

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

Thumbs Up! First Flight for Carter Craft's Zenith CH-601HDS

By Sam Cooper



On May 16, 1998, Carter Craft took his new Zenith CH-601HDS, N60393, up for its first flight from Air Park Dallas. Like many other homebuilders, he was practicing his high speed taxiing when the Zenith started flying after he lifted the nose wheel. Recovering from this surprise, he took the 601 around the pattern and brought it in for a smooth landing. Since then, he has continued the test flying, including a flight check by Mel Asberry, one of our Chapter Flight Advisors.

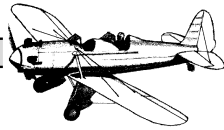
As of 6/27, Carter had flown off 23 hours of his 40 hour test flight period. He is working through two problems at the moment: a heavy left wing, and slightly high oil temperatures at full power. The CH-601HDS is cruising comfortably at 105 mph, with a maximum speed of about 120 mph. Carter is still trying to find the best compromise between climb performance and cruise speed with his ground adjustable propeller. Carter reports that he has a hard time stalling the Zenith, it just wants to keep on flying all the way down to 30 mph IAS. He plans to paint the Zenith after his test flight period is flown off.

Carter invested about 650 hours of labor over an 18 month period building his Zenith at home. He enjoyed the crucial support of his wife, Tina, and their children (four now), during the build process. Carter utilized the services of the Chapter, with Owen Bruce serving as his Technical Counselor.

His Zenith is powered by a Rotax 912 (80 hp). So with an empty weight of 555 pounds, the performance is significantly greater than the usual Cessnas Carter had been flying. But with significant fuel savings (3-4 GPH of auto unleaded premium), that are reasonably easy on a family man's budget.

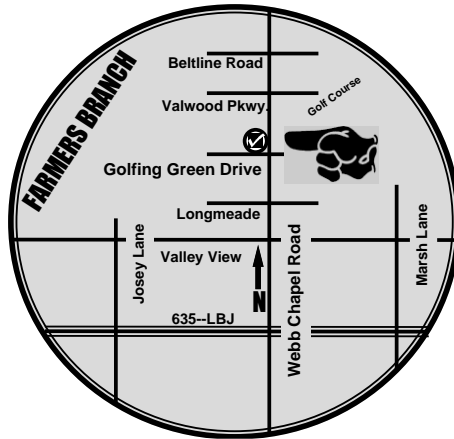
At the moment, Carter is clearly enjoying flying the Zenith and we look forward to seeing it at upcoming Chapter Fly-ins.

Congratulations Carter on a dream fulfilled!



July 7th Chapter Meeting

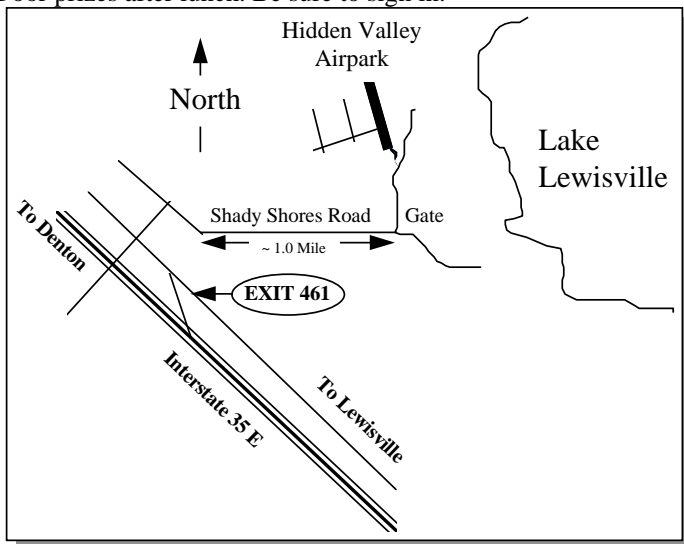
Our July 7th (first Tuesday) Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 9:30 p.m. Please plan now to attend!



Our guest speaker will be Bill Signs, a local pilot and long distance aviator. He will be speaking about his Friendship Flight '98, a commemorative reenactment of Carl Ben Eielson's 1928 Arctic Flight.

July 11th Fly-In / Drive-In

The July Fly-In will be at Hidden Valley Airpark and will be hosted by Howard Walrath from 10:00 a.m. to 1:00 p.m. Escorted tours to view several homebuilt projects will leave from #20 Hidden Valley Airpark from 10:30 till noon. Hot lunch at noon with aerobatic exhibitions during lunch. Drawing for 10 Door prizes after lunch. Be sure to sign in.



Identifier: 5TX0 From DFW VOR (117.0): 348° at 18 nm. Airport advisories on 122.9 MHz. 2,000' paved runway with 600' sod overrun slopes down to the South. In calm/light winds use runway 34 for landings and runway 16 for departures. Sign-in and lunch will be on the northeast side of the runway, about 500' from the north end.

July 16th Director's Meeting

The July Director's Meeting will be from 7:00 - 8:45 PM at the Farmers Branch Library on the 16th. The following is a report by Jerry Mrazek from the June meeting.

1. Jerry Mrazek passed around samples of the newsletter copy work done by Bird Copies in order to get board approval of Bird for our new printer. This approval was obtained and we start working with Bird on the July newsletter. Sam Cooper will be the newsletter editor for this issue. His plan is to transmit the newsletter copy via e-mail to Bird Copies. This marks a new milestone for our handling of this publication.
2. Gene Spaulding moved and it was seconded that we deposit any funds that Gene deems are not needed for running expenses, in the new Vanguard money market fund so we can make that money work for us more efficiently than it can in the checking account. This motion passed and this policy will begin immediately.
3. Tom Moe suggested that we make a budget for the expenditure of our funds so we can effectively plan any special activities out in the future. The board agreed and it was decided that the budget would be prepared and presented by the board at the February meeting and reviewed at the August meeting each year.
4. The chapter's declining active membership was discussed and it was decided that we need to take a more hands on attitude with new members to make them feel more like a part of our chapter. We will appoint several people to serve as greeters at the chapter meetings with the goal of making visitors and new members feel more at home.

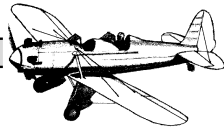
July 28th Newsletter Assembly

The August issue of Hangar Echoes will be assembled at Linda and Don Christiansen's on July 28th starting at 7:00 PM. The address is 515 Softwood Circle in Duncanville, TX. Phone is 972-298-6531. Don is well along in the construction of his RV-8 fuselage.

Chapter 168 Newsletter On-Line

Jane and Jim Quinn are placing the Chapter 168 newsletter on the internet.

<http://www.vline.net/eaal68/>



A Message from the President, Jerry Mrazek

Hey, what a nice day we had for our fly-in at Kittyhawk this last time. The wind was out of the northeast and it took me almost an hour and a half to get there from Spinks, but it was fun. We had 11 airplanes and a good number of drive-ins. Thanks to Jim and Anita Rushing and Don and Clara Stovall for hosting us. Thanks also to David Carter for getting the trailer there and taking it back to the Whitesell's at Airpark. Thanks to John Williams for getting the groceries there.

I am really excited about the direction we are going with our newsletter. As you know, we have

instigated a rotating newsletter editor position that allows three editors to rotate the responsibility. This will give each one relief from an "every month responsibility". We have found a volunteer to replace Clair Button after his second cycle, his name is Michael Stephan. We have also moved to reduce some of the load on the editor. We found a printer in Arlington who is equipped to receive the newsletter copy via e-mail. We had him participate in a test to check the quality of the job and it looks great. The fact that he is in Arlington is not a problem since I live there and plan to pick up the finished newsletters prior to the assembly process. I anticipate that this will work great.

Ernie Ludwick called me the other day and said he would like to be relieved of the tasks of chapter librarian and tool keeper. Ernie has served us well in those capacities so now I must find a replacement for him. Ernie says the library materials require about 64 square feet of bookshelf space and I don't know how much space the tools take. I believe we can probably thin out some of the library stuff. If any of you would be willing to take on these responsibilities I would sure appreciate it. It doesn't take much in the way of time, only keeping track of where things are that have been checked out.

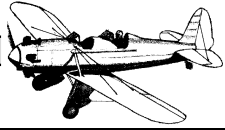
Let me take a little space here to answer some questions that were posed about the Abilene (SWRFI) Fly-in in October. The airport will remain open during the fly-in. All arrivals and departures will take place to and from the east runway. The west runway will belong to the fly-in. There will be no airshow on Sunday. There will be airshows on Friday and Saturday. Chapter 34, who has the aircraft parking responsibility, has not finished its planning but they are looking into an arrangement similar to that used at the Arlington fly-in in the northwest. This arrangement, if selected, would provide some isolation of the airplanes from the general public and still allow the public to view them. We will have pamphlets describing the arrival procedures in the summer.

You'll notice in the minutes of the board meeting that we had discussions about the declining active membership of our chapter. Several ideas were suggested as to the reason for this decline. The decline in active participation means that we are losing members faster than we are gaining new members. It's not clear at this time whether our loss rate has increased, or if our new members rate has declined. I can do some research on these statistics but it will take a little time to get the data sample. I fear that perhaps we are not meeting the needs of our membership and some are drifting away. I don't get a lot of feedback from you folks so I am shooting in the dark a bit here. Could we do something different in the planning of our programs, or could we make a greater effort to extend ourselves to visitors? Or, is there something else that we could do? I would appreciate your inputs on how we could improve our service to the membership. Either e-mail me at mrazek@flash.net, or mail your opinions to the Chapter 168 P.O. box address.

It may seem early to you to think about this next subject, but believe me it is not. According to the by-laws, we must elect the '99 officers at the October meeting. Before we can have that election we must compose a list of candidates who are willing to have their names placed in nomination. It takes time to create a long list of potential candidates and to contact them as to their willingness to serve if elected. I would appreciate you thinking about two questions; (1) Would you be willing to serve a cycle as an officer? (2) Is there someone who you would like to be an officer of our chapter? Please contact anyone who you recommend for nomination to see if they are willing to serve if elected. Your inputs will be greatly appreciated, contact me as noted above.

Happy Flying, Jerry





Well-grounded Aviator (Pete Huff) has one Flight of Fancy

By Bob St. John

The May 23rd copy of the Dallas Morning News had an excellent article on our very own Chapter 168 member, Pete Huff. The first paragraph by Bob St. John starts with, "Pete Huff was always a goal-oriented person. Many of us who were his contemporaries confused youthful, quixotic daydreams with life goals. But Pete planned, persisted and realized a number of objectives he had set for himself as a young man."

The article proceeds to reflect on how Pete set a goal to own his own company, to build his own airplane, and to fly it across the Atlantic. As we know, all of these goals were met. As it turns out, Bob St. John has known Pete for some time since they were class mates at North Dallas High School (Class of 55). The article talks about Pete's father, Oliver, who was an airline pilot and how his influence gave him the love of planes and flying while growing up. Pete got his pilots license at 17. Pete got a degree from Rice in mechanical engineering, then went on to graduate work at Harvard Business School. When he went off to Harvard his mother, Nellie, warned him "now don't bring back a Yankee wife!" So he did. He met Nancy at Radcliffe and she became an immediate close friend of his mother.

Pete is a member of the McKinney Chamber of Commerce, the airport board and an alliance providing money to initiate community development. He was also the force in starting a volunteer center, which works in underprivileged neighborhoods.

The last paragraph states, "Pete is a confident person who certainly not only knows who he is but also who he was. He realizes more and more the gratification of giving something back to the community in what is certainly another rewarding journey."

Chapter 168 Oshkosh Meeting Place

Many of you will be attending Oshkosh 1998. As a reminder, Chapter members will be meeting by the red barn in the Antique area at 11:30 a.m. every morning. See you there !

By the way, be on the lookout for fellow 168 member Scott Christensen who is, as he puts it, "lost up here in Iowa someplace".

RV Formation Flying

Formation flying, if done with care and awareness, can be one of the most exciting things to do with an airplane. A couple weeks ago, I was fortunate enough to end up in the back-seat of Chuck Wilson's RV-4 on a formation flight to Bob Breshear's fly-in near Waco. With Red Marron in the lead and Jeff Hanson on the other wing in his RV-4, we headed south over a broken deck.

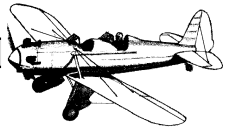
What a blast! Chuck and Jeff's experience flying fighters in the Air Force makes formation flying a real treat. Having been along on numerous two-ship flights with these guys, I can say that they are extremely safe and proficient. They brief before each flight, and they use the Air Force methods of communication in the air, so that even without the use of radios, there is no guessing as to what the leader's intentions are. We all had a great time that day. Red flew an excellent lead and I was able to get some great pictures. The best thing was just being with these very skilled and enthusiastic aviators. Thanks for some great flying guys! -Mike Johannsen



Red with Jeff Hanson on the Wing



Jeff off of Chuck's Wing



More on GPS

By Brownie Seals

Some months back I wrote about my thoughts on the risks of over dependence on the highly touted GPS navigation equipment. At the time there was virtually none that would say any thing negative about GPS. As time has provided opportunities for people to observe the flaws in GPS a few are beginning to report the problems that should have been included in the original instructions that came with the first units sold.

Since I did that piece I have read a report (taken from the ASRS) telling of a pilot who found himself in controlled airspace while his Hand Held GPS was telling him that he was well clear. And that same pilot discovered later that his GPS unit indicated him to be at a totally different airport, some 40 miles from the one he had actually landed at. It seems that the unit had failed to connect with all the satellites and "made a mistake". The unit manufacturer suggested turning the system on and off a few times to assure that it had run through the correct selection cycle. Lucky for the pilot he was not making an IFR decent to minimums. No telling what he might have run into. The GPS manufacturer cautioned that one should use the system as "reference only" and not for "critical" navigation.

Another ASRS Pilot report tells of a pilot departing on an IFR flight with an IFR certified GPS. He was cleared "direct" so punching in the code for the destination airport, turned to the indicated heading and set out on the course. Shortly ATC called and suggested a radically different course. A further check showed that the unit had selected another airport with a similar code some 3500 miles away. Closer checking showed a 21 hour enroute time. The pilot comments that that is "really" "global Navigating". Had he cross-checked with the VOR and his charts he would have readily noted the inappropriate direction of flight. In addition to the potential for equipment error, GPS opens the door for many human errors.

Any who have followed my rambling in the past will not be surprised that I am not a GPS fan. As they know, I generally dislike a lot of clutter in the cockpit. A bunch of electronics just gets in the way of enjoying the freedom of independent flight. In other words 'it ain't 'fun to fly' if you must spend all your time setting and reading a bunch of dials.

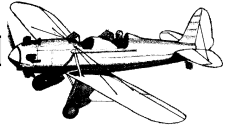
With that bias in my thinking, I have found that lots of reports are now telling of problems and flaws that have surfaced in regard to GPS as it gets more exposure to the using public. One that I had raised earlier

(ionosphere induced errors) has been acknowledged by the "experts". As an old Ham radio tinkerer I have had much exposure to the unpredictable behavior of radio propagation. And I was also watching the increase in "Sun Spots" (the "1997" 9 year cycle is just beginning and the Sun Spot effects will be increasing for the next 4 or 5 years) in the hope that they would improve the performance of my Ten Meter Ham conversations. Sure enough Ten Meters is getting better and GPS is getting worse. The "experts" are now cautioning that the accuracy of GPS 'may' be degraded by the increase in Sunspots. It will. The next major peak is expected in 2011. And there are other ionosphere effects (aggravated by the Sunspots) that will continue to produce unexpected errors in the signals.

On the subject of radio propagation and its effects, the recent World Radiocommunications Conference (97) (WRC-97) in Geneva left the GPS spectrum in some danger of interference by mobile communications satellites. The WRC-97 left open the possibilities of a portion of the frequency spectrum used by GPS to be shared with those services. Special circuitry in GPS is supposed to nullify the interference, but ...? Another variation on that kind of problem - in a recent copy of an "underground type" radio hobby magazine I found the description of ways to "jam" GPS signals. It's illegal and is certainly naughty, but there are pranksters that could and would try their hand at such mischief. I would be very reluctant to hang my neck on an approach to minimums with some such signals in the vicinity. And since you do not "listen" to GPS or get identifiers to confirm using the correct signals you have no way to "know" that your machine is not following an erroneous signal. I have also read that the Russians are actually marketing a GPS jamming device manufactured by a firm named Aviaconversia.

A further degradation of the "civil" class of GPS is growing by the day. A recent trade publication (Electronic Communications) reported that the commercial market was taking over the GPS business. That the units were being configured for the auto, hiker, biker, motorboat users and that there are now units on the market for less than \$100.00. An Aviation publication (Aviation Week) noted that this would reduce the capabilities needed for aviation navigation functions. This market place influence will result in a popular belief that GPS is infallible.

A trap that lurks in that belief is growing already in the FAA "Free Flight" tests now beginning in Alaska and Hawaii. This program (code named Hal.aska.99) is aimed at eliminating all other means of communicating,



guiding and collision avoidance for aircraft. A single point failure would leave a sky full of airplanes not knowing where they are or which way to go and with no method of telling any one what their problems are.

In the February 2, 1998 issue of Aviation Week the FAA was reported to be considering a "Backup" for GPS as the "sole" air traffic control means. The shift in philosophy is apparently a result of a presidential commission study, which urged caution before eliminating current ground based navigation facilities. A major concern is that the NAS (national airways system) would become a prime target for terrorism. In the final report the commission recommended that FAA should maintain a backup navigation and landing system capability, possibly retaining elements of the current systems. Two key areas being looked at for possible backup include an expansion of the Loran network and a skeletal VOR network. FAA's schedule is already slipping. In 1995 they proposed phaseout of VOR and ILS systems by 2001. Now they are estimating that will begin in 2006 and be complete by 2010.

Scary episodes have already occurred. A Continental Airlines plane experienced a GPS outage on all three onboard receivers late last year while flying over France. Continental is using GPS as the sole navigation means over the oceans. The flight was preparing to divert when service was restored. In December (1997) at least two GPS outages occurred over Albany, N.Y. No known cause was found for these outages. The relative ease with which the GPS can be jammed has raised the issue of terrorist activity to new levels.

In my assignments as designer of vital military communications, I repeatedly cautioned the military of the risks of depending on satellite based systems. A satellite is a beacon. It provides the guidance information for a missile to home on and destroy it. Any agent that wishes to totally disable the aviation system has an easy target for shutting down the "World".

Digging in the Y2K (Year 2000) computer problem reveals that GPS is not immune from that impending disaster and additionally GPS has the quirk of a "date roll over" of its own. When the original GPS system was launched the designers programmed the system to count "weeks". Because of space limits they provided a maximum count of 1024 weeks. That count started on January 5, 1980 and runs out August 10, 1999. On that date most of the less sophisticated GPS equipment will "think" it is 1980 again. This could seriously degrade the position measurement accuracy of GPS units.

From the Hewlett Packard "GPS and Precision Timing Applications" "notes" I find a list of "accuracy

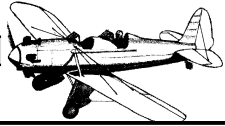
limiting factors". They include: 1. Uncertainty in the GPS satellites clock bias. 2. Uncertainty in the Satellites position. 3. Errors in the satellite-broadcast NAV-msgs. 4. Imprecision of receiver Pseudo Random Noise sequence tracking design. 5. Errors in calculation of the ionosphere (sunspots and ionosphere layers) model. 6. Errors in location, antenna delay, antenna cable delay, troposphere effects, solar flares and others. It also notes that the accuracy may be further affected by the quality of the received satellite signals and will vary between satellites and times. These folks are talking about laboratory grade equipment. I thus have real concern for the dependability of the acky/dacky "bottom of the food chain" cheap units that are used in many private airplanes. You all be careful out there.

These notes also point out another source of error, which is inherent in the basic concept of satellite navigation. The satellites are in random orbits and may assume different positions in relationship to one another as time passes. If the satellites (automatically selected by your receiver) happen to be lined up in a "row" from your position the triangulation calculations are degraded and errors are increased. Also if the selected satellites form a circle (approximately) over head of your position the triangulation is again degraded and errors are increased. (While you are on short final with a GPS IFR approach to minimums, think about that.)

The literature and the "hangar tales" continue to report the flaws in the "too good to be true" advertising claims of the GPS world. I am, and have been and will continue to collect quite a file on the subject. I plan to keep watching and no doubt there will again be enough new information for another round of this report. So stay tuned.

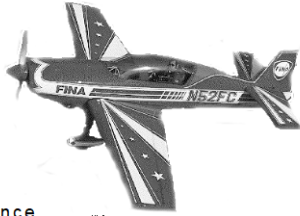
In the meantime be cautious in your flying and be cautious with your money. And don't tell wildly enthusiastic stories to your young friends that might get them into a risky situation.

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By: Jerry Mrazek

As your president, I was invited to attend and participate in a planning meeting for two events coming up in September. It seems there has been a change in the Safety Officer at the Dallas FSDO. John Jarchow has recently retired from the safety program of the FAA and Larry Prentiss has been assigned that position. Larry has requested that numerous aviation events be planned as a way to increase safety awareness, and to let him get acquainted with the pilots in the Dallas area.

Norman Seaton and his wife, Sharon, are FAA Safety Counselors and are assigned to Mesquite Metro Airport. Norman called the meeting I was invited to and chaired the meeting. The purpose for inviting me was to get EAA participation in one of the planned events discussed in the following paragraphs.

There are two planned events in September. The first is a general safety meeting that is planned in the Mesquite Arts Center building on 22 September. This meeting is planned to start at 7:00 p.m. and end at 9:00 p.m. Not much more was said about this meeting except that there will be direct mailings to all pilots in the Dallas FSDO area.

Most of the planning meeting time was use in discussing the second event. This event is a planned "Aviation Funfest" which will be designed to promote aviation awareness, in general and Mesquite Airport. This event is planned to take place on 26 September from 9:00 a.m. to 6:00 p.m. They plan static displays of airplanes (this is one place where the EAA comes in), seminars on safety, home building forums (another place where the EAA comes in), parachute jumps, and the Confederate Airforce show. In addition they want Young Eagles flights to be planned and Chapter 168 to head up that effort.

I will be calling Tandy Allen, our Young Eagles coordinator, and several others of you to get your help. It seems to me that we should help anytime that we can to promote aviation in our local area. Please plan to help in whatever way you can. I believe that this effort fits perfectly in the goals of the EAA.



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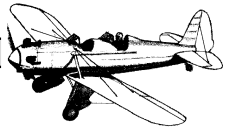
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A New Safety Officer in the Dallas FSDO



In Memoriam: Dale Clarke

By Pete Quortrup

It is with sadness that I must report here about the death of Papa-51 pilot Dale Clarke, who flew the Thunder Mustang to Dallas for Chapter 168's March meeting.

On Saturday, May 30, Dale was flying the Thunder Mustang in formation with Dan Denney in his Glasair, performing some air-to-air photography in the Nampa area (near Boise, Idaho – home base for Papa-51). Dale's passenger in the Thunder Mustang was Papa-51 investor John Whitney. After completion of the photo work, Dan flew back to Nampa. Dale and John never returned and two hours later, the Sheriff called to report the crash.

At the time of the accident, there was a broken cloud layer at about 2,500 feet AGL and the wreckage was not spread over a large area. Although there has been much speculation on the Internet about the cause of the crash, the FAA and the NTSB were characteristically quiet about the details until the release of a preliminary report on June 8. In addition to reviewing witness statements, the investigators performed a teardown inspection of the Falconer V-12 engine and a reconstructive mockup of the airframe and systems, looking for signs of any pre-impact anomaly, malfunction or failure. The NTSB found no engine or airframe irregularities during this teardown and reconstruction phase of the investigation. One aid not normally available to general aviation accident investigations is the data storage capabilities of the two Motec Engine Control Units (ECU). One ECU was sent to the manufacturer for data recovery due to circuit board damage. The other was undamaged and 53 minutes of data was recovered, providing a digital readout of engine operating parameters at one second intervals from engine start until the aircraft impacted the terrain. The investigation will continue with witness interviews, acquisition of radar data from Salt Lake Center and Mountain Home Air Force Base, and recovery of data from the second ECU, as well as further inspection of airframe and engine components.

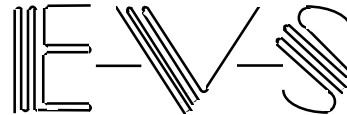
The investigation process is necessary but frustrating. The question "What happened?" demands at least a theory but the evidence here, as is sometimes the case, does not yield any obvious clues. As a close follower of the Thunder Mustang, I am very interested in this investigation and will report its progress in Hangar Echoes.

This crash was an awful loss to everyone involved in the Thunder Mustang project. While the airplane is easily replaced, Dale Clarke and John Whitney are
July 1998

irreplaceable. As we found at our meeting in March, Dale was an immediately likeable guy whose enthusiasm for the Thunder Mustang was contagious. He was respected and well thought of where ever he went and although highly accomplished in a field of flying characterized by big egos, Dale was very down to earth. He will be missed.

Still, the Thunder Mustang project will continue. Charles Denney reports that all of the investors are very supportive and several have volunteered to come to Nampa to help however they can. He also says that although everyone at Papa-51 was confident in the airplane's design, they are encouraged by the preliminary NTSB report. Customer confidence and loyalty also remains strong, so the essential elements for continuation are there. Thunder Mustang #2 is near completion and may be at Oshkosh. Meanwhile, hopefully, something substantial can be learned about this accident and when it is, I will report it here.

(Editor's Note: Pete is both an enthusiastic supporter of, and investor in, the Thunder Mustang program.)



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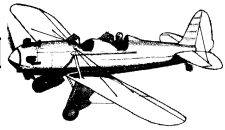
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RV-8 Status

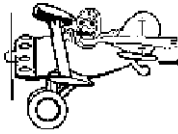
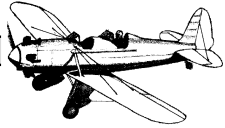
By Marvin Brott

As most of you know, the # 2 prototype RV-8 was lost on May 24th in California with the pilot and passenger sustaining fatal injuries. This accident happened for as yet unexplained reasons. About all that is known is that there was an apparent in-flight failure. A post accident inspection found the main spar of the left wing had been fractured at a point inboard of the aileron and outboard of the flap. The main spar of the right wing was also fractured about the same location, but remained attached by the wing's outer skin.

This wing design has previously been statically tested to failure, which had required in excess of 9 G's. Van's personnel have inspected the wing and spar structures of their #1 RV-8 and their RV-8A aircraft. They found no signs of cracking, deformation, or distress. Van's has accumulated over 800 flight hours on its three RV-8/A prototype aircraft, including limit testing and a reasonable amount of sport aerobatics and even airshow aerobatics in. They are taking all steps to review and verify design calculations and test data. In lieu of any clear evidence of cause of the accident, all possibilities are being considered.

So what is the thinking of myself and other RV-8 builders as of June 24th? Van is working hard to come up with the answer to this unfortunate accident. We need to give him the time to get the answer. It is a disservice to the entire RV community to provide careless speculation about the cause of failure. In spite of good intentions, it is best to wait in silence while real information is still being studied. Rumors often arise out of innocent postulations and gain ever-stronger validity each time they are referred to. We all believe that the RV-8 is as structurally sound as the RV-4 and 6. Everyone is continuing to build and the first four customer built eight's have flown in the last month.

The tragic part of this case is that a good friend of many of us, Van's employee John Morgan, and his passenger, Lawrence Hull, lost their lives. Airplanes can be replaced but John and Lawrence can not. We send our condolences to their families.



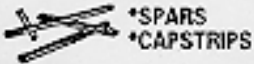
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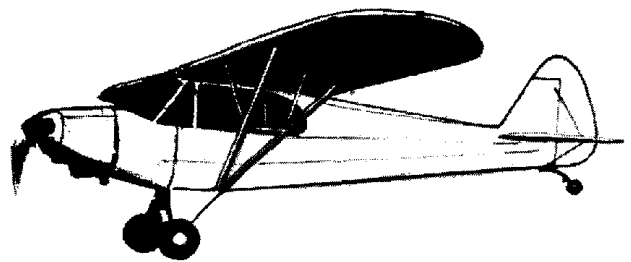
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Calendar of Events

- JULY 18 - Fly-In breakfast, Granbury Muni, Cooked by EAA Chapter 983 Exec. Committee, Followed by a Flying Start Program at Granbury Muni.
- JULY 11 - Fredricksburg, TX, Shannon ranch Fly-in, Stan Shannon, 830-997-8802.
- JULY 11 - Cleburne, TX, EAA Chapter 34 Fly-in/Drive-in, lunch 11 am to 1 pm at Cleburne airport.
- JULY 17-19 - Longview, TX, Great Texas Balloon Race and Airshow, Gregg County airport, 903-758-1552.
- JULY 18 - Temple, TX, Summer Fly-in and Cookof, 254-985-2464.
- JULY 29-AUG 4-.OSHKOSH. Need I say more!
- OCT. 8-11 - Mesa, AZ, Copperstate EAA Fly-in.
- OCT 15-18 - Abilene, TX, Southwest EAA Fly-in.
- OCT 23-25 - Reklaw, TX, Flying M Ranch Fly-in, Dave and Judy Mason, 409-369-4362.