

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

Sun'n Fun: An Anniversary Year

By Sam Cooper

In the spring of 1990 I wanted to attend the EAA Sun'n Fun fly-in. A friend of mine and fellow chapter member, Doug Vail, was also interested in going. By a chain of events which I no longer recall, we made a connection with a local Cessna 310 owner who was looking for some riders to Sun'n Fun. The result was that Doug, Richard Funk (310 owner), Tom Moe and I flew to Florida together. We had a good time that year and have been returning ever since. This was our tenth consecutive trip.

As we all know, in April we often have some extremely strong weather between Texas and Florida. Because of the distance, there usually is a front with weather somewhere between Dallas and Lakeland. Consequently, we usually expect to fly through, or around, something. Fortunately for us, N5845M is a solid IFR platform with the equipment to tell us where the worst stuff is. So, while we have been delayed for several hours waiting for the worst to clear, we can usually stay pretty close to our planned schedule.

Well, for the 1999 edition of Sun'n Fun, our tenth year, we could not have asked for better weather. We left Aero Country on Friday morning, 4/9. We quickly picked up a great tailwind that pushed us along at 230-240 knots ground speed for most of the trip down. We steamed right through the non-existent front, refueled in the Florida panhandle, and arrived at Plant City (west of Lakeland) in about 4 1/4 hours of flying. Wow!

After enjoying the fly-in for 2 1/2 days, we started for home about noon on Monday. We were again blessed with great weather. There was not a single cloud over Florida. In fact, we only saw cirrus clouds after reaching Texas. We fought a moderate headwind northbound, which became a moderate crosswind when we turned west at the Florida panhandle. We finished the flight with a tailwind in Texas! We got back to Aero Country in about 5 1/4 hours of flying. Wow again!

Before the trip home, the briefer in Lakeland joked with us that if we could not handle the good weather on Monday, we should stop flying. We had to agree!

For me, this years trip to Lakeland was what sport aviation is all about: good friends; a good fly-in; and great weather!

Sun'n Fun '99: What Did You Miss?

By Sam Cooper

The lack of ugly weather fronts in Florida and the south east this year meant that the airplanes were back in force! The show plane flight lines were back up to their usual not quite full state. This was much better than last year. As usual, the better cross-country airplanes (Rutan canards, RV's, Glasairs, and Lancairs) were out in force. Pristine examples of each type were available for inspection and inspiration.

Of the recently introduced designs (i.e several years ago) the Glastars are now showing up in significant numbers. The RV-8s are now making their appearance on the fly-in flight lines. I enjoyed inspecting the examples of both types present.

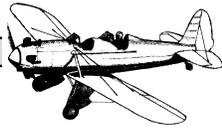
For the last five years or so it seems that avionics and cockpit electronics is where the most 'progress' is made every year. I continue to be amazed at the dropping prices and increasing levels of functionality. This year was not an exception. Garmin was showing their new COM/NAV/GPS with color moving map. It packs a lot of capability in one box. At the moment it is expensive, but without a direct competitor. We will have to see how the others respond to this challenge. In the future, this level of capability should become more affordable for the rest of us.

I saw several new large moving map displays, both color and monochrome. II Morrow has a bright color map display with beautiful topographic maps. Another product was similar to a military heads up display with 3-D terrain displayable in the background. Other products are also incorporating the datalink and 'highway in the sky' ideas we have seen mentioned. I am not sure where all of this is heading, but it sure will be interesting to watch.

In contrast, progress in the engine and airframe areas appears to be much slower. The small auto engine conversion companies that had a very visible presence several years ago were not at the fly-in. The larger V-8 conversions seemed to be holding their own, but have less potential volume at the moment. The lesser known aircraft engines continue to be available, but without visible improvements. Of the big two, only Continental was showing a prototype of their turbo-diesel. I would expect bigger announcements from these two at Oshkosh

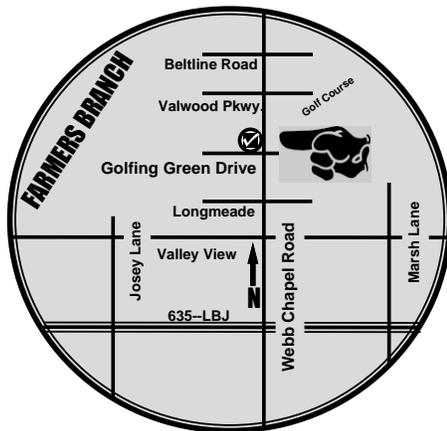
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May 4th Chapter Meeting



Our May 4th 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.

Our guest speaker will feature Astronaut Frank Caldeiro, who will talk to us about the building of the International Space Station. See page 4 for more information about Frank Caldeiro and the International Space Staion.



May 8th Fly-In / Drive-In

The March 6th Fly-in/Drive-in will be at the Rockwall airport. Chuck Olmstead will be our host. Chuck's hangar is #25 and is the northernmost T-hangar on the west side of the runway.

May 25th Newsletter Assembly

The June issue of Hangar Echoes will be assembled at the home of Chris Pratt on May 25th starting at 7:00 PM. The address is 6211 Liberty Hill in Dallas.

Directions: Take LBJ to Preston Road exit. Go North on Preston Road to Beltline Road. Continue North through intersection. First street on your right is Berry Trail. Turn right onto Berry Trail. Fourth Street on left is Liberty Hill. My house is third on the left. This can be reached at 972-386-4319

May13th Director's Meeting

The May 13th 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 April 15th meeting.

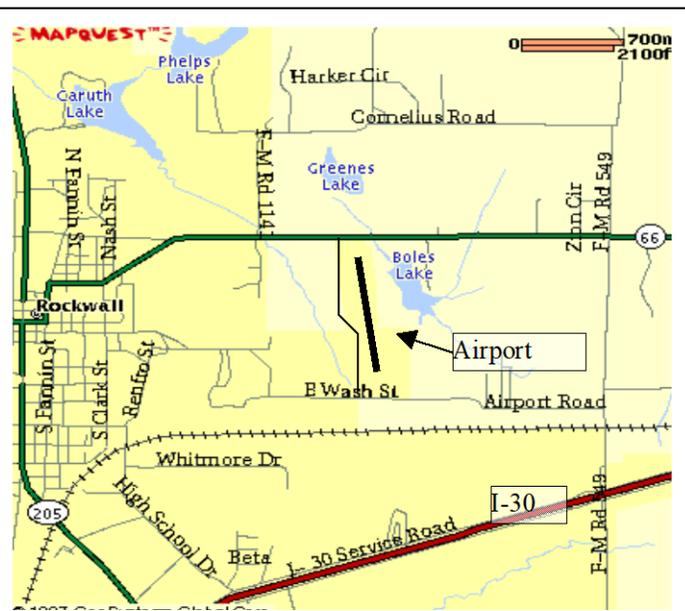
Attendees: Jerry Mrazek, Clair Button, Dick Flunker, Tandy Allen, Chuck Olmsted, Don Christiansen, Gene Spaulding, Ann Asberry, Vern Williams, Michael Stephan, Bill Wisley, Monroe

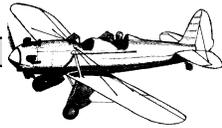
McDonald, Bo Bauereis, Marvin Brott, Jim Quinn

- Meeting Tuesday, May 4 will feature Astronaut Frank Caldeiro. This special day will begin about 2:30 PM at the Cavanaugh Flight Museum at Addison Airport. Chapter members that can make an early day will get to visit with Frank one-on-one, while he views some of the Chapter airplanes. If anyone can bring their plane out, please do so. The regular meeting will begin at 6:30 and we will hold our "break" to the end of the meeting, around 8:20, so folks will have an opportunity to get photos and autographs and visit with Frank.
- May 8 Fly-in is scheduled for Rockwall airport, with Chuck Olmsted as our host.
- May 13 is the next Board of Directors meeting. Anyone is welcome to attend.
- May 25 Hangar Echoes assembly is at the home of new member, Chris Pratt. He has an RV-8 just coming out of the crate.
- There is hangar space available at Gainesville for \$125 a month.
- International Young Eagles day is June 12. We will have an event at Mesquite airport. Stay tuned for further details.
- Future meetings: Century Cylinders of Ft. Worth, no date; Jeff Hansen and Chuck Wilson on formation flying, July 6; Bela Ambrus on engines, June 1.
- Member renewal methods discussed. We will investigate using a pre-printed post card reminder sent the month a membership is due for renewal.
- Discussion around how to retain current and get new members. Some of the suggestions are; joint fly-ins with other chapters, technical demos, fly-outs to lunch or breakfast, buddy rides at fly-ins. Ann Asberry, Don Christiansen, Bill Wisley and Michael Stephan will compile a list of suggestions to present to the board who will decide the best options to pursue. If anyone has ideas, please let the board know your suggestions.

Calendar of Events

- 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

I understand that we had a fine fly-in at Aero Country AP last month. As most of you know I was not able to attend. Thanks to Alex Hsia for pulling the trailer there and to John Williams for getting the groceries there. The weather was not perfect but I understand that it was passable. Many of you have commented that your favorite activity is the fly-ins. I must admit that now that I have an airplane they are my favorite too. Thanks to all of you who attended the fly-in and especially those who gave their service to make it more enjoyable for everyone.



Well I have had an experience since we last talked. Last Saturday, I was flying over to Sulphur Springs to our planned fly-out on the 17th of April and just as I was passing to the south of Grand Prairie at 2500 feet MSL, my engine quit. I mean silence! I put the nose down to maintain airspeed and looked for landing sites. Arlington Airport was too far away, Grand Prairie Airport was too far away, so I looked closer. Joe Pool Lake was on my right and that didn't seem like a very good choice for a landing spot. I spotted a field that looked like a possible candidate that was plenty close to reach so I started setting up an approach. As I got closer I could see the field was a model airplane flying field. It was flat, no fences, had a sizable paved strip and it was large enough to allow some misjudgment in the final approach. Having never flown my airplane with no power at all, I was not sure what glide ratio I could count on. Let me tell you it comes down in a hurry and to my surprise I had to hold a fair amount of right rudder to keep the ball in the middle. The only reason I can figure for that is that the propeller must have been creating some sort of yawing moment.

As I got closer to touch down, about 30 feet in the air, I noticed there was a person on the left edge of the runway and I thought he was probably controlling a model airplane. He saw me about the same time I saw him and he looked like he didn't know which way to run. I probably scared him pretty badly. I veered off to the right of the runway and landed on the grass to give him plenty of clearance. It was about 9:20 in the morning at this time and he was the only other person there. I got out of my airplane and walked around to see if I could diagnose the problem with my engine. The model airplane flyer came up to me and asked if I was all right. I confirmed that I was not injured and apologized for any consternation I had caused him. He said it was all right and he would be OK once he could go home have a drink and change his underwear. He helped me move my airplane back to the paved area where the search for the nature of the problem with the engine began.

The fuel tanks were nearly full and I checked the carburetor bowl. It was full of fuel. This evidence indicated to me that the problem was probably not fuel starvation. My attention turned to ignition troubles. I don't have the space to tell the whole story here but the problem turned out to be that a washer from the cooling fan shaft had come off and it got down into the magneto. It tore up the ignition sensors and I lost ignition. The airplane is back at Spinks now thanks to a guy named Jim at Hawk Field who let me use his trailer and I can't say enough nice things about those guys; all of them, who helped me on Saturday and Sunday to diagnose and then to take the wings off and transport the plane back to Spinks. There is a special kinship among aviators, model or otherwise, that binds us together. I hope I never have another engine failure but I met some really great people last weekend and I wouldn't give that up for the world.

Happy Flying, Jerry

**RISKY BUSINESS – GREAT REWARDS,
BUILDING THE
INTERNATIONAL SPACE STATION**

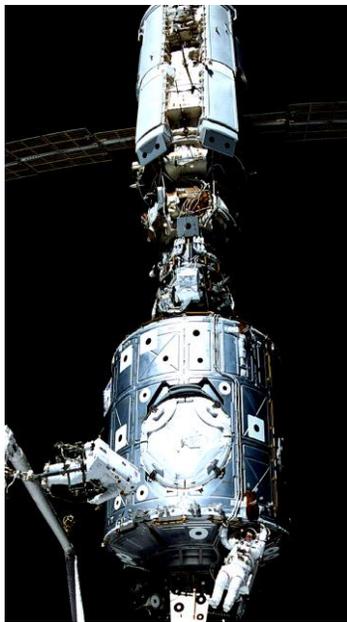
Photographs courtesy of NASA

By Clair Button



GUEST SPEAKER, ASTRONAUT FRANK CALDEIRO

EAA Chapter 168 is very fortunate to have Astronaut Frank Caldeiro as our guest speaker at the May 4th Meeting. After many years of delays and a seemingly endless series of redesigns, the 1st two elements of the new International Space Station have finally been placed in a 250-mile high orbit and joined together by an American team of Astronauts. Joining the U.S. funded, Russian built, Zarya control module and the U.S. built "Unity" node module is the start of a cluster of modules that will be the central core of the new massive space station which will be larger than the MIR & Shuttle combined.



**U.S. ASTRONAUTS
ASSEMBLE THE
ZARYA & UNITY
DEC 12, 1998.**

A crew of three, one American, and two Russians will begin to "man" the station early next year.

Completion of the full station structure will require Astronauts and Cosmonauts to perform an estimated 960 hours of spacewalks over the next 5-6 years. The station will be the size of a football field and will weigh over 460 tons.

Frank Caldeiro is one of the Astronauts that will be doing these spacewalks to perform

the grueling but delicate job of joining the many modules and the huge sets of solar array panels required to construct the

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station. Mr. Caldeiro has recently completed over 80 hours of spacewalk (EVA) training in the huge NASA Neutral Buoyancy Laboratory's huge water training tank at the Johnson Space Center. Frank also works in the Astronaut Office with Chief Astronaut, Charles Precourt and the Crew Mission Planning Group.



COMPLETED SPACE STATION IN YEAR 2005

It should be no surprise that Frank Caldeiro is also a long time EAA Member and a builder/pilot (Long-Eze). After having several phone discussions with Frank, we realized that there is a very interesting personal story behind his path to becoming an Astronaut, so we have "commissioned" Michael Johannsen to sit down with Frank for an extensive interview for a future Hangar Echoes Article. Look for it soon!

This presentation is for the whole family, including any of your children that would like to become an Astronaut. His slide and video presentation should be outstanding! There will be time for Q & A and time to visit with Frank. See you there!

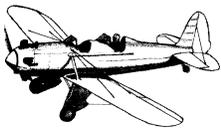
**A Special Event – Mini-Fly-In
Is to be held at Cavanaugh Flight Museum to meet and
visit with Astronaut Frank Caldeiro on May 4th.**

In order to provide more time for Frank Caldeiro to meet and talk with our Chapter builder/pilots on a one-to-one basis, Frank has enthusiastically agreed to come to Dallas in the early afternoon on Tuesday May 4th. Frank has even decided to fly his Long-Eze up to Dallas from his home base at Ellington Field for this event. The folks at the Cavanaugh Flight Museum have graciously offered us the use of their ramp space for parking our airplanes. This event will run from 2:30 PM to 3:45 PM, which will allow you time to fly your planes back to your home field and still have plenty of time to make the 6:30 PM Chapter Meeting. We held a similar event in 1990 with 'Hoot' Gibson and those attending enjoyed the opportunity to talk with the Astronaut and get some pictures with him and their airplane. Call Clair @ 972-231-6070 for additional info.

A Letter to Hangar Echoes

From Howard Walrath

Gentleman:



At times, all of us get the feeling that “Nobody up there gives a damn!” I know that I do – and the feeling is very frustrating. That’s why it is refreshing to occasionally find out that sometimes a voice in the wilderness is heard.

Probably nothing done by the EAA national leadership in the last decade has bothered me more than the policy of opening up the Oshkosh flight line to let all attendees in to manhandle our projects. Earlier this year, I sent the attached letter to Tom Poberezny, again protesting their “open admissions” policy.

Today I received a letter from Tom advising me that they have decided to rescind the “open admissions” policy, and it included an advance copy of an article that will be in the April issue of Sport Aviation. While I am sure my letter was just one of the many, I know that many other members shared my concern and wanted to pass on this news of our chapter membership.

Sincerely,
Howard D. Walrath

Follow up to Howard’s letter from Marvin Brott:

Interestingly enough, I received a letter from a Syd Cohen from Wausau, WI last December with exactly the same concerns that Howard outlined. Syd’s intent was for Hangar Echoes to publish his letter to Tom and solicit a letter campaign from you to EAA indicating how EAA is heading down the wrong road. Unfortunately I dropped the ball for Syd.

Syd’s and Howard’s letter remarkably the same. From Howard’s letter: *Last July, we arrived early and then left on Saturday morning. With what I saw occurring before the weekend, I can only imagine what it was like after we left. I personally stopped dozens of people smoking on the flight line, nearly all of whom expressed ignorance that it wasn’t allowed. One was actually resting his cigarette holding hand on a the cowl of a homebuilt, right beside the projecting wire of a “Cub-style” fuel gauge, while he leaned over to look into the cockpit.* Continuing with Howard’s next paragraph. *Soft drink cups were everywhere on the flight line, including some parked on a cowl or wing to free the offenders hand to operate a camera. Littering and smoking on the flight line was the worst I’ve ever seen, and rope lines around show aircraft were totally ignored.*

Well, I offer a big thanks to Howard and Syd for writing their letters. As noted by Howard and from what Mel Asberry indicated after his visit to national, Tom and the

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EAA board may be seeing light that the family jewelry is with the hard core-enthusiast like Howard and all of you.

Is There an Interesting Airplane in Your Future?

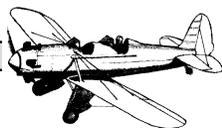
By Marvin Brott

I guess with the good economy, hence the increased disposable income; there is a lot of interest in some exciting new airplanes. You have surely read about them in Sports Aviation. Let me list some planes have been recently announced to see if any of them spark your interest.

Roy LoPresti has signed the official paperwork to take over Piper’s SwiftFury program. That was the redesigned Swift he worked on several years ago. He will attempt to certify and produce the SwiftFury, which will be at Sun n’ Fun.

Next is the new Focke-Wulf FW-190A-8/Ns (N stands for “nachbau,” German for remake) being manufactured near Munich. The German company man plans to produce a number of all-new WW II-era German aircraft, including Me-109s and Junkers Ju-87 Stukas. Although tooling and jigs no longer exist, the new FW-190s are being built from original drawings, with most of the parts manufactured in former Eastern Block countries and shipped to Germany for assembly. In order to pass FAA muster, those sold in the U.S will have to comply with the “51% rule”, hence experimental. Since original 1,770-hp BMW 801 radial engines are extinct, the next-best thing will power this FW 190: the 1,850-hp Shvetsov ASh-82, a Russian-built knockoff of the Pratt &Whitney R-1830 Twin Wasp. Many of the components are already in production: Kits for the U.S. are priced at \$408K including the engine.

The Aviat Aircraft people in Wyoming expect to certify the Millennium Swift, which is a revised Globe Swift. The second move by this company is to resurrect the mid 1940s two place side-by-side MonoCoupe 110, dubbed the Aviat 110 Special. The Swift will utilize the Continental IO-360 and the Coupe will utilize the Lycoming AEIO-360. I guess we will have two Swift derivatives to select from.



EAA 168 Sponsors Young Eagles Rally at Midlothian, Texas

By Tandy Allen

You can call it Midlothian, you can call it Waxahachie, you can call it Mid/Wax, you can call it Mid/Wae (that is right, with an “e”), you can call it 4T6. We heard all of those names on the CTAF as pilots arrived. No matter what we called it, the airport was the location of the Young Eagles Rally sponsored by Chapter 168 and supported by Chapters 323, 34, and 661.

The rally was organized around the cadets of the Cedar Hill High School Junior ROTC program. This program is directed by Col. McNabb who also helped man the registration desk. Sgt. Cook also of this program provided and operated the PC for certificate generation. A lot of the brothers and sisters of the ROTC cadets showed up to become Young Eagles themselves.

The local FBO, Cherokee Aviation, owned by Juan Martinez, allowed the use of their lobby for registration and waiting for fights. We shared the lobby with the Dallas 99’s who were running a Poker Run which brought in more airplanes.

Ann Asberry of Chapter 168 contributed her experience in organizing the registration desk while Kyle Neal supervised the Boarding Gate. Chuck Farry did the usual great job in training some of the ROTC cadets in ramp duties while Winn Harris handled the pilot briefing as well as providing a ride for the superintendent of Cedar Hills High School. As soon as we learn how Winn was able to get the 270 pound, 6’7” superintendent in the back seat of his J3, we are going to apply for the STC.

Although not a member of any chapter, Martin Mary who bases his Cherokee 140 at Mid/Wax, provided invaluable help in organizing all of the little details that are required for such a rally. In addition, he was able to fly 8 Young Eagles in quest for his next Flight Leaders badge.

We closed down the operation in early afternoon with 63 new Young Eagles on the books. The thunder and lighting so common for a Texas spring moved into the area and rendered further flights “no fun”. Early, rather stiff cross winds tested the skills of the pilots.

This Rally was a “win” all around. The Young Eagles got to fly, the pilots got to exercise their skills, the airport got some much needed public exposure, and everyone got to make some new friends.

Our Use of the Word “Scanner”

By Marvin Brott

FINA

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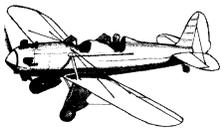
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I know you have been as confused as me about the use of the word "scanner". Finally J.P. Instruments is setting the world straight, since as you know, they own the word scanner, by filing a lawsuit against Matronics since the latter's use of the name "FuelScan" infringes JPI's trademarked products. They contend that Matronics' FuelScan is "**confusingly similar**" to JPI's Scanner, Smart Scanner and DigiScan products. This is a real Goliath versus David suit. J.P. Instruments (JPI) makes FAA-approved engine monitoring devices for piston engines, and Matronics, a one-man company is selling a low-cost, uncertified fuel totalizer system popular with builders of homebuilt aircraft.

What is interesting is how this lawsuit has gotten way out of hand mainly due to the internet. You see, Matronics is the benefactor who provides the list-server for RVs and several other homebuilt types. Matronics also indicates they do not have the resources to wage a legal battle with JPI and is appealing to the homebuilder community for help. Once the word got out about the lawsuit, the internet went crazy with support for Matronics and bad press for JPI. People were ready to send money and start printing tee-shirts with a big X through JPI. I wonder what the motive for JPI was to start this type of action? Did they really think that I would be that confused about the word "scanner" while selecting engine instruments for my RV-8? Did they think that Matronics was eating into their market share? Believe me, with all of this bad press they will not increase their market share of the engine instrument business by pursuing this David and Goliath lawsuit. We are already unhappy with what lawsuits have done to general aviation.

One final comment about lawsuits and the internet. A very large supplier of kit planes currently has a lawsuit filed against them for a very unfortunate accident. With the instant communications of the internet, this lawsuit could make the above mentioned suit look really tame.

Chapter 168 Onine

The Onine edition of "Hangar Echoes" along with other chapter related information can be found at:

<http://www.vline.net/eaal168/>

We thank Jim and Jane Quinn for their effort on the Chapter's website

Barry Ward and RV-6A

Barry Ward from Plano was at the last chapter meeting where he building a RV6A over in George Orndorff's facility in Hicks. The plane is nearly completed and he hopes to have the FAA come and check it out on the 28th *May 1999*

April. The plane's N number is N542BW. It has a tilt up canopy, Lyc O360 A1A engine, Hartzel Prop and Electronic Ignition. Empty weight of plane without paint is 1020 lbs. He has an empty hanger waiting for the plane at ADS, So, all being well, some time in May it will be based there. Barry Ward barry@visl.com Tel. (972) 679 2714"

Hangar Echoes Makes Big Mistake

Somehow with all the reports about bringing the 34th Annual Experimental Aircraft Association Southwest Regional Fly-In to Abilene many months ago and the bad weather that visited the fly-in, we forgot to mention that Leon Rausch brought home some hardware. In the Plans Built Custom category, Leon won Reserve Champion. He got a mention in the SWRFI Sport Aviation magazine but we failed to mention it. Sorry Leon, for not picking up on this and we apologize.



Leon Rausch's VARI EZE



**LONE STAR
PILOT SHOP
ADDISON
AIRPORT**

OPEN:
M-F 9:30AM - 5:00PM
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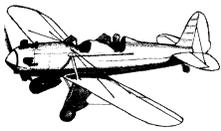
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972/250-6781 - FAX 972/407-

A Note on RVs from Sun 'n Fun

From Marvin Brott

Thanks to Sam Buchanan, the unofficial web site for all things RV!

The weather for this year's event was spectacular. There were great groundspeeds as the planes headed south. The



temps at the show were in the 70's, and the humidity lower than usual.

As usual, the RV Sanctuary (sometimes irreverently known as Van's booth), was crowded as everyone knelt and bowed in its direction. The acolytes behind the counter were busily spreading the RV gospel to all souls who cared to enlightened.

The biggest promotional coup for Van was parked nearby in the Mattituck tent. Bruce Bohannon, of Pushy Galore fame, introduced an RV on steroids to replace the little yellow dart as he pursues new record flights. The advertising Vans will receive from this campaign will be immeasurable! As best as can be guessed, the new plane has a combination RV4/RV8 fuse, an RV3 sliding canopy, RV wings, and a mega-hp 540 Lycoming for motivation. It was mentioned that there was lots of room to stow nitro bottles for serious cruising!



This plane was flown several times even though it is early in the development stage.

An abundance of RVs populated the flight line. An estimate of 75 planes, and all versions were represented including several Rockets. The numbers from the forums were recitation to be the following:

10,000 tail kits have been delivered, 5000 being RV6/6A's!

2119 completed aircraft, with 5000 under construction.

900 RV4's Flying.

29 RV8's flying.

900 RV6/6A's flying. 5 completions per week.

The final RV or sort of RV business is the Rocket.. The Harmon Rocket II was first developed by John Harmon in 1992. The kit was a modified RV4 which accepts an IO-540 engine. The kit was very well designed and tested, but was a more difficult aircraft to build. Mark Frederick from the Austin area recognized this construction maze, and has worked to develop the F1 Rocket Quick-Build kit.

May 1999

Working with Scott Brown In Venice, Fl, they are now offering a Czech Republic Quick Build kit (\$29K and 800 hours est. to complete). There are no parts from Vans or John Harmon. It is now the F1 Rocket.

Tool Update

Vern Williams

Good news! The instrument hole cutter has been returned. It is now available for use. It is a combination tool that cuts very nice holes for the two standard aircraft instrument sizes. We request that it not be used on composite materials. It will work on aluminum up to .060 thick. I'm still not sure who was using it, but thanks for getting it back to me.

That's all for now. Remember, building airplanes is not only educational, it is also fun. Enjoy your project and work safe.

Loose Wheels

from AVweb

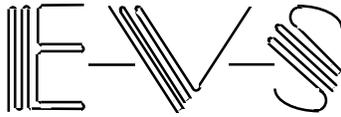
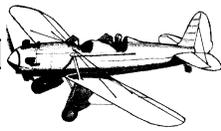
As a Cherokee took off from the Santa Ana, California airport, the wheels departed the airplane. The student pilot aboard brought the plane back around and landed safely, doing little damage to the aircraft and none to his body. Any bets that the plane had just come out of maintenance?

Sun N Fun

...Continued from front page

If there were any neat, new airframe designs at the fly-in, I missed them. Nothing like last years Private Explorer, which was back. Keep an eye out for coverage in the trade press for progress in this area.

As always, the workshops and forums (300+) provided plenty of opportunities to learn and practice the skills needed for restoring and building airplanes



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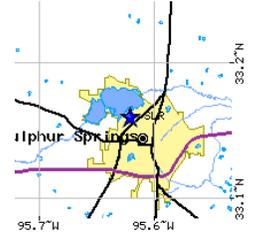
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April 17th Fly-Out

The chapter has started something new with monthly fly-outs on Saturday. Our first fly-out for this season was to Sulphur Springs, just East of Greenville. After arrival of about twelve airplanes (one more if Jerry Mrazek could have made it, see presidents comments) all went over to Beckys Red Barn which is directly off the airport entrance. The weather was great and a good time was had by all.



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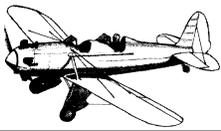
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