

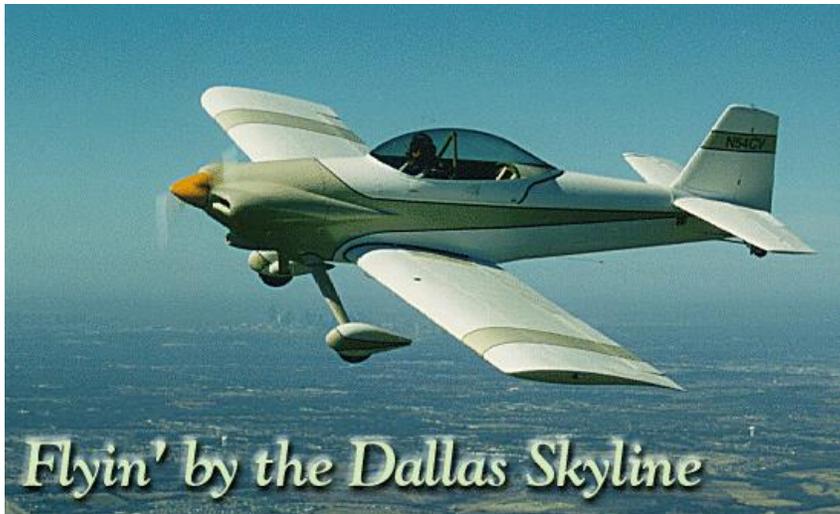
HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

Three RV-4's
Chuck Olmsted, Chuck Wilson, Jeff Hanson
And cameraman Michael Johannsen

By Marvin Brott

The excellent in-flight photographs were taken recently by Michael Johannsen when the two silver RVs owned by Chuck Wilson (back) and Jeff Hanson (not shown) met with Chuck Olmsted (front) over the lakes near Rockwall. Michael was in the back seat of Jeff's RV which he indicates makes an excellent camera-ship.



We featured Chuck Olmsted's RV-4 in the June 1997 Hangar Echoes after he had made his first flight in May of that year. This is another RV-4 that gets around since I have seen both Chuck and his dad, Chuck senior, at a lot of fly-ins. This 'four' now has 128 hours on it with its chief claim-to-fame being that it is the lightest 'four' around at 906 pounds. Chuck indicates that he gets a consistent 2000 feet/minute climb with just himself on board. Currently he is working on an RV-6 with the wings completed. In

fact, this newsletter was assembled at the Olmsteds so we got an opportunity to inspect the 'six'.

As you know, Chuck Wilson and Jeff Hanson accomplish the best formation flying in Dallas, all because we paid for their education in this type of flying via the Air Force. We got our money's worth. At least I have gotten my money's worth by having them tuck up close to my wing on several occasions. I stopped by their hangar at Aero Country where Chuck showed me the polish job he had recently put on the 'four'. Three days of work with a recently purchased power polisher and it looked absolutely super. Call Chuck if your interested in a new and less labor intensive way to polish your airplane. He also showed me some new wing tip lockers that will store the lighter stuff. They really looked good since the access panels are under the tips and not in sight.

Michael gave me a call early this month and was excited since Jeff gave him front seat privileges in the 'four' for a couple of weeks via his insurance. He is no stranger to high performance aircraft since he has been flying the Myers 200 out at Aero Country. Since that time he has picked-up a couple of hours of stick time and now has the RV-Grin. If you are interested in an in-flight photo of your airplane, call Michael. Also check out his article in this Hangar Echoes entitled, **Upgrade From Coach to the Cockpit for Free!**



Note: The March 2nd Chapter meeting will be at Skyline High School's Aviation Facility.

March 2nd Chapter Meeting at SKYLINE HIGH SCHOOL

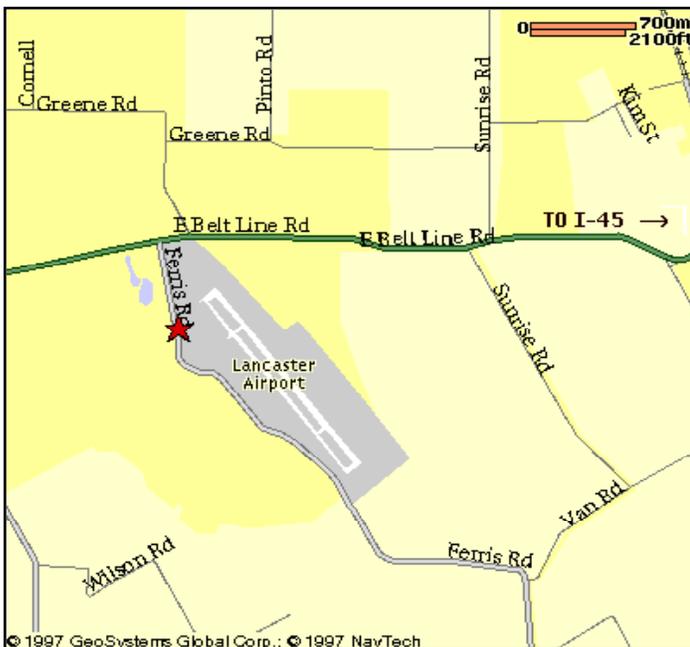
Our March 2nd Meeting will be held at the Skyline High School, 7777 Forney Rd. in Dallas, which is South of I-30 and West of Buckner Blvd. on Forney Rd. The meeting will be held in the auditorium and will begin at the regular time of 6:30 p.m. and finish at 9:00p.m. Attendees are asked to use the **Hangar door** on the **Southwest** corner of the building.

The program's subject, presented by Aviation department, will be non-destructive testing. The techniques include dye penetrants, ultrasound, and eddy currents.

The Chapter Meetings are open to everyone, so feel free to bring your spouse, family member, or a friend to any of the Chapter meetings. Encourage others to join in the fun.



March 6th Fly-In / Drive-In



The March 6th Fly-in/Drive-in will be at the Lancaster airport. We will meet for lunch at the cafe located on the field.

March 11th Director's Meeting

March 1999

The March 11th Director's Meeting will be held from 7:00 - 8:45 PM at the Farmers Branch Library. The following are Ann Asberry's minutes from the February 11th meeting.

- Meeting March 3 at Skyline High School. Speaker provided by the Aviation Department.
- Michael Stephan is this month's newsletter editor.
- No first flights this month but Dick Flunker is getting very close.
- Hangar Echoes assembly for March 30 at home of Richard and Jayme Robbins.
- Fly-in for March 6 is at Lancaster Airport. Lunch at the restaurant on the field.
- Fly-in ideas for the year discussed. Some suggestions are: Chili cook-off, Sack lunch, Cold cuts, Fly-out to an airport longer distance away such as Lake Texoma, Cedar Mills, Granbury, etc. Involve family's more.
- Discussion about the Chapter Leadership Workshop held at Lake Texoma Feb. 6. Good benefit to the Chapter. Some of the subjects were: Volunteers, Program content. Fly-in's, Chapter mission statement, Direction your Chapter is going, Fund raising, Poll members to know what they need and want from the Chapter, Get to know your fellow Chapter members.
- An action from this discussion is that there will be a "greeting person" at the door to welcome visitors and place a name tag on them so others can identify the visitor and make them feel welcome. Ann Asberry volunteered to fill the position.
- The Board of Directors election will be held at the March meeting. Richard Robbins is the Chairman of the nominating committee. Currently nominees are: Jim Quinn, Don Christensen, Bo Bauereis, Richard Robbins, Monroe McDonald.
- Future meetings include: April Mel Asberry part II, Bela Ambrus, an Astronaut around May or June.

March 30th Newsletter Assembly

The April issue of Hangar Echoes will be assembled at the home of Richard and Jayme Robbins on March 30th starting at 7:00 PM. The address is 227 Barnes Bridge in Sunnyvale, TX. If you need directions call Richard at (972) 226-6699.

Calendar of Events

- April 11th-19th 1999_- Sun-N-Fun Lakeland, FL
- July 28th - Aug. 3rd 1999_- AirVenture Oshkosh
- Oct. 7th-10th 1999 - Copperstate Fly-in Willams Gateway Airport Mena, AZ
- Oct. 15^h-17th 1999 - Southwest Regional Fly-in at Abilene Regional Airport, Abilene, TX

A Message From the President:
Jerry Mrazek

We had a fly-in planned last month to Hicks Airport. I'm afraid I can't comment on how many of our members were there because I was at the leadership workshop up at Lake Texoma Lodge. The weather was pretty bad that day so I don't expect that the turnout at the fly-in was very great. This time of year we have that risk.

I rode up to Lake Texoma with Monroe and Nancy McDonald. We had hoped to fly up there but the weather caused us to decide to drive instead. There were several things discussed at the workshop that I found interesting. My purpose for going was to get ideas that might help us to vitalize our chapter. I will share my impressions of some of those ideas in the following paragraphs.

Bob Mackey from EAA National was the chief moderator and he had several other speakers who took a turn on different subjects. The format of the workshop was that the speaker posed the questions and the audience attempted to supply the suggested answers. This is a common approach used in workshops because it stimulates thought by the audience. The audience was pretty responsive as would be expected since they were made up of the active people in the participating chapters. One of the first questions put to the group was "What do you want to get out of this workshop?". The dominant answer was "To find out how we can improve the volunteerism in our chapter". Person after person said that only ten to twelve percent of the memberships of their chapters do all of the work. Does that sound familiar or what. I was a little disappointed in the actual help that was obtained on this subject but the process of thinking about it and discussing the various things that might be done left me with some thoughts.

1. Examine the chapter's mission statement, i.e. the intended purpose of the chapter and the plans for achieving that purpose.
2. Make any adjustments necessary to the mission statement to include all of the desires possible of all of your members.
3. Plan activities for the chapter membership that meet their needs and desires.

- Entertaining programs
- Opportunities to learn about materials and building techniques.
- Fly-ins that generate more interest and variety
- Consider more family oriented activities to include spouses and children.
- Set up committees chaired by members of the board of directors to expand membership or raise money for projects, etc.

I have asked many times for feedback from you on where you would like our chapter to go. We are going to try again. This newsletter contains a list of questions in a later page. Please answer these questions and send your answers to the P.O. box of the chapter shown on your newsletter. If you would like more or less emphasis in some area of activity, please let us know. With regard to volunteerism, I am beginning to believe that it is a natural law that in a volunteer organization, only about 10% of the membership is active. If that is true, the only way to get more volunteers is to get more members. We would need about ten new members for each new volunteer.

Happy Flying, Jerry



Board of Directors Elections

By Michael Stephan

Below is the list of nominees to be voted on during the March meeting at Skyline High School.

Monroe McDonald
Bill Wisley
Jim Quinn
Don Christiansen
Chuch Olmstead
Bo Bauereis
Vernon Williams
Marvin Brott
Michael Stephan

We thank all of those who gave their time to the Chapter by serving as board members. Their effort in furthering the goals of the Chapter is greatly appreciated. Also, a special thanks goes to Richard Robbins who chaired the nominating committee.

Chapter Tool Update

By Vern Williams

As everyone knows, the Chapter has a small selection of specialized tools. These tools are available for loan. I have recently assumed the responsibility of keeping track of their location and condition.

The list of tools has been published in the newsletter and is also listed in the back of the Chapter Roster. We have added one item recently and it is not on the list. Ernie Ludwig donated a very nice air operated sheet metal nibbler. For the most part, the tools are in excellent condition. However, we do have some missing items.

At this time I have not been able to locate four items. We had a large hand operated micropress tool. This is a very popular tool. The second missing item is the instrument hole punch that cuts two sizes, 2 1/4" and 3 1/8". We have a lot of requests for these two items. We are also missing the 24" flexible curved rule. The last item is a cable tensionmeter. I have not been able to verify if this item is part of our collection.

I would greatly appreciate any information regarding these or any other tools that I may not be aware of. If you have information please contact me by phone at (972) 484-7741 or email me at heyvern@aol.com. You can also find me at most of the monthly Chapter meetings.

There are many benefits to belonging to an organization such as ours. Camaraderie, information and assistance just to mention a few. The Chapter Tools is one of those benefits. It's entirely up to us to see that it continues to be available.

Darrel and Wally Watson Leaving for Wichita

by Marvin Brott

Wow, you never know what the future beholds. Darrel Watson had been working for Texas Instruments for years when Raytheon bought TI two years ago; hence he became a Raytheon person. Previous to the TI purchase, Raytheon had also bought Beechcraft in Wichita. Darrel and Wally have been looking for an opportunity to leave Dallas so via the quality organizations within Raytheon, Darrel, with the help of the Raytheon defense group found the job at Beechcraft, now known as Raytheon Aircraft. He will be their quality manager in Wichita. He assumed his new job on the 15 of February.

On the 13th of February a number of people helped Darrel move his RV-6 out to Aero Country into Ken Whitehead's hangar. This will allow Wally the opportunity to get the house in Plano ready for sale. Once they have a house in Wichita, Darrel will retrieve his RV-6. Currently the wings and fuselage are complete and it looks like he is ready to go for the last leg of the journey with the finishing kit.

We will miss Wally and Darrel but we know he will enjoy combining his interest in aviation and his career aspirations. Maybe he can set up a fly-in and tour of Beech. It is only 300 miles away.



**Sam Cooper, Darrel Watson,
Tom Moe, and Mike Brown**

FINA
presents
**Jan Collmer
Aerobatics**

EXTRA 300L
Low Level Acro Performance

- Torque Rolls
- Lomcevaks
- Snap roll on take off and final approach

A Real Crowd Pleaser



Jan Collmer
14368 Proton Road
Dallas, TX 75244
(972) 233-1589
Fax (972) 233-0481

Member Project Updates

By Sam Cooper

Tom Moe: ProTech PT 2

Tom has been slowly working away on the construction of his ProTech PT 2 since May of 1990. Tom is now somewhere around 60-75% percent through the assembly of the PT 2. He is currently completing the wings. The fuel tank installation in the wings is nearly done. Some further details need to be completed and then maintenance access panels made. He will then close up the wings by installing the top wing skins.

Much of the fuselage work has been completed. However, final paint, assembly and covering have yet to be done. Then, 'all that remains' is the final systems, panel, and firewall forward engine installation. Tom is planning a simple panel with a minimum of instrumentation to minimize the weight and complexity of this day VFR airplane. At the moment Tom is intending to use a Lycoming O-290 to power his PT 2.

One of the things that has slowed Tom down on the project is that the designer never quite finished all of the details. The PT 2's design is about 80% complete in a lot of areas, especially when put up against today's kitplane standards. This makes it



Picture by Sam Cooper

hard just to plow through something. He often has to stop to work out the uncovered details/designs. As Tom says, the ProTech has been highly 'educational'. It will be good preparation for his next project.

Tom is also building the airplane to a higher standard than the designer intended. I expect it to be a solid, airworthy aircraft. Hopefully in a few more years the PT 2 will grace some Chapter 168 fly-ins.

What is a ProTech PT 2 you ask? It is a strut braced high wing tractor engine taildragger two seat side-by-side airplane. The fuselage and empennage are welded steel tube covered with fabric. The wings are all aluminum with three spars, ribs and bonded/riveted skins. The wings fold (flip up turtledeck), allowing the airplane to be towed if needed. The long wing span (~34 feet), generous chord (a little over 4 feet), and full span flaperons provide a 30 mph stall to go with the 120 mph maximum cruise. In many ways, it is a bigger, beefier Kitfox or Avid Flyer that can take a Lycoming engine.

The Mexican government has used ProTech PT 2s as agricultural spray planes. They would buy a PT 2 kit, and assemble it in a little over a week. They would then fly it hard for about a season, mostly wear it out, and then scrap the

March 1999

airframe. The PT 2s replaced Kitfoxes and Avid Flyers in this application. Apparently the wings of those two airplanes were not up to the gross weight abuse of the job, and kept falling off very quickly!

ProTech was actively marketing the PT 2 in the early 1990's. (I think the PT 2's designer, Paul Seals, once came to a Chapter 168 meeting a number of years ago.) However, financial difficulties forced them to shutdown and relocate. They have never really recovered. Factory and user group support has mostly dried up, leaving Tom on his own to solve the issues that come up. Chapter 168 members and resources have helped him work through most of the issues he has encountered.

Aircraft Retrieval Damaged Aircraft Storage	Used Parts Buy & Sell Problem Aircraft
	
Stephen Smith or Paul Camp	(972) 227-1111 (800) 336-6399 FAX (972) 227-6176

News from The Tech Counselor

By Mel Asberry

Mike Hodge who lives in Southlake has the beginnings of a Glasair III that I visited. He has completed the horizontal tail feathers and has a good start on the firewall area including the header tank and rudder pedals. Mike flies a beautiful Skylane out of Northwest Regional. Some of you may have seen his 182 at the Redbird fly-in.

I also did the weight & balance and pre-FAA inspection on Dick Flunker's RV-6A At McKinney. Barring any unforeseen problems, first flight should have happened by the time you read this.

Next month I'm scheduled to visit David Landrum's RV-6 and Steve Ellis' RV-4 project.

Young Eagles Event

By Michael Stephan

Bob Tezyk is the Young Eagles Coordinator in Midlothian. He is organizing a Young Eagles event for March 27th for the Cedar Hill ISD and is expecting 100-200 kids. He is short of pilots and could use your help. It will start at 9:00 am and run about 4-5 hours. Rain date is Sunday March 28th starting at 1:00 pm. If you are interested please phone Bob Tezyk at (972) 723-3262 or email to rtezyk@anet-dfw.com

Poker Run!

By Ann Koenig

WIN CASH! Saturday, March 27th, 1999

Many ways to win. It is time for FLYING! Load up the plane with family and friends and come to the POKER RUN. You will have many chances to win some great prizes, including \$100.00 cash first prize (Best Poker Hand). Each hand will cost \$10.00. All proceeds go to the Skyline High School Flight Scholarship program.

You will start at Mesquite Metro (HQZ) between 9:00 and 11:00 a.m. At that time you will select the deck(s) and draw your first card(s). The cards are sealed in an envelope and cannot be opened until you return and present them to the judges. You will then fly to three other airports and return to Mesquite by 3:30 PM. Awards will be presented at 4:00 PM. While waiting for your award you can eat great food from the "Wurtz Wagon". You will find friendly 99s at each of the outlying airports. We all gather back at HQZ at the end of the day. It is really fun for everyone who participates. If you cannot fly on that day, but would like to buy a hand and try your chances, please mail a check (made out to Dallas 99s) covering the number of hands you would like to purchase to Chris Swain, 348 Kimberly, Mesquite, TX 75149. Also, please indicate from which decks you would like your hands to be drawn (one to thirty six). You do not need to be present to win. Please be sure she gets the check several days before March 27th. If weather looks questionable, please call Chris at 972-285-8286 to confirm cancellation. Rain Date is May 1st.

BÉLA'S AIRCRAFT **ENG. AND ACCY. SHOP**

F.A.A. CERTIFIED REPAIR STATION SG1R479k
2711 BROOKFIELD
DALLAS, TEXAS 75235

BÉLA AMBRUS
ENGINE SPECIALIST

214/351-1172

Powder Coating

Many colors Available

Donna Rohrer Free Estimates!!!
Coordinator Technician

5510 Fielder Street
Denison, Tx 75021
903-786-8118

903-786-2599 (fax)
Air Agency Cert. #X6MR063K

Superior Finish that is
Tough, Durable
& Attractive

Upgrade From Coach to the Cockpit for Free!

By Michael Johanssen

Before I begin, those of you that are airline pilots may want to skip this article, as it will likely be of little interest to you. In early January, a friend of mine and I made a quick trip to Iceland (yes, Iceland) and once again found myself in the right place at the right time. I had heard that some of the European air-carriers allow passengers in the cockpit depending on the mood of the crew, so I decided to give it a try on our Icelandair flight out of Minneapolis. At about the halfway point on the six hour flight, I asked one of the flight-attendants if I could visit the "flight deck", and handed her my pilot's license. She promptly returned to take me up front. With the cockpit door closed, I sat down in one of the 757's two jump-seats. Two things immediately struck me. First, the cockpit is the quietest part of the airplane, and second, these guys looked really bored! I took my time looking around the cockpit and checking things out. I asked the captain where we were, and his response was something that would probably be unnerving to most people. "...uh,....I don't know." Seeming a little irritated, he looked around for his enroute chart. Finally he found it, and pointed very vaguely to what appeared to be the entire province of Quebec. "Here,....about 400 miles from our next waypoint. It doesn't really matter, you know, because there's nothing down there but rocks and ice." I hung around for several more minutes, asking them about how they got started in aviation, where they learned to fly, etc. Finally, I went back and sat down, but not until I had secured permission to return for the landing at Keflavik. Four hours later, I was back in the cockpit, listening on the headset and watching the young captain fly an unusually steep and very fast descent followed by a straight-in approach to runway 9. "We can do pretty much whatever we want out here prior to the outer marker. There's nothing out here but water, and hardly ever any traffic." I was a little surprised when I heard the tower controller speaking what was undoubtedly American English. They told me that Keflavik is a dual-use NATO base, and the controllers are usually USAF or US Navy personnel. It was still pitch black outside and the weather was about 2,500 overcast with light snow. The captain made a smooth landing on the relatively clear runway. From the cockpit, it looked like we were going about fifty-five when we touched down, although it was closer to one-twenty. We taxied to the gate and I thanked the easy-going pilots repeatedly for allowing me up-front. On the way back home five days later, I got to see a takeoff from the jump-seat. It really was a neat experience! Next time you find yourself on a foreign carrier, give it a try.

Planes of Fame Museum

By Marvin Brott

During the last several years the Planes of Fame Museum keeps appearing in the news and now there is a regular segment on the Speed Vision cable channel where they fly some of their rare planes. Ken Krebaum took the time to visit this Chino California museum last year and came away a high recommendation. So early in February while on a trip to California, I left early to check out this airport and museum. I landed at Long Beach and within 40 minutes I was approaching the Chino airport with the men's prison under the approach on the West Side and dairy cows on all remaining sides. The smell from the cows was leaking into the car as I drove down the old World War II base entrance towards a set of old buildings. I parked the car and walked into the main office where a nominal charge was paid to gain entrance. The first building on the tour was an old barracks building with a lot of little items. One display of interest was 15 instruments panels liberated from WW II fighters and a F-104 Starfighter. At this point in the visit, with the smell nearly killing me and all the random items, I was a little 'underwhelmed'.



The next building was a new hangar with WW II fighters packed in with no ropes or barriers (great). I walked in and quickly realized they had just about one of everything and they were all in flying condition. All the cats were included with Wild, Hel, Tiger and Bear. Also a Republic Thunderbolt, two Spitfires, P-38 and several P-51s were just some of the represented fighters. The surroundings and the planes looked like they just came in from flying a combat mission since they were not shiny or in mint condition. I was starting to be impressed with this collection. Bearcats and P-38s are getting to be a little rare and they had them all.



On the way to the next building they had what was called an out door "crash site". Not something you see everyday. If you can imagine walking up to a 40 year old Bell P-39 Airacobra crash site in Russia, you have the image. A twisted but recognizable P-39 in a very decayed condition. Actually it was very interesting. On into the next hangar where there was a line up

of Japanese planes such as a Zero, Keke and Raiden. This again is something you don't see every day. Next was another 40-year-old "crash site" with a twin engine Japanese Betty bomber, just as you would come up on in a jungle. Continuing on to the next static display was a very nice Messerschmitt ME-262 and a ME-163B Komet. One of the big reasons I wanted to visit this

museum was to see the one and only flying Boeing P-26A Peashooter. The only other original Peashooter is in the Smithsonian. Check your chapter directory because we have a replica Peashooter being built in our area, that being Ken

Krebaum. Exciting stuff. As I walked out of this hangar, I was overwhelmed by all the history making aircraft in one building. By the way the smell was dying down a little or maybe I was just getting acclimated

Back into the car and down the street several blocks to the WW II hangar housing the jets and race planes. You walk in and immediately see a Bell YP-59A Airacomet, the first jet fighter, being restored to *flyable condition*. This was about the third restoration effort I ran into. Ken mentioned that the P-38 was restored several years ago from very few usable parts. Again

this was impressive. Next was a Bell X-1 static display from the Right Stuff. Being close to Hollywood, this museum has been part of many movies and the recipient of the static material. The race plane section had a Miles & Atwood, a replica Howard DGA-5 IKE, along with the Miss Comic Wind formula one racer. The final big-ticket item for me in this hangar was a P-80A Shootingstar. The Northrop N9MB flying wing was on loan to Palm Springs

and would not be back for several months. A disappointment since this is the rarest of rare airplanes.

So what was my final impression? Well, this was no slick fancy floor museum but it represents one of the best collections of aircraft I have seen. Planes of Fame started their effort some 40 years ago when this airport was selling WW II planes. Starting early and being close to Hollywood really helped. I saw a lot of planes that other museums would dearly love to have. On the way out I noticed a Convair 240 parked on the left side of the

main entrance. After I got back Ken Whitehead mentioned to me that Texas Instruments gave that Convair to Planes of Fame along with a lot of spare parts. They really appreciated the spare parts. TI had owned this 240 for over 20 years. Ken and his son flew it out to Chino for its last flight and in turn got to fly their P-51. The museum plans are to paint it in the Western Airlines scheme.

Planes of Fame is a must-see museum but it is so different from my other favorite museums like the Dayton Air Force, EAA, the new SAC facilities in Ashland Nebraska, the National Air and Space building in DC and of course our very own Cavanaugh collection in Addison. The EAA museum gets my vote for best lay out and presentation. The Air and Space museum gets my vote for the biggest disappointment in the last few years. They have the most traffic of all the museums in the country but the facilities look a little worn. What really concerns me is that they have lost their purpose by getting into the education and amusement business. They have dedicated a major section of their facilities to education with a displayed Cessna 150 for the kids to play in. They removed their very rare P-26 to replace it with a Beech C-90 King Air and Lear jet to educate people on businesses aviation. They have some of the rarest aircraft in the world and they put a Cessna 150 on display. Maybe things will get better when they build the new annex building out at the Dulles airport.

Finally, I drove around the Chino hangars and found at least a half dozen RVs and Long Ez's along with a Hawker Hunter jet flying around the pattern. As I drove away, the museum and the airport had surpassed my expectations and the smell finally left the car.

zone of a few hundred feet between the development and Aero Country property. After talking to a number of property owners at the airport, everyone feels up-beat about how the development is being handled. Remember the Chino airport is next to cattle feed lots (the smell) and a major California prison.

Airports

by Marvin Brott

In the May 1997 issue of Hangar Echoes, Brownie Seals wrote an excellent article on "Save yOUR Airport" and how he has seen 14 small airports squeezed to death in the DFW area. Our friends to the South in Austin are really feeling the pinch. Rumors persist about Austin Executive Air Park being sold to Dell Computer for other purposes than an airport. Maybe sixty airplanes to be displaced. Plans call for the closing of Robert Mueller Municipal Airport next spring as they move out to Bergstrom. Maybe another 300 airplanes. Georgetown now has 130 planes parked outside with another 85 in hangars. They have over 100 people on a waiting list for space. There are not that many other airports in Austin to make up the difference.

Back to our area, Aero Country will be seeing a housing development just to the East of the runway starting in May of this year. Ross Perot Jr. is the developer. We have a buffer

D.E. CHRISTIANSEN, D.O., P.A.

Family Medicine
Aviation Medical Examiner



Office (972) 298-6174 222 S. Cedar Ridge
Ans. Service (214) 521-4111 Duncanville, Texas 75116
Office Hours By Appointment

George Carroll (214) 637-3598



AIRCRAFT SUPPLY COMPANY

7204 PARWELK
(ANSON & HINES Near Boy Scout Bldg.)
DALLAS, TEXAS 75235

AN • MS • NAS HARDWARE % ACCESSORIES



Stocks, Bonds, Mutual Funds,
Financial Planning

E.G. "Bo" Bauereis
VICE PRESIDENT

8333 DOUGLAS AVENUE
SUITE 400, L.B. 82
DALLAS, TEXAS 75225
(214) 987-5222
MEMBER MIDWEST STOCK EXCHANGE



**LONE STAR
PILOT SHOP
ADDISON AIRPORT
EARLETTE SHULTS**

OPEN:
M-F 9:30AM - 5:00PM
SAT 10:00AM - 3:00PM

4500 RATLIFF LANE, SUITE 119
DALLAS, TX 75248
972/250-6781 - FAX 972/407-9383

**DATA PLATES ENGRAVED
\$19.95+TAX**

For Information
SEND LARGE SELF ADDRESSED ENVELOPE
TO:
Richard Gent
Suite 108238
1001 N. Beckley
DeSoto, TX 75115

AEROMILLER

**Bruce Miller, Flight Instructor
Airplane, Glider, or Taildragger
Box 547, Prosper, TX 75078
(972) 346-2831**

Triple "S"

Machine & Fabrication

Single piece machine work
and heliarc welding a specialty

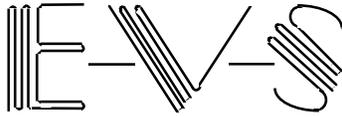
2203 Trinity Springs
Carrollton, Texas 75006

Sid Smith
Phone 972 418-9717

Chapter 168 Questionnaire:

As was mentioned in the **President's Message**, we want to know what you would like the Chapter to be. So, here is your opportunity to voice your desires. With only a few questions, it should be easy to fill it out. Please answer these questions and send your answers to **Dallas Chapter 168, P.O. Box 168, Addison, TX, 75001-0168**. Your feedback is important to the future direction of Chapter 168.

1. Which activities of Chapter 168 do you enjoy the most ?
2. Are you interested in technical presentations ? If yes, what kind of presentations would you like to see?
3. What would like to see more of at the monthly Chapter Meetings? Or, what would you like less of?
4. What would you like to see more of at the Monthly Fly-ins?
5. What would you like to see more in the Monthly Newsletter?
6. In general, what would you like to see or do more of (Chapter 168 related)?



Portable Batteries Replacement Lighting Magnetic Media - Tapes

Don H. Webb

1350 East Arapaho, Suite #126
Richardson, Texas 75081
(972) 231-5351
(800) 776-5267

E-MAIL: BATTMEN@SPRINTMAIL.COM
WEBSITE: EVVSUPPLY.COM



**Live With Your Plane
At Beautiful
Hidden Valley Airpark**

- 260-Acre Residential Airpark near Lewisville Lake
- 79 Homesites, 57 with homes/hangars on paved roads
- 2,000 foot paved runway with sod overrun (5TX0)
- 25-acre horse pasture, private entrance road and lake
- 30 minutes from Dallas or Fort Worth, 5 minutes to mall
- Only five 1-acre-plus lots available (940) 321-3817



ATTORNEY-AT-LAW

FRED E. ZIMRING

5520 LBJ Freeway, Suite 340
Dallas, Texas 75240
Tel: 972-991-2277
Fax: 972-991-2279
Home: 972-231-7511

Member EAA Legal Advisory Council



Engines

BOBBY'S PLANES 'N PARTS INC.
9061 F.M. 1885
WEATHERFORD, TX 76088-1445

BOBBY OSBORN

Tel. 940-682-4220

Fax 940-682-4264

SPRUCE *SPARS *CAPSTRIPS
4130 STEEL *TUBING *SHEET
PLYWOOD *MIL-P-8070 *METRIC
POLY-FIBER Aircraft Casings

ALPHA AVIATION SUPPLY Co.
P.O. BOX 8641 • GREENVILLE, TEXAS 75404-8641
Phone: 903/527-3817




**Fountainhead
INCORPORATED**

BILL PRICE

8024 Forest Lane ∂ Dallas, Texas 75243 ∂ Tel. 214/348-1505

ProSource™
Wholesale Floorcovering

J.E. Red Marron

3235 Skylane
Suite 125
Carrollton, Texas 75006

(972) 250-4040
Fax (972) 250-6615

**The
GLASS GOOSE
By Quikkit**



Office:
9002 Summer Glen
Dallas, TX 75243
214 - 349 - 0462
(Phone and Fax)

Tom Scott
General Manager

Plant: Lakeview Airport
Lake Dallas, TX 75065

Classifieds

**Aviation ads (For Sale, Wanted, Etc.) can be placed by Chapter 168 members free of charge.
Send to: Chapter 168 Newsletter, 1317 Seminole Drive, Richardson Texas 75080**

Airplanes For Sale:

RV-4, 1200 TT, 520 SMOH, Escort II Radio/VOR, TRNS, Narco Loran, Applo 920 GPS, Horizon and DG, Day VFR only, ready to fly, Asking \$45K



☎ Call Don Christiansen (972) 298-6531 evenings (1)

Migt Mustang I, 1988, 312 TT, 152 SMOH on O-200. Full Electric, Garmin GPS, Terra Com, Transponder w/encoder. Complete with Nav lights and landing light. New Annual. New Paint – you pick the colors. \$26,500.

☎ Call David Brown 972-242-1014 or 214-763-2387 (1)

Services, Parts and Other:

Super Bobcat Aircraft started (5%) by Everett Thompson who passed away on September 2, 1997. Parts available to complete.

☎ Call Mary Lou Thompson (972) 247-4388 (7)

Glastar Project Tail Kit (SH Kit#1) is completed includes electric trim. Wing Kit (SH Kit #2) with jump start spars: left wing ready for riveting, all parts/skins corrosion-proofed, includes heated pitot installation with tube. \$12,000

☎ Call Chris Pratt (972) 386 4319 H or (972) 720 2439 W (3)

FlightCom Iie intercom and two FlightCom 10-4D headsets. The intercom can be operated from a 9VDC internal battery or a cigarette lighter. Includes the push-to-talk switch that straps to the yolk with Velcro. All for \$100 cash.

☎ Call Milton Scott @ 972-736-2985 metro (7)

GPS Magellan 5000A for \$250

☎ Call Gene Spaulding 972 661-9229 (6)

Welding Equipment Large tanks and Sears touch. Located at Aero Country. Best offer

☎ Call Marvin Brott (972) 235-5552 (1)

Airport Car 1978 Ford 2 door Fairmont, new 6 cylinder engine, transmission, tires, battery, radiator, and upholstery. Spent \$3K recently, but will sell for \$1500.

☎ Call Dave Davidson (972) 530-4067 (1)

Narco AT150 Transponder with tray and connector, cabled for A30 encoder. Yellow-tagged 96/11. \$600

☎ Call Monroe McDonald 214-352-1564. (1)

HANGAR ECHOES

EAA CHAPTER 168 OFFICERS

President
Jerry Mrazek 817 265-0834 metro

Vice President
Dick Flunker 972-396-0018

Secretary
AnnL Asberry 972-784-7544 metro

Treasurer
Gene Spaulding 972-661-9229

Board of Directors
Ann Asberry 972-784-7544 metro
Bo Bauereis 972-529-2844
Sam Cooper 972-424-6930
Monroe McDonald 214-352-1564
A.D. Donald 972-346-2243
Tom Moe 972-442-7997
Richard Robbins 972-226-6699

Advertising
Bo Bauereis 972-529-2844
Hanger Echoes Editor

Marvin Brott 972-235-5552
Sam Cooper 972-424-6930
Michael Stephan 972-857-3327
Brownie Seals 972-248-4335

Flight Advisors
Mel Asberry 972-784-7544 metro
Mike Hoye 972-771-8162
Brownie Seals 972-248-4335
Gene Spaulding 972-661-9229

Technical Counselors
Mel Asberry 972-784-7544 metro
Owen Bruce 972-231-3946
Steve Marchand 972-475-0571
Brownie Seals 972-248-4335

Chapter Trailer
Gary Hansen 972-242-1620

Data Processing
Jerry Mrazek (817) 265-0834 metro

Librarian
Michael Stephan 972-857-3327

Tool Custodian
Vern Williams 972-484-7741

Fly-In Ground Control
Chuck Farry 972-644-8748

Meeting Refreshments
Jim/Linda Hamilton 903-547-2247

Safety Officer
Mel Asberry 972-784-7544 metro

Tool Custodian
Ernie Ludwick 972-241-1185

Young Eagles Coordinator
Tandy Allen 972-669-7910

We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 168, Inc. regardless of the form, format, and/or media used which includes, but is not limited to, Hangar Echoes and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Please read, listen, enjoy, and be careful out there.

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION

DALLAS CHAPTER 168, P.O. BOX 168
ADDISON TEXAS 75001-0168

Dallas Chapter 168 Membership Application & Renewal Form

Application Status:

FAX (414) 426-4828

Please Print Clearly

New Member: _____

Renewal _____

Info. Change _____

Membership dues for EAA Dallas Chapter 168 are \$15 for one year. Name tags available for \$6.

Make Checks Payable to:
EAA Dallas Chapter 168

Mail Application to:

EAA Dallas Chapter 168
P.O. Box 168
Addison, TX 75001-0168

National EAA Offices:

Experimental Aircraft Association
EAA Aviation Center
P.O. Box 3086
Oshkosh, WI 54903-3086

National EAA Membership:

(800) 322-2412
Phone (414) 426-4800

Name: _____

Co-Pilot: (Spouse, Friend, Other) _____

Address. 1: (or Business Name) _____

Address. 2 _____

City: _____ **State:** _____ **Zip:** _____ **Mapsco#** _____

Phone: H: (____) ____ - ____ **W:** (____) ____ - ____

e-mail address: _____

EAA #: _____ (168 membership requires National EAA membership)

Pilot/A&P Ratings: _____

EAA Office (past or present) or other additional notes: _____

Notes: _____

I am interested in helping with: Fly Ins ____, **Programs** ____,
Newsletter ____, **Young Eagles** ____, **Officer Position** ____

Plane or Project (% complete) or Interests

Example

RV-6 (FLY)% ()%

Thunder Mustang (25)% ()%

LUSCOMBE 8E (INT)% ()%