



SKYWRITER

The Official Newsletter of EAA Dalworth Chapter 34

Arlington, Texas

<http://www.eaa34.org>

February 2010

See You at the February 9, 2010 General Meeting!

Presenter: Mark Loud, TCC Aviation Dept., on

Listen to Your Plane - Preventative Maintenance

American Eurocopter Tour

Thirteen members and family were present at the American Eurocopter facility at Arlington Municipal Airport on January 16th, hosted by Jim Watson, who presented at our November meeting. Additional pictures are located in the back of this newsletter.



**March Newsletter Deadline:
February 25th, 2010**



President's Notes

Fly Safe!

John Taylor, President

Upcoming Activities:

****All CHAPTER ACTIVITIES AND DATES ARE SUBJECT TO CHANGE. VERIFY EACH MONTH ****

Call John TAYLOR (817) 790-0107 Home or (817) 691-4517 Cell

Feb 18th – Let's Talk Aircraft Engines. Collin County Community College, McKinney, TX. Contact: Dave Wilson Phone: 972-984-1877

Feb 20-21st – EAA SportAir Workshop – Van's RV Assembly, Waco TX

Mar 6-7th – EAA SportAir Workshops, Dallas Love Field

Membership Notes

By Joachim Saupe, Membership Coordinator

12-31-09 Ed Block informed me that he will not renew. He spends most of his time in South Texas

1-12-10 Brandon Gordon joined the chapter.

1-16-10 Bill Moyle joined the chapter.

Please help me welcome Brandon and Bill!

Membership now stands at 79. Out of those 79, 34 members have not renewed their membership yet. Dues are due January 1st of each year and they must be accompanied by a membership/renewal form.

Ranger Fly-In & Airshow, May 28-30

by Jared Clavert, F23

2009 was an exciting year at the airfield. The Barn Cub was acquired early on and the restoration began. Despite unfavorable weather, the fly-in/airshow was great fun and set a new record of aircraft (just shy of 100) on the field. During summer, two flying aircraft were moved to the field, a '46 Luscombe and a '49 Cessna 140A. Toward year's end much work was done on the groups. This work included plowing and smoothing a large area to prepare for even bigger fly-in crowds and thinning trees in the future campground. All labor was performed by volunteers.

2010 looks to be even more exciting. With the Barn Cub's tail surfaces covered, fuselage tubing repairs completed, and work beginning on the wings, look for it to fly this year. Our Memorial Day Weekend event has been scaled up from just a one day event to one beginning Friday afternoon and running through Sunday morning. The International Biplane Association will be holding their first fly-in event in conjunction with ours and hopes to have a good turnout of bipes. Finally, and most importantly for the airfield's continuing operation, acquiring funds for a new hangar and breaking ground is a top priority for the directors of the field's nonprofit. Look for this and more as the field continues into its 81st year.

If you haven't visited our site:

www.myspace.com/rangerairfield please do so. And pass the link on to your flying friends. Every pilot that gains knowledge of the airfield is another step in ensuring its preservation.

Interested in Serving?

EAA Homebuilt Aircraft Council Seeks New Member.

The EAA Homebuilt Aircraft Council's (HAC) mission is to ensure EAA's continued focus on programs of benefit to current and future homebuilders. This council of EAA volunteer leaders represents the homebuilder and provides a conduit for information between EAA headquarters staff and the homebuilder/craftsman community within EAA.

The HAC is looking for an experienced homebuilder who has a background in marketing and public relations. If that's you and you would like to serve on the HAC, please send your résumé to hac@eaa.org.

National Response to Recent Incident

Provided by Brenda Anderson, National HQ

EAA headquarters wanted to make you aware of the association's response to a news story written by the Fort Worth Star-Telegram's Bob Cox in the aftermath of a fatal flight training accident that involved a Dunbar High School student. The story is available at the following link:

<http://www.star-telegram.com/local/story/1924705.html>

The story gave an inaccurate portrayal of light-sport aircraft, particularly the standards and regulations under which those aircraft are built. EAA's response was sent to Mr. Cox, as well as the newspaper's executive editor and news managing editor.

Feel free to use any of the points if you feel you wish to respond to the article as well. If you have any questions, please contact Dick Knapinski, EAA's Communications Director, at 920-426-6523 or dknepinski@eaa.org.

Dear Mr. Cox:

We noted your Jan. 26 story, "Type of aircraft in Dunbar High crash isn't as tightly regulated," in reference to last weekend's tragic accident involving a Dunbar High school student. Unfortunately, the story missed many key elements, and gave a misleading and incomplete glimpse of light-sport aircraft – well below the standards established by the Star-Telegram through the years. Frankly, we expected better reporting from your newspaper.

Some examples:

1) *Light-sport aircraft rules are based "on consensus standards agreed upon by aircraft manufacturers and private pilot groups."* This is incomplete and seems to indicate that the federal government had no role. The FAA approved all of these standards before final acceptance in 2004. The standards continue to be reviewed every two years by FAA.

2) *"Manufacturers of such aircraft are allowed to 'self-certify' that they meet FAA airworthiness standards."* These standards were created under the auspices of ASTM International, which maintains standards on everything from heart pacemakers to crayons, and included FAA input throughout the process. These standards have also been adopted by many other developed nations, including Australia, New Zealand, Israel and China, and mirror European standards in place for many years. In addition, many of these same light-sport aircraft have served as primary training airplanes in European nations for more than 20 years.

3) *Mr. Eakins said he sees "more and more (accidents) involving LSAs."* Of course, just five years ago, there was ZERO new light-sport aircraft delivered in the U.S. There are now several thousand LSAs. Such a broad statement by Mr. Eakins is akin to saying that more auto accidents were reported in the 20th century than before that time.

4) The story seems to focus on the aircraft as the potential cause of the accident. At this point, no one knows the exact cause. It is a disservice to all involved to affix suspicion primarily on the aircraft prior to the completion of any investigation.

5) Mr. Kettles and Mr. Sanger are certainly entitled to their opinions, but to our knowledge, they are not recognized as light-sport aircraft authorities or experts. We do not know on what technical basis their opinions might have been formed.

FAA, EAA and the Light Aircraft Manufacturers Association would have been happy to provide accurate facts and figures to assist in your reporting. However, it appears that none of those of those groups were contacted for the story.

These and other examples unfortunately led to an incomplete and flawed representation of light-sport aircraft and those who fly them. EAA, with 160,000 members in more than 100 countries, is well known and respected for its work with media that seek an accurate picture of general and recreational aviation.

We look forward to any opportunity to work with the Star-Telegram in the future.

Best regards,

Earl Lawrence
Vice President, Industry and Regulatory Affairs
Experimental Aircraft Association
Oshkosh, Wis.
920-426-6537
elawrence@eaa.org

My 2 Cents: Chapter By-Laws

by Joachim Saupe

You can find them on our website:

<http://eaa34.org/docs/BY-LAWS.pdf>

Our Chapter has not followed its By-Laws since at least the time I joined the Chapter late 2001 or early 2002!

It is essential that the volunteers running the Chapter all work from the same playbook so that everyone knows what is expected of him (or her). This leaves us with two options: either play by the book or rewrite the book (By-Laws).

Either will not be easy or pretty in the beginning but Chapter 34 will reap the benefits in the years to come!

I presented this to the Board of Directors at the meeting on January 19, 2010 but since there were only 2 directors present, no action could be voted on. During discussion of this issue, it was noted that we can't expect our volunteers to follow the rules.

EXCUSE ME!!

1. These rules (By-Laws) were written by this Chapter specifically for our volunteers. Nobody but volunteers work in the Chapter
2. All volunteers need to know what is expected of them. If the By-Laws don't spell that out, who will?
3. Most volunteers, when informed of their duties, perform well. Very few will not. In egregious cases, a method needs to provide for relief of duty. The mechanism for that needs to be in place (By-Laws).
4. The nature of volunteering is to do well, to improve the Chapter, to inspire those within and outside the Chapter. Altruism is the biggest motivator for volunteering!

5. Our Chapter is a corporation; as such, it must abide by formal methods, which include appropriate by-laws as required by the State of Texas. If legal action was to arise concerning our Chapter, and it was discovered that the by-laws were not being followed, the results could lead to embarrassment at the local and national levels. Aviation suffers enough as it is. We don't need to contribute!

We have some VERY dedicated volunteers but for those to work effectively together, the By-Laws need to be followed!

I know that over the years most of you have served in one capacity or another in the Chapter and that is commendable. However, in a chapter of 80 members where a certain number of volunteers are needed every year, everyone is cycled through every so often!

I hope that the Board of Directors decides to rewrite the By-Laws and if they do, several volunteers will be needed to serve on that committee. I would estimate that that committee would meet every other week over a 3-4 month period to produce the final version of the By-Laws to be voted on by the membership.

When that call to serve on that committee comes, I hope everyone digs deep!

It is my understanding that the late John Williamson had worked on new By-Laws but I don't know if there are any drafts that the Chapter might work off of.

ASOD Safety Seminar Offered

forwarded by Greg Judy

FAASafety.gov has provided notification of the following seminar. Following is a brief overview of the event:

"Air Salvage of Dallas presents the First Annual 'LEGAL but FATAL' Safety Seminar series."

Topic: An in depth discussion of five different Aircraft Accidents from start to finish in the actual bone yard.

On Saturday, March 13, 2010 at 9:00 AM

Location:

Air Salvage of Dallas, Lancaster TX
1361 Ferris Road
Lancaster, TX 75146

From the FAA Safety.gov website, select course number: SW0529142

Description:

A walk through the bone yard on five different types of accidents and their causation from start to finish.

The sponsor for this event is: Dallas FSDO

The following credit(s) are available for the WINGS/AMT Programs: KEB 1.00

Pilot Input Requested

received via email;

Greetings from The AutoPilot Magazine's Editorial Staff,

We're currently searching for pilots to feature in our magazine's Southwest edition. We're searching for pilots that are moving and shaking up the industry, ranging from fresh faces that've just earned their wings to seasoned veterans that have made significant contributions to the industry.

If someone at EAA Chapter 34 could make suggestions or recommend any pilots in the state that meet this criteria it would be greatly appreciated.

Thanks and I look forward to receiving a response,

Best regards,

Albert.

Albert Opraseuth

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Classified Ads *(Free for Members)*

Miscellaneous for Sale:

1/3 Hangar @ Meacham, KFTW

FOR SALE: 1/3 of hangar at Meacham field, FT Worth, (Charlie Hillard's old hangar at the south end of the airport). Currently hangs 3 Cozys. Immediate taxi way access. Located on the Airport, not in a hangar row. Water and electric. Price, 10k. You share in owning the building, Lease to the city and electric is \$ 60 / mo. Average. Water is no charge. Available November 1 2009. Contact Frank Bibbee 817-280-0750, fbibb@tx.rr.com

Subaru EJ-22 Engine

Non Turbo. Approximately 67K miles on the engine, and there is no wear in the cylinders. Have intake & damaged exhaust manifold and the original computer. Originally planned to use for aircraft powerplant, but never got that far. Cylinder heads were removed for testing, and one has some minor damage from an accident but is very fixable and should be re-used. Contact Robert Mardis at rmardis@cityofirving.org or 972-721-4670 during working hours. Asking Price \$300

Parts:

Hangar cleaning sale at KGPM: RV-6 tail kit - free to good home. Skybolt wing kit \$500. Contact Bernie Olson 817-897-5838.

Aircraft for Sale:

Challenger II on PuddleJumper amphibious floats

Engine: 70 HP 2SI (Two Stroke International) 3 cylinder, Liquid cooled; 3 CDI, 3Carbs; electric start. 3 Blade composite Warp Drive adjustable prop. 2SI Std. gearbox--STD exhaust. Electric fuel pump, plus 3 impulse pumps. Std. 10 Gal. Fuel tank. 12 volt Gel battery. Brand new Dacron wing covers. Color: Blue Std. Wheel Landing gear & brakes included Full controls in both seats. Good for instruction. Recently register with FAA. Both N # and LSA completed. Sale price: \$16,500.00 Reason for selling: \$\$\$\$\$\$ needed. Owners: Ernie Duenzl & Jim Putney Location: Horse Shoe Bend Airport Weatherford, Texas. Contact Ernie at 817-598-0809 or Jim at 817-469-9391

1968 Piper Super Cub (N4368Z)



Note: ICOM Radio & Narco Trans/Encoder

A/C 2200 TT. 1350 SMOH. 150 STOP with New ECI cylinders. New Borer Prop, New Cleveland Brakes and Wheels, New Tires, New Bungee Chords, Lifetime struts, ICOM com radio, Narco AT150 Transponder, Blind Encoder, Most Alaska Mods, F. Atlee Dodge welded float fittings -- however has never been on floats. Annual completed October, 2008. Asking \$69,500. Call 817-721-2227 or 623-297-8678. **Flown from Fairbanks, AK to Texas in October 2007....it only took 10 days!! Flown to its present location in Glendale, AZ in March 2008**

1962 PA-28-160



\$35,000. IFR Equipped. Contact Ken King, 817-673-8750

Chapter Information

Chapter 34 Purpose

In the year 2000 Chapter 34 initiated a change in tax exempt status from 501(c)(7) Recreational to 501(c)(3) Educational. The purpose was to permit donors to give large donations to the Chapter 34 and be accepted by the IRS as a donation. Also it makes the Chapter eligible for government grants.

Chapter members approved the change in the Articles of Incorporation on February 8, 2000. Secretary of State of The State of Texas approved the changes July 6, 2000. These emphasize education and are in effect today.

Article Three now reads:

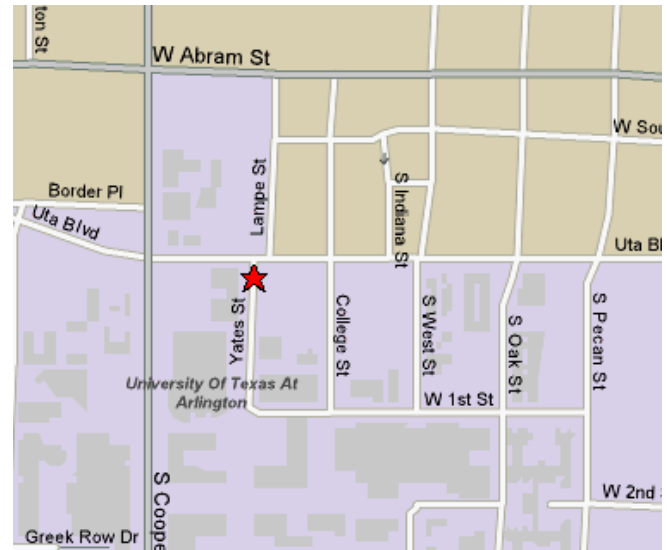
"The purposes for which the Corporation is organized are:

- a. To promote and encourage education and safety in operation of general aviation aircraft.
- b. To promote and encourage positive public awareness of all aspects of general aviation.
- c. To operate as a local chapter of the Experimental Aircraft Association.
- d. Form together a group of people with an Experimental Aircraft Association common interest in experimental, antique and general aviation aircraft and to exchange ideas relating to flying and aircraft and all things necessary and incident thereto.

Chapter 34 received approval of 501(c)(3) status on June 7, 2002. (EAA Chapter 34 is a Texas Corporation and the legal name is "Experimental Aircraft Association, Chapter Thirty-Four, Inc.")

Meeting Time / Location

Chapter 34 meetings are on the second Tuesday at of each month at 7:30 PM in Room 100 of Nedderman Hall, 416 Yates Street on the UT Arlington campus.



Monthly Meeting Minutes

by Michelle Daniel

The meeting was held on Tuesday 1-19-2010 at the chapter hangar at Arlington Municipal Airport. John Taylor, our president began the meeting at 7 P.M. We had 11 members come to the board meeting. Mr. Davis, our treasurer spoke to the members about the amount of money that had been received and spent last year. Elissa, our vice president spoke about the Eurocopter tour this past Saturday at Grand Prairie Municipal Airport. She stated that 13 members attended the Eurocopter tour which took about an hour and one-half. Elissa is working on setting up the Lycoming presentation at Arlington Municipal Airport on Friday, February 19, 2010. Our next chapter speaker is Mark Loud from Tarrant County College Northwest Campus on preventative maintenance. The chapter meeting will be held as usual in Nedderman Hall at UTA on the second Tuesday of the month at 7:30 P.M. Joachim reports that we have 79 members. We adjourned the meeting at 8 P.M.

Chapter Officers

Position	Name	Phone	Email
President	John Taylor	(817) 790-0107	taylor7677@sbcglobal.net
Vice President	Elissa Huggins	(972) 602-9692	zathabug@tx.rr.com
Secretary	Michelle Daniel	(817) 590-9659	MPDaniel@prodigy.net
Treasurer	Jonathan Davis	(817) 975-5578	JonDavis60@charter.net
Directors:	Frank Huggins	(972) 602-9692	fhuggins@tx.rr.com
	Tom Peters	(817) 261-6609	mohawktipi@aol.com
	Rick Raesz	(817) 292-0030	rick@raesz.com
	Jay Tanner	(817) 731-9842	jaytanner716@aol.com
	Jake Womack	(214) 544-5752	jgwomack1@qumail.com
Membership	Joachim Saupe	(682) 560-6378	ch34membership@yahoo.com
Newsletter Editor	Carl Orton	(817) 999-5720	editor@eaa34.org
Website Editor	Rick Raesz	(817) 991-9647	rick@raesz.com
Young Eagles	Kim Raesz	(817) 991-9267	kim@pinksmoothieboutique.com
Advertising Manager	Volunteer Needed		
Librarian/Photos	Volunteer Needed		
Tools Manager	Volunteer Needed		
Refreshments	Elizabeth Hurn	(817) 472-7458	elizabeth.hurn@hcahealthcare.com
Flight Advisors:	Tom Hamblet	(972) 263-7954	tomjeanham@att.net
	Kenneth Morris	(817) 292-2646	kennethgmorris@earthlink.net
	Rick Raesz	(817) 292-0030	rick@raesz.com
Tech Counselors:	Jim Putney	(214) 801-7555	jimputney@sbcglobal.net
	Tom Landham	(817) 861-3821	fabfaye60@sbcglobal.net
	Kenneth Morris	(817) 292-2646	kennethgmorris@earthlink.net
	Rick Raesz	(817) 292-0030	rick@raesz.com



Chapter Members Enjoyed a Tour of American Eurocopter January 16th



Membership/Renewal Form

Name _____ **EAA#** _____ **Spouse** _____
Address _____ **City** _____ **State** _____
Zip _____ **Phone** _____ **Cell** _____
Email Address _____
A/C owned or Projects: (make/model) _____ **% complete** _____ **N #** _____
Areas of Expertise (painting, welding, avionics, etc) _____

- () *Student membership Yearly dues - \$10.00, email newsletter only.*
- () *Membership renewal or new member Yearly dues - \$25.00*
- () *Name Tag - \$8.00*

Prefer newsletter via () *email* () *USPS mail*

I can help with:

___ <i>Programs/refreshments</i>	___ <i>Young Eagles</i>
___ <i>Youth Air Adventure Day</i>	___ <i>Newsletter Articles</i>
___ <i>Fly-in Coordination</i>	___ <i>Hangar Committee</i>

EAA Chapter 34 dues are payable each January.

A completed form must accompany all new and renewal membership applications.

Checks should be made payable to "EAA Chapter 34" and mailed to:

Joachim Saupe, 6848 Griggs St., Fort Worth, TX 76140

Chapter 34 Paperboy
 PO Box 820082
 Fort Worth TX 76182-0082

ADDRESS SERVICE
 REQUESTED