

# HANGAR ECHOES

JULY 2011



## Bahamas Trip Report

By David Buono

We've been back in the states for about 3 weeks now, but we're still having trouble getting back into the grove of "reality"!

We flew our RV-7A to Great Exuma Island in the Bahamas from June 1st to the 8th. It was an amazing trip with many firsts for me, my wife, and the airplane. First time over water, first time flying internationally as PIC, first time in a formation bigger than 2, and the list goes on.



## EAA Chapter 168 ★ Dallas, Texas

I really want to end every sentence with an exclamation

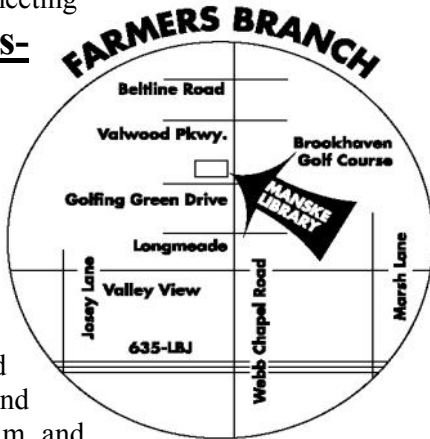
point, because I get so excited every time I tell people about the trip. We also added a few stops before the Bahamas and a few stops after to make it a 2 week trip.

I can't wait to tell the story, but... it will have to wait until next month. Just not enough room in this month's newsletter!

For now, you'll have to be satisfied with these 2 pictures of our adventure!

## July 5th Chapter Meeting

The July Chapter meeting will be on **Tuesday** July 5th. It will be held at the Farmers Branch Library, located on the northwest 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.



This month's presenter will be Ray Heyde of Aviation Training and Resource Center in Carrollton. Mr Heyde is founder and president of ATRC and will be talking to the chapter about risk management.

ATRC has a full motion Redbird FMX 1000 flight simulator that can emulate a number of different aircraft. Since it is an FAA approved AATD (Advanced Aviation Training Device), which means flight time logged in the simulator can actually be used towards requirements for certifications when the session is conducted by a CFI.

In addition to the AATD, they also have 2 BATD's (Basic Aviation Training Device). These are not motion simulators and have limitations as to how much time can be used towards any pilot certificate.

Learn more about ARTC by checking out their web page: <http://www.atrcsim.com/>

## July 9th Chapter Fly In

It's been a while since we've visited Pelican's Landing at the marina at Cedar Mills (3T0), so that's where we're meeting on Saturday July 9th. It's July, and this is Texas, so we're meeting for breakfast. Be ready to walk to the restaurant at 8:30am.

The walk to the restaurant is about 1/4 of a mile, so bring your walking shoes. And remember the typical traffic pattern is to come in over the lake. If you've never flown in there before, the tree is not as close as it looks when you turn final! See you there!

## July 12th Board Meeting

The BOD meeting will be held on Tuesday July 12th at the Farmers Branch Library at 7:00 PM. The minutes from the June BOD meeting recorded by Norm Biron are as follows:

**Directors In Attendance:** Ann Asberry, Bruce Fuller, Michael Stephan, Frank Prokop, Sam Cooper, Mel Asberry, Norm Biron, John Phillips, Pete Miller, and John Peyton.

### Notes:

- The board discussed future fly-in locations, meeting speakers, and newsletter folding hosts
- No treasurer's report was given
- Young Eagles: June 11 at Meacham flew 25 kids. No more events planned this summer
- The library program is scheduled for June 21 and is actively being advertised by the library (Leann Underwood). We will be capturing contact info for anybody interested in a Young Eagles flight
- Lead by Michael Stephan, we are trying to coordinate our fly out dates with other chapters
- December 6 is the date for this year's Christmas party, and it will once again be at the Richardson Women's Club.
- Pete Miller has been working on the web site and is already making some changes
- At the next board meeting, we will appoint a nomination committee for next year's chapter officers

## July 26th Newsletter Folding And Social Hour

This is your month off from all the hard labor you've been doing at the recent newsletter foldings ;) The normal folding day falls during the week of Oshkosh, so take the month off!



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## Know Your Limitations - Part 7

By Mel Asberry - DAR



OK, we're getting pretty deep into the operating limitations for our experimental aircraft. But what about required inspections? How often

must they be done and how?

**(22) No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be appropriately marked and needed placards installed in accordance with 91.9. In addition, system-essential controls must be in good condition, securely mounted, clearly marked, and provide for ease of operation. This inspection will be recorded in the aircraft logbook and maintenance records.**

So now we know that we must perform an inspection every 12 calendar months. Sounds a lot like an "annual inspection" doesn't it? It must happen annually, it must be done in accordance with part 43. So why isn't it called an annual?

Well for one thing the sign-off for an annual states that "the aircraft was found to be in an airworthy condition." Can our experimental aircraft be "in an airworthy condition"? To be in an airworthy condition, it must meet its Type Certificate. Do we have a Type Certificate for our aircraft? I don't think so. If we did, it wouldn't be experimental. We can only find our aircraft "to be in a condition for safe operation."

Notice also that any of those "placards" you installed to pass your initial airworthiness inspection that fell off must be replaced.

**(23) Condition inspections must be recorded in the aircraft logbook and maintenance records showing the following, or a similarly worded statement. "I certify**

**that this aircraft has been inspected on [insert date] in accordance with the scope and detail of appendix D to part 43, and was found to be in a condition for safe operation." The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection.**

Paragraph 23 tells us how to sign off the condition inspection. It also tells us that certain information about the inspector must be included.

The next 2 paragraphs, limitations 24 and 25 will be issued in lieu of limitations 22 and 23 for turbine-powered amateur-built aircraft.

**(24) This aircraft must not be operated unless it is inspected and maintained in accordance with an inspection program selected, established, identified, and used as set forth in 91.409(e) through (h). This inspection must be recorded in the aircraft logbook and maintenance records.**

We see here that turbine-powered aircraft are treated a little differently. In this case, we must have a specific inspection program. This program is typically provided by the engine manufacturer or possibly an airframe manufacturer who uses this particular engine. This inspection program must be approved by the local FSDO.

**(25) Inspections must be recorded in the aircraft logbook and maintenance records showing the following, or a similarly worded statement. "I certify that this aircraft has been inspected on [insert date] in accordance with the scope and detail of the [identify program title] FSDO-approved program dated \_\_\_\_\_, and found to be in a condition for safe operation." The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection.**

It looks like paragraph 25 contains basically the same information as paragraph 23 except that it changes the wording to fit the specific inspection.

Next time we'll finish up our operating limitations with who can perform these inspections, who can revise them, and when you must advise ATC of your experimental status.

## Summer Picnic

By Mel Asberry (pictures by Pete Miller)



*Michael Hoye's Pober Pixie II*

Well we had another successful Summer Fly-In/Picnic for EAA Chapter 168. There was a nice, gentle breeze straight down the runway. Temps were in the low 90s. The first plane to arrive was a Pober Pixie II flown in by chapter member Michael Hoye. This was the only airplane in attendance with all seats filled. Shortly thereafter Ken Krebaum made his appearance in the Skyote making the long cross-country from AeroCountry. He said he made it without once stopping for fuel. Next came Dr. Don with "Yellow Bird" his RV-8. He flew Young Eagles first, then came over here. Later in the day came Glenn Snyder and two of his friends flying 3 separate Cessna 140s. Three Cessnas and one RV. Can you



*Ken Krebaum's Skyote with Don C's "Yellow Bird" in the background*

believe it? What's this chapter coming to?

Apparently there were a lot of activities on June 11 this year keeping people away from our picnic. Many of the "regulars" didn't show up this year. Several of the excuses had to do with reunions. Since when is a reunion more fun than a picnic, especially a Fly-In/Picnic?

The total attendance was around 32 people, about half of the norm. Well the 32 that did attend seemed to enjoy the festivities, and that's the most important part!

We tried a new brand of sausages this year that everybody seemed to like. The side dishes were a little sparse with the number of people we had, but that's always a bit chancy.

## Update: Recovering Super Cub N779D

By Sam Cooper

One thing is inevitable during the life of a fabric covered airplane; it will need to be recovered if you keep it long enough. So, after owning 1957 Super Cub N779D for about 15 years, we reached that point in July 2010. We took her out of service and removed the flying surfaces.

We, the three owners, were not in a rush to finish the recovering project. We are also still willing and able to do some of the work ourselves. So, starting last July, Ken (A&P with IA co-owner) and I have worked on the plane on a weekend morning. Ken and Tom have worked on Thursday nights. Ken is retired and has more time than us working stiffs, Tom and I.

First, we removed the painted fabric from all of the flying surfaces, while preserving as much of the pattern as possible. We set the fabric remains aside for future reference during the recovering process. We got our first look at what was under the fabric, some of which was probably covered about 25 years ago. That is when I realized we had a bunch of preparation work ahead of us. Fabric adhesive was everywhere and some parts clearly needed repair, or replacement. As expected, all the steel parts were painted, but the aluminum had not been painted by Piper. Any painted aluminum parts had been

*(Continued on page 5)*

## Super Cub Recover

*(Continued from page 4)*

replaced prior to our ownership.

The left wing was cleaned, repaired, modified with new landing lights, and painted during the summer and fall.



*The author delivering the right wing to BJ Boyle*

We delivered it to B.J. (Boyle Aviation at Aero Country) around Christmas to be covered and painted. The right wing has been cleaned, repaired, and painted. It went to B.J. on April 22<sup>nd</sup> for cover and paint, which was also the morning of the Chapter 168 Fly-in at the Brott's hangar.

We have finished the preparation of the flaps and ailerons and delivered those to BJ as well. We just retrieved the covered and painted right wing this weekend, on June 25<sup>th</sup>. Both wings have been very nicely covered and painted.

We will be completing the recover preparation of the tail surfaces in the coming weeks. Then, we plan to cover these ourselves. We will tackle the fuselage last.

Safety and workmanship note: If you are recovering, or planning to recover, an airplane by all means purchase and read thoroughly the latest covering manual for the covering system you will be using. You are using a proven covering system, aren't you? Second, purchase the appropriate personal protective equipment for yourself. Fabric covering and preparation involves the use of, and exposure to, methyl ethyl ketone (MEK). MEK is not my favorite solvent, but it does remove old fabric adhesive much better than anything else.

## Young Eagle Aces

*By Michael Stephan*

Last month at Meacham airport, Chapter 168 completed another successful Young Eagles event. The flights, like in past years, were the culmination of a week-long aviation summer camp called the "ACES" program that is hosted at the Vintage Flight Museum and sponsored by local aviation groups.

We had 24 Young Eagles participate and ten planes and pilots. I don't know how he does it, but Jim Quinn managed to recruit a few extra pilots to make the event. We had our usual compliment, and we sure appreciate their time and effort. Chapter 168 was represented by Bill Pappas in his award winning Champ, Don Christiansen with his RV-8, and Norm Byron and his Glastar. Although they are not Chapter 168 members (I might push to make them honorary members), Don Pellegrino and Mike Whitcomb were there, as they usually



*Don C with a happy Young Eagle*

*(Continued on page 6)*



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# Young Eagles

(Continued from page 5)



Norm Biron with one of the 24 Young Eagle kids

are for our Young Eagle missions. They have supported our efforts for many years.

We started early in the morning with the usual preflight briefings. One of tower controllers was there to give part of the briefing. We had several helpers on the ramp directing pilots keeping the ramp area safe. Jim and I did the paperwork. Everything ran smoothly. We were finished before the sun started heating things up and every Young Eagle had a nice ride.

Afterwards, camp concluded with a final presentation from a local Tuskegee Airman and a WWII POW. What a treat that was. Kudos to Chuckie for all the work she does putting together this week long camp.

As with most Young Eagle events, Jim and I do an informal debrief discussing things that went well and things that can be improved. Volunteers were the focus for improvement. We usually are asking people to help with the flying part, but that leaves out some really important aspects of a smooth running event. We need more ground volunteers. Several times it has been just Jim and myself. We have gotten help from many chapter members in the past, but we realized during this past event that we could utilize them differently to make them more effective and more a part of the event. The ground participation is just as important to the kids and parents as the flight portion is. So, when you hear of our next Young Eagle event, don't think that you are not needed if you are not flying. You can be a integral part of a successful event.

# What Price Masterpiece?

By Dick VanGrunsven

*(editor's note: While I don't often reprint material from other sources, I felt this one deserved a spot in our newsletter. I think it should be read by all home builders, especially RV builders. It is reprinted here in it's entirety with permission from the author. Pictures and illustrations appear on page 10.)*

In June, an article entitled "Mod Masterpiece," appeared in Sport Aviation. It extolled many features of the absolutely gorgeous interior that Greg Hale built into his award-winning RV-10. Unfortunately (perhaps unwittingly) the article drew our attention more to the price he paid than his admittedly wonderful workmanship and customization. No, I'm not referring to the usual costs measured in dollars and building time. I'm referring to the price that airplane builders often pay in reduced utility and, more important, in impaired safety.

The article started with a pull-quote: "The RV-10 impressed us since you could load four passengers and bags and be well within the maximum gross weight and CG." Normally, that's true. An RV-10 usually weighs about 1600 lbs empty, so with its rated 2700 lb gross it has an 1100 lb useful load. That translates into four 170 lb people, sixty gallons of fuel, and sixty pounds of baggage. But given what article goes on to describe, this quote appears increasingly ironic.

Mr. Hale's modifications and additions had a dramatic effect on the empty weight of his RV-10. The reported empty weight of 1848 lbs -- 248 lbs over the 1600 lbs that we'd consider "standard." This translates into the equivalent of 1½ passengers who must be left behind or 41 gallons of fuel, which must remain on the ground if the airplane is to remain within the design gross weight limit of

*(Continued on page 7)*



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## Masterpiece

(Continued from page 6)

2700 lbs. With full standard fuel tanks, his RV-10 effectively becomes a 2-seat airplane. Then, we noticed the spec sheet accompanying the article giving the fuel capacity as 120 gallons! If this is accurate, it means that, in addition to the cabin interior modifications, Mr. Hale apparently installed additional fuel tanks in his RV-10 and doubled the standard sixty gallons. With 120 gallons on board, his RV-10's payload would be further reduced to a 132 lbs -- not even a single-seater anymore.

Here's another, perhaps more appropriate, quote: "You can't have your cake and eat it too."

Many builders will tell you that it is not possible to meet the factory empty weight figures. In some instances this may be true -- some kit suppliers have been known to optimistically quote an empty weight based on an unfinished and unequipped prototype, or weights that could never be equaled by subsequent builders. But the 1600 lb. empty weight Van's Aircraft quotes for a 260 HP Lycoming-powered RV-10 is realistic. An example is my personal RV-10, built from a standard kit and employing no special weight saving efforts. It weighs, empty, just 1595 lbs. This includes full paint, wheel fairings, EFIS instrumentation, radio, transponder, GPS, 2-axis autopilot, ELT, an intercom system w/CD, carpeting and headliner, and landing lights. Though it may seem spartan to some, it is comfortable and totally functional for long-distance VFR flight, day or night.

From long experience we anticipate that builders will customize, and will add weight in the process. This does not mean that there are not compromises or penalties involved. At the very least, any added weight will subtract from the useful load of the airplane. This is the reason that so many 4-seat factory airplanes cannot fly with full seats and full fuel at the same time. But for homebuilt aircraft, this is a compromise any builder has the freedom


to make, and many do. But adding 248 lbs of "stuff" in the example above is rather extreme. It is the equivalent of adding the weight of an entire ultra-light, engine and all. It's almost equivalent to adding another pair of RV-10 wings.

The spec sheet also notes Mr. Hale's airplane has a listed gross weight of 2800 lbs instead of the 2700 lbs the factory specifies. Yes, we realize that a builder of an Experimental Amateur-Built airplane can list any gross weight or flight limits he wishes. It's just that we don't accept that. Our factory specified gross weight is based on the best science we have available. This includes careful stress analysis calculations and extensive static load and flight limit testing. By way of contrast, we wonder what basis Mr. Hale (or any other builder who uses a higher-than-recommended gross weight) uses for establishing the 2800 lb gross weight of his airplane? If it isn't based on the same science and testing, we simply cannot recognize it as valid, and neither should anyone else. Any "penciled in" gross weight increase is just wishful thinking. The laws of physics are not repealed by wishful thinking.

But this discussion of payload trade-offs is not the primary purpose of this paper. While we hate to see our laboriously designed 4-seat payload erode to a 2 1/2 seat limit, that is the builder's privilege. Our primary purpose here is to point out several modifications made to primary flight control systems and safety features. We feel these are detrimental to safety, and that readers and other RV-10 builders should be aware of our concerns. Modifications undertaken for otherwise good reasons can have negative consequences.

Specifically, we see a real problem with the front seat shoulder harness attach modification. As designed the RV-10 uses a two-strap shoulder harness attached to a hard point in the structural cabin top. We used the two-strap (one over each shoulder) harness because it is the

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## Masterpiece *(Continued from page 7)*

universal aircraft standard and has been demonstrated to be superior to the automotive style single cross strap. Anchoring the harness to a hard point in the cabin top provides a near ideal load path for crash restraint forces. (See illustration 1.)

The subject airplane uses a single cross shoulder harness anchored to a hard point in the fuselage under and aft of the seat. The strength of the anchor point is somewhat irrelevant in this installation, because the load path (see illustration #2) essentially applies the crash loads to the top of the seat back. The low anchor point for the shoulder harness causes the tension in the strap to bear down on the occupant's spine, and to pull forward on the top of the seat back. The back of the Oregon Aero seat supplied in the RV-10 kit was not designed to withstand shoulder harness crash impact acceleration forces. When the seat back fails, the upper body will pitch forward because the shoulder harness essentially becomes slack. While some automotive seats do apply the shoulder harness loads to the top of the seat backs, we assume that those heavy automotive seats have been adequately designed and tested for this purpose. The RV-10 seats have been designed and tested by Oregon Aero, Inc. to withstand anticipated crash impact loads of the occupant, but not acceleration loads transmitted through shoulder harnesses.

Another safety feature of the Oregon Aero seats is the foam used to make the cushions. Its type, density, and lamination schedule have been carefully tailored and tested to absorb vertical impact loads. Any changes or replacements may not provide equivalent protection.

In addition, the modification made to the active seat belt attach points is suspect. Our design provides for each belt attached directly to anchor points in the airframe structure. Anticipated crash acceleration loads are transferred in linear tension into these hard points. In the

subject airplane, the seat belts are attached to a small diameter cross shaft between the intended structural hard points. (See photo 1) Crash acceleration loads will be applied normal to this cross shaft, loading it in bending, which in turn will apply eccentric (twisting) loads to the mounting brackets in the cabin structure.

The rear seat shoulder harness modification of the subject airplane also uses a single cross-strap rather than the standard RV-10 dual-strap harness. The load path into the airframe is again an unknown – in contrast to the static load testing performed on the factory supplied harness assemblies. These transmit loads linearly to the aft fuselage structure.

Another worrying modification altered the attachment of the rudder cables to the rudder pedals. Mr. Hale used an offset stud (see photo 2) on the rudder pedal to which the rudder cable is attached. While this may provide a more attractive cabin appearance, it causes an inferior load path for the rudder control forces. Cable tension loads will apply a twisting force to the rudder pedal attach horn.

While we're on the subject of modifications and how they might affect safety, let's go back to that question of sixty extra gallons of fuel. There is a cute saying in aviation that "the only time you have too much fuel is when your airplane is on fire". Unfortunately, this is not entirely accurate. The most obvious exception comes when the fuel load causes an over gross weight condition that adversely affects performance and flight safety. Even if the additional fuel weight is within gross weight and C.G. limits, the location of the added weight can adversely affect the aircraft's polar moment of inertia. Reduced to its most understandable form, it means that the spin recovery characteristics of the aircraft will be affected. While the article never says where the extra fuel goes in this RV-10, the most likely place for additional fuel tanks would be in the outer sections of the wing—outboard of the standard wing root leading edge tanks. With regard to the polar

*(Continued on page 9)*

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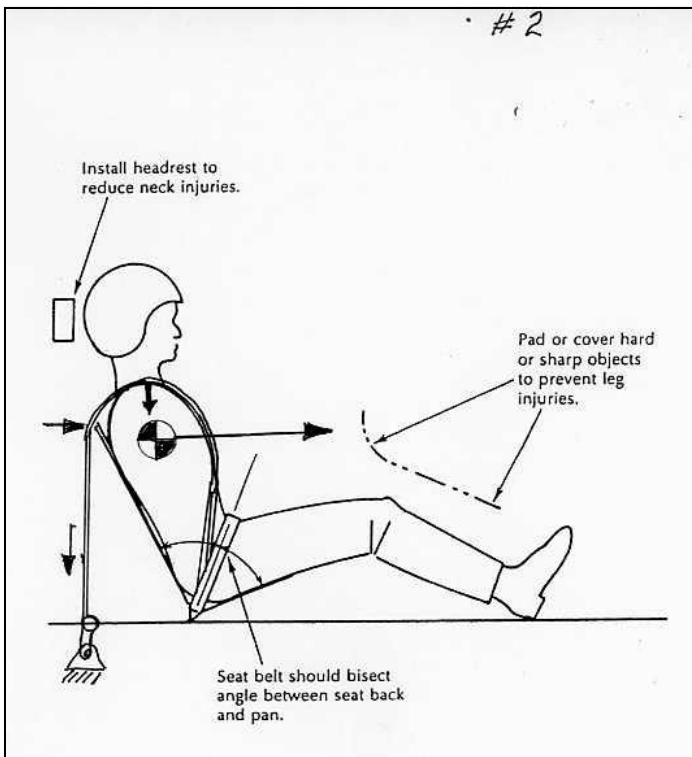
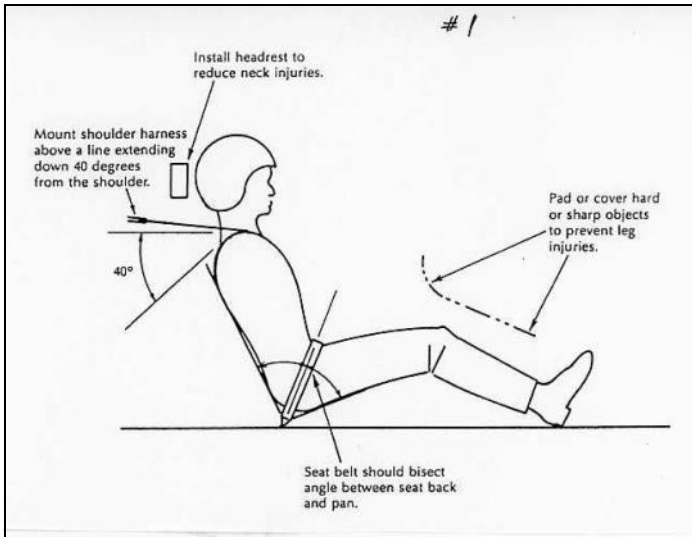
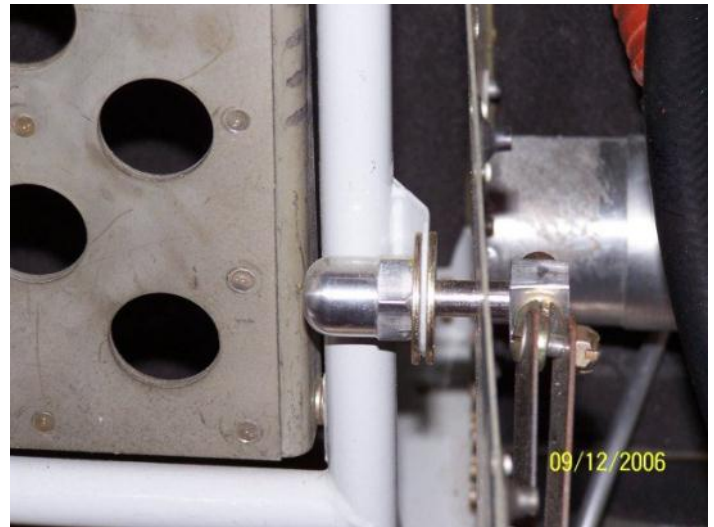




# Masterpiece


(Continued from page 9)

mum weights. During testing, they are subjected to ultimate loads, which are higher than design limit loads by a specified margin. Yes, there is a margin between the design and ultimate strengths. But that margin belongs to the engineer. He owns the margin. It is his insurance against the things he doesn't know or can't plan for, and the pilot's insurance against human error, material variations, and the ravages of time. Wise pilots respect this design safety philosophy and leave this insurance policy in effect by operating strictly within established limits. They don't try to steal the margin from the designers.



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#### Tool Custodian

Brad Roberts	214-351-0475
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#### Meeting Refreshments

\*\*\*\*\* VOLUNTEER NEEDED \*\*\*\*\*

#### Safety Officer

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**Web Site Address**  
[www.eaa168.org](http://www.eaa168.org)

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**Experimental Aircraft Association**

Dallas Chapter 168  
PO Box 168  
Addison, TX 75001-168

**DALLAS CHAPTER 168 MEMBERSHIP APPLICATION/RENEWAL FORM**

- New Member
- Renewal
- Info Change

Membership dues for EAA Dallas Chapter 168 are \$20/year.

Make checks payable to EAA Chapter 168

Mail application to:  
EAA Dallas Chapter 168  
PO Box 168  
Addison, TX 75001-0168

National EAA offices:  
Experimental Aircraft Association  
EAA Aviation Center  
PO Box 3086  
Oshkosh, WI 54903-3086  
<http://www.eaa.org>

National EAA Membership:  
1-800-JOIN-EAA (564-6322)  
Phone (920) 426-4800  
Fax: (920) 426-6761  
<http://www.eaa.org/membership/>

Name: \_\_\_\_\_  
Copilot (spouse, friend, other): \_\_\_\_\_  
Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Phone (Home): \_\_\_\_\_ (Work): \_\_\_\_\_  
Email Address: \_\_\_\_\_  
EAA#: \_\_\_\_\_ Exp Date: \_\_\_\_\_

(Chapter 168 membership requires national EAA membership)

Pilot/A&P Ratings: \_\_\_\_\_

I am interested in helping with:

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| Fly-Ins      | <input type="checkbox"/> | Programs | <input type="checkbox"/> | Newsletter         | <input type="checkbox"/> |
| Young Eagles | <input type="checkbox"/> | Officer  | <input type="checkbox"/> | Board Of Directors | <input type="checkbox"/> |

Plane, Projects (% complete), and other interests:

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