

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

Oshkosh 1999 Report

Article & Photos By Marvin Brott

Oshkosh 1999, or AirVenture '99 as they now call it, was one fly-in I will never forget. As the Flyer headline shouted, AirVenture: The Hottest Air Show on Earth. While the airplanes and new products were hot, the heat index that went past 110 degrees was what I will remember. Wednesday the first day was not bad, but Thursday and Friday were suffocating. I heard the heat index on Friday might have been 122 degrees. Unfortunately, many of us were staying in the dorm with no air conditioning and no escaping the heat. Friday night a front came through which dropped the temperature down to something bearable. The weather probably played a big role in the lower attendance, down from 850,000 last year to 765,000 this year. While there was a wide spectrum of aircraft, the numbers were also down.

Once again our chapter was well represented at this year's event. During the evenings Ken Krebaum and I ran into Mary and Bartie Coyle along with Nancy and Monroe McDonald. Monroe flies his Mooney up to Madison and drives in the last 60 miles. As always, the field is usually full by 3 PM the day before the show starts. Dick and Barbara Flunker, along with Mel and Ann Asberry, left for Oshkosh on the Friday before the show so they could take a two-day tour of the Dayton Air Force Museum. Chuck Olmsted flew up on Wednesday in his RV-4. Barry Ward flew his newly completed RV-6A up to the show.



Ann & Mel Asberry's RV-6 & Dick Flunker's RV-6A

Barry, Chris Hill and myself along with about 300 other people attended Van's banquet on Saturday night at the Pioneer Inn. With all the new high tech talent at Vans Aircraft, Van readily admits that he now just draws a chalk outline on the floor and the kids do the rest. Hard to believe that Van is not involved in every detail. Texas was very well represented with RVs at the show.

I am sure there were other Chapter 168 show planes on the field but I missed them. On Tuesday night while all of you were putting together last month's newsletter at Linda and Doctor Don's, we (Mel and Ann, Dick and Barbara, Dick's brother and his wife, Ken Krebaum, Chris Hill, and Richard and Jamye Robbins and their kids) had a chapter meeting at an Appleton restaurant to sample the local fish catch. A good time was had by all.

I know there were many other members from Chapter 168 (Jim and Jane Quinn, Clair Button, etc.) at the show, but unfortunately I missed you. Most of us got the opportunity to talk to Tom and Bonnie Lewis (moved to Pecan Plantation) where they are doing very well. Tom took early retirement from Intel this summer so now he has no

excuse not to get busy on the RV-6.

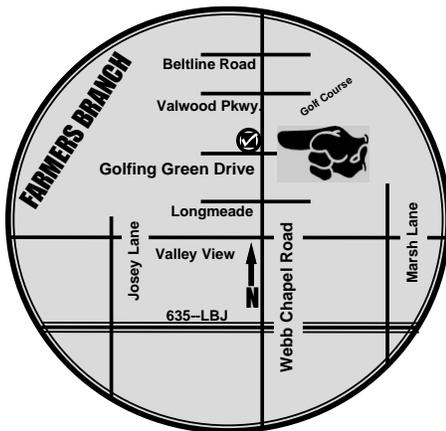
Good news for the RV crowd with respect to awards. The prestigious Lindy Champion award for Oshkosh went to Tyler Feldman and a very well done RV-6 (Grand) and the Reserve Grand Champion awards went to Lyle Hefel for his RV-8. This is a new twist with grand and reserve going

continued on page 5

Sept. 7th Chapter Meeting

Our Sept. 7th 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 audi-torium and will begin at 6:30 p.m. and finish at 9:00p.m.

Our guest speaker will be our own EAA Safety Advisor Mel Asberry. The topic is establishing personal minimums. Attending this presentation will qualify for participation in the FAA Wings Program.



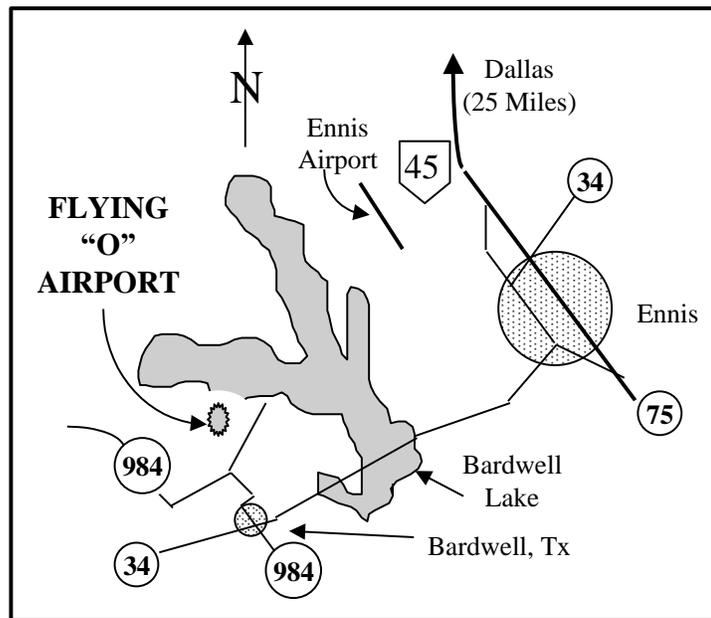
Sept. 16th Director's Meeting

The Sept. 16th 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 Aug. 12th meeting.

- Sept. 7 meeting speaker is Chuck Kuykendall on building the Lancair
- Fly-in Sept. 11 is the annual Picnic at Ennis and the Flying-O airstrip, hosted by Henry and Mary Jane Odlozil and family. Bring a side dish to go with the usual Polish Sausage cooked on the grill.
- Hangar Echoes assembly party is Sept. 28 at the home of Bo and Ann Bauereis in McKinney.
- We are planning a fly-out Oct. 9 to Abilene and help with the SWRFI work party day. Getting ready for the South West Regional Fly-In the following week-end. Lunch will be provided.
- Another big fly-out is being planned to Wichita, KS and the Raytheon aircraft assembly plant. Chapter member Darrel Watson is our host. The board decided on three possible dates. First choice, Oct. 23 with rain date Oct. 30; second choice, Sept 18 with rain date Oct. 2; third choice Oct. 2 with rain date Oct. 23. Accommodations can be made for those staying overnight.
- A suggestion was made to print the front page of the Hangar Echoes in color. Upon investigation, it was found to more than double the current cost. It was decided to not pursue this. There is a possibility of printing some of the type in color.
- Marvin Brott announced the Hangar Echoes was judged at Oshkosh to be 7th place in all of EAA newsletters. He brought the award to the BOD meeting. It will be at the next Chapter meeting.
- Jim Quinn is going to contact EAA Chapter director Bob Mackey to see if EAA will host our Web site. Currently we are not paying for it, but our favor may run out some day.
- Ann Asberry is looking for nominations for Vice President and President to serve the Chapter for the year 2000. Step up and volunteer!

Sept. 11th Fly-In / Drive-In

The Sept. 11th Fly-in/Drive-in will be at Mary Jane and Henry Odlozil's Flying O airport from 1000 - 1400. This is one of our largest annual fly-ins. Please bring a covered dish. The usual grilled Polish sausage and drinks will be there. Lunch will start around noon.



Sept. 28th Newsletter Assembly

The September issue of Hangar Echoes will be assembled at the home of Ann and Bo Bauereis on Sept. 28th starting at 7:00 PM. The address is 5208 N. Meadow Ridge Circle, McKinney, TX. For directions call Bo at (972) 529-2844.

Calendar of Events

- Sept. 25th 1999 - EAA Chapter 889 Fly-in, Burnet TX
- 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

A Message From the President: Jerry Mrazek

If you weren't there, we had a great fly-in at Mike and Beebie Hodge's hangar at Northwest Regional Airport last month. Thanks to Mike and Beebie and to anyone else who helped. We had about twelve airplanes and about thirty people there. The weather was hot, but the fellowship was good. I got to see Dick Flunker's painted RV-6A and it's beautiful.



I know it's a little trouble, but if you don't go to these fly-ins you are missing one of the greatest sources of inspiration you'll find anywhere. As some of you know, I play a little bluegrass music. I had a banjo teacher once that told me that the value in going to a bluegrass festival was the inspiration it gives a student of the banjo, or any other instrument, to practice. He was right! I believe the same is true for our fly-ins. If you need an inspiration to push you over the threshold that causes you to take action, attending our fly-ins may be just what you need. You can go to an airshow and see warbirds and all manner of expensive airplanes. And if you are like me you think, "those airplanes are beautiful, but they are so far beyond my means that I will never experience owning one of those. Our fly-ins, on the other hand, will allow you to see up close, the airplanes built or restored by our membership. Some will be more modest, like mine, and some will be pretty elaborate, but you will have the opportunity to talk to the builders and even if the particular airplane is not for you, you may be infected by the builder's enthusiasm. Certainly you can ask about the building process, the time to build and the costs associated with getting it into the air.

A couple of weeks ago I was listening to a radio talk show and they were discussing what was the most important invention in the last thousand years. They had quite a few ideas and I guess all of them were significant, but I caught myself searching my mind for the invention that I thought was the most important in the last thousand years. I decided it is probably electricity. Some would say steel, or maybe internal combustion engines. Many of you might say the airplane. I must admit that the airplane is a tempting choice, given my love for the things, but I still think electricity has to be the most important. My reasoning is that not only is electricity important because of its uses for power, lighting and control of machines, it spawned the development of electronics. Out of electronics came integrated circuits that are truly amazing. Take for example the radios and GPS units many of us use today. When you think that a device not much larger than a TV remote can store all of the airport symbols, highways, topographical details of the United States and calculate where you are, how fast you are going and many other useful pieces of information, it has to amaze you.

Electronics have made it practical to compose documents and send them electronically to people on the other side of the earth in seconds. I recently had the task of revising the by-laws for SWRFI (Southwest Regional Fly-in). When I finished the job, I emailed it to five people at five different addresses with a single stroke of a key on my computer. I know this may sound like heresy to you, but it may be that in a few years the airplane will be reduced to a recreational vehicle. I think it is already doubtful that it is necessary to physically travel to another city to do business. And wouldn't you rather converse with your mother-in-law by email rather than to have her in your living room.

Happy Flying, Jerry

EAA 168 Raytheon Aircraft Factory Tour

By Ann Asberry

The Chapter is invited to a special tour of the Raytheon Aircraft facility at Wichita, Kansas on September 18, with a rain date of October 2. Our host is Chapter member Darrel Watson, who moved to Wichita early this Spring to head up the Quality organization for Raytheon Aircraft. Here are some of the details. More will be announced at the Chapter meeting on Sept. 7.

The airport is BEC, Beech Factory Airport, located 5 miles east of Wichita. Please consult the current Wichita sectional for all information about the area. Do **not overfly** McConnell AFB, 4 miles south. The BEC tower will be in operation that day. Contact Wichita approach prior to arrival in the area. Tower is 126.80, ground is 121.70. Please identify your aircraft as part of the EAA168 tour group and ground will give you taxi instructions to the proper ramp location.

We are anticipating arrival no later than 10:30 that morning. Darrel has a full day planned so we should be prompt. He is making arrangements for lunch, transportation and any hotels for those wishing to remain overnight. Fuel availability and price is unknown at this time, but will be announced at the meeting.

We are not limited to the number of persons, but I do need a reasonable head count and anyone anticipating staying overnight. Of course weather could play a part in that at the last minute, but Darrel indicates that will not be a real problem. I want to have this information to Darrel early as I can, but no later than Thursday evening, September 16. Please call me, Ann Asberry, at (972) 784-7544, metro. Please leave a message if we are not home.

Refreshments Volunteer Needed!

Chapter 168 is in need of a new meeting refreshments volunteer. Duties are modest, but do require a commitment every month. If interested, contact any of the Chapter Officers or BOD members.

Free Hamburgers at EAA Chapter 889 Fly-in

EAA Chapter 889 is hosting a Hamburger Happening fly-in on Sept. 25, 1999 at Kate Cradock Field in Burnet, Texas. All fly-ins, drive-ins and walk-ins we get a free lunch between 1100 and 1400. Please RSVP to Pancho Hansen at 915-247-1035, or email at fvhsen@hotmail.com. Kate Cradock Field is at N30°44.3' W98°14.3. Field elevation is 1288. UNICOM is 122.8. (To the NE of Fredricksburg.)

168 Fly-in at Northwest Regional

Article & Photos By Michael Stephan

Michael Hodge hosted our August Chapter Fly-in at his hangar at Northwest Regional Airport. The weather was beautiful and the food was delicious. Mike and his family were very accommodating. They prepared lunch and have an excellent facility. In fact, Mike even opened his freezer and passed out ice cream, which was a welcome relief from the heat. He and his family did a great job and we thank him for having us.

We had a good turn out of both people and planes. Glasairs, RVs, a Rans S-14, an N3 pup ultralight, a Mooney, and a Piper graced the concrete just outside the hangar. Several attendees even got rides in some of our member's airplanes. What a fun way to spend a Saturday afternoon. Once again, we thank Mike and his family for their hospitality, and we look forward to going back there soon.



Oshkosh 1999 Report: cont'd

to the same basic type of bird. After years of plastic airplanes taking the major awards (sorry Bo and Gene, Glasairs can't win all the time) it was fantastic to see aluminum win again.



Chris Hill & L. Hefel's Reserve Grand RV-8

On Thursday afternoon with a 25-mph direct crosswind, as the warbirds were taking to the air for the daily airshow, something went terribly wrong. As you are all aware, Laird Doctor from Addison was taking off in the Cavanaugh Flight Museum Corsair when he collided with Howard Pardue's Bearcat. Everyone on the flight line watched in horror as the Corsair turned into a cartwheeling, fiery tumble, breaking into several burning pieces. What really happened is not yet clear. What is really important is that Lad survived the accident, but he needs your prayers. He has been in extremely critical condition, not with burns, but with serious back problems which has caused some paralysis. He is back in Dallas. Please take the opportunity to send Lad a get-well note via the Cavanaugh museum. Clair Button made a visit to Lad in Milwaukee and is keeping up with his condition.

As many of you know, I have had a love affair with the Monocoupe. Last year I showed you a photo of the Monocoupe on steroids, called the Mullicoupe with a P&W R-985. This year, even if you don't care, I bring you the new Aviat Aircraft Monocoupe 110 Special. The finish was a unique paint scheme, with a birds-eye maple panel and leather upholstery. The company sees this resurrected 1930s airplane as the aerial equivalent of the 1950s look alike Plymouth Prowler. By the way, it still looked good with the flat Lycoming 200-hp engine because they had done a good job of contouring into the round fuselage. The price is \$159,000.



This was the year where the airplane did not match the sound. Do you remember the movie Airplane where

you saw a picture of a Boeing 707 flying alone with a sound track of piston powered DC-6 or something? This year we saw and heard the distinctive sound of a jet engine coming from a 1940 Waco. Airshow pilot Jimmy Franklin indicates that "sound effects are 50 percent of the show". He has the 450-hp Pratt & Whitney on the nose with a GE jet engine mounted between the gear legs on the underside of the Waco's fuselage. The second airplane sound mismatch is the turbine powered Luscombe. I was walking through the classic area when I spotted a Luscombe that sounded like a King Air. Really was weird.

My vote for this year's really outstanding airplane is Wayne Handley's flame-red Oracle Turbo Raven. His airshow routine was amazing since he has more thrust than weight. He could come to a standing still position, straight up, and then accelerate straight up. It is my



understanding he set a new record for 6,000 meters (19,700 feet) on Friday by breaking Chuck Yeager's 14-

Marvin Brott & his HOT RV-4!

year record by 25 seconds (3 minutes, 18 seconds). Remember that Friday was the hottest day of my life.

I got to see the Johnny Cash RV. Remember the song where he took many different Cadillac parts and made one complete car. Bruce Bohannon has built an airplane for the purpose of breaking records called the Exxon "Flyin' Tiger". Bruce took RV parts, starting with a 4 fuselage, added an 8 tail, put on a 3 canopy and I'm sure added some 6 parts and came up with the Tiger. Maybe

Continued on next page

Oshkosh 1999 Report: cont'd

some time we can have Bruce come up from Houston and give a program on his many aviation accomplishments.

While wandering through the antique area I came upon a really rare and unusual tri-motor, which got my vote for best antique. It was a beautifully restored



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Kreutzer K-5 (never heard of this airplane) which was built in 1928 or '29, and is the only surviving example of the tri-motor line built by Joseph Kreutzer Corporation, of Venice, Calif. It served as an airliner for Navajo Airlines (never heard of this airline), in Arizona, and later as a transport for a Mexican gold mining company. The six-seat plane, now painted to look as it did when it flew for the airline, uses three 100hp Kinner radials, cruises at about 100 mph, and "flies like a big Cub," according to a sign posted in the shade of the wing.

The big ticket airplane to show up this year has to be the Proteus, Burt Rutan's latest strange bird. This was its first U.S. appearance when it arrived in the airspace 50,000 feet above OSH on Friday. Orbiting above a city is what it was designed to do for up to 22 hours at about 100 knots as it carries out its mapping, video and television broadcast missions. This is Rutan's 29th manned aircraft design.

Now for the 'I can't believe it aircraft'. If you have been watching the press you have once again seen the announcement of the Moller Skycar which takes off vertically and flies a family of four at 300mph. At Oshkosh a personal V/STOL four-passenger tilt-prop aircraft by Duncan Aviation of Michigan (no relationship to Duncan Aviation in Lincoln, NE) was shown. It is called the Xantus (species of hummingbird). It reminded you of a mini-Bell/Boeing V-22 tilt-rotor, but with two more engines, one on each corner. They claim it will take off and land vertically, cruise at 290 mph with a range up to 800 nm, with a flyaway cost of around \$225K. I don't want to frown on forward thinking progress, but give me a break. The Moller Skycar has been in the press for 20 years. There must be big money in selling info kits.

The above items are what stand out for me from Oshkosh 99. The show is so big that other 168 members

came away with different memories. As mentioned several years ago, this air show has become a major trade show for aviation. You go to Oshkosh to see big name aircraft, to see new products and get an education on new topics from the forums. I often hear people say that I will not go to Oshkosh again because it has gotten too big. If you want to witness aviation up front and in person, you absolutely cannot miss Oshkosh. Bigger is Better.

A Trip to the Four Corners States
Article & Photos by Klaus Truemper

When flying during previous summers, the color



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brown, or, worse yet, dark brown, on a sectional would
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cause a tightening in my stomach. There was good reason for that reaction. Those colors signal high altitudes made even more demanding by summer temperatures, and I anticipated that my little plane, Zenith CH601 HDS, would have trouble taking off and climbing high enough. I experienced that difficulty during a trip last year to Montana, when the plane required 4,000 ft of runway for a takeoff at 6,000 ft density altitude and would not climb beyond 11,000 density altitude.

During the past winter, engine performance was improved by ducting cold air to the carburetors of the Rotax 912 engine. Preliminary tests showed promising performance, but the real test was to come on a trip with my friend Arie Tamir to the Four Corners Area of the Southwest. With tie down kit, tools, baggage, camping gear, and full fuel, gross weight was close to 1,100 lbs. This is about the maximum weight if the CG is to be within the allowed range.

We had in mind a bold trip of going across Colorado to Wyoming, crossing over to Utah, and then exploring Nevada, Arizona, and New Mexico. The unusually wet summer in Colorado forced a change, so we ended up flying west along I-40 to Tucumcari NM, Albuquerque NM, Flagstaff AZ, and then turning north to Page AZ. On an early segment of that route, we tested altitude performance. The plane would go to 14,000 ft density altitude, with a climb rate of 150 ft/min above 6,000 ft. This is not rocket performance, but sufficed for the mountains ahead of us. In addition, takeoffs could be done using 4,000 ft of runway at 9,000 ft density altitude.

When I learned to fly, the calculations of density altitude were given as follows. First, one calculates the standard temperature, using 15 deg C at sea level and assuming 2 deg C reduction for each 1000 ft of altitude. Second, one subtracts that standard temperature from the actual temperature, again in deg C, and divides that difference in temperature by 9. The result is the additional altitude, in 1000 ft, by which the current altitude must be increased to get the density altitude.

The calculations are a bit tedious if the OAT gauge is in Fahrenheit, as it is in my plane. But there is a simple approximation formula that I have found to be handy.

Divide the temperature, in Fahrenheit, by 20. Divide the altitude, in 1000 ft, by 4. Add these two numbers, then subtract 3. The resulting number is approximately, in 1000 ft, the additional altitude by which the current altitude must be increased to get density altitude. Expressed as a formula, we have

$$\text{Add'l Alt.} = (\text{Temp.}/20 + \text{Alt.}/4) - 3$$

Where Temp. is in deg F and Alt. in 1000 ft.

For example: temperature 80 degrees, altitude 8500 ft. Temperature: Divide 80 by 20, getting 4. Altitude: Divide 8.5 by 4, getting about 2.3. Then $4 + 2.3 - 3 = 3.3$ means that density altitude is approximately $3,300 + 8,500 = 11,800$ ft. If the precise, but more complicated formula is used, we get 11,700 ft. Now back to the story.

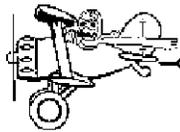
Federal Law effectively prohibits overflying the Grand Canyon for us folks unpressurized and without oxygen, since the canyon can be legally crossed only above 14,500 ft unless a pilot has undergone special training for any one of a few corridors and is licensed as a tour operator. A number of years ago, when this law was not yet in effect, I did overfly the Grand Canyon 2,000 ft above the rim elevation. It was a magnificent experience, so with a feeling of regret we proceeded from Flagstaff AZ to Page AZ, seeing from a distance the Grand Canyon in the afternoon haze.



CH601 & Arie Tamir at Pinal Airpark, AZ

But all is not lost. There are still lots and lots of exciting parts to see, as we were to discover in the days ahead. After a day of boating and swimming in Lake Powell, we took off from Page AZ on Runway 33. This was a good choice since that runway slopes downward toward Lake Powell, making for a short and easy takeoff. The runway ends at a cliff, and the plane seems to jump off that cliff out over the lake, a terrific sight. Of course, one would want to have a convincing engine runup before commencing the takeoff run. The takeoff and flight near the airport require a lot of attention since tour operators and assorted other planes take off and land in Page using both runways 15 and 33 unless a strong wind dictates otherwise. This rather unsettling approach to traffic control seems to work but requires close monitoring of the various planes arriving and departing in all directions.

After a wide turn over Lake Powell, we proceeded south toward Flagstaff, AZ to see the eastern portion of the Grand Canyon in the morning light. Then, turned north again toward Page, flew over a portion of Lake



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Powell, turned west to see the Vermilion Cliffs and, in the distance Zion National Park, and finally landed in St. George UT. That half-day trip was exhilarating. We only had to be 2,000 ft AGL over Lake Powell and other monuments and parks, and saw canyons in colors ranging from pure white, gray, and orange to dark red.

St. George was another example of free-flowing traffic. We saw right hand and left hand patterns flown at the same time, straight-in finals, plus various types of pattern entries like crossing at midfield or entering on a 5 mile base leg. The airport is on a mesa. With all that traffic pattern variety mixed in, the landing was a bit stressful, but we managed it without a glitch. After a day of camping in nearby Pine Valley UT, we took off from St. George to Boulder City NV.

There is a follow-the-road way to do this via Las Vegas, but given our faith in the Rotax engine, supported by more than 350 trouble-free hours, we ventured toward Lake Mead and tracked the rugged shores and canyons along the lake to the Hoover Dam. I kept watching the engine gauges for any sign of trouble while enjoying the impressive vistas below. Lake Mead gives a much more rugged impression than Lake Powell due to the almost menacing dark brown and black hills and mountains. Near Boulder City NV, we saw cars and trucks and buses snaking down to the Hoover Dam and

then up again toward Kingman AZ. There was no traffic congestion in the air, but the ASOS of the Boulder City airport cautioned about wind shear and we had strong and gusty winds during the landing.

Yes, we did gamble in Las Vegas, and yes, we lost. But, don't be misled by this remark. We dropped 75 cents into a slot machine, pushed the button, and the

money was gone. This proves two things. First, that we know how to operate a slot machine, and second, that we do not care about gambling. More positive was our hotel experience. We got a great place with reasonable rate, ate a huge prime rib dinner, and had fun strolling through the casinos.

From Boulder City NV there is a scenic route across Arizona, covering Kingman, Phoenix, and Tucson. Two years ago I flew that route with a friend. For no particular reason, we decided at that time to stop at an airport called Pinal Airpark, about 30 miles west of Tucson. As we approached the airport, we saw a runway with numerous big jets. It looked like an international airport, and for a second I thought we had committed a major navigational blunder. But it was Pinal Airpark all right. The FBO explained that they do major work on

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airport is 20 miles from Marana, which is the nearest town, has a motel on the field, and a large swimming pool about 35 yds long. The stay at that airport was great, so this time we stopped there again. From a distance, the airport seemed even busier. There were lots and lots of 747s, more than I have ever seen at any airport. The unusual number of 747s as well as of several DC10s and L1011s had a simple explanation. About half of them were "stored" as the FBO put it. I would guess that this is a euphemism for "scrapped but not removed from the accounting books." At any rate, we parked our midget plane next to two Hercules transport planes and a 747. One is not supposed to take pictures at the airport, but we took one anyway.

Prior to the trip, Bill Wisley told me that Tucson AZ has a huge field of stored planes, mostly, if not all, military. As we approached Tucson, we began to look

for that field. To simplify matters and stay in control, we climbed above the Tucson Class C space, which tops at only 6,600 ft and includes Davis-Monthan AFB and Tucson International. Within the airport traffic area of the AFB, we then saw that field with rows and rows of hundreds of planes, an impressive sight.

The final stopover was in Pecos, TX, a town having difficult economic times. I suppose the low crude oil price is part of the economic difficulties. If this is so, things should look up soon for Pecos. It is a pleasant place for an overnight stop. The folks are friendly and relaxed. There is an interesting West of the Pecos Museum that one would not want to miss, and the sunset and sunrise in the flat country are magnificent.

Altogether, we were 35 hours in the air. Average fuel consumption was 3.7 gal/hr, not bad considering that a climb to high altitude was needed on most legs.

A few weeks ago, a gent stopped in my hangar at Aero Country and said "If you ever finish that airplane, I will do X," where X is something very difficult. Rather snooty, wouldn't you say? Well, the improvements made so far have made possible a terrific trip that I could not have done otherwise. So I make no apologies for all that experimentation and the changes. Indeed, additional improvements to the plane can and will be done.



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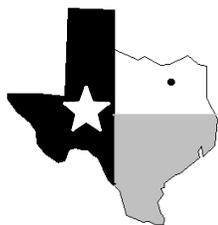
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