

Hangar Echoes

The Nov. Meeting has moved to Tuesday Nov. 9th at the Frontiers of Flight Museum.



Experimental Aircraft Association ★ Chapter 168 ★ Dallas, Texas

Big Country Airfest 2004

By Michael Stephan

Last month the second Big Country Airfest was held in Abilene. It was big. It was out in the country and it was very festive. I wondered if the great folks in Abilene, mostly the members of Chapter 471, could pull off a great fly-in two years in a row, and they did.

The weather, as usual, discouraged many of the Metroplex pilots from flying in, which caused the number of aircraft displayed to be less than last year. I flew with Monroe McDonald and David Cheek in Monroe's Mooney. It was marginal when we left Dallas Executive, and once on top the clouds continued to fill in below us. Since, David and Monroe are both IFR rated, I had no worries. We did see a hole near the airport and descended through it in time to land at Abilene.

Once in Abilene, the weather was terrific. The sky cleared and it was a beautiful day for an

airshow. The show also included more than just airplanes as a custom car show was also being hosted. They had quite a few nice cars and trucks.

This year the ramp featured the C-130 Hercules, which was open for touring by the public.

After looking at the aircraft on the ramp, we went to the T-hangars and studied Hobby Stevens' RV-6 project. Mel Asberry was there doing a Technical Counselor visit and I had the opportunity to ask Hobby a few questions and get a few ideas for my own RV. Jim Berry has a Whitman Tailwind under construction and we got a good look at it as well. Jim

is a real nice guy and is very knowledgeable about Tailwinds.

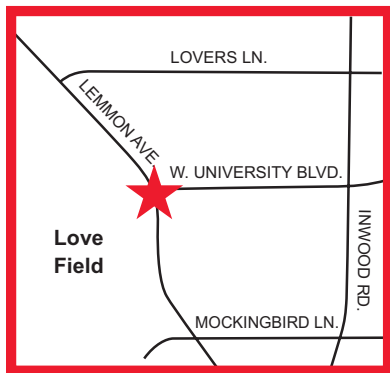
The airshow routines started around noon and seemed to last all day. The routines were all great, but I had a few favorites. The B1B fly-bys always get your attention. You can't miss them. The T-28s were back again and their formation aerobatic routine is one of the best I've seen. Always enjoy that one. Then Howard Pardue from

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Nov. 9th Chapter Meeting

The November Chapter meeting will be on Tuesday November 9th. It will be held at the Frontiers of Flight Museum, located at 6911 Lemmon Ave. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish by 9:00 p.m.



As has been the usual situation in November, the meeting date moves back one week. We also took advantage of an opportunity to host it at the Frontiers of Flight Museum. The entrance to the Museum is on Lemon avenue at W. University. If you wish you can come a little early and get a

chance to look at the new facility before the meeting starts. There is no charge to attend this meeting.

Our featured speaker is Dick Keyt, who owns, maintains and flies the Polen Special II. Since the last time Dick spoke at our Chapter meeting many years ago, he has won most all the EAA hosted races at Oshkosh and Sun-N-Fun. Dick will speak to us on what it is like to fly such an incredible machine. We are very fortunate to have Dick come speak to us at this special meeting. We hope to see you there.

Nov 13th Chapter Fly-In

Our monthly fly-in this month is to Stevenville (Clarkfield Municipal - SEP) and to the Hard 8 BBQ restaurant for lunch. We will meet at the airport at 11:30 and make the short walk over to the Hard 8. The \$100 Hamburger web site gives it 5 "Flying Burgers."

See you there.

Nov. 16th Board of Directors Meeting

The BOD meeting will be held on Nov. 16th at the Farmers Branch Manske Library at 7:00 PM. The minutes from the October BOD meeting recorded by Clay Romeiser are as follows:

- Directors in attendance: Clay Romeiser, Michael Stephan , David Cheek, Monroe McDonald, Don Christiansen , Sam Cooper, Jim Quinn, Don Wilcox, Jerry Mrazek, Bruce Fuller, John Peyton
- We discussed the upcoming event calendar:
- The Young eagles event has been rescheduled for October 23rd. There is the possibility of another YE event on October 30.
- The November meeting will be held on the 9th instead of the 2nd because of election day. We will also hold the meeting at the new Frontiers of Flight museum. The speaker has not been determined.
- The November 13 fly-in will be held at Stephenville, at the Hard 8 BBQ at 11:30
- The November 30 Newsletter folding will be held at Jerry Mrazek's house.
- The Holiday party will be held on December 7th. (site TBD)
- The December 11 fly-in will held at Air Salvage near the Lancaster airport
- The December 28 newsletter folding will be held at Mel and Ann Asberry's.
- The Board discussed contingency plans for the Holiday party since the library will not be available past the 9:00 closing time as it has been in years past. It was decided that the first option was to try and find a new location that could be used from 6:30-10:00pm. The Farmers Branch Rec center is our first option. Plan B is to have the party at the library, but shorten it to just dinner and entertainment, skipping the gift exchange this year if we are time limited. Clay will research location options.

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A Message from the President

By John Phillips

VOTE NOVEMBER 2ND

“We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness. --That to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed”. The Declaration of Independence of the Thirteen Colonies.

The operable words for November 2nd are: “deriving their just powers from the consent of the governed”.

We are the “governed” and the just powers of Government must be derived from us. We do not consent to a Government blindly imposed upon us from the outside. We are the creators of the Government and we affirm its continuing viability by our election of our representatives - at all levels. Government is not an alien irrepressible force to which we submit. Government is merely the embodiment of our collective national Will. It is therefore our duty to ourselves, and to those for whom we are responsible who cannot exercise the vote, to periodically examine as carefully as we can the state of the Nation and of the world and to make our individual Wills known. This is most certainly one of those times.

There is no such thing as a wasted vote - regardless of what may be said on TV about electoral votes and states which may already be presumed to be decided. What risks loss by the failure of a citizen to vote is the true measure of the collective national Will. It is critical that Government always knows the true measure of the Will of its creators, lest it assume that Will incorrectly.

VOTE - IT IS YOUR DUTY

I spent half an hour today on the phone with staff from a U. S. Senator’s office. It was the very frustrating culmination of an effort I have been observing for over a year of a man



John Phillips’ RV-6A

attempting to secure lawful entry into this country. I will not bore you with the details - frankly I don’t understand immigration law and I’m not about to try to learn it. But I will tell you that the person in question had attempted to the best of his ability to follow the rules. He had hired an immigration lawyer to represent him, and they had filed what they believed to be all the appropriate applica-

tions. Nonetheless, he had overstepped certain time limitations set by the rules and therefore been in violation. At the end of the process he was denied the change of status he sought and ordered to appear before an immigration judge to show cause why he should not be deported from this country. At that point I was asked if there might be anything that I might be able to do to assist. Through a “friend of a friend” I was introduced to the staff member in the Senator’s office who handled all the immigration issues sent to the Senator. She kindly examined the paperwork, contacted immigration offices and reviewed their records, and then had the unpleasant duty of trying to explain the law and the bad news to me in layman’s terms. Long and short of the story - there is nothing the Senator’s office can do to assist.

The staff member told me that she deals with thousands of such cases each year. Each story is deserving in its own right, and each applicant wants desperately to make America his or her home. For all our national faults, the poor of the world still clamor to come here, and the wealthiest citizen critics do not renounce their citizenship. That pretty well sums it up.

VOTE - IT IS YOUR PRIVILEGE



- The Board discussed an offer received by a past chapter member who is no longer in town who has a Tailwind in a hangar at AeroCountry that needs some work to be sold. He was offering the chapter a percentage of the profits in exchange for working on the airplane. The Board decided that we'd pass on his offer, but would be happy to offer the deal to any individual in the chapter and publicize it in the newsletter if he wishes.
- Michael Stephan gave the treasurers report. The total assets at the end of August are \$8609. There were 2 membership renewals.

Nov. 30th Newsletter Assembly

The December newsletter will be assembled on Tuesday November 30th at 7 pm at the home of Jerry and Nelda Mrazek at 907 Clemson Ct in Arlington. If you need directions they can be reached at 817-265-0834

Nelda and Jerry have hosted us many times and we really appreciate their hospitality and especially Nelda's fine cuisine.

Upcoming Events

For even more flying events visit www.fun-places-to-fly.com which was created by Chapter member Jim Smith.

Local

- Oct 30, 2004 - Conroe, TX. EAA 302 Fall Fly-in - <http://www.eaa302.org>, Lone Star (CXO), Fall Fly-in with pancake breakfast, BBQ lunch, Raffles, and a bunch of planes to see. Come on down to Conroe.
- Nov 13, 2004 - Crawford, TX. Veterans Day Fly-in. Scott (31TX), EAA Chapter 59 Annual Veterans Day Fly-in. Covered dish Lunch. A time will be held to honor those who have served in our military. Contact: Phil Grisham 245-848-5072
- Nov 27, 2004 - Granbury, TX. Pancake Breakfast. Granbury Municipal (GDJ), Contact: John Holt 817/570-8533

News and Notes

By Michael Stephan

Christmas Party

Due to policy enforcement by the Farmers Branch Library that will not give us the extra hour that we have enjoyed in the past, the annual Christmas Party will be held at the Farmers Branch Recreation Center. The Board of Directors, at the last meeting, discussed the options of having it at the Library and having to reduce the entertainment to fit in the

time allotted, or to find a new place that would allow us to keep our usual format. We opted to keep our usual format and Clay Romeiser secured the new location. We expect to have as much fun as in the past and we hope to see you there. More details will be forthcoming in next month's issue.

Chapter Officers

At last month's Chapter meeting, by unanimous vote of the attending members, our officers for the 2005 year were elected. There were no hanging chads. No lawsuits filed. No concession speeches, and no mud slinging. We thank those who ran such a clean and honest campaign. The new officers as listed in last month's issue are President Sam Cooper, Vice President Ron Bonnette, Secretary John Peyton, and yours truly Michael Stephan coming back as Treasurer. We thank you for your vote and look forward to seeing you at the inaugural parties. Where and when? We'll get back to you.

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Breckenridge hopped into his F8F Bearcat and did an excellent aerial display of what that Bearcat can do. This is the same plane that he raced a few weeks earlier at Reno. Also, the F4U fired up and flew a routine showing the capabilities that the Marines had in the Pacific in WWII. Bob Ford of Abilene also performed beautifully in his Texan T-6. New this year was a visit from the Air Force's new turboprop trainer, the Texan II. It also fired up and performed for the crowd. That is as close as you can get to a jet fighter with a propeller driven aircraft. After its routine, it slowed way up and did a few formation fly-bys with Bob Ford and the T6. These were not your typical snap roll, loop and spin airshow routines, but it was a show of power and grace.



But, the fast and nimble performed as well. John Klatt performed in his S300D. Mike "Spanky" Gallaway did his routine in a modified Pitts, landed, got out of the airplane and

announced part of the show.

As a short intermission, a new twist on the Flying Farmer routine took airshow center. It was a foot launched powered ultralight fitted with a fake elevator and pair of wheels that are detachable in flight, flown by John Moody of Florida. The announcer declares the travesty of this unauthorized flight into the middle of an active airshow and proceeds to try to talk the airplane into leaving the area. When the tiny plane does not respond, the announcer pulls out the shotgun and appears to shoot the plane down. As pieces are falling off and smoke starts coming out of the engine, John flies the craft to the ground and easily lands using his legs as the landing gear, Flintstone style. The crowd really enjoyed the performance of John Moody.



On the airshow ramp, I had the pleasure of looking over the comedic plane and listening to John talk about it. Mr Moody, who EAA credits as launching the ultralight movement at the 1976 EAA Oshkosh Convention, really loves what he does, and it shows in his enthusiasm.

Unfortunately, at a recent show in Augusta, GA, he suffered a severe accident during the end of his routine. The ultralight stalled and spun about 50 feet off the ground and John sustained some very severe injuries to his legs. I won't detail the damage, but doctors say he may not be able to walk again. The full report can be found on Aero-News.net.

JOHN H. PHILLIPS

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I could tell from the short time I talked with him in Abilene, that he has a mountain of spirit in him, and I doubt if he will let this accident keep him away from flying and performing, which brings me to the final performer, John MacGuire.

I would like to say that John stepped into his clipwing "muscle Cub", but he can't. He is a paraplegic. In 1993, a loose fire extinguisher jammed his controls, causing an accident that resulted in a broken back. It didn't slow him a bit. His day job is designing aircraft for Lockheed Martin in Ft. Worth, so naturally, he designed a set of aircraft controls that all can be operated with his hands and arms. By watching what he can do in that Cub, you would never know that he had any disability at all. He is quite an inspiration to all pilots as well as to those with a disability.

The Highlight of the whole day was the traditional steak dinner that Chapter 471 produces by the north T-hangars.



This event was huge during the years SWRFI was there and it hasn't slowed a bit. They cook rib-eye steaks for sandwiches and there are over 100 people that sit in the cool evening talking about planes and such while the sun slips behind the horizon. This is where friends are met and new ones are made. After the sun disappears, live music starts and goes into the late evening hours. The trip is worth the steak dinner alone. If you prefer not to fly back in the dark, you can pitch a tent and stay the night, or get a room in a hotel nearby.

This is what Saturdays in the Fall are for. This was another good event put on by the fine folks in Abilene. I plan on going back next year.

Great Chili !!!

By Dick Flunker

Once again the chili chef's of chapters 168 and 1246 provided a top quality chili feast - and the tasters of 168 and 1246 enjoyed every minute of it! Ann Asberry coordinated the 5th annual chili cook-off and once again it was a resounding success. Unlike the last several years, the 2004 event was held on a damp and chilly day, perfect for a chili cook-off. With the weather being strictly IFR, there was only one plane that flew in. David Cheek brought his chili in his 172 from Addison. But there were many



1st place: Leon Rausch
"Compost Chili"



2nd place: Mark Brown
"No Mixture Control"


"drive-ins." A total of 18 chili cook-off contestants collectively gave the judges the difficult (but enjoyable?) job of tasting all 18 chili's and ranking the various taste, texture, appearance, and after taste qualities. Judges Susan Wilson, Tom Ferraro, and Monroe McDonald

held up to the task, and Mel Asberry did the math to determine the winners. All the tasters also got to pick their favorite chili resulting in the peoples choice award.

Many thanks goes to all the contest-



3rd place: Katherine Blackenburg
"Job Hunt Chili"



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Peoples Choice: Patti Morris "Sante Fe Sizzle"

ants, and especially to Pete Huff for the use of his hangar. Thanks also goes to Wingspoint Aviation for their prize donation. In addition to the award winners pictured, Honorable Mentions go to Russ Henson and Frank Prokop. What a great event for a very wet, cool October day!

Land Of Enchantment RV Fly-In

By Marvin Brott

The following is a brief report on the annual Land Of Enchantment (LOE) RV Fly-In held in Las Cruces, New Mexico on October 15 -17.

This was the 10th RV fly-in with the first six being held in Burlington, Colorado and the last four in Las Cruces, New Mexico. We still talk of how great the Burlington hospitality was, but the airport could not handle growth past 100 airplanes. So, with leadership from Red Marron and Larry Vetterman, who initially started this annual fly-in, we moved to New Mexico where Red claims there are 365 days of flying each year. There are a lot of people to credit for these successful events. Doug Reeves (Vans AirForce web site) and the FBO, Adventure Aviation, in Las Cruces have stepped up with a lot of work in the last 4 years. The first year at Las Cruces (right after 9/11/2001) the total number of RVs was 101 with this year being about 214 (280+ total aircraft) in attendance.

As Red has always said, "the only rule is that there are no rules." This philosophy has worked very well as everything is always relaxed, yet people have always been careful. There is no need for a control tower. This is my kind of a fly-in. Forget the aerobic boredom with an announcer blasting

your eardrums. Most of the time we did a whole lot of nothing, just sitting around in lawn chairs enjoying beverages and catching up with old and new friends. This is the RV social event of the year.

Despite some poor weather in some parts of the country, attendance is now coming from all corners of the US. The local Las Cruces weather was great. The DFW contingency of RVs had



headwinds of 20 to 30 mph going out, but all of us made it home in well less than 3 hours due to a 30 mph tailwind. On Friday morning the Snyder and Andrews airports nearly had traffic jams with RVs stopping for gas. At one time there were 17 RVs on the ramp at Andrews, which caused the police to come out to see what was going on.

On Saturday night the banquet is held in one of the big hangars. This year the judging was done by a very qualified team of veteran RV builders, including our very own Mel Asberry. Mel presented the three best-of-show trophies at the banquet. Next at the banquet is the raffle. This is where Doug Reeves jumps in for weeks of effort to round up donations (Tru Trak, Sensenich, Avery Tools, Aerox. and many others). Tickets were sold that evening to the tune of about \$4980. The proceeds went to the Mesilla Valley Community of Hope, which feeds people when they are hungry, clothes and shelters them when they need it and tries to get them to a position where they don't need the help anymore. The, aptly named, Pamela Angell is their representative and she is gracious and appreciative for the small efforts of these RV pilots. Pamela gets some funding help, we get the fun of a raffle and the chance at a very nice airplane part, and the companies get a bit of publicity. The people associated with aviation are absolutely Great Americans.



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We were all hoping the new IO-360 Continental 210 hp RV-10 would make it this year, but mechanical difficulties prevented that. Gus Funnell was the representative from Van's with the RV-7A. Word is that the second RV-10, which is some 100 pounds lighter than the IO-540 RV-10, handles very nicely and the performance difference is difficult to notice, under normal conditions.

There is a strong tendency to automatically include the Organ Mountains (like in "pipe organ") to the east of Las Cruces in the fly-in pictures.



Now here is something you do not find at your average fly-in. About 4 PM the complementary evening hospitality Jeep shows up with kegs of beer. As you can see in the picture, this Jeep becomes very popular



There are a ton of pictures on the Doug Reeves Vans AirForce web site. Of particular interest are the photos (about 250) from Tom & Connie Maxwell from Houston, TX. As a professional photographer (his second job) he captured at least 1 or 2 images of most planes and they are really excellent. Tom & Connie are newbie's to the RV world and were really impressed that their questions got very straight and helpful answers. He indicated that photographing airplanes is quite different from portraiture and weddings. Bottom line, photographing airplanes is much more difficult than photo-

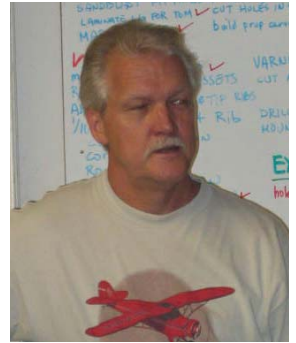
graphing people.

Finally, this is a great fly-in since I get to see a lot of outstanding airplanes, but more importantly I get to see all my RV friends that have been made over the past 16 years. I certainly never did consider when I started my RV pilgrimage that the end result would be a lot of good friends. The social aspect is as great as flying.

Jim Markle's Pietenpol Air Camper

By Michael Stephan

On our last newsletter assembly excursion we had the pleasure of seeing something that is pretty rare, and that is a Pietenpol Air Camper under construction. The assembly crew visited Jim Markle and looked at the Pietenpol that he has been working on. He bought the project in a partially completed stage, a kind of Pietenpol quickbuild. He has been working to get it finished and air worthy and he is well on his way.



Bernard H. Pietenpol (1901 - 1984) built and flew his first airplane in 1928, built of wood he obtained at the local lumberyard and fittings made at a blacksmith shop. The fabric used was bedsheet material. The gearlegs were fabricated from gas pipe and the wheels were from a motorcycle. The prop was hand-carved from black walnut and was powered by a water cooled engine. In the first few months the airplane flew over 50 hours.

Pietenpol modified the design during the next 5 years; however the basic design remained unchanged. The result of the modifications included room for a passenger, split axle landing gear, and the standard engine was the Ford Model A engine using a 78" x 42" prop. The Air Camper is constructed of spruce and plywood, and all fittings are made from steel flat stock. No further changes have been made to the drawings that were completed in 1934. A look at Jim Markle's drawings shows that the drawings still bear the 1934 stamp.

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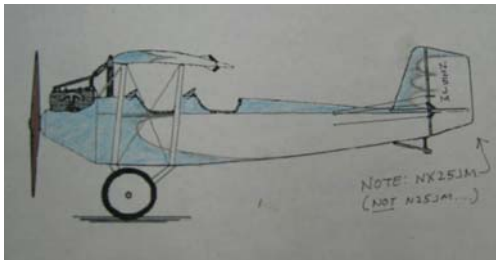
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In the years leading up to the onset of WWII in 1941, various engines were used in the Air Camper including the Ford A, Ford T, Ford V8, Velie, Kinner, Lycoming, Franklin, and Continental.

In 1960, when Chevrolet introduced the Corvair with its flat 6 cylinder air-cooled engine, Mr. Pietenpol thought that would make a reliable and more efficient engine than the variety of water cooled Fords that he had been using. So, he built two more airplanes that used the Corvair engine.

The basic design was the same with the exception of lengthening the fuselage to compensate for the lighter engine, giving the pilot and passenger more leg room, and an additional 8 gallon fuel tank was installed in the nose. He also incorporated a radio, generator and battery into the design. With the lighter, more powerful engine the performance improved. The Air Camper also became more quiet, smooth, and fuel efficient.



The Pietenpol Aircamper is a classic example of what is referred to as a parasol airplane. Another example is the single seat Pixie designed by Paul Poberezny.

Paul Poberezny.

Jim Markle's Air Camper has a finished fuselage. The wings are finished and look ready to cover. The landing gear is a few parts away from completion. So, by my estimation this airplane is nearly done and should be flying soon. Of course, I thought my project would be flying last year, which indicates how accurate my estimations are. But, Jim should have this plane ready in the near future. He is going at a pretty good pace, and the airplane looks really good. These vin-

tage airplanes are flying pieces of artwork, and Jim is building a nice one. I have not ever seen a Pietenpol at one of our Chapter fly-ins, and I look forward to seeing Jim Markle change that.

We thank Jim for inviting us over and sharing his project with us.



SWRFI Moves to Hondo

By Michael Stephan

If you haven't had your ear to the ground, or been notified via e-mail by EAA, the rumor is true. The Southwest Regional Fly-In is going west to Hondo. Several situations arose with the layout of the airport in New Braunfels that precipitated the move. The Board of Directors and the Leadership of the fly-in are excited about the possibilities that Hondo provides.

The Hondo airport is a former military base, which means that no expenses were spared in building it. It has enough ramp space to accommodate all the attending aircraft. So, mud is no longer a deterrent. It also has ample hangar space that will accommodate all the vendors. Only vendors displaying aircraft will need to be outside. The parallel runways will allow a margin of safety to keep pedestrians and aircraft operations separate. It will also allow landing opera-



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tions on both runways allowing for planes of different speeds to land without getting in the way of each other. An airshow will be able to operate over open land and not restrict pilots from their airplanes during the airshow. Yes, they are planning an airshow for this year.

I've been told that the camping facilities will be an improvement. My camping facilities were pretty good at New Braunfels, and I can't imagine them being any better. But, for those pitching tents, the bathroom and shower facilities are planned to be much better.

There still are quite a few details to work out, and the SWRFI volunteers are working hard and quickly to make 2005 another fun event.

Along with the move to Hondo the SWRFI organization also did a little restructuring. The leadership will consist of a Board of Directors and its Executive Committee (EC). The EC is the 7 elected officers (a Chairman was added) and three Directors-at-Large. Besides the EC, the Board additionally has six Directors elected from the general membership. These two groups manage the business of the Fly-In. Backing the Board of Directors will be an Advisory Committee of EAA Members, Fly-In Chairs, and Chapter representatives that will meet twice a year with the board for input and ideas. This streamlined structure should make doing business and getting the important things done much easier.

A third change is the addition of an additional name. The Southwest Regional Fly-In will also be known as "The EAA Texas Fly-In."

This all sounds like improvements that will help the growth of the regional fly-in, and I think that at Hondo it will do well. I liked the fly-in when it was at New Braunfels. The nearby restaurants in New Braunfels will be missed, but I guess there is nothing stopping me from flying from Hondo and landing in New Braunfels and dining at some of my favorite spots. One thing that will be different is the hosting town. Hondo is a very small town and accommodations might be as far away as San Antonio. For those pitching tents, accommodations will still be just a few feet away.

I will check all these things out before the fly-in and will report to you before next May when the Southwest Regional Fly-In returns.

Dimplestein

By Dave Dalski

Looking at all the sheet metal on the -10, I decided to build the mother of all pneumatic dimplers. I thought you might find this interesting. I shamelessly copied the plan I found out on the web at <http://my.execpc.com/~gert/cframe.html>. I welded it up mostly from 1 1/2 X 3: steel tube, and 1/4" plate steel. I got the components (ram & foot pedal) from CDC for

less than \$30 total, plus a \$70 solenoid servo valve from Parker pneumatics.

After a lot of unanticipated engineering work, I finished Dimplestein last night. Despite adding a very solid, 5" channel as the base, the unit still literally bends the bottom channel when doing a dimple. I had to force it to press about 1/2" longer than the normal die to die contact point to even make a dimple. And at that, it did not make a very clean dimple with sharp edges even after multiple rams to the same hole. Very frustrating - I was really considering boxing it up.

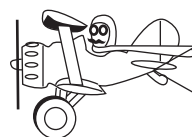
After a lot (too much, really) of thought, my solution was to add about 1 1/4 pound of lead to the strike arm to give the ram more mass on the down stroke. My plan was to get a double-ended pneumatic cylinder - one with a rod that transverses out both ends of the cylinder. It would make it easy to add weight on top. The only problem is they wanted \$175 for one! That killed me when I only spend \$12 for the one I was using.

So I came up with a solution. I got a 2" copper pipe cap, drilled a hole in it and bolted in a 1/2" threaded union through the hole. I was already using the union to connect the end of the ram to the end of the die holder (a bolt with a 3/16" hole in the head). Then I filled the cap surrounding the union with a bunch of fishing sinker lead which I melted solid with a

The results are great - nice, clean dimples with a tap of the foot. Very, very fast. Just have to be careful to not hit the pedal when there is no hole present!



It is also about 4" deeper than the Avery arm, so large sheets should be easier to dimple. For example, on the -10 VS, you cannot get at the last 4-5 rivets in the center rib towards the leading edge with the Avery arm.



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