markedly increased “oil consumption” was stuck scraper rings on two pistons. Amazingly, there was no spark plug fouling, presumably because of my electronic ignition. The engine’s “guts” checked out very well and went back together with “standard size bearings”

With what I originally paid for my “first run” engine and the overhaul expenses, I have about \$19K in my engine. I have already flown this RV-8 570 hours and now have 2000 hours to go before the next overhaul! Not bad considering that a new IO-360 angle valve Lycoming from Van’s is \$33,500 plus. Many thanks to Lucky and Ken for their invaluable help!

I enjoyed every minute of the project. Oh yes, I did leave one oil line untightened and therefore baptized the engine with clean new oil on the first start up. Doesn’t everyone?

Another formula for success:

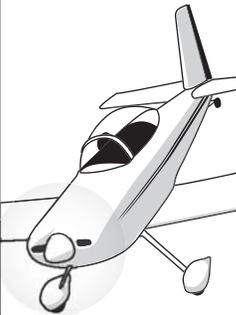
Start with a good engine (thank you Lucky). Fly a lot and change your oil and filter often. (Get your butt in the air and it doesn’t matter which way it points, except on landing of course.)



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**2 headsets** One is David Clark H10-20 (I think). Other is Oregon Aero (based on Pilot). Both have Oregon Aero ear seals upgrade. These headsets have some years on them but work fine. Make offer. Mel 972-995-0372

**Acro Sport II** Two-seater aerobatic biplane project. Plans built to 70%. Wonderful craftsmanship. Tom Davies 972-243-8667 [artguytom@sbcglobal.net](mailto:artguytom@sbcglobal.net)

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**Apollo 618 Loran** w/tray & antenna \$200; Collins VIR 351 nav unit (working well when removed) \$400; noise cancelling headset, mike inop, \$35. Call Harry Gresham, 214 348 2772; cell 214 289 313; Fax 214 348 6565; [hgresh@juno.com](mailto:hgresh@juno.com)

**RV-8 Empennage kit:** only 5% completed; tools also; taking offers. Call Call John Rollow at 972/503-3611 or e-mail at [neck101@earthlink.net](mailto:neck101@earthlink.net)

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