

# EAA CHAPTER 168 DALLAS

# HANGAR



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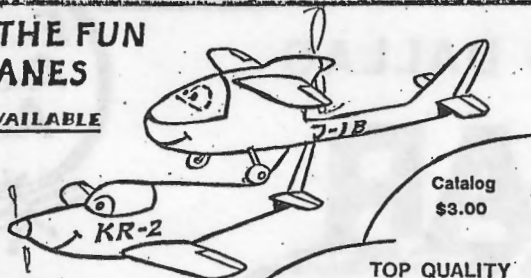


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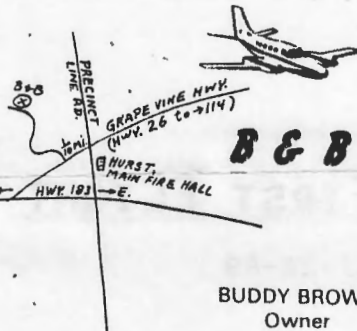
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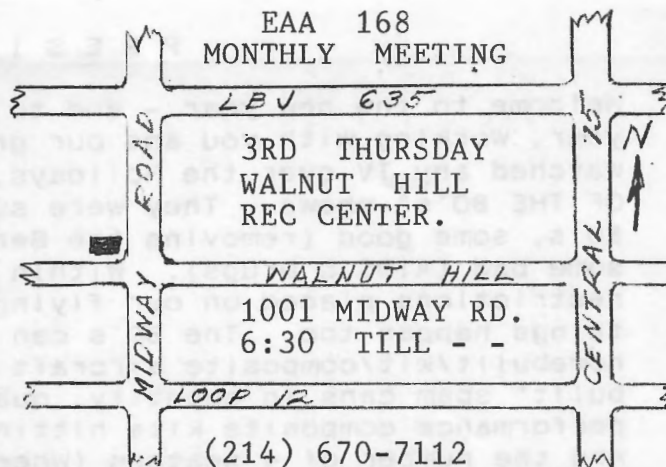
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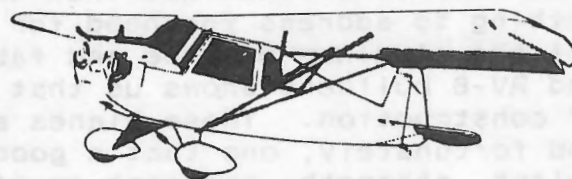


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Welcome to the new year - and to a new decade. I'm looking forward to this year, working with you and our group of elected Officers and Directors. If you watched any TV over the Holidays, you probably saw one or more of the "REVIEW OF THE 80's" shows. They were sure a reminder that a lot had happened in the 80's, some good (removing the Berlin wall and the other related changes), and some bad (AIDS & Drugs). Within the Aviation/EAA/Homebuilt area, we've had new restrictions placed on our flying. However, there have been some positive things happen too. The 80's can best be described as the decade in which the homebuilt/kit/composite aircraft movement passed up the outdated "factory built" spam cans in quantity, quality, and performance. The number of high performance composite kits hitting the market in the 80's was unbelievable. And the number of 4 seaters (Wheeler Express, Cirrus VK30, Velocity, etc.), is a reflection of the fact that the aircraft manufacturers have done little or nothing to address the need for this size of airplane. But we must not write off the aluminum or tube and fabric planes just yet. The large number of RV-4 and RV-6 builders shows us that there is still a strong following for that type of construction. These planes are probably one of the best values available, and fortunately, one that a good many of us can still afford. And where the weight, strength, and cost is of primary importance, such as in ultralights and ARV's, the tube and fabric type (i.e. KITFOX) construction still predominates. What will the 90's bring? It's anyone's guess; let us hope that the long promised development of reliable and "low" cost auto conversions actually takes place. My personal new years resolution (in addition to my usual one of loosing a few pounds) is to complete my Hiperbiplane project this DECADE! - never bite off more than you can chew!

Those of you who missed the December meeting/Christmas party sure missed a good time. The meeting fell on the 1st official day of winter, and mother nature sure let us know it, with very cold temperatures and strong winds. Thanks to all who braved the elements and brought a covered dish or munchies; the food was delicious. And thanks to Gary Hansen for the hot drinks, the hot cider was very appropriate for the occasion. We gave away a years subscription to KitPlane magazine and a pretty red ceramic airplane as door prizes. We would like to thank Ann Asberry for coordinating the real fun, the White Elephant Gift Exchange. We'd also like to thank Bud Judy and Red Marron for providing the Oshkosh 89 and Reno Air Race Video tapes.

## D I C K   C A V I N

Last month, our newsletter went to the printers before we were able to let you know that Dick Cavin, our long time chapter member and EAA National Sport Aviation/Experimenter Associate Editor, entered the hospital for by-pass Surgery. We are very pleased to report that Dick is out of the hospital and recovering at home. Our best wishes to you Dick, and we hope there will only be a short lapse in the publishing of those excellent homebuilt articles!

## J A N U A R Y   M E E T I N G

We are pleased to have Dave Davidson speak at this months chapter meeting. Dave will tell us about some of his travels in his Marquart Charger biplane. You may have read his article in Plane & Pilot magazine, a while back, on his trip to Alaska. Dave has been doing what most of only dream about, making exciting cross-country trips to interesting places in his homebuilt aircraft.

We'd like to close by welcoming two of our newest members to Chapter 168, Coaster Bain and Bill Simpson, Coaster is "just looking", and Bill is interested in the RV-4. Welcome Gents!

Have a GREAT year!

## B r i e f l y

The original intent of this column was to fill out the Presidnet's Page, but for this month at least, we ran out of room. We plan to use this format as a way of passing along some of the miscellaneous bits of information on the activities of our members that we hear about each month. Your contributions are certainly welcome. Give me a call at the numbers listed in the Newsletter.

**First Flight** - Bill Wisley made his first flight 12-28-89 in his completely rebuilt Hiperlight (see photo). As you probably know the airplane had an unfortunate "Close Encounter with a Bois D'Arc tree" (pilot will remain unnamed). Speaking of Hiperlights, Ed Olsen has completed construction of his and only has to complete the breakin of the Rotax engine before he makes his 1st flight. I'll bet we'll be able to report that event in next months Hangar Echoes. I recently has an opportunity to fly with Jim Young in his Hiperbipe (big brother to the Hiperlight). It flies great; Jim has about 35 hours on it and his only remaining problem is to resolve a higher than desired oil temperature. Rance Rupp has ordered plans for the RV-6, looks like we'll have another one under construction soon in our chapter; how many does that make Mel Asberry? How many of you who take KitPlane Magazine (an excellent magazine) noticed Robert (Bob) Chanbers (ROBRUCHA) subtle reference to our chapter in his full page cartoon, KITSTUFF, in the latest (February 1990) issue? I think if we knew what Bob's middle name is, we could figure out where he got his penname! Red Marron found a listing in the bank foreclosure notices that the AERODROME was to be sold to the highest bidder on January 4th. Has anyone heard anything more about this? Lets hope someone with an interest in preserving it as an airport buys it, sure would be a disappointment if we loose another one of the few remaining grass strips. Speaking of problems, someday when we have a little more space, I'll try to bring you up to date on the legal problems that exist out at Aero-Country. Les Palmer was showing us some pictures of his neat Subaru engine installation in his modified KR-2, single seat project. He is using a 1.6:1 belt drive reduction and expects to get somewhere between 80 and 125 horsepower out of the engine. He has narrowed the fuselage 4" and lengthened it about 2 foot. Paul Kepner now has a bit over 1000 hours of effort in the construction of his Mr "K" original design, a single seat low wing. He finished fitting the main gear legs to the center section, and is in the process of finishing up the installation of the fuel lines and control system parts that are in the center section. He then plans to start assembly of the bulkheads and rear portion of the fuselage. John Crook had a one foot wide "slice" of the CH-701 wing at the December meeting. I hope he will bring it back to to January meeting so more of you can see how that fat, high lift wing, with leading edge slats, is constructed.

CLAIR



Zenair Builders

## MINUTES OF THE DIRECTORS MEETING

Dave Davidson will be speaker at the Jan. meeting. He will discuss his many exciting trips. Newsletters were discussed and a decision was made that renewal notices will now only be twice vs. the previously four notices. The date your membership expires is on your label with the month and year of expiration. It is not necessary to wait until your membership expires to renew. If you renew early your membership will be extended for a year from when you were due to expire and not from when you renew, so you will not lose out by renewing early. The newsletters newsletter assembly this month is (was by the time you read this) at Paul Johnson's house. The chapter financial statement for 1989 will be posted at the Jan. meeting. Copies will be available upon request from the Treasurer Paul Johnson. We are purchasing a nycopress tool and 2 1/4" and 3 1/8" instrument hole cutter for the use of the chapter members. Questionnaires will be handed out at the Jan. meeting to get suggestions for meeting topics.

### Nominations for Directors will be taken at the Jan. meeting.

If you have a name tag please wear it at the chapter functions including the meetings. It is a great help to visitors and us OLD-FOLKS that don't have a great memory. Remember to greet and talk to any visitors you may see at our meetings, they are our future members.

The Roster and Project list will be updated at the Jan. meeting so if you don't plan to attend please send or call in your updates to Clair Button. You can leave a message on his answering machine if he is not available. His phone numbers are listed in the front of the newsletter along with the other other officers. The Jan. airport meeting will be at Mel Asberry's hanger at Dallas North Airport. Feburary is the combined meeting with Chapter 34 at Arlington. They will fix breakfast and we will fix lunch.

Secretary  
Ann Asberry





# UGLY AIRPLANE UPDATE - JAN 90

## The Wednesday Nite Ugly Airplane Building Club

Well, here we go tis a new year. The project that you neglected early in the spring of last year was cover by another layer of dust by the first of Summer. As a minority member of your crowded garage, the project in fact has had less hands on time than your lawnmover. Aren't you ashamed yet.

Well, bunky it time for the annual pep talk. You know how the talk goes something to the affect that you don't build a plane you build a lot of little parts. The parts in turn become little structures. The little structures become big structures. The big structures then simply bolt together into an airplane and you fly off into the sunset. It takes then an hour a day or at the very least and hour a week.

I've heard of people that meet only once a week on Wednesday nites and work just three hours. Let's see that's 52 weeks times 3 equals 156 hours a year. If the plane takes 600 hours to build according to the designer, then it should take 4 years to build at the above rate.

The good news it only takes 4 years to build the plane The bad news is it only takes 4 years to build the plane.

Only 4 years in the case of the Ugly Airplane Factory means 4 years to meet with good friends. 4 years of gathering with plane building buddy type folk on a regular basis to Bravo Sierra and almost as a by-product to produce a plane.

Yes, the pictures of the project development over the years are on the wall. No, not just a picture of the finished plane but the pictures of each participate adding their effort. The pictures show folk sawing, sanding, and even nothing more than simply drilling a hole. Yes, of course they also show that the simple hole was in the wrong place and laid waste to a month's (12 hours) labor.

The later pictures show the completed part. They show that building is fine; but a solution for a newly created or found problem is a pure joy. They show a newly finished piece and better yet one that has just been saved from the trash bin by a new doubler or some other type of re-enforcement. They show folks building plane parts and other important things that won't corrode or tarnish and are only good if given away. They show just plane folks.

I encourage you first clean the dust off. Next, read the plans again. If your still not ready to get with it come see us on any Wednesday.

This month visitors at the Ugly Airplane Factory included **DAN EDWARDS, BUD WILSON and Son, GARY HANSEN, JERRY BIDLE, JOE BARNES, LES PALMER, BILL LEWIS, SAM COOPER, PAUL WOODARD,**

**ROBERT WALL. PAUL and ROBERT.** started this month making the parts for the control systems.

The feature at the regularly scheduled monthly meeting will be the full size wing mock-up and the matched holed tooling for all the wing components (Slants, Flaps, Main Wing).

The plane in question in all the above was originally designed by Chris Heintz who called it the **ZENAIR S.T.O.I. CH-701**. This aircraft conforms to all sub-sonic flight rules.

Our standard open invitation still stands if you want to come meddle with the metal on Wednesday from 7 till 10 pm then call Capt Crook for directions Bus Metro 817/962-5075 Res 214/727-1804 or just drop on by.

**SEE YOU WEDNESDAY !!!**

### 1 9 9 0 C H A P T E R R O S T E R

We are planning to have the 1990 edition of the Chapter 168 Roster and Project List printed and available at the February meeting. Copies of the present roster information will be circulated at the January meeting in order to allow you to update your address, phone number, or project information before we print the new roster. One of our new members Clem Gibson is working on a new cover drawing for the Roster. We'd also like to thank Rance Rupp and Bill Simpson. They are looking into some new software to help simplify the old programs we have been using to create the Roster & Project List, and to print the mailing labels.

### W a n t A d

Jay May is looking for some rental space to store his T-Craft restoration project for about 2 years. He is going on an assignment to Germany about the middle of February. The wings are off of the fuselage, so he only needs about a 10'X 25' space. If you have something available, or know of someone who does, please give Jay a call.

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# THE FLEW REVU

## A 3 MINUTE REVIEW

### E. TEMPERATURE INVERSIONS (Continued)

If humidity is high, you could expect smooth air and poor visibility due to fog, haze or low clouds.

### F. MISCELLANEOUS CLOUD TYPES AND WEATHER PHENOMENON

Every physical process of weather is the result of a heat exchange.

Clouds are divided into four families, according to height. (Low, medium, high and those with extensive vertical development)

The suffix nimbus means rain cloud.

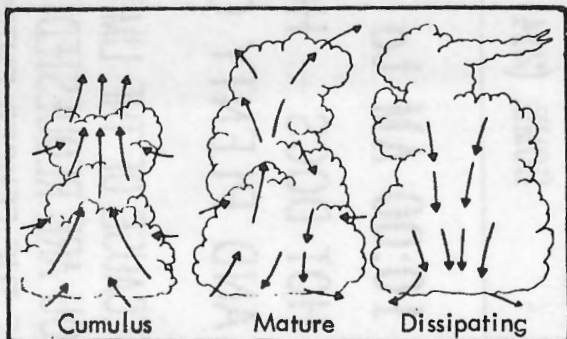
Standing lenticular clouds are stationary lens-shaped clouds that show little or no movement, but contain strong winds and turbulence.

Violent turbulence can be expected on the leeward side of mountain peaks in conditions of strong winds. The greatest potential danger will usually be encountered on the leeward side when flying into the wind.

Wind shear is a change in wind direction and/or speed in a horizontal or vertical direction. It may be generated from thunderstorms; also by a low level temperature inversion with strong winds (25 knots or more) in the area.

Determine the base of cumulus clouds by dividing the temperature-dew point spread by 4.4° F.

### G. CUMULONIMBUS CLOUDS (Thunderstorms)



### G. CUMULONIMBUS CLOUDS (continued)

Cumulonimbus clouds have the greatest turbulence, and lightning is always associated with thunderstorms.

The three ingredients needed to form a thunderstorm are unstable air, high humidity, and a lifting action.

The thunderstorm has 3 stages or life cycles: CUMULUS (Building) - Continuous updrafts extend from the earth to above the cloud tops. MATURE - Updrafts and downdrafts are present. This stage is also recognized by rainfall at the surface. The thunderstorm reaches its greatest intensity.

DISSIPATING - Comprised of downdrafts. Turbulence produced by thunderstorms is the only invisible hazard.

Embedded thunderstorms are obscured by massive cloud layers and cannot be seen.

A squall line is a non-frontal narrow band of active thunderstorms that often develop ahead of a cold front. Squall line thunderstorms produce the most severe conditions, such as heavy hail and destructive winds.

### H. ICING

Structural icing will never occur unless there is visible moisture.

The highest rate of accumulation of icing will be found in freezing rain.

Ice pellets at the surface is evidence that freezing rain exists at a higher altitude.

Frost will form if the temperature of the collecting surface is at or below the dew point of the adjacent air and the dew point is below freezing. It causes early airflow separation resulting in loss of lift, and may prevent an airplane from becoming airborne.

### I. FOG

Fog associated with a warm front is the result of saturation due to evaporation of precipitation.

RADIATION fog occurs with warm, moist air over low, flatland areas on clear, calm nights.

ADVECTION fog occurs when an air mass moves inland from the coast. Requires wind.

UPSLOPE fog occurs when air is forced up a land slope by wind.

# EAA DALLAS CHAPTER 168 AIRPORT MEETING

SATURDAY, JANUARY 20, 1990  
at DALLAS NORTH AIRPORT

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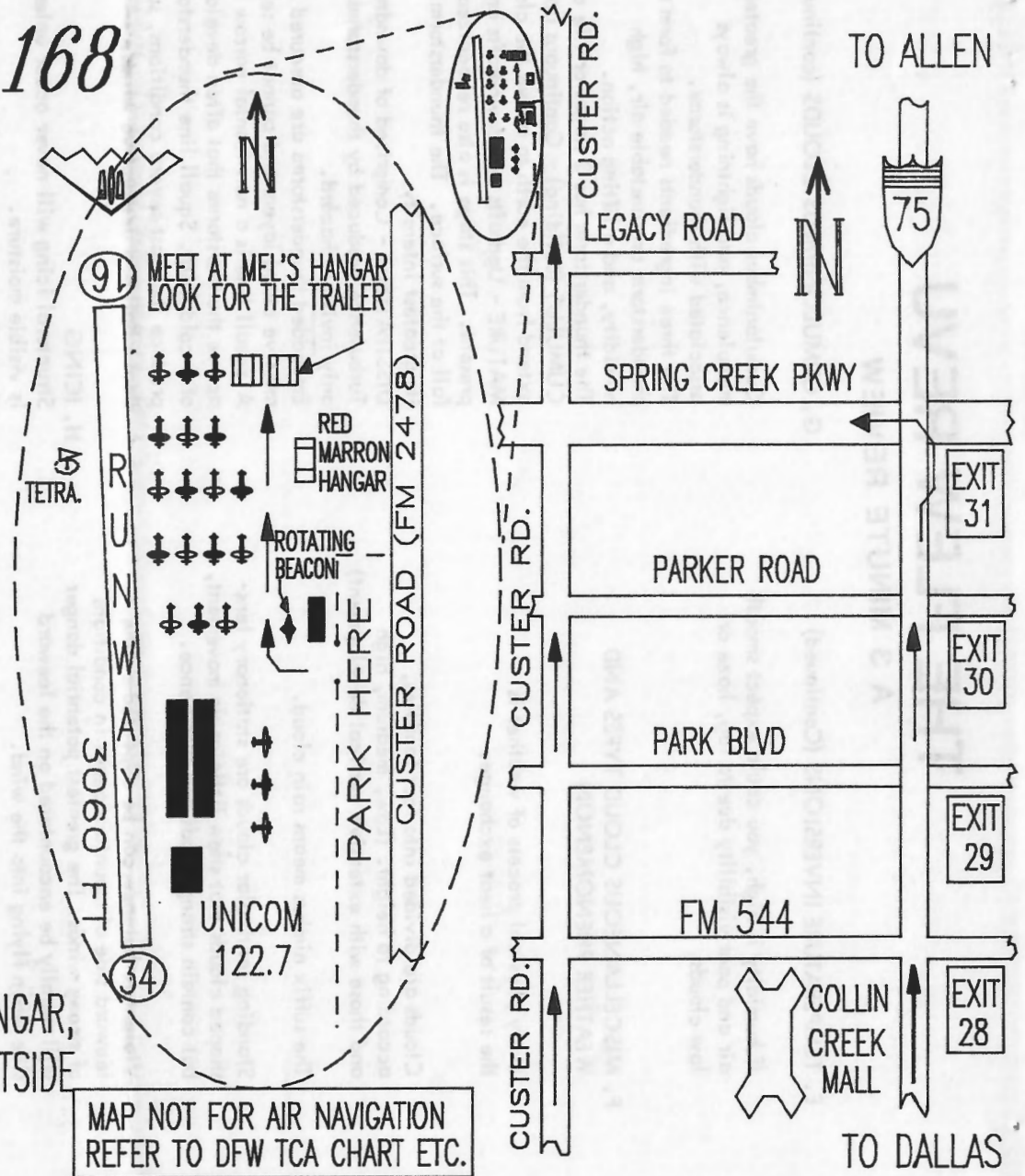
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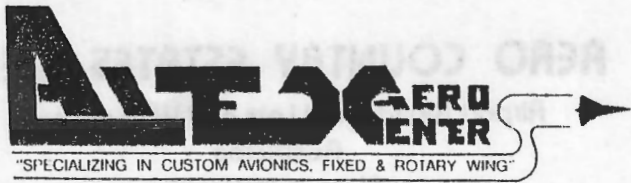
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