

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

How Chapter 168 Airplanes Got Colors

By Marvin Brott

During the last month three chapter 168 airplanes got colors. Carter Craft's Zenith Ch-601HDS, Don Christiansen's RV-8, and Dick Flunker's RV-6A all showed up recently with new paint jobs. There may have been others who painted their airplanes recently but I missed you. All three builders flew their time off before going to the paint shop. Until we can get a colored newsletter, you will have to go to the Chapter 168 website (www.vline.net/eaal168) to see the exact colors of these airplanes.

First to fly was Carter Craft with the Zenith on May 16th, 1998. A number of us ran into Carter last Saturday where he gave us a quick run-down on his purple paint scheme. Due to some connections Carter has he was able to get the paint free. This was followed by hiring a professional truck painter to shoot the paint. He has a total investment of \$300 dollars. Now that's incredible. As mentioned above, the paint is purple so his kids have given his airplane the name of "Barney". A number of us gave the paint job the close inspection and concluded it was great. As the RV pilots watched Carter leave Aero Country with two aboard, we were really surprised by the quick take-off and very good climb rate.

Don made his first flight in the RV-8 on December 6th, 1998. Since that time he has been waiting to get into the line at the

August 1999



Carter Craft and Zenith



Poplawski paint shop. This gave him sufficient time to fly the time off and work out the little gremlins.

Being very early in the over all scheme of things for the customer-built RV-8s, Don had the opportunity to be a pioneer in some of the final developments. Specifically all of the 200 HP RV-8s in the hot part of the country have been fighting high oil and cylinder temperature problems. Baffling and oil coolers have been experimented with but little help. Finally Don was reviewing the situation with

Lucky of Aircraft Salvage and he simply indicated that air was not getting out of the cowling. They went out to the junkyard and saw where most of the high powered airplanes had louvers in the cowling. Based on this Don contracted to have a custom set of louvers build for the lower part of this cowl. He was delighted beyond belief when the temperatures all came into the normal range. In addition, the louver effect

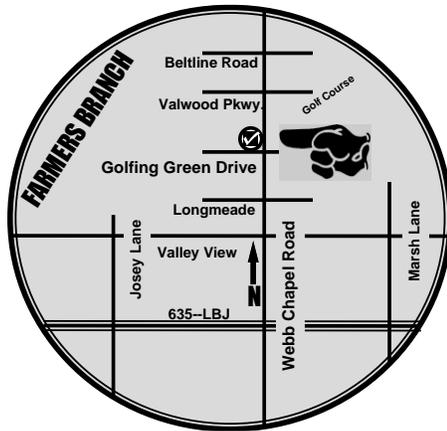
on the bottom of the cowl really looks great to me. Don is one happy person with his new Poplawski paint job and all the gremlins buried.

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August 3rd Chapter Meeting

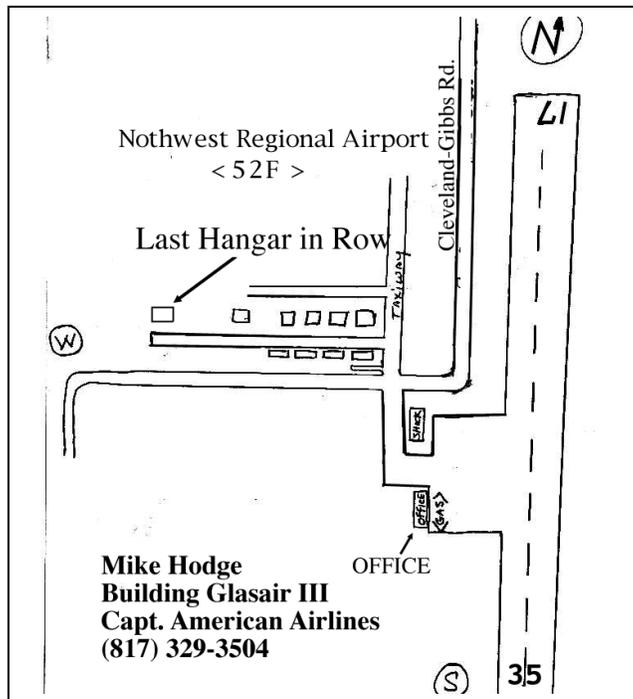
Our August 3rd Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 9:00p.m.

Our guest speaker will be Mark Chanter from the Ft. Worth FSS.



August 7th Fly-In / Drive-In

The August 7th Fly-in/Drive-in will be at the Northwest Regional airport. We will meet in Mike Hodge's Hangar. Mike is an American Airlines Captain and is building a Glasair.III The Chapter Trailer will not be attending, but Mike has the tools to prepare the usual lunch. You will need to bring your own chair if



you want to sit while you eat. Make plans to join in the fun.

August 28th Fly Out

We are having another Fly-Out on August 28. The location is Lake Whitney Park. Everyone attending should bring a box lunch.

August 12th Director's Meeting

The August 12th Director's Meeting will be held from 7:00 - 8:45 PM at the Farmers Branch Library. The following are the minutes from the Board of Directors meeting July 15,1999.

Attendees: Ann Asberry, Tandy Allen, Chuck Olmsted, Marvin Brott, Gene Spaulding, Bo Bauereis, Jerry Mrazek, Dick Flunker, Monroe McDonald, Bill Wisley, Michael Stephan, Jim Quinn, Sam Cooper

- August 3 meeting speaker is Mark Chanter from the Ft. Worth FSS.
- Future meeting topics may include the Polen Special; Formation flying, part II; Jim Wilson, aerial photography.
- August 7 fly-in will be at NorthWest Regional airport. Everyone should bring a box lunch. The alternate, if NW Regional is not available to us, is Hicks Airfield and lunch at the restaurant.
- August 31 Hangar Echoes assembly will be at the home of Dick and Barb Flunker
- August 28 Fly-out is Lake Whitney Park and everyone should bring a box lunch.
- There will be no refreshments at the August 3 Chapter meeting. We are in need of someone to take over that responsibility if the Chapter members want to continue with refreshments at each meeting.
- Denton Chapter 661 is having a fly-in September 25th at Denton, headquartered at the Ezell Air Hangar.
- Ann Asberry volunteered to Chair the upcoming officer nominating committee for 2000. Michael Stephan volunteered to help. Ann will be looking for two more persons to assist.
- The October Board meeting is scheduled for the 12th instead of the 14th due to a conflict with the Southwest Regional Fly-In at Abilene.
- August 3 meeting is the last opportunity to order hand held radios, at a good discount, through Stan Shannon. Contact Gene Spaulding, treasurer, at the meeting.
- Jerry Mrazek, Monroe McDonald, Bo Bauereis and Richard Robbins will attend the next SWRFI meeting July 17 to be held at Stan Shannon's home in Kerrville. Monroe will be looking to sign up volunteers, for the October SWRFI, at the August meeting.

August 31st Newsletter Assembly

The September issue of Hangar Echoes will be assembled at the home of Dick and Barb Flunker on August 31st starting at 7:00 PM. The address is 401 Hampton Dr., Allen TX. If you need directions call Dick at (972) 396-0018.

Calendar of Events

- Oct. 7th-10th 1999 – Copperstate Fly-in Willams Gateway Airport Mena, AZ
- Oct. 15th-17th 1999 – Southwest Regional Fly-in at Abilene Regional Airport, Abilene, TX

**Message from the President:
Jerry Mrazek**

I saw several of you at our recent at Grand Prairie Airport. Only two airplanes, Jay Pratt and Howard Walrath, came in and most that attended drove their cars in. The weather was predicted to turn nasty during the morning and although it happened a little later, it did turn nasty. Driving home from the "Fly-in" I passed through some blinding rain. My decision not to fly my airplane there was justified. I hope the guys that flew in got home safely. We had lunch at the restaurant on the field and I thought it was very good. I would encourage any of you to fly into Grand Prairie for lunch or dinner sometime. It is a nice place.



I want to thank Jim and Linda Hamilton for their service in preparing the refreshments for our chapter meetings. They have had to resign that post because of changes in their personal situation. We need a volunteer to step up to take that job on if we want to continue to have refreshments at our meetings. I am told that it is not a lot of work but it does require a commitment to come to each meeting. Please let me know if any of you are willing to do this.

Last Saturday four of us, Richard Robbins, Monroe McDonald, Bo Bauereis, and myself, flew down to White Oak AP in Richard's Bonanza for a SWRFI meeting. White Oak AP is on Stan Shannon's home property. Most of you probably know that Stan is the current president of SWRFI. He has beautiful place and the trip down there and back was delightful. We flew up above the cloud bottoms and around the big cloud build-ups. The clouds were broken the whole way and the view was spectacular. It struck me that GPS has made this kind of trip much more practical since navigation does not depend on constant visual contact with the ground and the "nearest airport" feature keeps the pilot aware of fields available for emergency landings. I can't get over the feeling that GPS is a magic box even though I understand the principle on which it is based. GPS is probably the greatest advance in flying safety and enjoyment that has come along in decades.

A few days ago they were celebrating the 30th anniversary of the Apollo 11 moon shot. Neil Armstrong and Buzz Aldrin were there along with two other astronauts who participated in other Apollo missions. The press asked a lot of inane questions but these guys each gave very thoughtful answers. A consistent thread in their comments was that they were so occupied in doing their jobs on the flight that they didn't have time or the luxury to bask in what was really going on. They didn't want to make a mistake and jeopardize the mission in any way. It occurred to me that most of us live our lives like that. We are so busy making a living or raising a family or trying to get ahead in our careers that we miss much of the pleasure and beauty of life. There may be no solution to this dilemma because life does require constant attention but I hope each of you can strike a balance that permits you to enjoy it. Do you ever feel as I do, closer to God, when you are flying among the towering cumulus clouds?

Happy Flying, Jerry

Handheld Radios

By Monroe McDonald

Chapter 168 supports the Southwest Regional Fly-in at Abilene by providing control of all aircraft ground movements at the fly-in. We do this with flagmen at key intersections and a ground controller in the temporary SWRFI tower, all communicating on an aviation radio channel assigned to us for this purpose.

Many of our chapter members already have hand-held aviation-band transceivers suitable for this use. It requires a radio with 25kHz capability (720 or 760 chan), a pouch or belt clip to leave your hands free, and some sort of headset or earphone so you can hear it in a high noise environment without holding it to your ear.

To help our members who don't already have such a radio, the chapter has arranged to make a group buy of ICOM IC-A4 radios with speakerphone accessories which are suitable for this purpose, and are useful backup radios for flying. Prices are:

IC-A4 radio w/nicad batt, charger	\$295.00
HM-119 speaker/microphone	\$51.75
total	346.75

Send or bring a check for this amount made out to Chapter 168 to our treasurer Gene Spaulding no later than the August chapter meeting. The radios should then be available to us in September, in time for the fly-in in the middle of Oct.

Thanks Jeff and Chuck!

By Mike Johannsen

I hope everyone found Jeff and Chuck's presentation on formation flying interesting and informative. I have been very fortunate to be their formation student for the past couple of years, learning from the backseat of their RVs. Over the Independence Day weekend, I flew a friend's Meyers 200 to Colorado Springs in formation with my dad in his Mooney. We flew the entire four-hour trip with me as wingman. I certainly felt safer flying over the deserted canyons of the panhandles and southeast Colorado knowing that if I had trouble, someone would always have me in sight. It was also the only cross-country I have made without one bit of navigating required on my part! Making a cross-country like that really drives home the point that it's not just the actual flying that's important, but knowing your responsibilities as either a flight lead or a wingman. It really eliminates confusion and wondering what the other guy is doing/thinking. Anyway, I really want to thank Jeff
August 1999

and Chuck for the outstanding presentation they gave at the meeting, and I especially want to thank them for the skills and good habits I have gained through flying with them. I hope to put them into practice on a regular basis, even if the planes I'm flying aren't low-vis gray.

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John Snyder First Flight

By Marvin Brott



John Snyder & RV-6A

Many of us have known John Snyder for a very long time. In the late 1970s he built one of the finest Starduster Too's in the country. This was followed by the rebuild of a very nice Cessna 170. The Cessna was followed by one of three highly modified Starduster Ones. The other two Stardusters were built by Charlie Grant and Judge Pat McClung. John followed the judge's RV-6 with the RV-6A, which had its first flight on July 5th. John really likes to build airplanes and he has the reputation as being one of the finest, if not the best, in the Dallas-Fort Worth area. If you want to see real metal workmanship, check out his RV-6A. The following statement is from John as he put it on the Van's Aircraft Texas Wing (<http://www.metronet.com/~dreeves/vaftw.htm>).

FIRST FLIGHT: *From John Snyder,*

"July 5, saw daylight under my -6A, N247, at Aero Country. The event was routine, in retrospect. The flight was about 35 minutes, boy! I can't say enough good things about the RVs!! Sensenich metal prop and O-360-A1A. Now to tweak those problems and get my phase I hours flown off. It was a good day! Chuck Wilson provided the encouragement to get me off TDC and assisted by flying along with me in his RV4. Jeff Hanson was also on hand and helped to get the flight underway. I can't thank those two real pros enough. Super guys!"



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How Chapter 168 Airplanes Got Colors

Continued from page 1



Don Christiansen's RV-8

The eight is painted exactly like the four so you 'non-RV types', don't get confused. By the way more good news for Don. He sold the four to someone in Temple Texas so as you see in the classified section, he has hangar space available. I forgot to mention above, the Francis Poplawski paint job is just absolutely sensational. It seems he is going to limit his business to RVs and Beech Bonanzas.



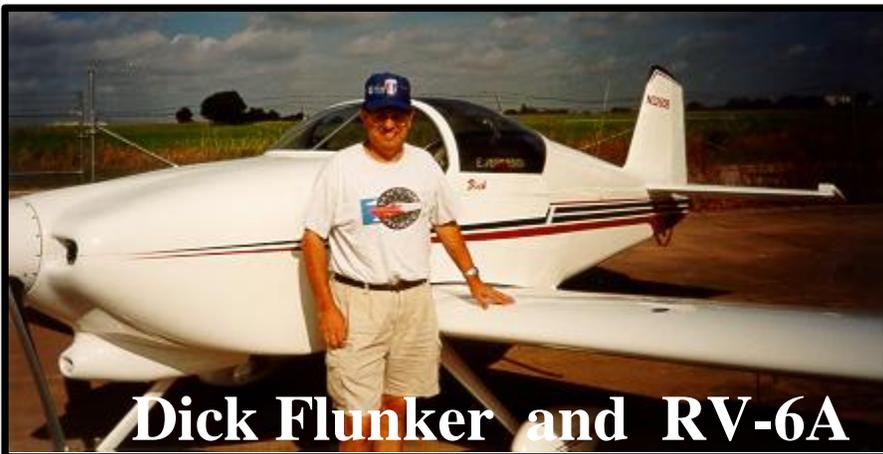
RV-8 and RV-4

Dick Flunker flew N326DB in February 1999 for the first time. Since then he has flown the time off and basically had no real problems. The new Lycoming O-360-A1A with the factory installed Unison Laser electronic ignition, Hartzell constant speed prop, and avionics have functioned exactly

as expected. Dick also had to get into line with Ada Aircraft Painting in Ada, OK to get his colors. This is probably one of the more popular paint shops in our immediate area. After my close inspection of his white, red and blue paint scheme, Dick and Barbara should really be happy. While I was inspecting the paint, Dick was installing a matching interior by Becky Orndorff. The big plan for Mel, Ann, Dick and Barbara has been to leave for Oshkosh early and take a quick trip through Dayton to see the Air Force museum and then on to AirVenture 1999. Mel

mentioned to me on the phone today that we need to be prepared to help Dick and Barbara bring home the hardware. He is right.

Now for some final thoughts on where we are going with the super paint jobs. In the December 1997 issue of Hangar Echoes we presented a short history of car painting followed by Ken Krebaum providing a suggested outline (tongue-in-cheek) for how airplanes get color. His last chapter in airplane paint history (2000 and beyond) was active luminescent aircraft finishes or a paint you plug in. Based on recent issues of Sport Aviation, Ken was not far off from in his predictions. Check them out.



Dick Flunker and RV-6A

First we have the Glastar in the July 1999 issue of Sport Aviation that has the new duPont paint called ChromaLusion™. It changes color when viewed from different angles, not just different shades of the same color, but completely different colors. The



article indicates that the solids in the paint are five-sided and each facet reflects a different color. It should be really dramatic.

Next did you see the Giles G-200 called Primal Fear that has the amazing “alien” graphics? The air brushing alone for this incredibly complex paint job took two and half months of eight hour days, six days per week to complete. The owner said he wanted a 50, 10, 5 and 2 foot presentation such the different things are seen at each of these distances.

Back to the real world. The color choice and paint scheme is critical to the final look of your aircraft. If you want professional help, search on the internet with “aircraft paint schemes” and you will get a number of hits. One site that shows a few samples and looks like they could help is (www.aircraftpaintschemes.com). As you may have seen on the Thunder Mustang and others, flowing ribbons on the side of the aircraft seem to be in vogue now. Big decals as seen on Glastars are another big hit.

Honor thy Limits

By Mel Asberry, Safety Officer

Airspeed limitations on our airplanes are not just arbitrary numbers someone thought up. They are usually the result of either computer models or actual flight testing. Many of us “know” how strong our airplane is so we tend to respect the limits as much as we would in a factory built airplane (span can). Many of our airplanes will cruise in the yellow range. And this is fine in smooth air, but when the ride gets rough, as it often does in Texas, get that needle back into the green arc. The Red Line (VNE) is usually not too much of a concern in a Cessna because you really have to be trying to get there. But in many of our homebuilts VNE is not that far above cruise; and in a clean airplane a little nose down goes a long way. Another airspeed limit I see abused is the flap-down speed. Think about it. The flaps are the only control surfaces that are pulled into the airstream and held there. The load on them is terrific. So let’s watch that white arc.

While we are talking about limitations lets look at weight. But what kind of load are you putting on your wings in rough air? What does that extra weight do to our stall speed? And especially you acro boys; remember that most of our aircraft are NOT stressed for aerobatics at gross weight.

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Comments on JFK Jr Tragedy

By Marvin Brott

It is indeed a tragedy to hear about John F. Kennedy Jr., his wife Carolyn Bessette Kennedy, and her sister Lauren and the missing plane. While there were other fatal accidents last weekend that did not receive public attention and we really did not know JFK Jr. personally, it still hurt when we heard the news. After all, he really was a part of our lives as we watched him grow up and become one of the most respected Kennedy's. This century has seen a lot of well known people lose their lives in aviation accidents of which the biggest was possibly Will Rogers in 1936. This EAA chapter has seen its share of tragedy with two past chapter presidents losing their lives while flying.

As I have watched the news media it has been good to see few judgmental. I often think of the passage in the book, The Right Stuff, where Navy pilots attend the funeral of a flying friend and on the way out of the church they would say to themselves, "my friend was a good pilot but I would never have done what he did". Obviously a rationalization in order to continue on with the job of flying, yet fully knowing that they were not perfect. I am sure that most of us have something in our flying background we would like to forget about. Maybe we can all silently think about John Kennedy's last flight and learn something.

Something that has not come out in the news media is a factor I call, "passenger pressure". Several years ago it was pointed out to me that the NTSB files are filled with Cherokee Six fatal accidents. Why the Cherokee Six and now its decedent the Saratoga? Well, can you imagine a picture where the low time pilot, or maybe not so low time, is standing beside his shiney Saratoga in beautiful weather in front of five passengers telling them he does not want to fly because the destination has unfavorable weather with respect to his skills? These passengers have 'scheduled airliner' exceptions and commitments for the destination. They look at their pilot in amazement, turn around and roll their eyes. This can be serious peer pressure to make the decision to go. We have even seen the pressure-to-fly recently in the press with the airlines. Be careful and make the right decision on when to go.

Chapter 661 Tailspinners Denton Texas

The Denton EAA chapter is having their first annual Fall Fling Fly-In on Saturday, September 25th. Awards will be given in the following categories: Kit Built, Plans Built, Peoples Choice, Antique, Classic and Longest Traveled. This fly-in will be at the Denton Municipal Airport and headquartered at Ezell Air. There will be a \$5.00 registration donation to cover the cost of awards. Food and drink vendors will be on site.

COOL PICTURE

Gene Spaulding sent in the following photograph showing the shock wave associated with on an F-18. Early this year a copyrighted photo of an F-4 shock wave was floating around that was also very impressive.



PC-ATDs

By Michael Stephan

At July's Chapter meeting a question arose about using PC based flight simulators to log IFR required time. There seemed to be some confusion about the regulation concerning what type of equipment could be used to get this time. Although I did not research the regulation concerning how much of this time could apply, which can be found in FAR part 61 or part 141, I did research the Advisory Circular that describes the type of equipment, called a PC-ATD, needed to acquire the IFR time. The term PC-ATD is a FAA acronym for Personal Computer based Aviation Training Device. PC-ATDs are regulated by AC61-126 and are different from Flight Training Devices (FTDs) controlled by AC120-45 and flight simulators controlled by AC120-40. A PC-ATD consists of three parts, the PC-ATD software, the approved flight controls configuration, and a Personal Computer. All PC-ATD software and flight control configurations must be approved to meet the AC61-126 specifications, but the personal computer needs only to meet the requirements of the PC-ATD software. Here are some of the details stated in AC61-126 that might answer a few questions.

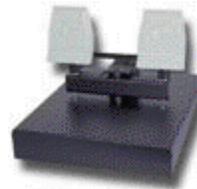
“5. AUTHORIZED USE:

a. Instruction by an Authorized Instructor. Qualified PC-ATDs may be highly beneficial when used under the guidance of an authorized instructor to achieve learning in certain procedural tasks such as departures and arrivals, navigational aid tracking, holding pattern entries, instrument approaches, and missed approach procedures. Accordingly, the FAA has determined to continue the policy that any time instruction is to be used to log time toward meeting any requirement of the regulations, an authorized instructor must have presented the instruction.

b. Reducing Flight Hours Through Ground Training

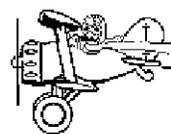
...PC-ATDs... may be used in lieu of, and for not more than, 10 hours of time that ordinarily may be acquired in a FTD (Flight Training Device) or Flight Simulator authorized for use under part 61 or 141. However, the FAA has not authorized the use of PC-ATDs for conducting practical tests nor for accomplishing recency of experience requirements.”

AC61-126 has more information about what is required to be an approved PC-ATD. There is also information on how the PC-ATD should fit into the curriculum of part 61 and part 141 flight schools. One manufacturer, and there are several, that has an approved system is ELITE. They have many different configurations to choose from. Different software simulates different aircraft ranging from C172s to jet simulators. If you desire more information on the subject you can read AC61-126 on the internet at: <http://www.faa.gov/avr/afs/acs/ac61-126.pdf> or view a system on the Elite Web page at: <http://www.flyelite.com/faq/pcatdsFAQ.html>.



ELITE's PI-61

PC-ATDs sound like useful tools to use even if you can't log the time. If anyone has anything to add to the discussion please send it to me at mstephan@shr.net or to any of the other newsletter editors.



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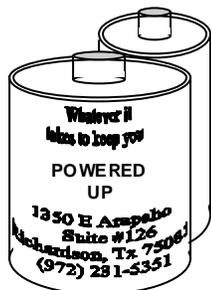
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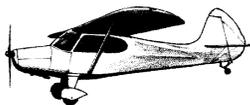
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