

HANGAR ECHOES

FEBRUARY 2012



EAA Chapter 168 ★ Dallas, Texas

RV-1 Restoration Update

By David Buono

(editor's note: The "original" RV, which is aptly named the RV-1, has been undergoing a restoration back to its original condition for months at Hicks Airport in the hangar of Jay Pratt. The plan is to fly it to Sun N Fun then around the country visiting EAA chapters and airshows with the final destination being Oshkosh, where it will be donated to the EAA Museum. It doesn't have much time left at Jay's before starting its trek to Sun n Fun, but our chapter plans on visiting the project on Saturday February 11th. See page 2 for more details.

The following write up is reprinted with permission from the Friends of the RV-1 web page. That group is sponsoring the airplane, and any donations made are tax deductible. They have had many of the top vendors in the experimental aviation industry donate time and products to cut the cost of the project significantly, but there are many more expenses ahead, so any help is greatly appreciated. I hope to see everybody at Jay's on the 11th to check out this wonderful project!)

Some ask, what is the RV-1? This now historic aircraft began life as a Stitts Playboy and was acquired in flying condition by Richard VanGrunsven while he was serving our country – long before there was a Van's Aircraft Company. Quite dissatisfied with the aircraft's performance, Mr. VanGrunsven began a series of modifications

in a personal quest to design an aircraft that demonstrated "Total Performance". After fitting a set of cantilever wings of his own design, he re-registered the aircraft as a "VanGrunsven RV-1" and exhibited its "Total Performance" at fly-ins and airshows across the country. Deluged with requests for plans and fiberglass parts, Mr. VanGrunsven began a small business out of his home in Oregon. His business continued to grow and in 1972, Mr. VanGrunsven organized Van's Aircraft, Inc. – recognized today as the world's largest producer of kit aircraft! For reasons unknown at this time, Mr. VanGrunsven sold his RV-1 shortly after he organized Van's Aircraft Co., and over the years it has passed through several owners.

Friends of the RV-1 acquired the VanGrunsven RV-1 in August of this year and immediately organized community volunteers and vendors assistance to restore the aircraft to its original airworthy condition. We're ahead of schedule with the restoration, and our plan is to begin the 2012 fly-in season with a debut of the RV-1 at Sun 'n Fun. From Sun 'n Fun, the RV-1 will begin a flying tour to EAA Chapters and fly-in events across the US and into Canada, and the tour will conclude with its arrival into AirVenture-2012.

EAA has partnered with our efforts and has planned opening day events for the arrival of the RV-1. Opening day will begin with Mr. VanGrunsven flying the RV-1 into AirVenture, the day has been dedicated to honor Mr.

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February 8th Chapter Meeting

The February Chapter meeting will be on

Wednesday

February 8th. It will be held at the Farmers Branch Library, located on the north-west corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish by 9:00 p.m.



Our speaker this month will be Brad Dement from E-Mag Air, the makers of the e-mag and p-mag line of electronic ignitions. They have really come a long way since the last time they spoke to us, which was when they were just getting started.

They call their mags the “next generation” of aircraft ignition systems, and here’s what their web site has to say:

So what does a “next-generation” ignition need to do different? What else does the customer want? The answer from the marketplace appears to be - quite a lot, and is evidenced by the simple fact that electronic ignitions are not today’s “standard” ignition, as we believe they should be. The advantages are simply too compelling.

The reasons for market reticence are varied, but easy to identify and understand. More importantly, they tell us exactly what a next-generation ignition needs to do (better). E-MAG addresses not one or two, but a broad range of such issues. In doing so, E-MAG is setting new standards for the next-generation of electronic ignitions.

Read more on their web page: <http://www.emagair.com>

February 11th Chapter Fly In

The chapter heads to Hicks (T67) to visit the new restaurant for lunch, Jay Pratt’s RV Central, and most importantly, the RV-1 project that’s currently being restored in Jay’s hangar. There is a chance some or all of the airplane will be at 52F getting painted, so we’ll just have to see if it’s there. Read all about the RV-1 restoration starting on the front page. Meet at Jay’s at 11am.

February 14th Board Meeting

The BOD meeting will be held on Tuesday February 14th at the Farmers Branch Library at 7:00 PM. The minutes from the January BOD meeting recorded by Frank Prokop are as follows:

Directors In Attendance: Michael Stephan, Bruce Fuller, Frank Prokop, Sam Cooper, John Phillips, Norm Biron, and Brad Roberts

Notes:

- The board discussed future fly-in locations, meeting speakers, and newsletter folding hosts.
- The treasurer’s report was given by Brad
- We had 60 paid attendees for the Christmas party
- The board discussed possibly changing the venue for January’s annual show, tell, and sell chapter meeting. Options were discussed but no decision was made
- The chapter’s Twitter account was discussed. Most don’t know about it, but it could be a good way to keep non-members up-to-date about chapter happenings. This could lead to higher participation at our chapter flying events.
- AOPA held a meeting in Addison on January 17th about the continuing fatality rate in GA
- Chapter renewals were discussed (insurance, chapter fee, etc)
- Norm volunteered to talk to potential board members for the upcoming April BOD elections
- There is a movement initiated by an East TX fellow to promote more EAA memberships by getting local EAA chapter officers to convene and collaborate on ideas. This could take place at the annual (July?) festival at Longview airport (GGG), by showing airplanes and having a booth.
- A case of motor oil was donated by Gary Bufkin to the chapter regarding his ad in the newsletter.
- We considered changing the fiscal date of ads to run a calendar year starting in January. Some transition method needs to be employed.

February Social Gathering

As of press time, we did not have a host for this month’s get-together. If you’d like to volunteer your hangar or home for this monthly event in the future, please contact Michael Stephan.



From The Desk of the President

By Michael Stephan

I hate to see January leave. It had some great flying weather. I spent many days flying for lunch. The air was smooth down low, and the engine made good power. One of my trips was accompanied by a nice tailwind, and the GPS showed 232 mph groundspeed. I had to get a picture of that.

We have a new advertiser on board who is a good friend and frequent supplier for me. He is Gary Bufkin of Aero Parts Supply. When I was finishing my RV-8 at Dallas Executive (It was Redbird when I started there), Gary had the parts I needed to finish. The best part was APS was in the hangar across from me. Those hangars are now demolished, and APS is now in what used to be the FBO office just south of the terminal building. Gary is a veteran when it comes to airplane parts and a great guy to do business with. I still go there for my batteries, oil, oil filters, engine parts, AN fittings and hardware. He has it all. I highly recommend him.

We also have new developments on our website (www.eaa168.org). After my failed years of working on it, Pete Miller has rescued our site and has a new online face for the Chapter. Currently it is a link on the old homepage, but it will soon migrate to being the new homepage. Check that out and thanks Pete! I'm not good at keeping things current. I have several blogs, facebook accounts and Twitter accounts which I orphaned after the first post. Maybe in 2012 I will drive myself to resurrect those accounts? Stay tuned, but don't hold your breath.

Our February meeting will be on Wednesday, Feb 8th. Note the date, because our speaker is from E-Mag Electronic Ignitions. I think this will become the new standard for experimental electronic ignitions, so it should be very informative and interesting. If you are looking for a new ignition, here is your chance to talk with the designer.

Last Saturday, your chapter leaders attended a meeting with other North Texas chapters about ideas to make our chapters stronger. The meeting caught the attention of Rod Hightower and Jeff Skiles, who also were in attendance. Good energy there. The meeting lasted over six hours, and some good things are on the horizon.

In the meantime, fly safe and often.

Cheap Avgas, 2012

By David Cheek

We all look for good prices on aircraft fuel. For the last 12 months the best price in North Texas has bounced between Cleburne (there are two suppliers in competition) and Sherman (the longtime favorite). For a brief period, Grandbury municipal has beat everyone out with a posted price of \$4.20 per gallon. Cleburne is \$4.33 and Sherman, after a flirt with \$4.20 is back up to \$4.40.

As you might guess, there is someone out there who beats both of them. Rusk County airport near Henderson, just south of Longview has been selling at \$3.99 for a couple of months. They are almost always the nearby leader, beating north Texas airports by about twenty cents a gallon. It is a nice little airport with a 4000 foot runway and a 3000 foot crosswind runway. Just right for tail draggers and not quite too friendly to jet aircraft.

In the past, Bridgeport, Decatur and even Ardmore Executive have been price leaders. It has been more than twelve months since any of these have been the price leader. There was also a time in 2008 when a new airport, Dallas Southport, with only a grass runway, was the price leader. Mesquite Metro, Terrell and Rockwall have had their day in the sun, but it has been a while since they were leaders. From time to time, Greenville Majors has been top of list, but not now even though their current prices are competitive.

Once, I got fuel at Jones Field in Bonham. For one brief labor day weekend, the price I paid up there was less than the price I paid for car gas. That did not last long.

Keep your eyes open and the water out of your fuel!

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RV-1

(Continued from page 1)

VanGrunsvan, the RV-1 will be placed on exhibit in Conoco-Phillips square where it will be received into the EAA Museum, and “An Evening with Van” is planned at Theater in the Woods. We’re currently working with SnF staff to plan events for the RV-1’s debut in April.

The EAA is hosting an RV-1 webinar in late February and Mr. VanGrunsvan will be one of the presenters.

We hope that YOU will be part of it!

RV-1 History: Told Through The Log Books

By Paul Dye

(reprinted with permission from <http://rv-1.org>)

The logs begin on 10/8/1955, and the cover page of the logbook lists the aircraft as a Stits SA3A and the engine as a Continental A-35. The first log entry lists “12 Landings” and a total time of 3 hours and 15 minutes. The accumulated total flight time is also 3 hours and 15 minutes, so we can only assume that this was the first flight date of the airplane – or at least, the start of the logs. The “start” date in the logbook is actually 10/3/1955, so perhaps it was licensed a few days earlier. There is an entry in the log on 4/11/1956 saying that it was issued an experimental airworthiness certificate, so I am not sure if it flew without a certificate before that, or that was the norm at that time. All early log entries are by the builder, Raymond S. Benckendorf of Streator, Illinois.

Minor adjustments and tweaks were made in July of 1956 by the builder – new wing fairings were made, and the wing struts adjusted.


The airplane was repainted with Butyrate dope in 1957 (sometime). The builder had accumulated about 78 hour’s

total time by mid-1958. The logs show a combination of both local and cross-country flights, mostly in the Midwest. There is at least one trip to Rockford, Ill shown in 1958. Operations Limitations were issued in August of 1958, according to a log entry – not sure if this was an update, or the rules started requiring them at this time. There is a note that looks like a ferry permit issued in 1959 (but not dated), followed by an inspection note on 8/27/1959. A few more log entries were made in 1960 – one showing 99 hours and 55 minutes total time, followed by an inspection entry on the 5th of October.

The next log entry shows that the airplane was “removed from storage and is to be repaired and modified”, with notes that the wing ribs are to be repaired. This is dated on 1 May 1963. This is followed by a September 1963 entry saying that the tail surfaces are inspected and OK to be covered. I am assuming that this is when the aircraft was obtained by R. VanGrunsvan and he began his modification program. There is a long and detailed log entry dated 8 Nov 1963, made by Richard VanGrunsvan detailing wing rib replacement, recovering of the ribs, modification of the fuselage to a bubble canopy configuration, the addition of a fiberglass fuel tank aft of the seat, and the enlargement of the tail surfaces. Wheel fairings were also added. This entry also lists the installation of a Lycoming O-290-G converted ground power unit engine, new engine mount, and a Sensenich M74DM prop with a diameter of 68” and a pitch of 64”. A molded fiberglass cowl (of “original design similar to Goodyear class mid-gt racers”) was built. Exhaust system and muffler similar to a J3 was added. This long entry was signed by Richard VanGrunsvan, and he declared that the airplane had 100 hours on it “for the purpose of FAA recertification. He lists himself as the manufacturer, and I presume that it became known as the VanGrunsvan RV-1 at this point, no longer a Stits Playboy.

Van’s initial test flight was on 11/27/1963, followed at a rapid pace by many more which added 75 hours to the

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RV-1 History *(Continued from page 4)*

logbook by May of 1964. At this point, some cowling modifications were made and a new spinner was installed. More test flying followed.

Van flew the airplane with nothing but routine log entries through the end of Logbook number 1, with the last flight in that book shown on 10 Sept 1964 and a total flight time of 299 hours and 30 minutes.

The front page of Logbook number 2 lists the aircraft as a VanGrunsven RV-1, serial number 171, manufactured on 8/16/1965 with a maximum weight of 1085 lbs. Interestingly enough, the first several pages of flying listed in the book start in September of 1964 and continue until April 25th of 1965 (without comments) when the aircraft was dismantled for modification. Several pages are then given over to detailed descriptions of the modifications performed to install aluminum cantilevered wings. Landing gear was modified to spring steel gear legs at the same time. The first flight in this new configuration appears to have been made on 8/20/1965, so perhaps there is some ambiguity on when Van began referring to this as the “RV-1” (judging by the date on the front page of the book). The next several pages of the book detail flight testing, and on 9/5/1965 a “Pilot Familiarization flight” by G. D. VanGrunsven – looks like Van’s brother got to fly it that day for an hour. It is interesting that I don’t see his name again in the book.

Flying continued without comment, accumulating a total of about 450 hours at which time the Aux fuel tank was removed from behind the pilot seat, and this area was converted for baggage use. Again, flying continued without comment until a routine inspection was logged on 9/7/1966 – the airplane had 555 hours at that time. The inspection was performed by Van, signed as the “Manufacturer”. A certificate of airworthiness was issued the next day by the FAA, so again, I am assuming that

new C of A’s were issued annually for Experimentals in those days. Logbook number 2 ends on 11/27/1966 with 574 hours on the aircraft.

Logbook number 3 lists an empty weight of 738 lbs and a Gross weight of 1065 on the cover page. The engine is the same O-290-G that Van installed when he bought it, and shows that as 125 hp. It also shows a wing area of 90 square feet, a span of 20 feet, and a length of 18’ – very similar to the RV-3 of today. The prop was listed as a 68/71, so it is possible the prop was re-pitched at an earlier time.

Routine flying with lots of logged cross-country destinations are listed in book number 3 with nothing but routine maintenance along the way. It looks like Van repacked the wheel bearings in September of 1967 and headed for Rockford for the first time – I presume this was for the EAA fly-in. He made numerous local flights during the week in Rockford.

In September, Van installed an aluminum crankshaft extension and a 22 gallon forward fuselage fuel tank (replacing a 13 gallon forward tank and an 8.5 gallon aft tank – but this is confusing, because I thought the aft tank was removed previously). He also lists that the oil cooler and lines were removed at this time, along with numerous entries that look like a routine annual inspection. It doesn’t show that the cooler was reinstalled however. Total time on the airplane was about 709 hours.

In October of 1968, Van remolded the bottom cowl to remove the carb and oil cooling intakes. He modified the air box to bring air in from the right rear baffle area on the engine “similar to that of a Piper Comanche”. The exhaust stacks were also reworked at that time, and the annual inspection was performed. It looks like Van liked to do modifications during the annuals each fall. The plane had 870 hours on it at that time.

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RV-1 History *(Continued from page 5)*

The front page of logbook number 4 shows all the data previously given, plus a limiting airspeed of 190 mph. It looks as if the engine was the same as installed before at the time the front page was filled out, but was later crossed out and replaced with a Lycoming o-290-D2, serial number 2634 with a HP rating of 140 @ 2800 RPM and 135 @ 2600 rpm. This may have been the engine change that we were told about by Ted Filer, but there is no way of knowing for sure without asking him, as the change is not dated, and no logbooks were kept after 1991 by Mr. Filer. It is possible that this is the only notation he made during the time he owned the plane, and he simply wanted a record of the engine change.

The airplane was sold to R. K. Gavin of Dallas, Texas on 10/26/1968 and ferried to Addison form "Airpark". We don't know which airpark, but from the end of the previous logbook, it is clear that Van flew the airplane from Oregon to the Dallas area for the sale. The first thing done by the new owner was a "Mandatory Stits Modification" on the front spar tubes of the stabilizers. The seat was rebuilt, the wings removed and inspected (and replaced) and an extensive inspection performed. Of note was repair to the engine baffling and replacement of fuel lines.

On 11/15/1972, there is a note in the logs about a "Test hop after engine overhaul – OK", so we can assume that an overhaul was performed about that time. There was a log entry of a flight only six days before that, and it is hard to believe that an overhaul was performed in that short of a time. But that's what the logs say.

New Cleveland wheels and brakes were installed on 10/20/1976, as well as a "Lake Carb". Ownership of the airplane was transferred to J. W. Kearns of Dallas, Texas on 9/6/1977, and the Lake carb was removed and replaced with the original MA 4 SPA carb right away.

On 6/1/1981, the O-290 that Van installed was removed and replaced with an O-290-G with serial number 2634 that had 36:50 run time on it. This corresponds to the entry on the front page of book 4 – it still does not account for the engine change mentioned by Ted Filer, so it will be interesting to check the serial number of the currently installed engine.

There is a note on the front page of book number 4 that the aircraft was sold to Jimmy Lee Stevens of Houston, Texas on 2/17/1982, and another that the airplane was sold to Ted Filer of Mont Belvieu, Texas on 8/25/1989, but there are no other log entries during this timeframe. The final entry in the logs is dated 5/18/1991 to record a normal annual inspection and signed by an A&P. There are not further entries, and Mr. Filer told us that he did not keep any, nor did he do (or record) any inspections after that date.

Mr. Filer did, however, verbally state that in the time he owned the airplane, he replaced the bubble canopy with a new RV-3 canopy because the old one was cracked. At that time, he removed the "thick, heavy fiberglass canopy skirt" and rebuilt the canopy with thin sheet-metal skirts, one on each side. He didn't like the original skirt because it blocked his vision forward, and he did not put any type of forward skirt on his new installation at all. He was never satisfied with his workmanship on the metal skirt pieces.

He also said that he had moved the oil cooler from underneath the oil sump to the current position on the aft left baffle (although the logs would indicate it had no oil cooler after Van removed it). He also built a plenum on the top of the engine in order to get the cylinder head temperatures down. The plenum was of his own design. He mentioned that he glassed over a NACA scoop on the center of the lower cowl, which raises a few questions about the

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RV-1 History *(Continued from page 6)*

original configuration, since Van had also mentioned that he had changed the lower cowl air intake. The airplane has no generator or alternator, and we do not know if this was the original configuration or if these were removed at some point. There is a battery, and it must be charged on the ground – there is an electric starter. He also mentioned that he replaced the fuel tank at one point due to leaks caused by corrosion – the new one was custom-built (we assume to match the original).

Mr. Filer experienced significant engine problems which he described as the engine suddenly beginning to run rough after it warmed up. He related things that he did to try and fix this, including:

- Replacing “the entire motor” (we think this means the engine, but not accessories)
- Trying a different carburetor off of his Cardinal (supposedly known good)
- Overhauling the Bendix Mags and then replacing them entirely with different units
- Adding an electric boost pump
- Adding a pressurizing air vent to the fuel tank

Sometime around 2007, Mr. Filer had a landing mishap at Dunham Field (Crosby, Texas), in which the landing gear and propeller were damaged. The propeller was replaced with the current prop, and the damage repaired, at least to the point where the airplane could be flown back to RWJ airport.

This represents the entire history of the airplane as we know it today. The wings were removed on 13 March 2011 in order to move the airplane to Ellington Field for the new owner and co-founder of Friends of the RV-1, Mr. R.E. “Ernie” Butcher.



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C.R. Smith Museum

By Michael Stephan

So where did we go last month? That would be to the C.R. Smith Museum near DFW airport. This Museum is on the American Airlines campus and mostly tells the story of the airline. But, there was plenty of other history there and tons of educational and interactive exhibits.

We schedule museum visits during the cold flying months. Who would have known that it would turn out to be a sixty-degree day? Nonetheless, we had several members take in the history. It was the first time I have seen Clay Romeiser in a long time, and he brought his two kids. They were having a ball with the interactive kids area.

This is one of the few area museums I have never been to before, so I spent time taking it all in. My favorite was the chance to climb into the DC-3. Standing in the small cabin area, you couldn't help but marvel how air travel has changed in a little over a half century. I didn't have to take off my shoes or get scanned to board the plane. It also didn't go anywhere. Visibility out cockpit windows was so poor I don't know how the pilots operated while on the ground.



It was a very interesting few hours spent there. I'm glad I went. Thanks to all the were there as well.

Next month we are hoping to get weather good enough to fly to Hicks for food. If not, you will have to drive. The RV-1 restoration is nearing completion at Jay Pratt's hangar, so we can look in on that as well. We usually get good attendance at Hicks, so we will see you there.

NTEAACO Conference

By Michael Stephan

Huh? It stands for North Texas EAA Chapter Officers Conference. A bit long, but a big step forward for the North Texas area.

The genesis of the idea came from two new presidents of East Texas Chapter Jim Chadwick (Chapter 1475) and Steve Formhals (Chapter 1078), who were looking for ways to increase the size and participation of their Chapters. So, they reached out to the North Texas Area chapter leaders for ideas. I have had similar ideas in the past, and this was the perfect opportunity to communicate them with other local chapter leaders. The idea was so popular that there were sixty people in attendance from thirteen chapters from Granbury to Longview. With renewed focus and recent restructuring from EAA in Oshkosh, Rod Hightower and Jeff Skiles were interested in the concept and attended as well. Chapter 168 had seven in attendance.

In North Texas we are blessed with an abundance of aviation enthusiasts and EAA chapters. The problem is we tend to clump together in small groups independent of each other. Each Chapter has their own monthly events and annual fundraising events. So we fly in small flocks in different directions.

An example, last year our Chapter had a fly out to Tyler for lunch. My airplane was san prop, so I hitched a ride with Brad Roberts. A bit windy, but it was a nice flight. A short while later, David Buono arrived in his RV. We went inside and during our lunch two more people arrived in a new Cessna 172. When we were finished we walked over to speak with them. Asked them, "What brings you Tyler?" They responded, "We heard about a Chapter 168 fly-in and thought we would go, but we must have missed it."

"You didn't miss it. We're it."

All too often that is the case for our flying events. Some do better than others, but attendance is not real high. I still enjoy even a small group, but as the saying goes, "The more the merrier."

So, my focus is trying to get more of us together at local events. It is just more fun. The Southwest Regional Fly-In was the only event that really brought together Texas' aviators and enthusiasts. I miss the people that I met in those years of working with the regional fly-in. Now that is gone. Now we have taken a small step toward getting

some of that back. With a regional approach and a bit of coordination, we can sync up our efforts and build a bigger community.

I'm not advocating that we bring back the big regional fly-in, I know how difficult and political that organization was. While I was secretary, we moved the event twice. A smaller version? I'm listening, but I think there is an easier solution. Every Chapter has their signature fundraising events. The McKinney Chapter has the Fish Fry in the spring and the Chili Cook-Off in the fall. Granbury has their fall fly-in, the Sherman Chapter hosts the Splash-in and Safety seminar at Cedar Mills. All of these are great events. Let's get the word out and the support of other regional chapters. Likewise, We in the DFW area should support the events of the East Texas chapters. Everybody gains from the group's support while hosting the events they are already doing. All it takes is communication and schedule coordination.

That is just one idea that this new leadership council is considering. Some of the results from this meeting you will see soon. We are still in the early stages of getting to know each other, but we have taken that first step. Rod Hightower and Jeff Skiles, who are already showing strong leadership, added to the conversation and also gave us time to ask questions about the new structure and program changes at EAA. Both were impressed with our ideas and see it as a future model for chapters to be revitalized. "Crowd Sourcing" is the buzzword, but that just another word for grouping together to form larger mass that creates its own gravity to attract more people. We plan to meet again in March to assess progress and form new actions.

I'm excited. I think it is an idea that has fertile ground. Stay tuned. Better yet, get involved.

I want to thank all our Chapter leaders that were there. Those are Norm Biron, Brad Roberts, Mel and Ann Asberry, Bill Bracken, Mike Hoyer and me. It was a good meeting, even better if you flew in.



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New Soaring Class

By David Cheek

This summer in early July the Texas Soaring Association will host the first United States contest for 13.5 meter gliders. This is interesting because it will allow handicapped completion between new carbon fiber ultralight gliders, such as the Sparrowhawk, and some classic gliders with the same wing span.

This size of glider, which has a smaller wingspan than the near standard 15 meter class, was created mostly for economical fun flying. Other classes are much higher performance and more expensive.

The original economy aircraft, the Switzer 1-26, was available as a kit and a factory finished glider. The world gliding community decided something better could be produced and academics in Europe created a design competition that produced two aircraft. The winning design was known as the PW-5, and the loser was known as the "Russia". It was eventually noticed that very few people were purchasing either of these two aircraft. The PW-5 was known as the "World glider" and it had its own single type competition until this year.

I will let you know more as we get closer to the contest.

The HP Schreder Homebuilt Aluminum Glider

By David Cheek

We now have two HP aluminum gliders preparing to fly this season down at Texas Soaring. One flew last summer and was moved down from Kansas. The second is an older project which needs a little repair from a hard landing a few years ago.

The HP series of kit gliders was designed by Richard Schreder. They are all designated by the letters "HP" followed by a number ranging from 8 to 20 with some variations. His first design, the HP-7 was first flown in 1957. Later models were built in greater quantities by other builders, and the HP-10 won some awards in the 1961 US National soaring championships. The aircraft was donated to the EAA and should be somewhere in the museum.

These gliders were the first modern high wing loading designs. Many of Richard's designs featured V tails. The award winning HP-10, for example, achieved a glide

ratio of 35 to one at a speed of 60 mph at a time when that was top level performance. It took fiberglass and laminar flow wings to get much over the 35 to one performance and to easily achieve higher speeds. Metal wings could not do this consistently. Wing loading was 6.75 pounds per square foot, which was high for the time. Most gliders of that era were built light with long, high aspect ratio wings. That made for a slow "floater" which could soar in weak conditions. The higher wing loading glider would out run it during strong soaring conditions.

The HP-14 was the first really widely produced version. All three common aircraft tails were used by different builders, the Vee tail, conventional, and "T" tail. Kits were produced from the mid sixties until about 1970. Glide ratio was 39:1 at 55 MPH, which showed an attempt to move away from speed while increasing the glide performance. Wing loading was 5.26 lbs/ sq ft and used a Wortmann FX 61-163 airfoil.

The HP-18 model was probably the most successful based on numbers of aircraft built. Approximately 180 kits were sold, with about 50 flying in the United States and a smaller number flying in other countries. The max glide ratio was listed as 40 to one with the speed not specified. The wing loading was variable from 6.8 to 8.58 lbs per square foot due to the ability to hold 200 pounds of water ballast.

Most of the later HP designs used different versions of the Wortmann airfoils. Most had retractable landing gear, which is pretty simple in a glider since you just retract the main gear which is right behind the pilot's seat. Most of his later designs had Vee tails, although some builders changed this. Almost all of the later designs had simple trailing edge flaps, which could be extended to 90 degrees positive deflection (this means down flaps to us power pilots) to make really short approaches and ground rolls. This is a big help when you have to land in a small field.

This was an aircraft from the early days of kit production. The really difficult to make parts were included in the kit and lots of work was left to the builder. You don't see many of these aircraft flying today because you can get much higher performance at lower cost from a used first generation fiberglass glider.

Preheating

By Michael Stephan

Some things are more difficult when it is cold. Starting my airplane is one of them. So, in the past few winters, I have developed a simple way to preheat the airplane.

I could have bought the heaters that adhere to the oil pan and heat the oil when the elements are plugged in, but it doesn't get that cold around here for very long and I would be carrying them on every flight. So I use a simple heater and soak the entire engine in warm air.



The small 1500-watt heater has a small rectangular outlet that is close to the size of the cowl's air exit area. I place it on a stool and aim it up the cooling ramp in into the cowl. I plug the cowl intakes with a pair of sponges to hold in the warm air. On top of the cowl I use a movers blanket to help hold in the warmth. It also doubles as hangar "jammies".

I use a mechanical timer to get the heater started while I am in transit to the airport, so when I arrive the engine is warm and ready to go. Of course, I have to remember to set the heater up the day before, so the cold impromptu

flight requires more lead-time for the engine to warm. To get the battery at a peak charge, I also plug in a battery maintainer for an overnight charge.

I have a few temperature probes to monitor progress and collect data. I put one on top of the number one cylinder to measure the ambient temperature of the cowl. I have another that I slide down the oil dipstick tube to measure the temperature of the oil. I thought that the temperature of the oil would lag behind the cowl temperature, but surprisingly they are pretty close together. I guess the aluminum oil sump efficiently transfers the heat.

On one of the mornings, I recorded a bit of data. With an outside temperature of 43 degrees, in one hour the temperature inside the cowl was 61.7 degrees and the oil temperature was 60 degrees. The highest I got the temp was 75 degrees.

My airplane has a tendency to be a real hard start when cold (partially due to a cold battery as well). So, heating it up makes it easier to get going on time. Getting the oil warm also reduces that amount of idle time in the run-up area getting the oil temperature in the green before take-off. That saves some of that costly avgas. Although it is a bit of work, it is worth the effort.

Winter flying this year has been pretty good. A bit of preheat it makes it even better.

Mel Asberry

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For Sale: Slick Mags removed from O-360 Lycoming, #4371 Impulse (366 hrs), #4370 Non-Impulse (zero hrs), includes spacer and harness, will need drive gear for 4370. 4371 \$300 - 4370 \$750 OBF Marvin Brott pmbrott@sbcglobal.net 214-726-9117

For Sale: David Clark headset TSO \$100. Hydraulic Wing jack for RV aircraft (RV Easy Lift System). New condition – used once. \$140. Tail dragger dragger for RV or other tail wheel aircraft. \$125. Tools: Pneumatic and hand. Just about enough to build an RV or other sheet metal aircraft. 35 items, mostly from Avery Tools and all ready to work. New price for these tools is more than \$1850. Sell for \$700. Aircraft parts, 20-50% of cost: New UMA suction gauge , electric boost pump, tachometer, rod end bearings, aluminum tubing, Call or email for list and prices. George Kilishek (972) 250 2906 or s_kilishek@yahoo.com.

For Sale: Granbury Texas Airpark Home/Hanger For Sale \$269,900 - 3509 Nassau Ct., 76049 (Nassau Bay) Beautiful home with large hanger on Nassau Bay Airpark. Two story home with enclosed upstairs patio, two separate living areas, iron/brick fenced, covered RV parking. Hanger is 50x34 and has 2 electric automatic doors with direct access to hanger from house. Well maintained and move in ready. Website with pictures: <http://mysite.verizon.net/resy4wnc/index.html> Owner: bob_myrick@me.com or 214-729-2260 Realtor: Pam Knieper at 817-243-8345 / pam@knieperteam.com

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