

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

By Marvin Brott

Oshkosh gets better and has been really big for a number of years. The better for this year was that food vendors were allowed on the field so we weren't just stuck with the Zaug's monopoly. The big of Oshkosh is that during the five days I was there, I never saw at least half of the other Chapter 168 members who attended. Its so big that when we return and compare notes with others who attended or read the magazine stories of the different events, it seems like we attended different conventions. Therefore the following is only one account of what happened at Oshkosh 96 per my perspective.



PETE HUFF and WHITE LIGHTNING

First, the star of the show at least to represent Chapter 168 was Pete Huff and his White Lightning. Of the 44 competitors in seven classes to race the 777 nautical miles from Denver to Oshkosh, one was Pete in his White Lightning. The winner was a Lancair IV-P with two hours 37 minutes, averaging 299 knots. Pete was in the Corinthian Experimental class and came in second at 3:44:04 with an average of 210.21 kts. Super results for Pete in The Great Cross Country Flying Race.

Pete's White Lightning got a lot of attention at the convention since he was parked in a special area right at the arch entrance honoring the experimentals that have made trans-Atlantic or Pacific crossings. You probably remember how Pete and Terry Godsey crossed the Atlantic both ways during the spring of 1995 in his immaculate White Lightning. They toured Europe and arrived back in McKinney within minutes of the schedule they'd set for themselves prior to their 10,000 mile, 64.5 flying hour epic trip. To read more about their adventure, check the June 1996 issue of

Kitplanes. Finally, on the second day of the airshow they had a parade of flight where Pete was second in line (fastest first) with his White Lightning. Congratulations Pete for all of your success with the White Lightning.

On Thursday at eight in the evening I attended an awards ceremony at the Theater-In-The-Woods to honor the top ten chapter newsletters. The hundreds of newsletters were judged down to 10 of which they indicated that the 10 had less than a point and a half spread out of 36 points. It got down to the really fine points to make the differentiation. Chapter 168's Hangar Echoes came in 6th or right in the

middle of the top 10. I asked the winner from Racine WI how he accomplished winning first place. His answer was simple, I have good contributors. Why did we get an honor by being in the top 10? The answer is simple, we have good contributing editors. The articles from Peggy Fry, Clair Button, Brownie Seals and Tom Lewis have



been so great that some of them have been reprinted in other chapter newsletters. In addition, Ann Asberry's "Notes from the President" page has always been informative. Once again, congratulations to all of us in Chapter 168.

Currently there are about 1398 RVs flying and there were about 150 RVs at the convention one of which came from Australia. As you have probably read, Jon Johanson

with his white and green RV-4 stopped off at Oshkosh 95 on his around the world flight from west to east and this year was again in attendance with around the world flight from east to west. Of his 40,000 nautical miles in the RV, he has had no problems with the airplane or engine,

continue on next page

and has never been "locked up" by the weather. Jon spoke at the RV banquet on Sunday night (his parents were there too) and proved himself to be a gifted speaker and all around nice guy. He will be at Van's for the Labor Day fly in and then on across the Pacific to Australia.

There would have been two more RVs at the convention if Gary Green (RV-4) and Pat McClung (see picture of new paint job on page 1) would have flown another 40 miles. They stopped short for reasons of motel, hangar and car so we did not get to see Pat's new paint job at Oshkosh. A number of the locals like Tom and Bonnie Lewis were looking for them. Pat got the RV back from ADA where it was painted only days before Oshkosh.

Aero Country and Dallas were well represented in the Air Show by performers Jan Collmer in his new Extra 300L and Ben Morphew in the IAC One Design. Stuart Dawson showed up with his recently painted Sea Fury and flew in the war bird portions of the air show. Two missing man formations were held as a way to celebrate the life of Charlie Hillard. After an absence of four years, Bob Hoover made his return to the skies in the Shrike Commander. Of interest to me was the air show formation flight of a WW II Hellcat and a current day Tomcat.

Now for some of the interesting airplanes to attend Oshkosh. Burt Rutan arrived nonstop from Mojave, California (6.5 hours and 1505 nautical miles) in his latest creation, the weird looking Boomerang. Designed for high speed, long-range travel and built as his own personal airplane, the Boomerang features an unusual asymmetrical twin-engine configuration.



Its 5 place and pressurized. Its a twin-boom design with the second boom housing the second engine and a large baggage compartment. The 2nd engine is mounted a few feet behind the first, and both wings are swept forward like a boomerang. Burt indicates that this design eliminated the problem of asymmetrical thrust since the engine thrust lines are so close together (88 inches apart centerline to centerline). Flying on 1 engine is a nonevent, virtually no P-factor. Here is something of interest. An Apple Macintosh Powerbook computer is required equipment to fly since there are no engine instruments installed in the rather bare panel. He brings it from home and plugs it into the plane.



At our meeting several months ago we had as a guest speaker, Bill Signs. If you remember, he made the first single engine aircraft flight around the world landing on all 7 continents.

A trip of 39,543 miles with a total time of 226 hours and 32 stops. With the support of Superior Air Parts, Bill and his C 210 were in the display area. Bill now



plans to recreate Lindbergh's flight, same dates but 70 years later in a Lycoming powered Cessna 206. May of next year is not far away.

A really impressive airplane parked right at the arch entrance was the Thunder Mustang. Although it had not flown yet, you could see that this was a very serious venture and one of the best replica mustangs I have seen. Its serious in that the specifications approach the real thing with a Vne of 439 kts and a 295 kt cruise. The engine is a V-12 640 horse at 4500 rpm installation. At \$175K for the kit, this will be a real alternative to getting of the remaining few P-51s. By the way, I counted about 25 P-51s in attendance at Oshkosh or about 25% of all flying.

Front page news for the convention was the revived and revised Cessna 172 and 182. Both planes were on display and prices were announced of \$124 and \$190K respectively. The significance of this event may escape many of us since we are not in the market for a Cessna, but with the volume of units Cessna plans on, it will help all of us with fresh parts and new developments. Like the price of the Slick electronic system may be reasonable for us in the experimental

business. I believe that Cessna set the mood for general aviation with these announcements and it makes everyone feel good.

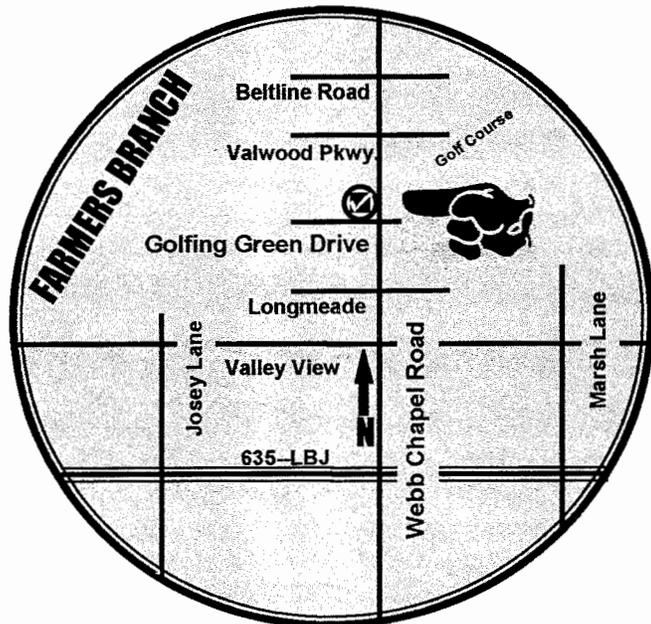
As I mentioned at the start of this report, Oshkosh is big and thereby everyone attends a different convention. I

must report that a very well done Harmon Rocket II as built by Mark Frederick from Georgetown was surrounded by a lot of interest. Some of you have already seen Mark's Rocket down at Georgetown. I spent some time with Mark and it seems that the Rocket

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SEPTEMBER 3RD Meeting

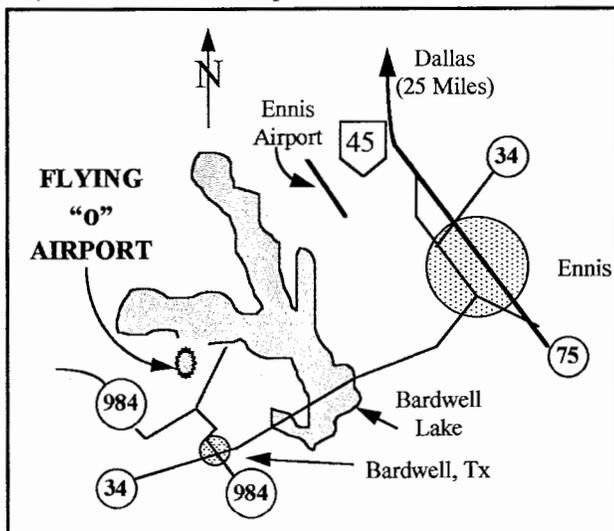
Our September 3rd Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 8:45 p.m. Please plan now to attend!



We are going to have another great meeting with Norm Scroggins formerly head of tower operations at DFT airport. He will give us a "state-of-the-union" on aviation and airspace.

SEPTEMBER 7TH Fly-In

The September 7th Fly-In will be at the Henry "O" Airport. Our hosts are Henry and Mary Jane Odlozil. This has always been one of our most popular "airport meetings". So much that its become a classic. This is a North-South bermuda runway which is 3300 feet long and 60 wide, South end is clear, North end has a low power line.



Calendar of Events

- Sept 7 - 8 Frontiers of Flight Fly-In at Love Field
Contact Chuck 572-4645
- Sept 21 2nd Annual Fall Fly In , Sulpher Springs Ch 1094
Contact 903-885-5525
- Oct 5 Grand Prairie Airport Funfest, 10AM-3PM
- Oct 18-20 Kerrville 31 st Annual Southwest Reg. Fly-In
- Oct 25-27 Flying M Ranch Fly-In, Reklaw, TX Fun flying in a relaxed setting!

Internet Addresses

<http://vline.net/eaal68>
<http://www.eaa.org>
<http://www.faa.gov>
<http://ceps.nasm.edu>

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SEPTEMBER 12TH Director's Meeting

The September Director's Meeting will be from 7:00 - 8:45 PM at the Farmers Branch Library on the 12th. The following is a report by Jerry Mrazek from the August 15th meeting.

- Still no resolution on chapter meeting place for November. Jerry Mrazek to verify whether the auditorium may be available on a different night that week. Ann will contact Klaus Truemper to see if an arrangement can be made with UTD for November.
- Discussion on location for October fly-in. It was suggested that we consider Lancaster Airport and take Lucky Louque up on his offer for of a safety presentation and tour of his facility. Final decision was not made.
- Ann Asberry will talk to Richard Robins and Doug Cheek about hosting the Young eagles at Mesquite on 12 October.
- Ann Asberry raised the question of nominations for officers for 1997. She reminded the board that the by-laws provide that the nominations should be brought before the chapter membership at the September meeting. the discussion closed with Ann urging the board to be active in finding good candidates who are willing to serve.

SEPTEMBER 24TH Newsletter Assembly

The September issue of Hangar Echoes will be assembled at Ralph and Barbara Haroldson's home on September 24th starting at 7:00 PM. The address is 3233 Chapel Downs Dr. Dallas, Texas 75229, Phone 214 358-3710.

A Message From The President

Ann Asberry

August/September Activities

The fly-in August 10 at Aero Country had a good attendance despite the poor flying conditions. About 65 persons showed up to enjoy the hot dogs and cool sodas. Right after the fly-in the group planning the trip to Van's in Oregon over Labor Day week-end met to discuss maps, routes and the prospect of a week of fun flying together. Judging from the excited voices and big grins, everyone is anxious to go.

This month's meeting will feature Norm Scroggins formerly head of tower operations at DFW Airport. Norm is now associated with AOPA and has a number of interesting topics to discuss with us. He will also bring information about the newest FAA grab for airspace affecting us all.

Nominations for Chapter Officers will be discussed at this meeting. Our election must be held at the October meeting according to Chapter bylaws. Can you volunteer to be on the ballot for an Officer position? If you are a bit shy about nominating yourself, get the help of a friend to nominate you. I will not be running for another term due to other personal commitments. Earl Browning, current Vice-President is on the ballot for a second term, but all Officer positions are open to any member in good standing. Please help, your chapter needs YOU!!

If you haven't marked your calendar for September 7, you better do it now! Yep, it's that time of the year when we all converge on a small private airstrip owned by Mary Jane and Henry Odlozil; the "Flying O." We will have our annual feast of Polish sausage cooked on the outdoor grill and a bounty of dishes brought by one and all. The entire Odlozil family pitches in to help, and there are a lot of them. Even though the Chapter pays for most of the fixins', this family works hard for a good week getting everything ready, bringing in tables and chairs, cooking and just organizing everything in general. Be sure to give these folks a very BIG, THANK YOU. Don't forget to bring your dish to share and come on out with the family to have a great day. Look for a map elsewhere in this newsletter for land directions and of course, the Flying O is on the DFW sectional just West of Ennis and South of Lake Bardwell.

Coming Events

I am very excited to report about two coming events in October and November.

October 5 is the date of our regularly scheduled fly-in. We have been invited by last month's speaker, Lucky Louque to have our own personal tour of the Air Salvage of Dallas facility and another exchange with Lucky. He will use some great visual aids; crashed airplanes! Lucky will also furnish us transportation to and from the ramp at Lancaster airport for those flying in. Lunch is available at the restaurant located on the airport.

A very large Young Eagles event is in the planning stage for November 2. (Rain date is Nov. 9) The Texas Instruments flying club is hosting this at McKinney airport and has asked us, and Chapter 323 from Sherman, to help. We may have as many as 150 kids to fly that day. A fuel allotment and refreshments are being offered to participants. More on this later as things develop.

A Sad Farewell

Early on Saturday morning, July 27, Pat Cavin and I stood together as we watched a Cherokee approach the runway at Aero Country. At the controls was Dick Cavin's friend, Tom Foster and on board was Tom's wife and daughter and another good friend, Bill Wisley. As the plane crossed the runway threshold, Bill pulled a cord releasing the lid on a container attached to the gear leg of the plane. Dick's ashes were scattered down the runway and across the surrounding countryside. It was a moving experience and I am glad I was there to share it with Pat.

HOOT GIBSON TO LEAVE NASA

by Clair Button

Our good friend Robert "Hoot" Gibson and his wife, Astronaut Dr. Rhea Seddon, are making preparations to leave NASA and the Space Shuttle program after 18 years of involvement. Unfortunately we're not at liberty to give you any details, per Hoot's wishes, until after NASA issues a formal notice/Press Release this coming month. I can tell you, this is not a sudden decision. The Gibson family have been

privately discussing this career change for several months. I'll keep you informed.

Hoot is currently planning to fly a Hawker Sea Fury at the Reno Air Races in September. The Fury has a stock engine (until next year), so it won't be a contender in the unlimited race, but it will give Hoot a chance to race, get acquainted with the course, and have some unrestricted fun. Hoot has been "logging" the needed 50 hours in the plane required to participate at Reno. Eric and I will be there so we'll be able to give you a Reno Air-Race report in the next newsletter.

Why We Fly Shoelaces and Strawberries

By Peggy Fry

This week something happened that I hadn't planned on. We spend a great deal of time planning our children's lives, from what they'll wear their first day home from the hospital, to birthday parties, schools to attend and graduation celebrations. But the best memories are from events we don't plan. Yesterday Ben learned to tie his own shoes and I will always cherish the simple fun and great pride he felt and showed on his face. I couldn't have planned it...I had tried before and trying to make him meet my expectations only brought frustration. I needed to go with the flow. So it goes with any cross country trip. Plan all you like. Some things just cannot be put in black and white and shouldn't be. So it went on our trip to Maine this summer.

Last Thanksgiving we began looking at charts to plan a trip to Stonington, Maine on Deer Island and discovered there was an airstrip that appeared to be a private turf runway according to the chart that we had at the time. There were no services but we thought we would try to find out who owned it and see if they would allow us to land and tie down for the duration of our stay. The days drew closer to vacation time and we needed to get a current chart since the one we had originally looked at had expired. As we looked up the airport we noticed a change. The 2100' strip had been paved in the last year, and it was public, not private. Bob talked to the airport manager on the phone the week before we left Texas to verify the information. He was friendly and helpful and when we asked if there was any kind of taxi service we could use to get from the airport to our rental house on Dunham Point he said yes. We could also try to reach him at home when we arrived if the taxi was unavailable.

We departed McKinney, TX on Friday at 8:00 a.m. with a perfect VFR corridor for our entire route to Maine. We cruised smooth air and severe clear skies stopping first at Dyersburg, TN and met up with friends from McKinney for lunch. They were on their way to Lancaster, PA. We fueled up and made our way past Louisville, KY and Columbus, OH with plans to land at Holmes County near Millersburg, OH. Holmes County is in a very picturesque setting, but alas we landed and found no one there (it was approx. 6 pm). So we taxied out and took off again. We landed at Akron/Canton, just a 20 minute flight further east. (Thank goodness for the 45 minute reserve fuel rule) In a hurry to make haste with what was left of the sun we fueled quickly, and took a quick relief



break. With the remaining daylight we headed for Binghamton, NY, landed at dusk and settled for the night at a little hotel in town. I took off the next morning for Knox County Regional Airport in Rockland, Maine which is just south of Penobscot Bay planning to stop for fuel prior to heading over to Deer Island. There we would try to call the taxi or the airport manager. It had turned into a beautiful day and heading north up the coast we were enjoying smooth air, sunny skies and cool temperatures. I requested an airport advisory for winds and active and was listening to another pilot ahead of me talking to Knox Co. There was construction

on the airport and I was happy to hear as I entered the pattern a vehicle at the end of the runway had cleared the area. As we taxied up to the FBO a welcoming committee greeted us - a panting, tail-wagging type. The airport dog was tied near the front door to welcome patrons. Next to him was a kiddie pool with two turtles basking in the morning sun. The kids piled out of the plane and exchanged greetings with the critters. Abby can't resist a dog of any kind and Ben couldn't wait to see what a real turtle felt like. I'm sure in the course of things he probably dunked at least one of them. Robbie was content to walk

around and case the snack machine and fish out some quarters to buy a Coke. Bob asked the gal at the desk to have the plane topped off and we headed for the pay phone. A call to the airport manager and the taxi unfortunately proved fruitless. We eyed the bulletin board and saw a number for a taxi service in Rockland, but when we called the number there was no one answering that phone either. Back we went to our lady at the desk and we asked if there were any car rental agencies nearby. She gave us the number, but warned us that it being Saturday...they might not be open. (No Peggy, you're not in Plano anymore...) We tried the number and true to form there was no answer. So there we were- decision time. We tried the airport manager again -still no answer. We tried the taxi service again in Stonington and this time we got an answering machine and left a message that we would be at the Stonington Airport and need a ride in about 30-45 minutes. That didn't really make us feel like we had solved our problem. We himmed and hawed around a bit wondering if we should leave the plane at Knox Co. and try to get a car later and make the 2 hour drive around and over to the island, hating that idea. The flight would take only 15 minutes tops to get there. With the better part of the day ahead of us and clear skies we decided to fly over and check out the little airport and see if we could solve our dilemma.

We all piled back into the plane, the kids having said goodbye to the dog and turtles, when we noticed a bad odor in the plane. First we looked at "Dad", then back at the boys - Ben said he had to go to the bathroom. So we all climbed out of the plane again...only to discover the real source was a gift

from the dog on Ben's shoe that he had smeared on the seat getting into the plane! I guess Ben had just felt the need to confess for prior crimes. I took Ben to clean his shoe and Bob tearfully scrubbed the seat. Then back into the plane with an "all clear". We had decided that Bob would land at Stonington. He has more time in the 206, we were heavily loaded, going into an unfamiliar strip with lots of trees, and he had done more actual short field landings. The manager at Stonington (a retired commercial pilot) had advised us that if there was a crosswind it could be challenging to land and we wouldn't know until we overflew the field and looked at the sock. All that being said we took off and enjoyed the beautiful view. There were large masted sailboats dancing on the water. You could see deep into the beautiful blue ocean sparkling with huge rocks jutting out of the surface. The islands to the east were dotted with a few homes nestled in the trees. As we approached Deer Island we spotted the town of Stonington as it lay in the hillside. A white steeple church pointed towards the little runway hiding in the trees. We flew over it from east to west and spotted the windsock blowing gently with an indication that the wind was straight down runway 23. Having monitored the unicom, all was quiet and Bob came around and announced his entry for downwind. Everything was nice and stabilized on final and Bob opened the barn doors and down we came as pretty as a picture. He stopped the plane only having used a third of the 2100' runway! We love the 206!

Bob taxied off the runway, pulled over to a small building and shut down. He went inside to find the only thing there was a dusty chair and a few resident spiders - no phone - no instructions for visitors - nothing - just as promised. Next to the small building there was what an outhouse. Two open-front hangars each had a plane in them and there were two other planes tied down in the grass. Behind them there was a line of hangars facing the opposite direction and Bob walked around the other side to see if anyone was there. A pilot was there ready to take a couple of friends on a sightseeing tour and he offered to give us a lift if we still needed one when he returned. We watched several cars and trucks slow down to look and then continue on and thought about flagging someone down. Instead Bob decided to take the boys and try to walk on the road headed south in the general direction of the town we had seen from the air. Abby and I tried to push the plane back into a grassy area but managed to only get her a short way onto the grass. The plane was just too heavy for us to maneuver. We started to clean "Betty" of her bugs and such, thanking her for another safe and comfortable flight. I don't think it was more than twenty



minutes when an old black pickup truck pulled in with the boys and a fella named Allen Hutchinson. Bob and the boys hadn't walked but a quarter of a mile and found the town and went into the local grocer inquiring about the taxi service.

Allen was in the grocery store having made his daily delivery of strawberries when he overheard our plight and went out to his wife and daughter in the parking lot and then came back and offered to ferry us where we needed to go. He was finished with his deliveries for the day and had grown up in the area so he knew all the local roads and could find our house.

Allen helped us push the plane back into a safe spot off the taxi way and the kids helped us tie her down. As we began to unload the plane, Allen rearranged strawberry crates in the back of the truck and cleared clutter in the cab. We put all our bags in the back of the truck, put the sun shields in the plane, removed the GPS, put in the control wheel lock, the rudder gust-lock. Then all 6 of us cozied up in the cab of the truck. Ben sat on my lap and the rest of us basically had room for one "bun". Allen told us how he had recently quit his job with the local boat building company and was already doing better in the berry business and was really enjoying the independence. A friend had given him this old black truck to make his deliveries for free. He drove us back to the grocery store to pick up some provisions since once we got to the house we would be on our own without a vehicle for a couple of days until Bob's folks and sister joined us there after driving up from Allentown, PA. Back into the truck and Allen started navigating the little winding roads in search of the house. He pointed out the local landmarks and his favorite spot where he was going to come back and dig some clams for dinner. Once at the house we unloaded our stuff, Allen helping out and wishing us well for our visit. We thanked Allen and paid him for his kindness and warm welcome.

The next two weeks were spent exploring the rustic three story house, the rocky shore line of Deer Island and enjoying the Independence Day festivities and local fare. We don't have any pictures of Allen or his truck but he is etched in our memory forever. While planning our departure, we finally reached the "taxi service" - one vehicle - part-time service and they weren't even on the island the day we arrived. Thank goodness for the kind man in an old strawberry delivery truck. You meet the best people when you travel by air. We couldn't have planned an arrival that was that much fun.

is maturing with a number of refinements like a redesign which puts more weight on the tail wheel. Mark offers a kit for the slider canopy in addition to the standard flip over canopy. Performance with the Lycoming IO540 must be sensational as reported by Gary Green and Pat McClung who were following the Rocket to Oshkosh.



Other noted items of interest as a warp up: As mentioned in a previous 168 newsletter, Linda Finch from San Antonio had her Lockheed Electra 10E at the main entrance to the convention. Next March she plans to re-create and complete Amelia Earhart's heroic expedition. Jon Sharp with Nemeisi set a record Saturday with an average of 283.75 mph in four low level passes over the 1.8 mile course along the centerline of runway 18/36. Another Formula One racer, Pushy Galore owned by Bruce Bohannon (Texas again) set a new record for time to climb to 3,000 meters (9,842 feet @ 3 minutes, 8 seconds). Subtract 10 seconds for going down the runway and his rate of climb was around 3,300 feet per minute. Bruce now owns the 3, 6 and 9K meter records with Pushy Galore. We have heard about this plane from Hoot Gibson. My nomination for best gismo this year is the Garmin GPS 195. The big screen display is really great. Chris Heintz thinks his CH 620 Gemini twin-engine kit aircraft will provide the inherent safety and performance advantages for pilots wanting to operate a twin. His prototype with two Jabiru 80 hp engines flew just before Oshkosh. I wonder why Lindbergh flew the Atlantic with only one engine?

On Saturday I spent some time touring the EAA Museum and Pioneer Airport. Of all the aviation museums that one could tour, the EAA Museum is undoubtedly the cleanest and has the best layout. Each year it gets better. Pioneer Airport added the Whitman hangar which has a lot of Steve's planes and posters from his flying days. Off to the East is Compass Hill with the statues of the family at the top, and at the bottom of the hill is the EAA church and Memorial Wall. This year the installment ceremony was held Tuesday morning so I was not able to attend. At that time Dick Cavin was recognized and remembered with his name on the wall. Dick was EAA member 290.

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A Sabbatical Trip

by Tom and Bonnie Lewis

Last month we published the first three installments of Tom and Bonnie Lewis's great 10 week flying adventure. The following the next three e-mail reports:

Hi from Kalispell July 3rd
Hi from Canada July 11th
Hi from Idaho July 20th

Hi from Minnesota July 29th

Greetings from Minnesota. We made it into Johnson Creek (3U2) after a night in McCall, Idaho. What a beautiful place! Flew over it at 9500 ft to look it over. Parked airplanes lined the whole length of the east side of the strip. We wondered if there would be room for us to camp. Planned our approach over the river and descended into the canyon. At small town of Yellow Pine turned right for final. You can't see the strip until go around last hill on about a mile final. Came in a little high first time, but full flaps brings the old Cessna down pretty well. We flew back out for supplies the next morning and made a little lower approach back in. Nice strip, beautiful smooth grass, 300 ft wide, 3400 ft long, 4933 elevation. Many of the airplanes were there for a fly-in breakfast on Sunday morning so when they left there was plenty of room left for camping. There is camping all along the east side with tables, fire pits, fire wood, showers, rushing creek (more like a river). It was hot (85) during the day and down to 35 at night. Hiked up mountain side for an hour through beautiful pine forest to a warm spring, about 95 deg.

About 25 years ago ranchers hauled a cast iron tub up to mountain, PVC pipe runs from the spring to the tub. Put the stopper in the tub, fill it to overflowing and have a nice soak. Tom says we needed a cigar and a six gun. There is also a 6 mile hike up the other side to a good fishing hike. Maybe we will do that one next time. There is an interesting abandoned cabin just beyond the north end of the strip, parts of it are falling down. There is a courtesy car to rent, but there is only one place to go - Yellow Pine. A small mining town with one tavern that serves sandwiches, one lodge, a post office, and a one room school. They have no telephones. Cable was being laid for a telephone the week we were there and it was quite controversial. Next to us in the campground was a group of ten



guys (7 airplanes) from Midland, TX. We would love to return to this spot!

On Wednesday we flew out to West Yellowstone. Incredible flying through the Idaho mountain wilderness. Lots of grass strips in the wilderness. There is a campground on the airport at West Yellowstone, but we chose to get a rent car, motel and spend the day touring Yellowstone. A beautiful day. Hiked down into the Grand Canyon of Yellowstone, walked the boardwalks around geysers, mud pots, etc. We were amazed at the fire devastation. Saw lots of buffalo, elk, and two moose.

We spent a couple days in Miller, SD, visiting Tom's folks and came on to Minnesota to visit old flying friends. We are staying with MN 99 in Kenyon. Had big bar-b-que at their hanger in Faribault. Watched airplanes, told stories and roasted a turkey. It's on to Oshkosh tomorrow if weather allows.

Hi from Washington August 9th

We arrived in Seattle, Washington this afternoon. Since our last note, we have spent a wonderful week at Oshkosh. First weather delay of the trip, we had to stay an extra day at Oshkosh airshow, tough duty! Paul and Lori joined us for 4 days at Oshkosh. We also saw lots of Texas friends at Oshkosh. The weather was great until last night, when the usual night of rain finally occurred, thought we might miss a wet tent this year. We saw lots of nice RVs, this always encourages us so when we return home our RV project will get lots of attention this fall.

From Oshkosh, we flew west to Spearfish, SD where we spent a night with my brother and family. Since the annual Sturgis biker rally was in full force, we did not stay long. We will return to the Black Hills for a few more days during the first week of Sept. We left SD to fly to Chico Hot Spring Lodge in Pray, Montana. This was a very nice stop. The airport at Chico Hot Springs is the road leading into the lodge, you call them on the radio, and they send out two pickups to close the road and radio back an okay to land. The road is 5000 feet long black top, uphill and straight, with a 15 painted on the stretch used as an airport. You taxi up to lodge to park. They have hot mineral springs pools, gourmet dining, and rustic old hotel in a beautiful setting at base of mountain ridge. We have never landed on a road before.

Today we flew to Seattle, Washington, to Boeing Field to visit the Museum of Flight. We met a couple at Chico that recommended this museum to us, and offered their tie down spot at Boeing Field. On arrival we discovered that the Blue Angels were practicing out of Boeing Field. The flight today through the mountains was absolutely breathtaking, just beautiful. Tomorrow we are headed for San Juan Islands for a week.

Hi from San Juan Islands August 17th

Greetings from East Sound, Orcas Island, San Juan Islands. We landed here Friday, Aug 9. Reservations for Bed and Breakfast on Friday Harbor, San Juan Island, weren't until Sunday, so we stopped at Orcas which advertises camping on the airstrip. The camping is great! We liked it so much we have returned to camp a few more days after a great stay at Friday Harbor. We have our tent under the wing of the

airplane. We can see the Ocean out the front door of the tent! There is a shower room in a hanger that you are issued a key to when you camp. There is a path into town that a farmer mowes through his property. It is only 5 or 6 blocks. It doesn't get any better than this. Orcas Island is a pretty laid back and quiet place. Small town has few shops and some good eating places. We took a scenic bi-plane ride in a beautiful red Travel Air. The pilot, Rod Magner, is formerly from Plano and towed gliders at Aero-Country. Small world. You can check Rod's home page at <http://www.pacificrim.net/~magicone>. It was a beautiful ride. We are using his phone line to write these messages today. We also rented a car and toured the Island. Moran State Park is in center of island and contains Mt. Constitution, the highest point in the San Juans.. The view from the tower on Mt Constitution is great! Also walked around Mountain Lake in the park. It is 3.9 miles and supposed to be gentle with no altitude increase. We figured out after a while that it ended the same place it started and that was why it has no altitude increase. Oh well, it was beautiful, covered with huge Douglas Fir trees, Cedar, and White Pine.

Flight to Friday Harbor was beautiful, maybe 20 minutes. Our B & B, San Juan Inn, was right on the main drag in town, half a block from the harbor and very nice. It is only a short walk into town if you only had one bag each to carry (we haven't yet mastered the fine art of packing light). Friday Harbor is a bit busier tourist port, but lots of fun. We rented mopeds one day and toured the Island. What fun. The ocean views are incredible! The island is quite hilly so we were glad to have a motor on our bikes. There are several parks along the way, but nobody told us there would be no place to eat. I guess that didn't hurt us either. We finally got lunch about 3 p.m. at Rouch Harbor on the north end. There is a beautiful resort there that has its own airstrip. Another day we took a whale watching boat tour. Unfortunately we saw no whale, but it was a beautiful ride and we did see eagle, harbor seal, dall porpoise, bald eagles and lots of other birds. The dall porpoise are fun to watch. They are colored much like the Orca whale but much smaller and they like to run ahead of the ship right in front of the bow. It's kind of a game. We went to the county fair one evening. We watched the horse games. The 6 to 10 year old category was pretty fun to watch.

Well we are back to Orcas Island enjoying the view from the tent. We are pretty relaxed, but must do a laundry today or tomorrow. A traveler's work is never done. We had planned to head south down the coast soon, but have decided to stay a little longer. Maybe see Victoria, Vancouver, or Olympia. Or maybe just stay here. Keep in touch.

Tom & Bonnie

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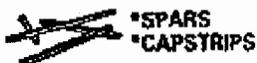


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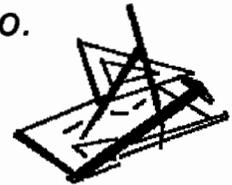
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