

# HANGAR ECHOES

## EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 168 DALLAS TEXAS

*In this Issue: I direct your attention to the first flight of a Christavia by Dave Carter and on page 8, an a very interesting article on the History of Aviation Collection at UTD by Michael Johansen. We have had two first flights since the last issue of Hangar Echoes; Dave's Crhistavia and Don Christiansen's RV-8 (December 6<sup>th</sup>). Due to space, time, photos and your interest in this RV-8, we have postponed an article until next month. Please give Don your congratulations on this achievement. This is the first RV-8 in the Dallas Fort Worth area.*

### CHRISTAVIA MK 4 – N556 PS

*By Dave Carter*

The Christavia MK4 is a four place, 35.5 foot high wing, strut braced, wood spar, built up truss ribs, traditional rag and tube design. Ron Mason of Canada designed it for mission field flying. Mr. Mason says that the name means "aviation for Christ", and proceeds from plans sales go to mission efforts. It is built from plans only (no kit). It seems fitting then for a church deacon to choose this design, and also to select an "N" number for Psalms 55:6, which says, "O that I had the wings of a dove, I would fly away and rest". It takes a pilot to really understand what that means.

Several of the earlier, two place MK 1's have been built and flown in Texas, but this is the first MK 4 to be completed here. (as far as we know at this point). Like many others I have always liked airplanes, and built many models as a youth. School, work, family, and a lack of time or funds kept me from getting into aviation until later in life. I chose a plans built aircraft

because I prefer detailed, hands-on experiences. This was my first airplane project and I knew that it would be a long-term project. Having done other long-term projects, there was never any doubt about completing this one. (It did take longer than I first estimated). The first wing ribs were built in August, 1990. The FAA signoff was in April 1998. Signoff does not mean that the plane and/or pilot are ready to fly. Run-up (O-320 engine) and taxi tests revealed a brake problem and the need to re-pitch the Sensenich metal prop, plus a variety of minor corrections.

It seems that in most homebuilt incidents that the builder/pilot did something that wasn't smart. To me, it just made good sense to use all the expertise available. I am grateful for the "technical counselor" program, and to Mel Asberry and Own Bruce for their inspections and for answering a lot of questions along the way. I am also thankful for just the encouragement of so many in chapter 168.

As I was nearing the completion of my plane, I set about completing my pilot's license. I now have a little over 100 hours.

I then set about trying to get some tail-wheel training (do you know how hard it is to try to find someone that will teach in their tail-wheel aircraft?). I have finally managed to get in a few hours, but not enough.

I was glad to see the provision of the "EAA flight advisor program". I met with Brownie Seals to discuss flight testing and my additional training needs. I knew that with my limited time, I would need a

more experienced test pilot. I was too "emotionally" involved as the builder, and needed someone who would be very objective. Even though everything about the design indicates that it should be a very docile airplane, an



**Dave Carter and CHRISTAVIA MK 4**

objective flight test plan should be followed. I talked with Mike Hoye, who is also one of our chapter flight advisors, and asked him if he would consider test flying my plane. He said he would.

The plane is hanged at Lancaster airport. This is a 5000x100 ft. runway (13-31) with a lot of farm fields around it – an ideal field for flight testing. Finally, the day after Thanksgiving, Friday, November 27<sup>th</sup>, 1998, we were able to get together. We went over the plane, reviewed all systems, and then did some taxiing. A couple of high-speed runs, and Mike was ready to try it. There was about an 8 to 10 knot south wind,



with a slight crosswind component. He went through the checklist, brought up the power, raised the tail, lifted off, flew down the runway and set it down. I can't describe the feeling when you first see light under the wheels of your creation (my adrenaline was so high already, it couldn't peak any more). Mike taxied back – a little nose heavy – adjust the trim and did it again. It seemed to leap off this time and really looked good. Mike said all felt good and he was ready to take it on up. Take off, climb to pattern altitude, return for a pass over the field, and climb out to 2000msl. A 15 minute flight to check control response and slow flight, then a return for a beautiful landing.

There was a right wing heavy condition, which was corrected by adjusting the left wing washout. Also someone hooked up the pitot and static lines backward ( name omitted to protect the guilty). Mike and I got together again on Wednesday, December 16<sup>th</sup>. A perfect flight testing day – CAVU, light north winds and temp in the 60's. He flew for about an hour and a half. I was on the ground with the handheld on 122.75, recording the data for each test as Mike reported it. Everything in our test plan was right on the numbers. Because every thing went so well, and each test looked so good, he was able to proceed

with tests usually planned for later flights. It was a beautiful day in more ways than one.

It does require some right rudder to center the ball. I will first try differential rudder springs before going to a fixed tab.

In summary, I would say, build by the plans, test by the plans, and take advantage of the tech counselor and flight advisor programs. It makes good sense whether you are a first time builder or have built many. I am now looking forward to that moment when I am ready to take N556PS up to "fly away and rest".

### Don Christiansen's RV-8 Flies

Don's first flight for the RV-8 was on December 6ht. First reports are that it flies absolutely great with excellent visibility out of the cockpit.

Other than for the normal little things that pop-up during first flights, everything went just great. We will follow-up with the full story next month. Picture was taken at the weigh-in.

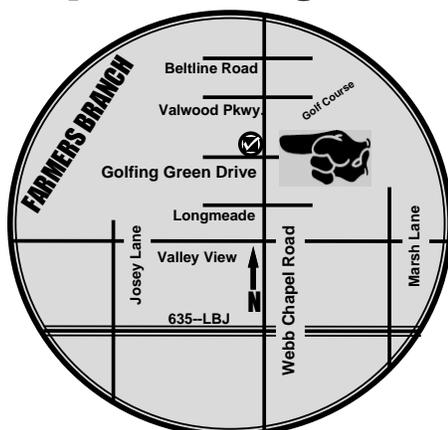


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## January 5<sup>th</sup> Chapter Meeting

Our January 5th 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 9:00p.m.



The meeting will feature our very own Mel Asberry. Mel attended the "Flight Test Techniques" course put on by EAA which was a superb class and he attended the "Homebuilders Flying Qualities" course at National Test Pilot School in Mojave, California. Mel will summarize for us what he learned at these two flight test courses. Plan now to attend!

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

The January Fly-in/Drive-in will be at the Red Bird airport restaurant..

## January 14th Director's Meeting

The January director's Meeting will be held on January 14<sup>th</sup> from 7:00 - 8:45 PM at the Farmers Branch Library. The following are Ann Asbury's minutes from the December 3<sup>rd</sup> meeting.

- \* Jan 5 Chapter meeting, speaker is Mel Asberry on flight test techniques.
- \* Jan 9 Chapter fly-in at Red Bird airport, restaurant on the field.
- \* Jan 14 Board of Directors meeting.
- \* Jan 26 Hangar Echoes assembly at the home of Jerry Mrazek.
- \* Chapter tools, we will limit weighing planes at 1300 lbs. our scales are not designed to, nor accurate beyond that weight. Tools discussed in general. Vern Williams is the new custodian. He will furnish an updated detailed list for publication.
- \* Mel Asberry discussed newsletter content. He would like to see more about Chapter members and projects. The newsletter editors are in need of a couple of reporters to submit articles.

- \* Former member, Paul Johnson, completed and flew his Kolb MK II in Payson, Arizona on Nov. 15.
- \* Occasionally a ride in a homebuilt will be offered as a Chapter meeting door prize.
- \* Discussion of offering rides at each monthly local fly-in to those interested. Will need volunteer pilots and planes.
- \* Gene Spalding presented the 1998 financial statement. It will be available to all members at the next meeting.
- \* Jerry Mrazek is chairman of the Southwest Regional Fly-In officer nominating committee. He gave an update on that process.
- \* Dick Flunker reported on future meeting programs including the possibility of an astronaut visit.
- \* Jerry Mrazek, our database manager is compiling a new roster that will be offered for sale at the January chapter meeting.

## Jan 26th Newsletter Assembly

The February issue of Hangar Echoes will be assembled at the home of Nelda and Jerry Mrazek's home on January 26<sup>th</sup> starting at 7:00 PM. The address is 907 Clemson Court, Arlington, TX 76012 If you need directions call Jerry at (817) 7265-0834. Don't miss this newsletter assembly.

## Calendar of Events

- April 11<sup>th</sup>-19<sup>th</sup> 1999 - Sun-N-Fun Lakeland, FL
- July 28<sup>th</sup> - Aug. 3<sup>rd</sup> 1999 - AirVenture Oshkosh
- Oct. 7<sup>th</sup>-10<sup>th</sup> 1999 - Copperstate Fly-in Willams Gateway Airport Mena, AZ

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## **A Message From the President: Jerry Mrazek**

The weather has not been kind to us once again at our monthly fly-in. I saw four other chapter members at Lancaster airport last Saturday. Perhaps there were more later in the day after I left and I don't blame anyone who didn't come because the weather really was atrocious. I didn't know of anyone of our members that flew in and I didn't either. The shame was that a little later it was a beautiful day. This is the risk we take in the winter time. I walked through the Aircraft Salvage yard for the first time Saturday. It is a very interesting place.



Some of you know that I volunteered to be the chairman of the nomination committee for the election of officers for 1999 for the Southwest Regional Fly-in (SWRFI). Perhaps you also remember the remarks that I made last month regarding Leadership and vision. I have learned some lessons in leadership in the last month that I hope will serve me well in serving as your president. When a leader puts "getting things done" ahead of maintaining harmony in the membership, he has lost his perspective on the primary ingredient of the activity; having fun. I'm afraid that SWRFI has had some of this problem in the last two years. I don't want it to happen to our chapter. I have to admit however that it is very frustrating to have a notion of what you want to accomplish (vision) and not be able to get volunteers to help accomplish it. The solution to this dilemma is to "inspire" the membership to do what needs to be done to accomplish the envisioned goals. I have a hard time inspiring myself, much less the membership. Yet that is the challenge. The truth of the matter is that if the membership of a volunteer organization does not respond to challenges and leadership suggestions, the activity will not happen. The success of a volunteer organization such as ours is dependent on volunteerism. The officers cannot do it all. If all you want to do is talk about it we can do that but if you want to accomplish something, it takes your involvement.

Give some thought to how much we could accomplish if we had more volunteer effort than is typical. The expected volunteer crew is about 11% of the membership. This is about what we have. One thing that must be remembered in dealing with volunteers is that they are, after all, volunteers. They can decide to pick up their marbles and go home at any time. They are not people enlisted in the military service that must obey and stay the course until their enlistment is finished. This is the distinction that the past leadership of SWRFI has failed to recognize. I hope I am wiser.

I am continually frustrated by the lack of feedback from our chapter membership. Of the many requests that I have offered for your opinions I have received few. Recently I did receive a comment that we should consider emphasizing our chapter activities and projects in our newsletters rather than general aviation interest articles. I appreciate this constructive criticism and ask our newsletter editors to take it seriously. We talked about this issue at the last Board of Directors meeting and the consensus was that we need reporters who can help the editors by writing or editing articles written by members about projects or activities of the chapter. We are trying to get volunteers as I write this to perform in this capacity. If you have any desire to serve and feel that you could write articles about members projects or activities please contact me and I will pass your interest along to the three newsletter editors.

Happy Flying, Jerry

## Chapter 168 Newsletter On-line

Jane and Jim Quinn are placing the Chapter 168 newsletter on the Internet at: <http://www.vline.net/eaal68/>

## New Hangar Echoes Advertiser

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## A Note from the Editor

At the recent board meeting there was a discussion on the contents of Hangar Echoes. I would like to take moments to outline what my content priorities have been for the last three years with respect to the newsletter.

- First and most important are first flights and any awards by members. This is always front-page material.
- News about what our members are accomplishing. This is where the editors need your help since we can't be aware of all member activities. Each of us have a world of aviation we travel in so in my case you will get a distorted and over balanced picture of what is taking place with RVs. Please help by sending messages to the editors. We can always follow-up on the details.
- Articles written by our members (contributing editors) such as by Brownie Seals and Michael Johannsen. Most of these articles have been of the caliber of being in a national magazine.
- Next I have included local news of interest. This may be taking a risk since you may not be interested in what is happening at say, Aero Country.
- I have published material that typically is not found in the general press. Examples being material from other chapter newsletters and special newsletters. You would be surprised at how many of our articles have been republished in other chapter newsletters. It is a real complement when we are republished.
- Since this is a newsletter, the in-depth technical material will have a very low priority.

- Finally, if you can find it in the main stream press or on internet, we don't need to repeat in this newsletter. In conclusion, send us news about our chapter.

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## Unclaimed Name Tags

The following people have ordered and paid for new name tags but have not been at recent chapter meetings to pick them up. Please come to a meeting soon and get your name tags. Contact Jerry Mrazek at a chapter meeting or call him at (817) 265-0834 and make other arrangements.

Martti Benson   Stephan Haley   Dave Heroy   Steve  
Marchand   Robert G. Miner   David Pack  
Ron Wisian   Linda Wisian   John Peyton

## Dean Fellows update

As you remember Dean had a serious accident in his RV-6 last August while on his way to Florida. After sustaining many injuries and a few weeks stay in a Tallahassee hospital, he made his way home in September. His road to recovery is mainly with broken bones in his legs. Unfortunately infection set into his left leg and the other leg needed some bone setting adjustments so it was back to the hospital. All of this probably set him back from walking by about six weeks. Dean, get well quickly, we need you back at the airport.

## Project Updates

*By Mel Asberry, Tech Counselor*

I visited Darrel Watson's RV-6 project on December 11. Darrel has the wings and tail feathers completed. The fuselage is out of the jig with the tail cone closed up. He is now installing the empennage and starting the cockpit area assembly. He plans to go with a Lycoming 180 hp and constant speed prop. Darrel thinks he is working slowly but I can attest to the fact that his workmanship is beautiful. Keep up the good work Darrel. On December 13 I helped Dick Flunker transport his RV-6A to McKinney Municipal Airport for final Assembly. Basically All major components are completed. By the time you read this,

the wings should be fitted and rigged with only pitot system, fuel systems and lighting systems left. Hopefully 1st flight should occur in January or February 1999. Dick's airplane is a first time project and it's really going to be a nice one. He has a factory new Lycoming 180hp with constant speed prop, a full VFR panel and sliding canopy. Dick thinks that he makes too many mistakes in the building process. Believe me Dick, You are NOT alone. *(Me included, Marvin)*

## First Flights

*By Mel Asberry, Tech Counselor*

How many of you remember Paul and Pat Johnson? They lived at Dallas Airpark and were very active in our chapter until they moved to Payson, Arizona. Well, do you remember the Kolb Firestar MkII that sat in the back of his hangar. Guess what! It's flying! Last month Paul finally finished it and flew it. So we're just booming with first flights here of late. With Dave Carter's Christavia Mk4 and Don Christiansen's RV-8 that's about three first flights within the last two months. Congratulations all around. You folks who haven't yet completed and flown your own creation cannot imagine the thrill and satisfaction of that first flight whether you or someone else is at the controls. As a matter of fact if someone else does your first flight, you get the trill twice. Once when you see it fly and again when you fly it yourself.

## Chapter 168 Scales

*By Mel Asberry, Tech Counselor*

As you know chapter 168 has scales available to weigh chapter 168 airplanes. These scales are actually calibrated bathroom scales and have shown to be VERY accurate over quite a few years. When we set up this method of weighing homebuilt airplanes there were few if any 4 place homebuilts on the market. Things have changed! We now have homebuilts that weigh in excess of 1600 pounds empty. Our scales are not compatible with these weights. The accuracy of our scales is valid only to 300 pounds per scale. That's 600 pounds per main wheel. In the future we must restrict the use of our scales to aircraft weighing 1300 pounds or less. If your airplane weighs more than that, call me and I will help you find scales that will accommodate your aircraft.

## Oshkosh in October

*By Mel Asberry*

Most of you know that I don't go to Oshkosh because of the multitudes of "John Q. Public" allowed to roam around unsupervised on the flight line. Well, Brothers & Sisters, I have found the secret. GO IN OCTOBER! No crowds, no warbirds, no John Q. Public climbing on your airplane. It's great. The museum is really nice when there

*January 1999*

are only twenty people in the whole place. I made this discovery in mid-October when I attended the "Flight Test Techniques" course put on by EAA. The class was taught by Ed Kolano who did a superb job. The only thing missing from the course is actual flight demonstrations. But that would not be practical within the cost and timeframe of the course. But this one missing factor was gained three weeks later when I attended the "Homebuilders Flying Qualities" course at National Test Pilot School in Mojave, California. This class included flight time almost every day. (Except the day the wind peaked at 100 mph.) Naturally more time & money was involved. The two classes actually compliment each other nicely. I'll be talking more about both classes at the January EAA meeting.

DON'T MISS IT!!!!

Mel Asberry

## Jay Pratt and N46RV

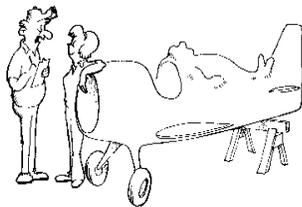
Jay is now working at the Cedar Mills Marina airport, which is on the shores of Lake Texoma. He is working for Rich Worstell, the owner of the Cedar Mills. He has his RV-8 project in the big hangar where he is currently in the finishing stages. I am sure the workmanship is as great as his award winning RV-6. Several weeks ago Jay took off from the grass strip at Cedar Mills and very shortly after his windshield became completely covered with oil. Even thou he has flown at night and in the clouds this was a very difficult landing back at on the grass strip. Everything turned out OK. The problem was the front crankshaft seal. Sounds familiar. Maybe we can get Jay to give us the details on this episode.



**Jay Pratt**

### Now We Understand

The following appeared in the December 1998 issue of Kitplanes. It probably explains why Mel and fiberglass don't have a friendly relationship.



"And how did you and your husband resolve this 'misunderstanding' about fiberglass techniques, Mrs Asberry?"

ROBRUCHA

### Pitts' 12 Monster

Next time you are out at Aero Country, check out the Pitts Monster. Ben Morphew has been in the process of building this 360-hp Russian radial power bi-plane for the last several years. Once the wings are painted and put on the plane, it should be ready to fly. The original Pitts Monster was painted black but Ben has painted this one a bright red. It really looks great. Between Ben's flying talents and the capabilities of this monster, we should see some



interesting aerobatic flying out at Aero Country.

### Lost and Found

During the McKinney chapter fly-in someone left a nice pair of sunglasses, aviator style, at Dave Wilson's hangar. If you are the owner of these sunglasses, call Bo Bauerais.

### Projects for Sale

Many of you know Martin Sutter and his super nice RV-6. He started an RV-8, which is almost finished. Martin has now decided to put it up for sale for \$25,000. This airframe is beyond the quickbuild kit stage. Jim DeVasher (972-251-1341) in the Irving area has an RV-6

tail completed and a wing kit (pre-drilled) which is yet to be started for sale.

### Harmon Rocket II Fast Build Kits

Many of you know Mark Frederick and his silver Harmon Rocket II. Seems that Mark and Florida RV-Action now offer a Harmon Rocket II Fast Build Kit for around \$28K. Mark has been working to introduce this kit for about a year now, and it looks like it will happen this spring. Watch for it at Sun-n-Fun! I have the feeling that John Harmon is also part of this effort but as you would expect Van is not involved. While it uses a few of Van's parts, for the most part, it is all custom built parts. It is its own kit, and uses the Rocket II wings (different from the -4). The new kits will appear exactly like the older HR-II versions from, say, 30 feet, but many changes will be observed upon closer inspection. As Mark indicates, this is certainly not meant to reduce the good design and engineering done by both John and Van- these two fellas have a gift in their ability to come up with the original airframe design. They have relofted the rib profile to be an exact 23XXX airfoil (Van had changed this slightly). The fuel tanks will be 52 gal. Also embossed aileron skins will be used to eliminate the need for stiffeners (this will also be applied to the rudder & elevs when these parts are produced).

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## A Treasure Chest

By Michael Johannsen

Alone in a quiet room on the second floor, I sit at a table with a badly worn cardboard box in front of me. In the box are dusty old photos, and my task is to sort them out. I pull picture after picture out of the box looking the subject over closely to accurately identify it, and put it in a stack with other photos of the same. After a while it becomes very monotonous. It seems like the pictures never end, and the “unidentified” stack is getting larger by the minute. Then I run across a photo of a plane that doesn’t even resemble the other Lockheed aircraft I’ve been sorting. When I turn it over to find a hint scribbled in pencil, I instead find the signature of Willy Messerschmit. This is one of the pleasant surprises that keeps myself and the other volunteers sorting through the literally unending stacks of aviation material at the History of Aviation Collection at UTD.

The HAC was established at UT Austin in 1963. When it began to overflow in 1978, it was moved to UTD. Describing the archive and its contents in any comprehensive manner would be a ridiculous proposition. I am not going to attempt to name every collection, person of significance, or exact figures. Since becoming a volunteer this past summer, I have just begun to scratch the surface of the archive and its treasures. What I can talk about are some of the more well known collections, the other volunteers and basic facts about the HAC.

Basically, the archive resides in 8,000-10,000 square-feet of space at the McDermott Library at UTD in Richardson. Most of that space is floor-to-ceiling with photos, documents, books, periodicals and other aviation related material. Speaking on the archive as a whole, only a very-small percentage has been cataloged or indexed. For example, during the last couple years, the volunteers have been steadily working to catalog the aviation periodicals. There are roughly 500 publication titles, resulting in about a half-million magazines. Aviation books would number easily in the six-figures. There is an extensive collection of film reels, slides and photographs from virtually every imaginable facet of aviation. Back in the mid-1980s, with their space at a premium, they put all of the artifacts on loan to the Frontiers of Flight Museum at Love Field, so they could concentrate on the documents, books and photos.

Some of the larger and more notable collections include the million-item Charles Rosendahl Lighter-Than-Air Collection, the Jimmy Doolittle Library (including his desk, general’s stars, and bookshelf full of his personal books), the CAT-Air America Archives, the Chance-Vought Library, the Ferko Collection, and the very recently acquired Robinson collection. The Rosendahl Collection and the Doolittle Library alone make the archive one of the largest and greatest in the Western Hemisphere in terms of size and historical significance. The Ferko collection is two-hundred sixty some odd photo albums from WWI. The photos are all-original, and include those of very famous people, aircraft and historical documents. There

are several signatures by the Baron himself in these books! The Robinson Collection, which just arrived from Germany last week, is very significant, in the fact that it was one of the largest archives in Europe, and includes priceless artifacts such as Hindenburg



**The Volunteers of HAC**

fabric and china, and wreckage from the airships Akron and Shenandoah.

This is just a handful of the 400 or so collections at the HAC. Collections have been arriving at an average of one per-week for the last several years, and may range from a few books or photo collections to something very large like the Ferko or Robinson collection. Such a tremendous amount of material means that the volunteers are never out of work to do, constantly organizing and cataloging both existing material and incoming collections. The goal is to index and cross-reference the material so that it is relatively easy for researchers to find information they’re looking for.

The other volunteers have an extensive background in aviation. They include, among others, Nick Maier, a retired SR-71 pilot; Willy Jones who flew on C-54s in the Berlin airlift; C. V. Glines, the author of some thirty-one aviation books, including “I Could Never Be So Lucky Again”; Bob Kopitzke, the former curator of the Frontiers of Flight Museum and the leader of the volunteers. Larry Porter and Ken Rice are also long-time volunteers interested in aviation history. The president of the HAC is Larry Sall, a historian and WWI enthusiast. We all have lots of fun up at the archive, talking about things that we’ve run across in the endless stacks, or war-stories (something I can’t tell very many of!) relating to some

photo or article we've found. There is really no telling what we might run across up there.

Researchers for the TV series *Biography* from A&E came to get film reels on Jimmy Doolittle last week, so I would say it is a safe assumption that we will be seeing some HAC footage on the show when it airs. As a matter of fact, lots of footage from HAC makes it into TV documentaries every year.

The collection is open for research Monday –Friday, although one should make an appointment at (972) 883-2570 prior to visiting. Because of the obvious value of the material in the HAC, security is very tight. In addition to being under constant surveillance, only the staff is allowed in the archival area. Efforts are underway to make more of the material available via the internet, as such a great treasure should be accessible to the public.

If you are interested in a possible tour of the archive, please contact Marvin Brott. I'll see if something can't be arranged for those of you who take me seriously when I say you have to see this to believe it.

## Buried Treasures

By Tandy Allen

How many times have you heard or read about a "Buried Treasure" – a J-3 Cub or Aeronca Champ or Chief or a C-140 in a farmers barn in pristine condition needing only to be dusted off to fly away? And the owner merely wanted to get it out of the barn and was almost willing to pay you to take it away. Fairy tales you say. Never Happen! All gone by now! Well, I'm here to tell you that within two weeks without ever looking, I found three that I believe will qualify as real treasures to the EAAer willing to put a bit of sweat equity, some money and some time into acquiring this own airplane.

The treasures that I found were (1) Ernie Ludwick's Corby Starlet; (2) a 2/3rds scale Focke Wolfe 190 set up for an O-200 engine and reputedly good for 200 mph and unlimited aerobatics; and (3) a Corbin Baby Ace needing some repair after being tossed on its back in a wind storm. In other words, something for every aviation tastes.

These finds are one of the benefits of being active in the EAA 168 or any other chapter. EAA membership gives you a perfect excuse to talk to anyone about anything associated with aviation. I turned up one of my finds while calling pilots to participate in a Young Eagles Fly-In, one while airport bumming on a nice Sunday afternoon, and one as a result of my inquiry at a chapter meeting about the availability of a VW engine for my Fisher Youngster. I hear of other treasures all the time – at chapter fly-ins, newsletter assembly gatherings and particular while airport bumming on the weekends. We are very fortunate in that the Dallas/Fort Worth metroplex with the multitude of airports around is a fertile field for treasure hunting.

What are these treasures? For the most part, they are homebuilt projects whose builders have stalled out for any one

of a multitude of reasons – time, money, building space, interest, age, lost medical, AIDS (Aviation Induced Divorce Syndrome) or other projects aviation related or not. The list of reasons why a project has languished for months or even years is endless. Only a tiny fraction of these projects make it to Trade-A-Plane ads.

Many stalled builders are unwilling to admit that they have essentially given up completing the project so it takes a bit of gentle prodding to elicit an offer to sell. However, a word of – "Be careful what you wish for" Your wish may be answered and you will be hooked on building or fishing your own airplane. Chapter members can give you an opinion on the feasibility of almost any project and guidance in how to proceed as well as what you can and can't do in taking over a project.

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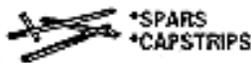
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