



# SKYWRITER

*The Official Newsletter of EAA Dalworth Chapter 34*

*Arlington, Texas*

<http://www.eaa34.org>

March 2010

***See You at the March 9, 2010 General Meeting!***

**Professional Aviation Maintenance Society**

## Lycoming Engines Presentation

On February 19, local Lycoming representatives gave our Chapter a special presentation on advancements made to their engine line. Eleven people attended the meeting, which was held in the airport terminal lounge. Thanks to Dane McGuffee and Jeff Schans of Lycoming.



**March Newsletter Deadline:  
March 28th, 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

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

**Mar 6<sup>th</sup> - 1st Saturday Pancake Breakfast and Information exchange. McGregor Executive Airport, Waco, TX. Fun time for families, delicious blueberry pancakes, coffee, juice, Demonstrations include starting the Chapter Project airplane. Web Oil vendor booth. Planes of all kinds. Contact: Kenny Grisham, Phone: 254 749 5490,**

### Membership Notes

By Joachim Saupe, Membership Coordinator

At the last Board of Directors meeting (Feb. 16), the Board voted to make 'Curley' Havelaar an honorary member. Shortly thereafter I visited with Curley and informed him of the Board's decision. Curley was very appreciative.

Current membership stands at 78.

The membership renewal (Renewal form and dues) was due January 1st.

A lot of members paid their dues relatively early this year and I really appreciate that. It also saves the Chapter money because I don't have to send out reminder post cards.

As of today (Feb. 27), 60 members have renewed their membership. 18 are still in arrears. If you are one of these 18, please submit your Renewal Form and your dues (\$25 by check please) immediately.

I have sent out an email reminder to these 18 today.

I will send out a final notice by post card in the middle of March.

If I am not in receipt of your renewal form and dues by March 31, you will be removed from the roster and lose all your membership privileges!

Here's a quick explanation about the roster:

The yellow highlighter indicates that something in that entry has changed last month. Maybe an address, or a phone number, or that this member now wants to help with the Young Eagles..... something is different now than it was. This yellow highlighter will be cleared once the roster is sent out.

The red highlight in the column "YR" means that this member has not renewed the membership for 2010. There is also the number '9' in that column. Everybody that has a '10' in that column has already renewed the membership for 2010.

### International Learn to Fly Day

From Chapter E-Gram

May 15, 2010, is your chance to rally your chapter to introduce flying into someone's life. How you participate is up to you. Do you know someone who is interested in airplanes? Take them for an

orientation flight or introduce them to a flight instructor. Invite the general public to the airport for an open house where you can share your passion for flight. The possibilities are endless.

### From *The Experimenter*

By Joe Norris

EAA Homebuilding Community Manager

**Q.** There has been a lot of discussion regarding the need to replace your paper pilot certificate with a plastic one by March 31, 2010. What about my repairman certificate? Do I need to replace it as well?

**A.** Ultimately you will have to replace your paper mechanic and repairman certificates with the new plastic versions, but you have a bit more time. 14 CFR 65.15(d) spells out the requirement:

“(d) Except for temporary certificates issued under §65.13, the holder of a paper certificate issued under this part may not exercise the privileges of that certificate after March 31, 2013.”

You’ll need to replace your amateur-built or light-sport aircraft repairman certificate (and your mechanic, dispatcher, air traffic controller, and/or parachute rigger certificates if you hold them) by March 31, 2013. The process for replacing these certificates is exactly the same as for your pilot certificate. Information can be found at the FAA Airmen Certification web pages. You can request replacements for all your certificates simultaneously, so if you haven’t already replaced your pilot certificate, you can take care of replacing your repairman or mechanic certificates at the same time.

### Tales from the DAR Side

By Joe Norris

EAA Homebuilding Community Manager



Joe Norris

In last month’s column I talked about aircraft identification plates, which we commonly call the “data plate.” I received a few questions from readers that I’d like to address before moving on to this month’s topic. First, a member asked if the info in my column applies to experimental light-sport aircraft (E-LSA). Yes, the requirements for an E-LSA data plate are as outlined in my column. Another member asked whether or not he could make his own data plate rather than buying one. Again the answer is yes. As long as the material you use is “fireproof equivalent to steel,” you can make your own. It doesn’t have to be fancy, and it doesn’t have to include the words “builder,” “model,” or “serial number.” It simply has to contain the actual identification data permanently marked on the plate by stamping or engraving.

This month I’d like to touch on another subject that causes almost as much confusion as data plates - the registration marks (which we commonly refer to as “N numbers”). The regulations found in 14 CFR Part 45 clearly define how the N numbers are to be applied to the aircraft. The number size, thickness, spacing, and location are all called out. Just about everyone gets the height correct, but that’s as far as it goes. Thickness, spacing, and location are the areas where applicants run into problems. Let’s take a “plain language” look at the requirements.

#### Height

First, the easy one: height. 14 CFR 45.29 is where we find the requirements. For amateur-built aircraft and E-LSA, the minimum height is three inches. However, if your amateur-built aircraft has a

maximum cruising speed of greater than 180 knots, your N numbers must be at least 12 inches high. There are special rules for aircraft 30 years old or older and replicas that I'll talk about a bit later. But height is only part of the story. §45.29 goes on to call out other requirements for the layout of the N number. Let's take a look!

### Width

All requirements for the layout of the N number, such as width, thickness, and spacing, are based upon the height. For example, the overall width of each character in the N number is required to be two-thirds of the height. So for a three-inch-high N number, the width of the individual characters must be two inches. The only exceptions to this are the number 1, which must be one-sixth of the height (half an inch for a three-inch-tall N number), and the letters M and W, which are allowed to be as wide as they are high. These requirements catch a few builders, but not nearly as many as the thickness and spacing requirements. Let's talk first about thickness.

### Stroke

When the regulations mention thickness in relation to N numbers they are referring to the thickness of the lines that make up the characters, sometimes referred to as the "stroke." If you don't want your FAA Inspector or Designated Airworthiness Representative to have a stroke when he or she comes to perform your inspection, you need to make sure the thickness of your N number is at least one-sixth of the height! That means that the thickness of the lines making up the characters of a three-inch-high N number must be at least a half inch wide.

### Spacing

Now let's talk about the one place where most builders run into trouble - spacing. Even builders who get all the other stuff correct; more often than not they don't have sufficient spacing between the characters of the N number. Regulations being what they are, they lead you down a bit of a winding path to get to the spacing requirement. §45.29(e) tells us that the spacing must be one-fourth of the character width, which in turn was based on character height as discussed above. On our three-inch N number, we determined above that the width of the characters has to be two inches, so the spacing must be one-fourth of two inches, or half an inch. That number should look familiar because it's the same dimension as the thickness of the characters, which was required to be one-sixth the height! Seems as though they could have made it simpler by combining these two requirements and stating that each should be one-

sixth the height, but they chose to make it a bit more complicated. Such are the regulations!

**Special Rules for Older Aircraft and Replicas**  
The rules are found in 14 CFR 45.22(b), which allows any small U.S. aircraft that is at least 30 years old to display N numbers at least two inches high. So if you're restoring an older homebuilt (or a standard category airplane) that is at least 30 years old, you can use two inches as your minimum height instead of three or 12 as discussed above. Further, §45.22 allows amateur-built aircraft that are replicas of a small U.S. aircraft at least 30 years old to also use two inches as the minimum height. Now, the FAA considers a "replica" to be a full-size reproduction of a preexisting aircraft, so this doesn't work if you scale the aircraft up or down from the original configuration, or design something that resembles an antique like the Flitzer. What this regulation does allow is the use of two-inch-high N numbers on a number of classic designs that have been around for 30 years or more. I can't name them all here, but examples that would fit this regulation include Cub replicas, Pietenpols, the Baby Ace, and many others. Even some designs that we think of as "modern" homebuilts, like the RV-3 and RV-4, now qualify for two-inch N numbers!

Now that we know the basic dimensions of the N numbers, we need to talk about where to locate them on the aircraft. That will be the subject of next month's column. Stay tuned!

## 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](mailto: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](mailto: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:

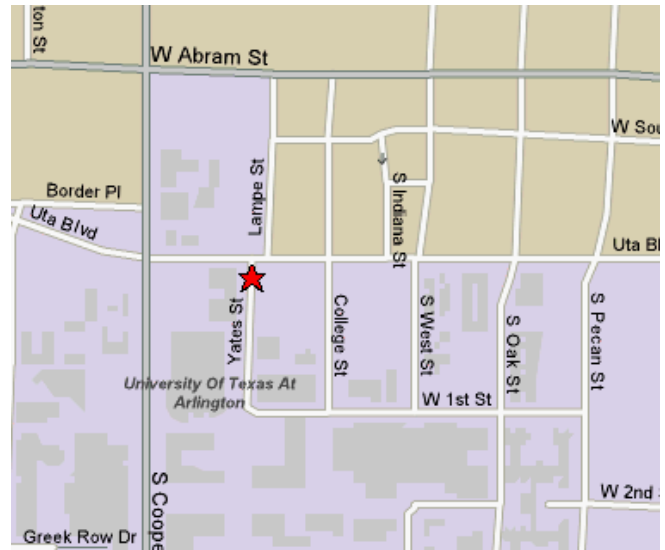
**"The purposes for which the Corporation is organized are:**

- 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 February 16, 2010 at the chapter hangar at Arlington Municipal Airport. The meeting was called to order at 7 P.M. at our chapter hangar at Arlington Municipal Airport. There were eight members present. Our president John Taylor stated that several members would help him pick up the Wendt Aircraft at James Strickland's home in Keller on Thursday 2-18-2010. John stated that we might sell the Wendt Traveler project. John Taylor also stated that there will be a Fly In Music Fest on October 16 and October 17 at Spinks Airport. Elissa Huggins, our vice president reminded us about the Lycoming presentation at the terminal building at Arlington Municipal Airport on Friday February 19, 2010. Elissa stated that the presentation begins at 7 P.M. and she expects 25 members. The chapter meeting on Tuesday, February 9, 2010 held at Nedderman Hall at UTA was informative. Professor Mark Loud from Tarrant County College Northeast Campus presentation was called "Listening To Your Airplane." Elissa Huggins stated that our March presentation will be presented by the Professional Aviation Maintenance Association. Joachim, our membership coordinator read the list of new members and all the new members were approved. Joachim wants to discuss the by-laws since they were drafted by one of our members Charlie Lamb in 1982. Joachim feels that the by-laws need to be reviewed and some changes made. Joachim states

that we currently have 80 members in the chapter. Some of our club members are worried about our membership dwindling because of the aging population. One member's idea to increase membership is to contact the TCC Collegian newspaper and write an editorial about the club as well as putting an advertisement in the newspaper. Another idea would be to visit Dunbar High School

to check out their aviation program. Curley Havelaar was made an honorary member at the meeting. Dick Ramsey stated that if any member has some time to discuss airplanes, Curley would love to have a visit from any one of our members. Jonathan Davis, our treasurer stated that after he reconciled the bank account we have \$6,901.77 in the bank. The meeting was adjourned at 8:00 P.M.

## Chapter Officers

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



**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