

# HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION  
CHAPTER 168 DALLAS TEXAS

## The First Flight of the RANS S-14

*Jerry Mrazek*

When I first learned to ride a bicycle, I had the greatest sense of freedom I had ever felt. Shortly after that experience I began to imagine what it would be like to fly. My first thoughts about this subject were childlike. I had visions of a bicycle type vehicle that I could fly several hundred feet over the country-side. When I got my first real flight in an airplane, it was an awakening to the noise and the smells and the feel of flight. I was about six years old and my parents had taken me on a flight around Richmond Virginia in a Ford Trimotor. Later I had occasion to fly now and then but not until I was in the Air Force in the middle 50's did I experience flying as the POC. This was one of the big thrills of my life. It was many years later, what with family, career, education and other constraints of life that I finally got my private pilot's license. At this point I got to solo again but because it was thirty years later, it was almost as much a thrill as the first time.

Lately, I have been blessed with rapid fire thrills that I didn't fully anticipate. My first flight in my RANS S-14 was an out of this world experience, made even

sweeter by the fact that the plane felt so good and responded so well. I was filled with emotion. I know it's not cool to show ones reaction to events but let's face it I was pumped. When Mel called that night and Nelda answered the phone and said "Let me see if I can scrape him off the ceiling", that is pretty much how it was. I will try to relate the events of the first flight as best I can remember. As I advanced the throttle I remember saying to myself, "Am I really doing this?". I applied back pressure and the nose wheel came up and



## Jerry Mrazek and the RANS S-14

by that time my speed was so high that the airplane jumped into the air. I wanted to keep plenty of airspeed in case I had an engine failure so I kept the nose down and climbed out at about 75 mph. Needless to say I was full of thoughts at that time since it was the first time I had felt the airplane under my control. By the time I reached pattern altitude I was a little more settled and I



remembered to call that I was on downwind traffic. Coming around base, I had no idea how the airplane would respond to reduction in throttle and how fast the descent would be. I found that because of the high thrust line, when I reduced throttle the nose went up. This of course is expected, but it struck me as interesting that the laws of physics really work. Anyway I proceeded on to final and the landing, which was not too sharp on the first one. My two friends, Mel Asberry and Richard Robbins were waiting and watching on the ground so I taxied back to their position to see if they needed to go back to work or something. Richard urged me to go fly some more, so I did. The second landing was a little more dignified as I settled down and got more acquainted with the machine. I love the way the airplane handles. It is just what I wanted in an airplane and I am looking forward to many hours of enjoyment with it.

This was a major life's thrill but I'll tell you something else. When I flew the plane to Terrell last weekend to our April fly-in (actually it was a test flight), it was an even greater thrill, if that is possible. The trip from Spinks to Terrell is about 70 miles and it took me about an hour each way. The trip over was gorgeous, smooth as glass, the engine running well, cool, my GPS telling me my ground speed and track. I was 12 feet tall when I pulled up to park at Chuck Farry's direction at Terrell. I recorded the fuel I used and will document the fuel consumption at 5500 rpm cruise.



## Mel Asberry and RANS S-14

I am still thrilled beyond expression about the whole thing. My challenge is not to bore everyone I talk to about it. I have said this before but it is worth repeating: if you are on the verge of deciding to build an

airplane and have not reached the point of conviction, there is no feeling like it in the world. I would recommend you decide on which project you can afford and that appeals to you and get started.

### AIRFAIR AT MAYFAIR

May 16

Tandy Allen

Time to dust off your airplane and join the Texas Instruments Flying Club for AIRFAIR at McKinney on May 16th. The fly-in is being held in conjunction with the 50th annual MAYFAIR celebration at McKinney. The city of McKinney and the McKinney airport board are joint sponsors of the fly-in. In part, the purpose of the fly-in is to acquaint the citizens of McKinney and Collin county with the advantages of the McKinney airport.

Pilot briefing will be at 8:00. This means that if you are flying in you may have to get up before breakfast. As an added attraction for the pilots, after the briefing you will be given a chance to ride to downtown McKinney in an antique auto as sort of a parade.

We are anticipating a good crowd of Young Eagles. Advertisements will be run on the educational channel in McKinney and with the support of the Downtown McKinney Association, we are hoping to surpass the previous Young Eagles Day at McKinney when about 170 Young Eagles won their wings. Already we have distributed over 100 registration forms and will have plenty more. See Tandy Allen at the chapter meeting on May 5th to obtain registration forms if you have contact with a youth group that might like to participate.

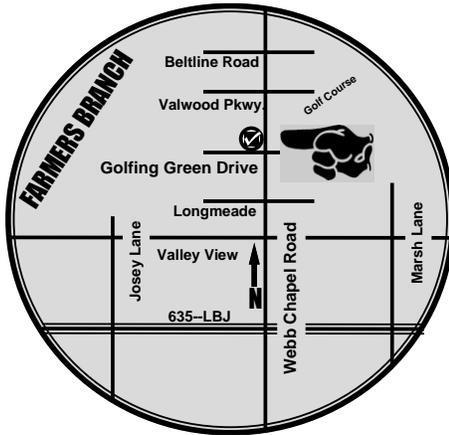
Registration and sign-up for the Young Eagles flights will begin at 8:30. The plan is to continue the flights as long as there are Young Eagles to fly although we are planning on a finish about 2:00. The control tower at McKinney will be handling the traffic as they did the last time we flew there.

As always, lots of help will be necessary besides flying Young Eagles. The local CAP squadron will assist in crowd control and we expect that Chuck Farry will be in control of the flight line to ensure the safety of all. We will need help with registration and completing the Young Eagles certificates. Let Tandy know if you can help - Home telephone 972-669-7910, Email: [tandy\\_allen@tpa-inc.com](mailto:tandy_allen@tpa-inc.com), Office Phone: 972 773-2140. We are looking forward to seeing you there!



## May 5th Chapter Meeting

Our May 5th (first Tuesday) 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 9:30 p.m. Please plan now to attend!



Our May meeting will feature Scott Goodley from "All American Aviation" located at Addison. The topic is "Aircraft maintenance and record keeping."

## May 9th Fly-In / Drive-In

The May Fly-In will be at the

- ⇒ May 26 is the Hangar Echoes assembly. Ann Asberry volunteered to host.
- ⇒ A letter of thanks will be sent to Dan McNeely for the work on the trailer. We will run his business card as a complimentary ad in the Hangar Echoes.
- ⇒ Jerry Mrazek will complete the paper work and file with the State of Texas for the Chapter non-profit status.
- ⇒ Gene Spalding is completing the money market fund investment paper work with Vanguard.
- ⇒ May 6, Jerry Mrazek will make a presentation to the Addison Businessmen's Association at Addison Airport Cavanaugh Museum. Jerry is asking for any Chapter homebuilt or specialty aircraft to attend as a static display.
- ⇒ A discussion regarding Mel Asberry attending the National Test Pilot School for "Homebuilders Stability and Control" course. Mel has made plans to attend the class on his own. The Board wanted to help out with expenses and voted to supplement with \$800.
- ⇒ Howard Walrath volunteered to host the June or July fly-in at Hidden Valley Airport.
- ⇒ Monroe spoke about the "Aviation Safety Education Seminar" held by the FAA. The next one is Saturday, April 18, 1998 at McGregor Airport.
- ⇒ Monroe began a discussion regarding the "Flying Start" program. Jerry Mrazek suggested we could incorporate that into our monthly Chapter fly-ins. We can also do the same for Young Eagles.
- ⇒ Had a discussion regarding volunteerism in the Chapter.

## May 26th Newsletter Assembly

The June issue of Hangar Echoes will be assembled at Ann and Mel Asberry's home on May 26th starting at 7:00 PM.

Need directions to Mel and Ann's house.

## May 14th Director's Meeting

The May Director's Meeting will be from 7:00 - 8:45 PM at the Farmers Branch Library on the 14th. The following is a report by Ann Asberry for Tom Emerson from the April meeting.

The April 16, 1998 Board of Directors meeting was held at the Farmers Branch Library. Attendees were: Jerry Mrazek, Jim Quinn, Bo Bauereis, Sam Cooper, Ann Asberry, Monroe McDonald, Richard Robbins, A.D. Donald, and visitor, Howard Walrath.

- ⇒ Advertising director, Bo Bauereis, reported all but four current advertisers in the Hangar Echoes has renewed for the next year.
- ⇒ May 5 Chapter meeting speaker is Scott Goodley from "All American Aviation" located at Addison. The topic is "Aircraft maintenance and record keeping." - May 9th fly-in will be either at Hum or Mesquite.
- ⇒ May 16 is the McKinney Mayfest and Young Eagles at McKinney airport.



## A Message From the President Jerry Mrazek

I think we had an outstanding fly-in at the Terrell airport. Of course part of the reason that I think that is because for the first time, I flew my airplane there. But seriously, we had lots of chapter members and many airplanes. Thanks to Chuck Farry for serving as ground Marshall. I also want to thank Tom Emerson for towing the chapter trailer to the event, and Frank Prokop for seeing to it that we had stuff to eat. It was a great team effort and I appreciate the extra attention it took. Speaking of the chapter trailer, we owe a great vote



of thanks to Dan McNeely whose diesel truck repair shop diagnosed the problems that the trailer had and fixed them. When you see Dan next, please tell him how much you appreciate his contribution. Thanks also to Ann Asberry and Monroe McDonald for contributing to the cooking of hot-dogs and arranging stuff for people to eat.

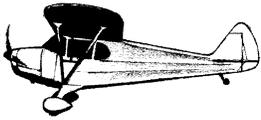
I've had occasion lately to reflect on the nature of volunteer service. It is said that only about 10 or 11% of any group such as ours does most, if not all of the work. This seems to be some kind of natural law and I don't expect that I will change it. If you accept it as a valid assertion however (and it is true for EAA Chapter 168) you might wonder why those 10 or 11% serve the remainder of the membership. It's not for money and everyone has demands on their time, so why do they serve? My thought is that they get some kind of satisfaction or pleasure or they just felt it was their turn to contribute. The problem stated most frequently when a volunteer organization loses an effective office holder is that he or she got "burned out". What does "burned out" mean anyway? I think it means that the rewards that have for some period of time satisfied the person have been overcome by the negatives, i. e. pressures, having to give priority to the organization's needs rather than his own, or he doesn't feel that his efforts are appreciated and he begins to ask himself why he is doing this rather than something else he would like to do. One day he writes a letter of resignation to the organization's president and it's over. Of course everyone who leaves a post in an organization doesn't necessarily go through this process but too frequently this is the case. To state it simply, when the negatives outweigh the positives he gets dissatisfied.

I believe that the way to avoid losing good people in volunteer service is to emphasize the positive. You remember the old song

"You've gotta accentuate the positive,  
Eliminate the negative,  
Latch onto the affirmative and  
Don't mess with Mr. in-between"

I said earlier that I don't expect that I can change the laws of humanity and expect all of our membership to be as active as some are, but I have a challenge for you. If you enjoy the newsletter, the fly-ins, the chapter meetings and the monthly programs, the refreshments at the meetings; tell the people who put those things together for you "Thanks" every time you can. If we can increase the level of positive feedback to our volunteers perhaps we can extend their service and even eliminate the "burnout". Charles Schwab said, "I have yet to find the man, however exalted his station, who did not do better work and put forth greater effort under a spirit of approval than under a spirit of criticism". This is true for me and I suspect it is true for you too.

Happy flying, Jerry



## April fly-in for Chapter 168

*By Mel Asberry*

If you didn't make it to the fly-in at Terrell on the 11th, you missed a great time. We had a big turn-out. Jerry Mrazek made his first long cross country from Spinks in his beautiful Rans S-14. In addition we had a Super Cub, Ercoupe, Bonanza, Luscombe, C-182, PA-28, Hayden Cowdrey's award winning Glasair II, Bo Baueris' beautiful Glasair III and oh yeah, there were even a couple of RVs. I finally got to fly Bo's fast bird and let me make one thing perfectly clear, "IT IS FAST". The only problem I saw with it was the rate of climb indicator must have been broken; it stayed against the 3,000 fpm peg almost the whole time. Congratulations Bo, it's very nice in all respects. 100LL is only \$1.59 at Terrell. Hot dogs were great as usual. Weather was outstanding. The trailer is back in service, thanks to all the people mentioned in the President's section.

## National Test Pilot School

I have an opportunity to attend a professional test pilot school in Mojave, California the last week of June. The school is offering a one week course specifically designed for test flying homebuilt aircraft. It will cost me about \$1600 for the full week.

After I complete the class I plan to do a program for the Chapter, at the very least, and offer a class structured for those members getting ready to fly their airplane for the first time. I believe my attending this class will be beneficial to the entire Chapter.

The generous donation from the Chapter toward my expenses is a great start. Any further individual contributions will be greatly appreciated. If, for any reason, I fail to attend the class, all contributions will be returned.

*Thanks, Mel Asberry*

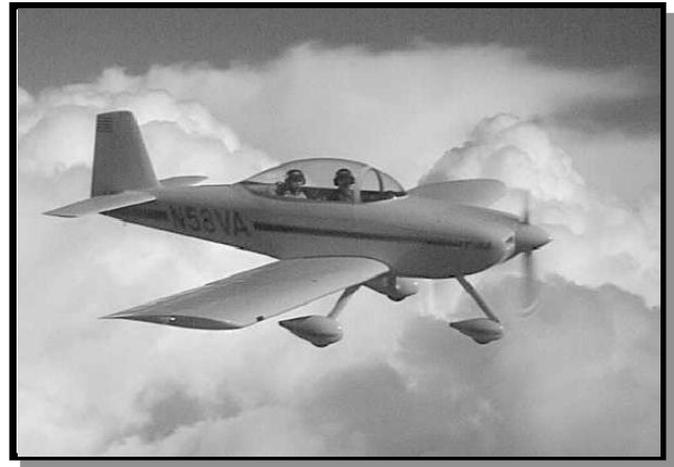
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Due to the great efforts of Jane and Jim Quinn, the Chapter 168 newsletter is now available via the internet. You don't have to worry about the quality of the print shop or the ability of the post office to mutilate your newsletter since you now can read it on-line. The Granbury newsletter is also on-line. Check out the the addresses.

<http://www.vline.net/eaal68/>  
<http://www.itexas.net/~clubs/eea983>

## RV-8A Makes First Flight



The New RV-8A

## EAA Chapter Tool List

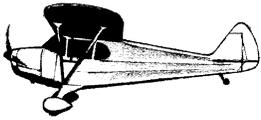
The following is a list of tools the chapter will loan to members. Ernie Ludwick is in the process of reviewing the assets with respect to current usage and schedule. Please contact Ernie at 241-1185 if you have one of the chapter tools to report its scheduled return or if you want to borrow any of the tools.

- \* Magneto Timer
- \* 24 inch Flexible curve rule
- \* Two person differential compression tester
- \* Small size tubing bender
- \* Set of Greenlee punches
- \* Instrument (2 1/4 and 3 1/8)
- \* Swaging tool and gauges (Nikopress)
- \* Smart level
- \* Tach Checker
- \* Cable cutter
- \* Aircraft scales (3)
- \* Borescope
- \* Flaring tool / cutter

## Chapter 168 Newsletter On-Line

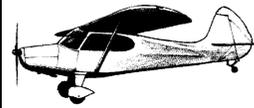
May 1998

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## Calendar of Events

- MAY 2-3 - 12th Annual Fly-In and Airshow, Georgetown, TX (512) 869-1759
- MAY 9 - L-Bird Fly-In, Lake Whitney State Park Airport, TX (Liason Airplanes gathering)
- May 16 - McKinney Municipal Airport Air Fair 98, 8:30 to 2:00 PM (see article by Tandy Allen)
- MAY 16 - Granbury Muni Fly-In breakfast. Aviation Safety Seminar to follow at 10:15 on "Flying VFR in the Metroplex."
- **MAY 22-24 - EAA Ch. 34 Lake Whitney Fly-In, Drive In Campout (817) 534-5396**
- MAY 23 - Granbury, TX, Texas Rotorcraft Assoc. 4th Annual Gathering in Granbury (254) 836-4860
- MAY 29-31 - JRB Ft. Worth Air Show (214) 266-6111
- JUNE 5-6 - Bi-Plane Expo, Phillips Field, Bartlesville, OK (918) 336-3976
- JUNE 12-14 - EAA, 36th Annual Antique Airplane Association Fly-In, Gainesville Airport, Gainesville, TX (817) 668-4565
- JUNE 13 - Chapter 983's Meeting with Young Eagle Guests, Program and hopefully a demo skydiving jump by Sport Skydivers, followed by Young Eagle Flying, We'll need you and your airplane. Contact Dave Moore
- JUNE 20 - Clifton, TX (famous for Gordon Winfield) Clifton Fly-In, Municipal Airport, (254) 675-3771
- JUNE 26-27 - Denison, TX, Grayson County Airport, Lone Star Aerobatic Championships (972) 267-0885
- JUNE 26-28 - Cedar Mills Marina, Lake Texoma, 2nd Annual Lake Texoma Ultralight Gathering (817) 232-3379
- JULY 18 - Fly-In breakfast, Granbury Muni, Cooked by EAA Chapter 983 Exec. Committee, Followed by a Flying Start Program at Granbury Muni.
- JULY 29-AUG 4...OSHKOSH. Need I say more!



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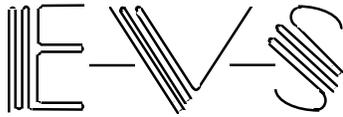
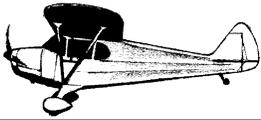
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## Atlantic Crossing in an RV-4

By Emmett Kinkade

*Editors note: In the February issue of Hangar Echoes I mentioned talking to Emmett Kindade about how he had the first RV-4 in the Dallas area and how he recently scratch built a second RV-4 with 104 gallons of gas for an Atlantic crossing. I asked him for a short article on his adventures in the RV-4 and he graciously submitted the following:*

I guess the best place to start would be with the preparation for the transatlantic flight. Early-on in the building of N13EK we'd made up our minds to fly it across the pond. Catherine, my wife, is Swiss and long had had ambitions of flying a plane from the US to Europe. As we built the airplane I proceeded to make the necessary

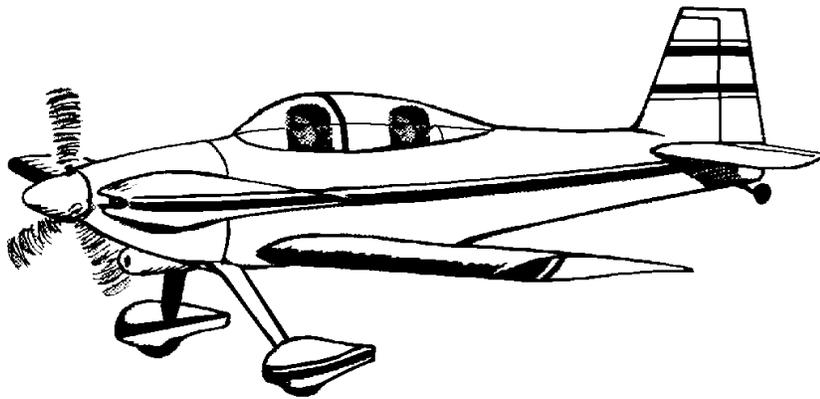
modifications to accommodate such an endeavor. The inboard fuel tanks I fabricated, using a 48-inch wide piece of aluminum that yielded 20 gallons fuel capacity in each tank. Adjacent to the inboard tanks I added two smaller tanks

containing 12 gallons each. At this point we had a total of 64 gallons that might have gotten us across the Atlantic taking the Northern route from Newfoundland, to Greenland, to Iceland, and on to Scotland. However, realizing that the weather is not always that favorable up North and that you can go bankrupt staying in a hotel in Greenland or Iceland, we elected to pay the price of a high frequency radio and build additional fuel tanks so we'd have the option of going south if needed.

We had installed all the radios except the ADF and the HF before closing the fuselage. We wanted to get the plane in the air as quickly as possible. I installed the plastic wing tips using nut plates. Originally I had planned on making the plastic tips into fuel tanks. After the first forty hours were flown off we removed the plastic tips and in their place attached a plate with the nav-lights in order to stay legal and continue flying. We thought that by removing the wing tips it would change the take-off and landing speeds (it did not affect them appreciatively), the only significant changes in the flight behavior we observed were a vastly improved roll rate and quicker spin recovery. With this realization, and not being pleased with the increase in weight and limited capacity of the plastic tips, I proceeded to fabricate all metal tip tanks using a full rib plan-form that would receive the tip plates we were currently using. These tanks extended the straight box wing an additional 16 inches on either side and added an additional 40 gallons of fuel, but increased the span by only eight inches

beyond what it had been with the plastic tips. With the airplane fully loaded, the tip tanks with full fuel increased the wing loading only slightly more than it had been without them.

With the metal tip tanks attached, the additional 13 1/3 square feet of wing did change the flight characteristics considerably. The plane lifted off in a shorter distance, the climb rate was better, the aileron response was quite a bit slower, and we really had to slow it down in order to lose altitude for landing. Once in ground effect it would hang over the runway for a much greater distance. The cruise speed was reduced by about 10 mph. With the additional weight at the wing tips and corresponding momentum induced by rotation, I elected to forgo the spins. I assume it would probably recover from a spin with empty tip tanks, however, with full fuel in the



tanks it would be a completely different story. We removed the tip tanks upon our arrival in Switzerland; 64 gallons would take us anywhere we chose to go while in Europe.

When we were doing the final assembly at the Alpine, Texas airport we had the opportunity to meet Pete Huff who had flown the Atlantic in his experimental 'White

Lighting.' Pete recommended that we contact Don Kerby and get a copy of his North Atlantic Briefing Manual and we did. Kerby is a retired ferry pilot who has put much needed, valuable, and worth while information in his two inch thick briefing manual. The manual was well worth the money.

By June of '97 we were ready to go. For almost a year we studied Kerby's manual, practiced under the hood flying and became familiar with all the instruments, radios, and navigational aids. We made several cross-country flights of long duration while hooded. We acquired all the maps, charts, and approach plates for each route that we might fly. We plotted and prepared flight plans for all the routes, identified the radio reporting positions on each, and entered all the routes into the GPSs. We filled out a stack of customs declarations. We had a life raft, emergency rations, life vests, EPURB, hand held radio, and yes, those awkward bulky immersion suits. CG is critical in the little tandem airplane; I checked and rechecked my figures. To tell how we fitted a full IFR panel, a HF radio, and all that gear into the tiny RV-4 would require another article.

We had been watching the weather maps and jet stream on the internet; on June 7th I called the weather service at St. John's, Newfoundland. They gave me a detailed forecast indicating that we might have a window within the next few days. On June 9th before daylight we departed Alpine with sack lunches and 64 gallons of fuel in route to Indiana. We



knew that cumulus would be building as the day bore on so we got out as early as possible.

I flew the first leg from Alpine to Evansville, Indiana. The flight was rough and quite tiring. The second day from Evansville to Bangor, Maine we had good weather and a smooth flight with Catherine in the front seat. At Bangor we contacted Canadian authorities and advised them of our intentions, then filed an IFR flight plan (everything from here on would be IFR). The third day from Bangor to St. John's Newfoundland with me at the controls we were mostly over water with good weather at flight level 11 (11,000 ft.).

At St. John's we were well received and given the most complete weather briefing we had ever had. We were given maps and print-outs showing all the weather conditions and forecasts for the north Atlantic. After advising us to disregard the northern route since there were severe icing conditions in the Iceland area, they proceeded to give us a detailed briefing as to what to expect en route to Santa Maria in the Azores. All this was accomplished in the wee hours before full daylight (on June 12th there isn't that much night when you are that far north).

On June 12th, Catherine's birthday, and her at the controls (a solid wall of fog approaching the airfield) we departed St. John at about 0700 hrs. with full fuel and wearing immersion suits. We were assigned an HF frequency and flight level 11. The HF radio was mounted in the back seat so long range communications were left to me. Out over the ocean we were mostly above clouds. We had seen icebergs when leaving Newfoundland but once at altitude we saw only the occasional wake of a ship -- looking down it was too hazy to see very clearly. In the course of the day we saw no aircraft or contrails -- the heavy stuff flying back and forth to Europe was all to the north. Several hundred miles out we could see the weather system developing they had advised us of in St. John, it was building and the tops were higher to the north. We changed our heading to the south. As we neared the system we had our flight level changed to 13 in hopes of getting over the tops. The OAT was -4 C when Catherine punched through one of the tops, we picked up ice very quickly -- after that she flew around them. Once clear of the weather the flight into the Azores went well through scattered, broken, multi-layered clouds.

Our course took us over several of the islands as we approached Santa Maria. We had seen a number of fishing vessels as we neared the Azores. As we let down we saw more and more smaller boats and could see the settlements along the shores. We were in the air for nine hours. The great circle distance from St. John's to Santa Maria is 1,588 miles. Disregarding the time and distance flying around the weather, we still had an average speed of over 176 mph turning 2400 rpm. We landed with four hours fuel reserve; more than 32 gallons remained in the tanks. We had crossed one and a half time zones.

When we arrived at the Santa Maria Aeroporto we were met by F. Victorino who is now retired but had been in charge of communications there for many years. He walked

us through customs, introduced us in the sundry areas for landing fees, weather briefing (which you pay for), cafeteria, helped us get refueled and into a hanger, and pointed us to the most economical hotel. He was Don Kerby's friend and had known all the old ferry pilots whom he described and talked about at length. We enjoyed listening and learning of these daring souls who braved the elements in pre GPS and satellite weather days. The next morning Mr. Victorino was again there to greet us, take pictures, wish us well, and see us off.

We lifted off again with full fuel and pointed the airplane toward Alacante, Spain on the eastern shore on the Mediterranean. At flight level 11 we were in clouds most of the time between the Azores and the coast of Portugal. I had to throttle back to keep from damaging the wooden prop as we flew through over two hours of rain. We got bumped around but not nearly as badly as we had the first day of our trip over the central US. As we approached the mainland the transponder started blinking and we contacted flight control on the VHF radio.

As we crossed Portugal and Spain we were handed from one control to another every few minutes. Both Catherine and I had trouble understanding them. English is the language of air travel all around the world; however, the accents that one encounters in foreign countries sometimes make you wonder. After eight hours in the air we arrived at the Alacante airport late in the afternoon when there was no traffic. Earlier in the day it is very busy; over four million tourists pass through the facility each year. Coming from the US we were surprised to find that they had no radar; we couldn't imagine an airport that handled that much traffic using only flight strips or a board.

Carlos, the man in the 'follow me' vehicle who guided us to parking had built a Long Easy that he proudly showed us -- it was the only home-built on the field and one of very few in Spain. He spoke English and was very helpful in telling us what to do and where to go at the airport (customs, landing fees, parking fees, flight plans, and weather services) as well as arranging discount accommodations at an excellent hotel and then driving us there.

In Spain we had to lay over a day due to bad weather in Switzerland. There is practically no civil aviation in Spain. There are few airports other than the large airdromes in the major cities where you cannot get in or out without filing a flight plan. This is true if you are only going for a turn around the patch. Here in the US we are accustomed to seeing an airport in almost every little town. In Spain they are nonexistent. The following day when leaving Alacante we had a terrible time understanding the tower operators whose "English" was foreign to anything we had ever heard. Once clear of Alacante, the flight on into Switzerland went well other than for the constant radio communications of flight level reporting, having to read back everything, and changing frequencies every few minutes as we were passed from one controller to another. The greatest difficulty I encountered was trying to understand their "English." We landed at La



Chaux-de-Fonds in order to clear Swiss customs, then on to the airport at Yverdon where hangar space had been arranged.

Some of the more common questions we've been asked were those of prices. Yes, fuel is very expensive, fees are required for both landings and customs. We were very fortunate to find hangar space (also expensive) which is almost non-existent in both Switzerland and Spain. The fact that we had flown the Atlantic in the tiny home-built no doubt aided in the quest for an indoor space to house the plane. Yes, we flew often mostly over France, Spain, and Switzerland. We spent several weeks in Spain after visiting Catherine's folks and friends. When going from one country to another, you must file a flight plan and get clearance, then when you land you must pay and clear customs. For someone accustomed to flying in the US, all the red tape and regulations can become quite a hassle. As to the answer to the final question; "yes, you bet we'd do it again."

Best regards, Emmett S. Kinkade

## Dream for Sale !

by Brownie Seals

The "V-Star" is among the best of the Lou Stolp airplanes. All the Stolp planes share the eye appeal and the graceful lines of tapered wings, slender fuselages, and attractively proportioned empennages. The V-Star is proportioned like the Starduster II. Just a little smaller. It was conceived and designed during the time when everybody was "hot" to use the Volkswagon engine in small planes. (Hence "V" star).

I got to know Lou Stolp and his staff reasonably well during the time I was collecting parts and plans to build my V-Star. In a private conversation with Lou, he said " -- the V-Star is the most fun to fly of all the planes I have designed." He was demonstrating the validity of that statement at that moment. He had sold the company, moved to the Red Lands (CA) Airport to enjoy his retirement and was building his own personal copy of the V-Star for his own use. I spent the day with him and brought home a copy of an original photo of the prototype V-Star. I wanted a V-Star real bad.

I corresponded with several V-Star builders and learned a lot about the construction and the tricks to use to get a well built plane. One of the regulars in that crowd was Larry Weiskaar of Springfield, Illinois. At Oshkosh 1983, I met Larry. He was there with his recently completed V-Star. My enthusiasm got me an invite to fly his plane. I was flattered and flabbergasted. But, I took him up. I flew it down south of OSK. It was one of the most exciting flights of my life, right up there with my first solo.

I had been doing airshows in a Citabra. So, I quickly felt the responses of the V-Star and decided it was agile enough for a few maneuvers. In a matter of minutes I was looping, rolling, spinning and doing my favorite "Steep (like over 90 degrees) Lazy Eights". It was a sweetheart to fly. I was sold. I

bargained with a group in Lockport Ill. and bought nearly all the parts needed to build my own V-Star.

That V-Star I flew had a Lycoming O-290 which gave it lots of power and performance. Burt had also added ailerons to the upper wings (for four) and had done a really superb job in the construction.

The V-Star is suitable for engines from the Volkswagon up to the O-290. I had opted for the O-235 as a compromise between weight, performance and cost of operation. The airframe is stressed for +/- 9 ultimate and is typically "Stolp" strong. The top speed is listed as 90 mph and the stall speed is 35 mph. Gross weight is 1000 lbs with a useful load of 351 lbs. So with the 22 gal fuel load the plane can accommodate a 219 pound pilot.

Stolp designs all his upper wings in 3 parts. A center section with four cabanes and two outer panels. He uses flying wires on both the front and rear spars. This wing design provides the best combination of flexibility and strength. It turns out that the V-Star wing air foil and plan form is identical to the wing he later used on the AcroDuster. The Acroduster wing uses a different and stronger structure and 4 ailerons. I opted for the Acro Duster wing. I have plans for both the original and the Acroduster wing and parts for the Acroduster wing. Over the years I collected parts and made plans. The move to live on an airport was so I could work on the plane in my retirement.

I made two mistakes. I bought a Pitts. So all my time went to flying. And I lost my medical. I now have no way to fly my dream. So I have a dream for sale.

The collected parts include:

- Unused Plans w/license to build one plane S/N 90
- Professionally welded fuselage structure
- welded landing gear struts & Empennage
- Stolp Fiberglass Turtle back
- Goodyear wheels, brakes & axles w/Acro Master Cyls.
- Factory Rib Kit & capstrips plus formed trailing edge
- Rough cut wing spars
- Streamline tubing and 6061 Aluminum Angle and tubing for wing structure completion.
- Tail wheel w/ mounting spring
- Rudder pedals with installation hardware
- Plus a few other miscellaneous items that I thought would be useful in the building.

**Get all this plus the chance to fly my dream for only \$1750.00.**

Call, write or phone;

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