

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

RV-8 First Flight by Jay Pratt

By Marvin Brott

Congratulations go to Jay Pratt for a first flight in his recently completed RV-8. Jay is no stranger to the RV community since he completed an RV-6 in 2000 hours of work over 15 months several years ago. Things are going faster since the RV-8 took him only 1500 hours. With the RV-6 he won the Reserve Grand Champion award at the 1997 Rocky Mountain EAA Regional Fly-In. With the Poplawski paint job and Jay's workmanship, his six is one of the best. By the way, we have some of the best RVs in Texas.



Jay Pratt's RV-8 N82RV

Jay has been working as a "hired gun" on other RVs and the RV 8 was really built to be sold when completed. I have been assured the workmanship on this eight is equal to the six. As you can see in the instrument panel picture, it is sparse. Also, Jay installed a high time 150 horse Lycoming. Therefore the empty weight is low with 1037 pounds. This will allow the final owner the opportunity to customize this RV 8 to exactly what they want with respect to power plant and avionics, or they can leave it as is. Jay is also in Poplawski queue for painting, who by the way, is in the process of painting several other eights. So how much is Jay asking for the airplane? The answer is \$52,500. If you are thinking that is an unreasonable price, I recently saw an eight for sale with a \$89,000 price tag.



Admittedly it had an IO 360 with C/S prop but it would be difficult to pour another \$40K into Jay's eight. The conclusion on one data point is, Jay's price is in the right ballpark.

Now that he has about 50 hours on this RV-8, what are his comments? Well as you would expect he is in love with it. He loves the visibility, it performs very well on the 150 hp engine, and wheel landings are a piece of cake. Much easier than the RV 6.

Lets take a look at the diary of a "Hired Gun".

Received Tail Kit	May 3 rd , 1997
Received Fuselage & Wing Kit	July 6 th , 1997
Received Finishing Kit	Feb 3 rd , 1998
Moved project to Cedar Mills	Nov 29 th , 1998
Started Taxi tests	March 19 th , 1999
Signed off	April 1 st , 1999
Finished Tail Kit including tips	104.hrs
Finished Wings	398 hrs
Finished Fuselage	750 hrs
Fitted wings and empennage to fuselage	949 hrs
Canopy, gear, engine, cowlings	1144 hrs
Total time to Build	1500 hrs

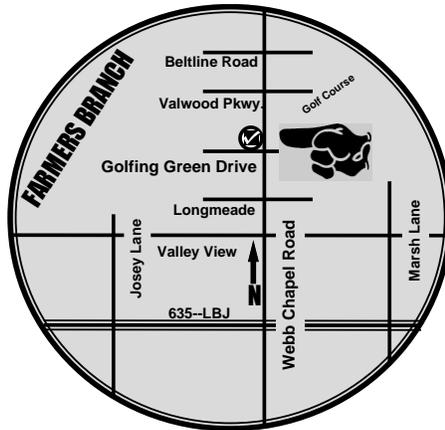
Continued on page 6

June 1st Chapter Meeting

The June 1st Chapter Meeting will be held at the Farmers Branch Library, located on the 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 9:00 p.m.

This month's speaker will be Fred Zimring, Attorney-At-Law.

Fred is a member off the EAA Advisory Council.



June 10th Director's Meeting

The June 10th Director's meeting will be held from 7:00pm to 8:45pm at the Farmers Branch library. Following are the minutes of the Board of Directors meeting held May 13, 1999 submitted by Ann Asberry, Secretary

Attendees: Bill Wisley, Michael Stephan, Bo Bauereis, Jerry Mrazek, Tandy Allen, Chuck Olmsted, Dick Flunker, Don Christiansen, Gene Spaulding, Ann Asberry, Mel Asberry, Jim Quinn

- Speaker for the June 1 meeting is either Bela' Ambrus (engines) or Fred Zimring (aviation law)
- The monthly fly-in, June 5, is planned for Mid-way Airport at Midlothian/Waxahachie. Time is 8 to 11 AM. The local EAA Chapter and the airport is serving breakfast, so we don't need to take the lunch wagon.
- The next board meeting is June 10 in the conference room at the Library and anyone is welcome to attend.
- The next Hangar Echoes assembly is June 29 at the home of Steve Genotte who is building a Europa. Should be an interesting visit. All are welcome to attend.
- The monthly fly-out is in conjunction with McKinney Chapter 1246. They are having a poker run on June 19 and invited us to join them.
- International Young Eagles Day is June 12. We have an event planned for the Mesquite airport beginning at 8:00 AM. PLEASE volunteer some time to help our Chapter with this special activity. Pilots and ground personnel are needed. Contact Tandy Allen or Jerry Mrazek.
- July 10 fly-in is planned for Grand Prarie airport at the restaurant on the field.
- Up-coming program is a representative from FSS.
- Up-coming drive-in is a visit to TRACON if arrangements can be made. Probably will be during winter time.
- One of our newsletter editors, Michael Stephan, has volunteered to take a photo of your project and write a short article about it for the newsletter. Give him a call if you are interested. We need more articles for the newsletter.
- A post card will now take the place of the renewal form currently printed on the back page of the Hangar Echoes. This will also serve as a reminder that your yearly dues are due. Please mail or bring the card to a meeting with your remittance. Fill in the card so our Chapter database will reflect current information for you and your project.

June 5th Fly-In / Drive-In

The monthly Fly-in/Drive-in will be at Mid-Wae Airport on Saturday June 5th. It will be in conjunction with the Pancake Breakfast that morning which will start at 8:00 a.m. Mid-Wae is located on Hwy 287 between Midlothian and Waxahachie. There will be a courtesy bus to take you to Waxahachie to see the "Gingerbread Trail." Entertainment will also include helicopter rides and a live band. So, get up early and join us at Mid-Wae for some pancakes.

Map to Mid Way

June 19th Fly Out

We are having another fly out, and this month it will be on Saturday June 19th with the new McKinney Chapter 1246. The Fly-Out will include breakfast and a Poker Run. Breakfast will be served from 7:00a.m. to 9:00a.m. by the Dallas Chapter of the 99's. Registration and take off for the Poker Run will be between 9:00a.m. and 10:00a.m. at hangar 319 with each poker hand will costing \$5. You will then fly to four other airports and return to McKinney by 2:00p.m. and present your completed playsheet to the judges. There will be an open lunch (hamburger, chips and drinks) at hangar 319 from 1:00p.m. to 2:30p.m.

If weather looks questionable, call Ken Reiter at (214)460-8060 to confirm cancellation of the Poker Run. However, the Breakfast and Lunch will be rain or shine!

June 29th Newsletter Assembly

The July issue of Hangar Echoes will be assembled at the home of Steve Genotte on June 29th starting at 7:00 PM. The address is 3002 Scott Mill Rd, Carrollton If you need directions, here is his number: 972-245-4160.

A Message From the President:
Jerry Mrazek

Those of you who attended our fly-in at Rockwall Airport will agree that we had a great fly-in. Thanks to Tom Emerson for pulling the chapter trailer there and for getting the groceries. Thanks to Chuck Olmsted for hosting the event at his hangar. My personal thanks to Mel Asberry for flying me over there from Grand Prairie Airport and back in the afternoon in his RV-6. I guess



I really ought to thank Ann for letting me sit in her seat that day. I believe we had about twelve airplanes, including some from Chapter 1246 in McKinney. We are planning a fly-out in June in conjunction with Chapter 1246.

Well I am back in the air again. I finished all of the necessary repairs to my engine last Thursday and test flew it. Everything seems to be working just fine. During this ordeal I had occasion to reflect on some wisdom I had heard earlier in my life. I had a high school physics teacher that told me once; "It's a wise man that learns from his own mistakes but it is an even wiser man who learns from someone else's mistakes". I determined in my analysis of the reason for the engine failure that I experienced that I had been the cause of it. That is to say, my inattention to detail was the root cause of the failure. I had performed maintenance a month or so before the failure to adjust the tension of the V-belt that drives the cooling fan. When I replaced the fan nut on reassembly, I made two mistakes. I didn't torque it down properly and I didn't use Loctite on the threads. If you are saying, "How could you have been so stupid?" I have already said that to myself a hundred times. Anyway, this time I am sure that the nut was torqued according to specifications and I did put Loctite on the threads.

The only reason I am airing my dirty laundry here is that maybe by confessing a stupid inattention to detail on my part I can stimulate you to be more careful in you own maintenance activity. Another wisdom I have seen is the following: "Flying is in itself not inherently dangerous but it is terribly unforgiving of inattention to detail". I can promise you that I have a new resolve to be a safer mechanic on my airplane now. When you are planning to perform maintenance on your airplane, take a moment and review what you plan to do from the safety standpoint. Whenever there is some chance that safety of flight might in any way be affected, train yourself to see a yellow flag and get rid of that yellow flag before you continue.

Happy and Safe Flying, Jerry

RV-8 Quick Build Kit

Marvin Brott

Last week I had the opportunity to visit Chris and his new project. As you see in the photograph, the fuselage is out of the jig and ready for the finishing kit. The wings are nearly complete. As part of the 51% deal, Chris is now working on building the empennage. My guess is that about 800 to 900 hours are saved with the Quick Build kit. The added cost is about seven thousand dollars. In the overall scheme of things, that is really a good deal. Especially considering that you know the assembly was done correct and from what I saw, the workmanship was excellent. Sort of depressing since I have been working for over a year on my RV-8 and Chris is now ahead of me by about six months. If you are reading this and failed to come to this month's newsletter assembly, you missed the opportunity to see this quick build kit. You see, we had this month's assembly at Chris' home. You also missed seeing his home which includes a lot of aviation artifacts like models and pictures. His decorator has done an excellent job.



Chris Pratt and RV-8 Quick Build Kit

Chris initially started a Glastar project because he was favorably impressed with the Cessna 185 type of flying characteristics. This is not only a good flying airplane but the design and construction looks really good. He showed me the assembly manual for the Glastar and it is heads and shoulders above what we are living with in the RV world. There should be no confusion while building a Glastar. For any number of reason Chris decided (mainly the quick build kit) to sell (see ad in newsletter) the Glastar and start the RV-8. This chapter needs to get busy and sell a Mustang I, RV-4, RV-8 and now this Glastar kit.

Finally with respect to quick build kits. Mel Asberry just gave me some really good news this week that Dean Fellows

is really doing very well and has ordered an RV-6 quick build kit. It is due to arrive some time in September.

Technical Counselor Visits

Mel Asberry....tech counselor

Only one project visit this month. I looked at Mark Steffenson's RV-8A. Mark has his wings and tail feathers pretty much complete and is starting on the firewall and fuselage bulkheads. This is not a quick-build kit but it is amazing how much work Van is putting into his kits now days. Next month I hope to visit Bert Fellers' Glastar and Steve Genotte's Europa projects. Honest, guys, I haven't forgotten you.

And while we're on the subject of inspections; I recently got a call from another tech counselor concerning a visit he made. This was a first inspection for this project. The wings and tail feathers were already completed and covered. The builder has made modifications not authorized by the designer with no justification or documentation. This airplane cannot be properly inspected without removing the fabric. Guys, PLEASE call a tech counselor before closing up anything. It will save you a lot of work. We're here to help you, but you have to call us. And if you make modifications, get counseling from the designer. He also can save you a lot of work, and quite possibly your life!!!

NO SOLDER PLEASE

Mel Asberry....tech counselor

I think we all agree that freedom of speech and freedom of the press are great things. However, they sometimes allow us to be misled. Reference the wiring article in the latest "Sport Aviation". This gentleman insists that all wiring connections should be both crimped and soldered. NO, NO, NO!!!! Soldering a crimped connection will cause the wire to break due to vibration if not properly strain relieved. If you have any doubts, consult military specifications referred to as "mil-specs". I have been doing aircraft wiring for 35 years for the military and commercially and my wife has dealt with aircraft wiring for over 15 years on military projects. The only time mil-spec allows wiring to be soldered is on connectors specifically designed for soldering, and these must have an approved strain relief (usually a back shell or potting). While I'm at it let me add that it is very important that the crimp connectors and crimping tools used MUST be of very good quality.

Frank Caldeiro Visit to Chapter 168

Marvin Brott

A BIG thanks to Frank for coming up from Houston to our last chapter meeting. The meeting was a super success and much of that success also goes to Clair Button for inviting Frank and working out all of the arrangements. Thanks Clair for all your efforts in making this event happen. Clair also sent to me the signed photograph and message from Frank and, check out the big smiles on the first flight photograph. Finally the most noteworthy comment from Frank during the meeting was that he believes the final deciding selection point that got him into the astronaut program was the fact that he had successfully completed and flown his Long Eze.



To the folks at Dallas EAA Chapter 168
Thank you for the hospitality & keep on doing those
"First Flights" F. Caldeiro 1999



Dick, Frank and Mel

Shortstop Airstrip Reopens with Hard Surface Runway

As of May21, 1999 shortstop Airstrip (8TA5) is reopened. The new runway is packed whiterock and is 1500' X 25'. Shortstop is located 2 miles east of Farmersville, Tx on the north side of highway 380 at the home of Mel and Ann Asberry. We monitor 122.75Mhz. Arrival procedure is to buzz the field once and we will turn the radio on. If you prefer grass, runway 17R/35L is usable when dry. Just remember that Shortstop is a private strip so land a your own risk and watch for trains at the south end of the field. There is also some ultralight traffic; so keep your head on a swivel. Come see us. Mel and Ann Asberry.

Young Eagles Rally

By Tandy Allen

Time once again to start organizing for the next Young Eagles rally at Mesquite on June 12. We plan to start flying about 9:00 a.m. and need pilots there before for the briefing.

Doug Cheek has been touching all the bases to get the kids to the airport. There was an article published in the Morning News that prompted a couple of phone calls so if the weather gods smile on us we should have a good rally.

Does anyone know of an out-of-date PC that will run Windows 95. We need one for the registration desk. I would be willing to sign an IRS deduction slip for the donation of one. We are after all a non-profit organization. A printer anyone? I think the program for printing the certificates will run on a dot matrix. Anything beyond that would be a plus.

OF LIGHTNING BOLTS, SANDSTORMS AND SNOW

Gene Spaulding N18GS

This is written especially for all the plastic airplane drivers and also for those with large plastic canopies on metal airframes a la RVs. First, a little history. In the ancient 50's the Air Force had a new jet fighter called 'the P-80 Shooting Star'. In two years time, squadrons training in West Texas, New Mexico and Arizona had an unusually high accident rate with many fatalities. The usual safety investigations had failed to turn up any positive reasons for the crashes. In early 1954 a P-80 was found gear up and intact in the sand at the White Sands Missile Range, the plane was basically undamaged, but the young Air Force Captain was dead. The fuel tanks were empty and the electrical system and radios were burned out. The cause was remaining a mystery until a detailed autopsy on the pilot found a small hole about the size of a pin from the top of his skull to underneath the jaw. A re-look at the P-80 revealed some dark area in the top of the canopy and the pilot's Gentex helmet had a small hole through the helmet that corresponded with the hole in the pilot's skull. The final accident report listed the cause of the accident as: "electrically incapacitated pilot loosing control of the aircraft causing premature arrival at the ground" (You have very little control when you are dead).

The company I worked for at the time received a contract to instrument a new P-80 from Lockheed along with a companion two-place T-33. The plan was to fly them around in the Southwest and take some voltage measurements. One afternoon early in the program the P-80 landed after skirting around a thunderbump hanging north of the field at Albuquerque. The approach also took the pilot thru a nice dust devil cloud off the end of the runway. After rollout and taxi back to the ramp prior to the pilot opening the canopy we measured the voltage on the canopy compared to the metal airframe and it measured 2.53 million volts! A charge had built up on the canopy from the electrical field surrounding the thunderbump and also the dust cloud. We discharged the canopy with a lead pencil before the pilot got out and the arc set the wood pencil on fire. At this point our intrepid civilian test pilot decided that selling insurance was now his chosen profession and we began the search for a new pilot. Before the next series of flights we installed a four-inch square of copper screen in the top of the canopy with tape and ran a wire from the screen to the metal canopy frame. By this time the Air Force was in full panic mode and grounded all the P-80s and T-33s until a copper wire grid was installed with a ground wire to the canopy frame. The specification for the standard Gentex hard hat was changed to require each production helmet be subjected to 5-million volt 'Hi-Pot' test prior to acceptance. That winter further flights in some snowstorms produced the same high voltages on the canopy. At this point it was agreed that the culprit was precipitation static caused by dust or snow in the flight path. To this day all military aircraft with plastic canopies have a wire grid tied to the frame and grounded. Flight helmets still get 'hi-potted'.

Now I know we homebuilt airplane drivers don't go flying our pride and joy around in thunder, dust, or snow storms but I

June 1999

installed some thin copper tape in the canopy and windshield frames and tied these to a ground plane on my Glasair. In addition, all metal parts (yes, there are some in a Glasair) were bonded together to the engine which was tied with a large gauge wire back out to a static discharge wick on the wing tip. The whole set-up weighed nine ounces installed. In my many trips back and forth to California I have flown thru a few dust storms and even one snow storm in far West Texas and I never worried and I didn't have on a Gentex helmet either.

Jay Pratt's RV-8

continued from page 1

Jay's note to me mentioned a big thanks to Don Christiansen for the fuselage jig and to Owen Bruce for the inspections. Jay's final message to all of us is, "get one!! No body should be without an RV."



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KAMIKAZE TEST PILOT

By Tandy Allen

One of the purposes of "HANGER ECHOES" is to pass along safety tips to our members. A favorite way to do this is by relating hangar flying tales – sort of like the "I Learned About Flying From That" which appears regularly in "FLYING" magazine. A good example of that was Jerry Mrazek's off airport landing in last month's newsletter.

This is a different sort of story - One of the "I did it and survived – don't you try it" type.

First some disclaimers. The story is true but the identity of the participants has been obscured for obvious reasons. The Owner and the Test Pilot are (were?) friends of mine from the Dallas area. The incident happened in the spring of 1999. The Test Pilot has about as many logged hours as I do – about 300. He is the owner of a pristine 1958 C-150 which he flies regularly and carefully.

The story begins several years ago when the Owner bought a Ercoupe 415 C in need of a rebuild. The prime feature of the plane was a very low-time engine although almost everything else was in serious need of repair or replacement.. The owner holds an A&P license and has been involved in light airplanes for years, both as a mechanic and as a pilot.

The Owner replaced the fabric on the wings and added the required inspection openings as well as burnishing the metal surfaces down to bare aluminum. New tires, new windshield and a new radio were added. When all was said and done – a pretty decent rebuild job. The rebuild was initially test flown by a friend of the owner who was also an AI. The AI commented that the engine didn't turn as high rpm as he expected but he signed off the logs expecting that problem could be addressed later.

Several months passed while the Owner tweaked the propeller and engine trying to get the developed rpm increased. At this point, my friend, the Kamikaze Test Pilot, entered the picture because the Owner had lost his medical. Test flights were deemed necessary to determine if the propeller/engine work had resolved the rpm problem.

On the first flight, Test Pilot reported that the airplane seemed to be skidding across the sky with the ball firmly in one corner of the slip indicator even when flown as straight and level as possible. Two flights were made under these conditions. To the Test Pilot it seemed that the rudders, marginally effective on an Ercoupe at best, were acting counter to the aileron inputs. In short, when the ailerons commanded a right turn, the rudders were deflected for a left turn.

When this apparent condition was brought to the attention of the Owner, he assured the Test Pilot that the rigging of the rudders had been replaced exactly as it had been originally rigged and that there was no mention in the manual about crossing the

rudder control cables. The only drawing available showing assembly of the airplane was, in fact, not particularly specific on this subject. After the Owner's assurances, our intrepid Test Pilot made one more flight before insisting that other authorities on the rigging of Ercoupes be consulted.

Those familiar with the Ercoupe were unanimous in pointing out that the rudder cable attachment in the tail cone should be crossed. Closer inspection of the assembly drawing in the area seems to bear out this conclusion. In any event, our Test Pilot convinced the Owner to pull the tail cone and make the change. After the change, the Test Pilot remarked that it flew much better. However, the Test Pilot had been so badly scared that he swore off any more testing. He was finished as a test pilot. We agreed that a "Divine Wind" (a literal translation of the Japanese) was looking out for him..

What can we learn from this tale? First - be thoroughly familiar with the particular aircraft type. The Ercoupe is different. Your homebuilt will be different. Your RV may be different than any other RV. Second - check control movements before committing to flight. Every year, there are a number of accidents involving rebuilt or new homebuilts in which the controls were hooked up backwards. And last, perhaps the most important – be sure you are capable of performing as a test pilot. Talk to Mel Asberry and learn some of the precautions he insists upon before he will test fly a new or rebuilt airplane. Do you have the requisite skill, experience and reflexes? Yes, you may have spent the last four or five years building your airplane and know every nut, bolt and washer in it, but what about your flying skills? Have they atrophied while you were building? Take advantage of the EAA Flight Counselor program before you try to commit aviation in your new homebuilt or restored antique. Our Test Pilot readily admits to being very lucky. Don't you count on luck for your first flight.

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Dynamic Prop Balancing - Update

By Bo Bauereis

Dynamic balancing of propellers is a relatively new technology, say in the last 15 to 20 years. Come to think about it, how did we get through World War II without Chadwick – Helmuth balancing equipment.

Most new propellers are pretty well statically balanced prior to installation on an airplane. Standard practice for dynamically balancing has, until very recently, been to apply small weights (i.e. washers) on the flywheel (a.k.a. ring gear) to counter balance the imbalance of the propeller. This apparently works adequately for situations where the prop is only slightly out of balance needing, say, 10 to 15 grams of counter balancing weights.

However, as I learned last month, such practice just doesn't solve the problem if:

- the prop is far out of balance, needing 60 to 70 grams of counter balancing or
- the airplane has an extended prop (i.e. the hub of the prop is some 6 to 9 inches away from the flywheel), or both.

It then becomes essential to add counterbalancing weights right on the hub of the prop, or at least on the spinner backing plate flange. Of course, this means that the spinner must be removed (all 10 to 14 screws) and then re-installed for each trial run. It's a lot more time and trouble to do it this way but if your bird vibrates like a worn out lawnmower and you've had your prop balanced the old way, this may be the solution.

If a new prop balancing doesn't eliminate the shakes, the problem may be in the engine, which is likely to be more expensive to cure. That is what I feared because the vibration on my Glasair III was tolerable at takeoff rpm (2700) and at cruise (2200 rpm) but it vibrated moderately to severely between 2300 and 2550 rpm. Despite the fact that I had twice balanced the prop the old way.

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Where is Flight Watch?

By Klaus Truemper

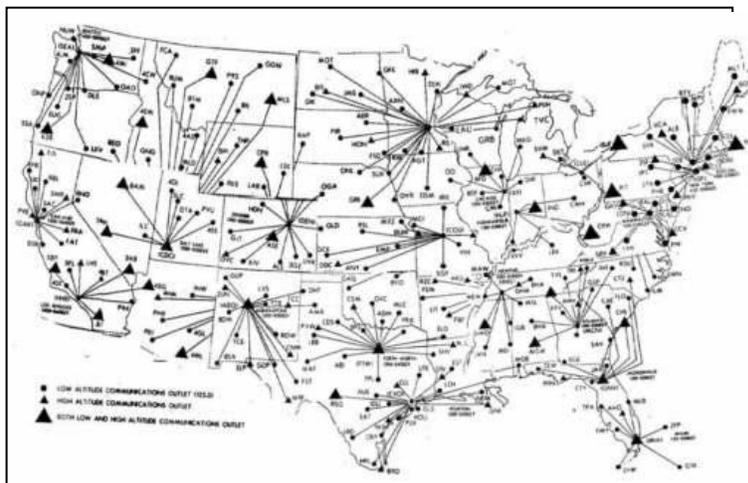
When I am flying cross-country cruising 2,000-3,000 AGL as I mostly do, then reaching Flight Watch (122.0) is frustrating since it seems that they never respond. The reason is, of course, that I am too low to reach the nearest Flight Watch outlet. Years ago, the sectionals did display rectangular boxes indicating Flight Watch outlets. But that nice feature has been dropped.

Some time ago I discussed this problem with Flight Service. I learned that the Airport/Facilities Directories do contain maps, one for each of the seven regions of the U.S. that display the Flight Watch outlets. Well, I never use those directories and instead rely on the AOPA book issued once a year. I tried to get AOPA to include these maps in their books, but they were not interested due to the cost increase of one additional page.

This spring I bought the current issues of the Airport/Facilities Directories, cut out the seven maps, pasted them together, did some copying, more pasting, and reducing, and eventually had one map of the entire US on an 8 1/2 X 11 page that shows all outlets.

The map has some small inconsistencies of arrows and connecting lines due to the fact that the maps of the seven regions are not disjoint. I had to do some cutting and adjusting to make it all work. Somebody with fancy computer graphics could do a better job, but I do not have the time or knowledge to carry out that task.

Copies of the 8 1/2 x 11 page map will be available at the next Chapter meeting for those interested in having one. It would be a good idea to have the copy plastic laminated for durability.



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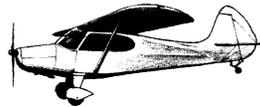
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