

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

Howard Walrath's Long Trail to the RV-6A

From Howard Walrath and editors

It was the summer of 1952 when Howard Walrath had his first ride in an airplane while serving in the U.S. Army in Korea. Still several months shy of his 19th birthday he was an experienced artillery forward observer, adjusting X Corps cannons and howitzers on North Korean targets of opportunity.

When volunteers were requested for temporary duty to run fire missions from Army observation planes, he welcomed the opportunity to leave his frontline bunker and enjoy a few days of hot chow. Although initially surprised at the airplane's small size and cramped quarters in the back of the L-19 "Bird Dog" he was to mount several times a day, he reveled in soaring through the skies to seek out the enemy behind their lines.

The "down side" was that these targets had rifles and machine guns and would frequently fire at the plane as it climbed and circled while waiting for the first artillery rounds to land and be adjusted onto the target. The other bad news was that Cessna hadn't equipped the small (1600-pound empty weight) airplane with armor plating around the occupants or engine.

When his enlistment ended in 1954, Howard entered the University of Iowa to seek a degree in Electrical Engineering. With degree in hand four years later, he was recruited by Collins Radio in Cedar Rapids to work on their Avionics products and soon discovered that many of the engineers there were either pilots or ham radio operators (or both).

Although he yearned to fly, all of his GI Bill entitlement had been used up for college. Now equipped with wife and new son, it looked like flying lessons would have to wait. Fortunately, one of his friends found an Aeronca Champion for sale, and after they recruited two other Collins engineers, they

bought the Champ and found themselves an instructor. In subsequent years, additional members joined their flying club and a Tri-Pacer, Bonanza 35 and a Mooney 21 were added to the fleet.

In 1972, Collins Radio Company merged into Rockwell International and Howard, then a Vice President of Collins, was asked to relocate to Dallas to run a new Computer Systems division. During the next 3-1/2 years he logged a half million miles on various airlines and in Rockwell jets, but not one hour of "real flying".

That started to change in 1975 when a friend invited him to a Chapter 168 meeting. Enthused with the camaraderie and love of flying he found in the group, that summer he rented a Cherokee Six 300 from a friend, got current and loaded up his now-larger family for a vacation trip to the East Coast and Midwest, with a 3-day stop at *Oshkosh 75*. After impressing his family at how close he could fly to other aircraft (arrivals were being landed 9-seconds apart on Runway 27) they tied down their bird and spent 3 days touring "Mecca".

Thoroughly convinced that the growing homebuilt movement and the designs he found at Oshkosh represented the future of general aviation, a month later Howard made one of his smartest decisions when he took EAA up on their offer to become an EAA Life Member for a one-time payment of \$300.

Another important move was when he visited Harris "Woody" Woods at his airport in Holly Springs, NC. Woody was a self-taught engineer who had turned paper route money into flying time and then went into the military "to get free stick time".

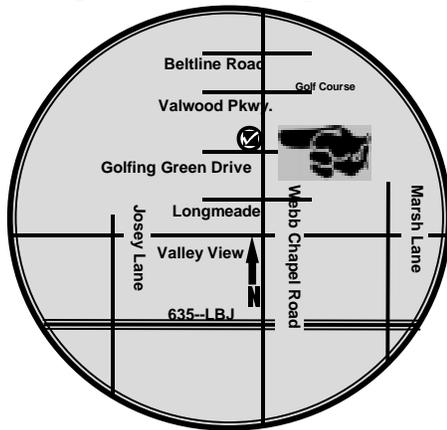
He designed the Woody's Pusher to give his son something to fly. After designing both fixed-wing and rotary-wing aircraft for several companies including Benson, Bell, McDonnell and North American, he moved to North Carolina and formed Aerosport, Inc. Aerosport designed and produced kits for the Aerosport RAIL, QUAIL, and SCAMP and during his visit Howard flew all three prototypes out of Woody's grass strip.

Continued on page 6



January 4th Chapter Meeting

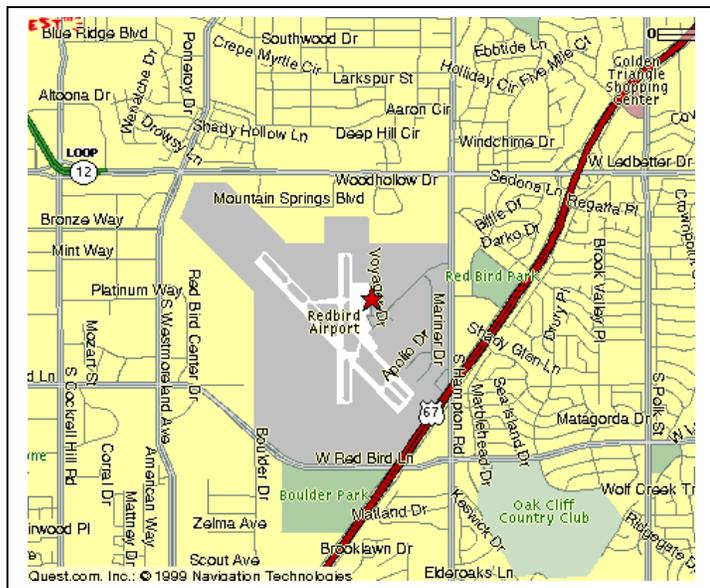
Our Jan. 4th Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 9:00p.m.



This month's speaker is Aerobatic Airshow pilot and all-around nice guy Jan Collmer. It is an honor to have him as this month's speaker as well as a Chapter 168 member. So, mark this meeting on your calendar and don't forget to bring a friend.

January 8th Fly In

The January 8th Fly-In/Drive-in will be at Redbird airport. There will not be a tour of the Law Enforcement Helicopter Facility as we had hoped, but we still plan to have lunch in the restaurant on the field. We hope to see you there.



January 25th Newsletter Assembly

The February edition of the Hangar Echoes will be assembled at the home of Jim Lawler on January 25th. Jim lives in Forney and is currently building a *Corby Starlet* with Chapter member Tandy Allen. If you are interested in seeing this project, come on out and join us. The festivities begin at 7pm. Jim Lawler lives at 707 Azalea, Forney TX. If you need directions call (972) 564-7484. We look forward to seeing you there.

January 11th Director's Meeting

The Board of Directors' Meeting is moving to a new day. The Board will begin meeting on the TUESDAY following the Chapter Meeting beginning this Month. So, the January 11th BOD meeting will be in the Farmers Branch Library Meeting Room starting at 7:00 pm. Here are the minutes of the December 16, 1999 Board of Directors meeting

Attendees: Ann Asberry, Jerry Mrazek, Monroe McDonald, Tandy Allen, Michael Stephan, Gene Spaulding, Dick Flunker, Mel Asberry, Sam Cooper

- Meeting Jan. 4 speaker is Jan Colmer, aerobatic flying. Possible Feb. 1 meeting is Jim Wilson, on aerial photography.
- Fly-in Jan. 8 will be at Red Bird airport. A tour of the Dallas law enforcement helicopter facility is possible and the group will have lunch at the restaurant on the field. Possible Feb. 5 fly-in is either Cedar Mills or Grand Prairie.
- Newsletter Jan. 25 is at the home of Jim Lawler in Forney. He is a co-builder with Tandy Allen on the Corby Starlet project. Call (972) 564-7484 for directions.
- The Board of Directors meetings change to the second Tuesday of each month beginning in January. That meeting date is Jan. 11. Anyone is welcome to attend.
- Dick Flunker will head up the nominating committee for next year's Board of Directors. Election will be at the March meeting.
- Flying Start program discussed. Unless we can find a person willing to head up that effort it will be tabled until later.
- The new President, Ann Asberry, is planning to present a tentative calendar for the entire year's activities. Some of the events may include; a Chili cookout, Breakfast cookout, Picnic, overnight weekend fly-out, Poker run, Young Eagles, events with other Chapters.
- Michael Stephan proposed a plans & pictures night. He will coordinate with the new VP, David Carter.
- Tandy Allen is organizing a Young Eagles event early in the year. He indicated his first choice, Rockwall, was not too receptive. He will select an airport willing to host the event and someone from the community to help get the kids out.
- Jerry Mrazek proposed an idea to show our appreciation to the Library, where we meet, by putting on an Aviation Day event for the general public. This will mostly be geared toward kids. He is working on details and will need a lot of help. Anyone wishing to be involved should contact Jerry.
- Discussion held around reinvesting some of the Chapter funds in a higher rate of return fund than what we currently have (about 4%). Gene Spaulding will have a proposal next BOD meeting.
- New rosters available Jan. meeting for \$2.
- Michael Stephan will send the electronic version of the Jan. newsletter to all members that have an e-address on file.

**A Message from the President:
Ann Asberry**

Here we are at the beginning of a new Century with a lot of great things in front of us . I have faith that everything survived the Y2K thing with few problems.

I want to put some challenges out to all our members, new and old. Let's breathe some new life into this Chapter this year using the new Century as a trigger to get members revived, renewed and recommitted to making Chapter 168 one of the best.

I don't mind telling you membership has dropped in the last 5 or so years to about 180 persons. If you've been to a meeting lately you've noticed the attendance in down into the 35 to 40 range. Remember when we always had at least 70 to 80 at each meeting? I really miss those days. I am challenging each and every one of you to attend as many meetings as possible this next year and give your new officers and the board a chance to interest you again in our Chapter and it's activities. We are planning some good events at the fly-in's and excellent topics for programs at the monthly meetings. I am working with other Chapters to co-plan events with them and I will present some of the ideas to the membership at the January meeting.

Currently EAA National is offering a \$20 incentive to Chapters for each new member joining the EAA organization . This special offer is from Dec. 20, 1999 to Feb. 29, 2000. At the January and February meeting we will have special applications on hand. If there is someone you know that would like to sign up, bring them to the meeting and let them see what we are all about. Hopefully they will like what they see and join, not only National but our Chapter as well. We all benefit in the long run.

Of course, as always, something is only as good as what you put into it. The success of the Chapter depends a lot on each members Involvement. Come be a part of it.

I wish you blue skies and tail winds,
Ann Asberry

The
GLASS GOOSE
By Quikkit



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

Tom Scott
General Manager

Plant: Lakeview Airport
Lake Dallas, TX 75065

ProSource™
Wholesale Floorcovering

J.E. Red Marron

3235 Skylane
Suite 125
Carrollton, Texas 75006

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

Chapter 168 Christmas Party Music

By Jerry Mrazek

If you missed our December, Christmas party, you missed seeing and hearing a group of enthusiastic musicians. Jerry Mrazek and a group of his picking friends treated us to a little Bluegrass, a little Country and a little Christmas music. The group is made up of Jerry playing 5 string banjo and six others that he has worked with or met through the years and who all enjoy playing together. The other players were;

1. Richard Delamatyr (Guitar), a mechanical engineer who works for Raytheon
2. Hal Lowes (Guitar), a retired aeronautical engineer, retired from Lockheed
3. Ron Hellner (Mandolin), parts manager for Vermeer ditching equipment
4. Jim Reed (Bass), systems engineer for Raytheon
5. Dick Smith (Guitar), self employed computer systems engineer
6. David Price (Banjo), manager of the Social Security office in Cleburn



These guys manage to get together several times a year to pick and socialize. The fact that they enjoy what they do is evident from the enthusiasm they radiate when they play.

FAA

DESIGNATED AIRWORTHINESS REP.
AVIATION SAFETY COUNSELOR
GROUND INSTRUCTOR
A & P MECHANIC

EAA

TECHNICAL COUNSELOR
FLIGHT ADVISOR
SAFETY OFFICER

MEL ASBERRY

2464 COUNTRY RD. 655
FARMERSVILLE, TX 75442-6014

972-784-7544
972-598-8458

HEADQUARTERS FOR SPORT AVIATION PARTS & MATERIALS

- * POLY-FIBER AND CECONITE COVERING
- * STEEL & ALUMUNUM TUBING * ALUMINUM
- * AIRCRAFT PLYWOOD * HARDWARE & MORE

ALPHA AVIATION SUPPLY CO.

P.O. BOX 8641 GREENVILLE, TX
903-527-3817

Fountainhead Pools INCORPORATED

BILL PRICE

SWIMMING POOL CONSTRUCTION * REMODELING * SERVICE

8024 Forest Lane
Dallas, Texas 75243

214/348-1505
Fax: 214/348-1563

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

Family Medicine
Aviation Medical Examiner



Office (972) 298-6174
Ans. Service (214) 521-4111

222 S. Cedar Ridge
Duncanville, Texas 75116

Office Hours By Appointment

Stocks, Bonds, Mutual Funds,
Financial Planning



E.G. "Bo" Bauereis VICE PRESIDENT

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

Member Project Update

Sam Cooper

Marvin Brott: Vans RV-8

As many of you are aware, Marvin Brott is currently building a Van's Aircraft RV-8. Marvin started on the tail kit for the RV-8 in mid-March 1998. As of late November 1999, Marvin has completed the empennage, wings and most of the fuselage. Marvin says that his fuselage is nearly ready for the landing gear. I think we would all agree that this is great progress for a project started 20 months ago. Note that Marvin has been working about 15 hours a week on the project.

In talking to Marvin about this project, he said that up to now it has been mostly "build, build" according to the plans. But, now he is starting to get to the parts of the project where some of the key decisions on finishing the airplane have to be made. He is planning to use a Lycoming O-360 180 HP engine with a Hartzell constant speed propeller. The instruments are a little more up in the air, but it sounds like he may end up with an electronic engine monitoring system, vacuum gyros and a COM/GPS unit. He is also pondering an autopilot.

Marvin has previously completed a Sonerai and an RV-4. They provide some interesting comparisons to the RV-8. The Sonerai was plans built. Marvin had to fabricate a number of the parts. However, he was able to complete that project for about \$3300 (early 1980's dollars). Marvin jokes that the CS propeller for the RV-8 'costs' more than his completed Sonerai.

When comparing the build process for the RV-4 to the RV-8, several things stand out for Marvin. First, the RV-8 drawings are on CAD instead of being hand drawn. This has allowed Van's to provide a number of parts in the RV-8 kit that are made on computer controlled machinery. The resulting parts both fit better, and are often pre-punched. Marvin guesses that the pre-punched parts have probably saved him about 20% of the labor so far. In addition, the resulting structures are very straight.

Second, the amount of information available on the Internet to support your project. When Marvin was building the RV-4 ('87-'91), fellow RV-4 builder Don Christiansen was his major source of information. Marvin made numerous trips to Don's to look at his RV-4. For the RV-8, Marvin can now get on the Internet and look at any of several other builder's websites to see what they did about a particular issue. Or, he can check the RV List for related comments. Or, he can post a question to the RV builders community on-line. In short, a wealth of information is available via the Internet that was not there several years ago.



Marvin and a friend admiring the RV-8

RV Fly-In

By Michael Stephan

If you are interested in seeing more RV's, The Texas Wing of Van's Airforce is having a fly-in at Hicks Field (T67) on Sunday January 23rd. They will gather in front of the Rio Concho FBO/restaurant at 10a.m. Everyone is welcome.

Howard Walrath's RV-6A

Continued from page 1

Intrigued by the all-metal, **twin-engine** Aerosport RAIL, Howard ordered the kit and headed back to Dallas to clear out the garage and start building. The RAIL bore a resemblance to the Breezy, except that it is single-place and has two engines mounted on pylons in pusher configuration behind the pilot.

The following May a FAA inspector issued an airworthiness certificate, and on May 30, 1976, Aerosport RAIL N44HW broke the surly bounds of earth at Grayson County Airport. On July 25th, the required 40 hours had been flown off and the RAIL was readied for its trip to "Mecca".

At *Oshkosh 76*, the RAIL, named "**Mach Point One Two**", was the only multi-engine, experimental-category aircraft on the field. While pioneer John Moody had first flown his chain-saw-engine-powered hang glider a year earlier at *Oshkosh 75*, all of the burgeoning ultralites at *Oshkosh 76* were still single engine.



Riding the "Rail"

Howard had modified his RAIL to hinge the fuselage boom, allowing the empennage to fold back over the wing for trailering. This let the now-only-8-foot-wide RAIL be carried span wise on its trailer. It was on one of these trips coming back home from the airport in 1977 that a Volkswagen sideswiped the car and trailer, "totaling" both along with the RAIL. Interestingly, the insurance company classified the mishap as a "not-in-motion" accident and waived the deductible since the aircraft had not been moving under its own power.

With over 90 hours of Multi-engine PIC time logged (but no Multi rating since one isn't required if you cannot carry passengers) Howard started looking for a new project. He finally settled on a 4-place BD-4 project started by retired Braniff pilot Jim Armstrong. After looking at Jim's expert workmanship, the sale was quickly consummated and the project moved to the North Dallas garage.

Progress on the BD-4 slowed considerably later that year when Rockwell named Howard president of a new electronics division with plants in 12 U.S. and foreign locations. While averaging 150,000 airline miles a year the next 4 years, he managed to get an occasional weekend of plane building logged. A J-model Bonanza was rented for family trips and, of course, their annual pilgrimage to Oshkosh.



Howard with the Aerosport Scamp

In 1979 and 1980, Howard and his wife Joanne completed the design and built a residence (with attached hangar, of course) at Air Park-Dallas. While work on the BD-4 continued, in 1983 Howard heard of a barely-started Aerosport SCAMP project in Alabama. Unable to resist obtaining another of Woody's great designs, they pulled a trailer to Alabama and bought the kit.

The Aerosport SCAMP is an all-metal, tricycle-gear, single-place biplane that is fully aerobatic. It is a frisky biplane with dimensions like a Pitts, performance like a clipped-wing Cub and the tricycle gear provides the landing characteristics of a Tri-Pacer. The SCAMP was designed to use a VW engine (which didn't come with the kit) so a watchful eye was kept on Trade-A-Plane to fill that void.

That void was filled by a classified ad in a Dallas newspaper offering a VW engine and an unfinished Aerosport QUAIL kit. While the owner was willing to sell just the engine, his asking price for the QUAIL project **with** engine was only a little more. Not one to pass up a bargain – especially when it meant he'd have yet another Woody-designed homebuilt, out came the checkbook and another kit was stored overhead in the hangar.

In 1984 at age 50, Howard elected early retirement from Rockwell to concentrate on serious airplane building and travel. Uncertain about the future of Air Park-Dallas, a year earlier they had purchased a lot at Hidden Valley Airpark, having long since concluded that *Living With Your Plane* is the only way to live!

The family's cross-country aircraft was now an IFR Bellanca Super Viking rented from their next door neighbor at Air Park- Dallas. Howard decided it was time he secured his instrument ticket and after passing the written, he contracted with PIC, Inc. to send an instructor to spend ten intensive days that usually concludes with a FAA checkride. While that ten days of "total immersion" was extremely stressful, the satisfaction of flying back home that night in 1990 with that instrument rating made it all worthwhile. Despite the intensity and stress of the training, he recommends considering the PIC approach as an alternative to the hour-at-a-time-over-many-months method.

As he started accumulating some serious instrument time in the Super Viking during the next year, he reached the

conclusion that single-pilot IFR needs at least a basic autopilot to ease the cockpit workload. Unsure of the difficulty he would have in putting an autopilot in the BD-4 and getting the plane IFR certified, Howard decided to sell the almost-completed BD-4 to someone seeking a good, 4-place, VFR, cross-country airplane. That was done and the BD-4 was delivered to its new owner (a FAA manager based in South Dakota).

During this same period of introspection, he concluded that the VW engine with all of its limitations was never going to give the SCAMP the aerobatic performance he was seeking. With the availability of the water-cooled 66-HP ROTAX 582, he found he could shed 60 pounds of weight and secure dual ignition, starter, alternator and gearbox that, with a 3-blade propeller, would give him a 40 percent increase in torque. It required designing a completely new motor mount and cowling for the SCAMP, since the engine had to be moved forward to make up for the reduced engine weight.

That redesign was completed just about the time Howard and Joanne decided it was time to finish the design and start building their new home/aerodrome on the lot they owned at Hidden Valley Airpark. With that decision, some further introspection brought him to the realization that with everything else going on, he might never get that QUAIL built.

Having seen the excellent work being done at Skyline High School's aviation program through Chapter 168's frequent visits out there, Howard asked Jim Putney if the school would like to have the partially-completed QUAIL project, complete with VW engine and prop. It did, the donation was made and the hangar at Air Park-Dallas was a little roomier.

The move to Hidden Valley Airpark was completed in 1995, and with that done there should be plenty of time to finish that SCAMP – Right? **Wrong!!** Once retired, you'd think that most days would naturally end with nothing left on a person's "TO DO LIST" – Right? **Wrong Again!!!**

Another complicating factor was the increasingly-serious case of "RV-itus" that Howard was coming down with. He was already suffering from the increasingly frequent bouts of despair watching his neighbors taxi past his house to go bore holes in the sky while he remained earthbound.

AirVenture 98 marked the Walraths' 24th consecutive trip to Oshkosh. During the fly-in, Howard rode in a RV-6 and finally understood what a "RV Grin" was. With the kids grown and

gone, two seats plus baggage would satisfy most of their cross-country needs. Obviously, much more research was necessary.

After looking at every RV he could find and talking to builders to determine how many hours *it really took* to get the quality, equipment and finish he wanted, Howard concluded that it **could** take 3,000 hours or more. By year-end '98, he had decided that it might be doable, particularly with the Quick Build spar kit now available. But that meant he had to first finish the SCAMP in order to scratch that other itch and have something to fly while building the RV-6.

It turns out December 28, 1998 (which was Howard's 65th birthday) became decision day. With the other demands on his time and now 65, **was starting a 3,000-hour project realistic?** Reluctantly, (then, not now!) he decided that with over 2,000 RV's flying, there **had** to be one that he could buy and cure both "itches" at the same time. The die was cast; he'd try to find one that was finished (or nearly so).



Last spring, Don Christiansen had finished his RV-8 and had his neat RV-4 up for sale. Howard took his ride in the back seat of Don's bird and decided that while **even cozier** than the back of that L-19 47 years earlier, it was OK. Unfortunately, Joanne's ride back there produced the opposite conclusion – pointedly noting that **he** wasn't the one who would be riding back there! Reluctantly, he had to pass on *Yellow Bird One* (and Don

showed no interest at all in selling his RV-8!)

In late May, after weeks of searching the net and spending hours on the telephone talking to sellers, a candidate was found in Americus, Georgia. The owner was experiencing financial problems in his business that were forcing him to decide whether to sell his Cessna 182 or his RV-6A. With kids still at home needing a rear seat, he'd concluded the RV-6A had to go.

After studying specifications and photographs and asking many questions, Howard ordered WAC's and a title search from the AOPA and bought an airline ticket to Georgia. Armed with some excellent Inspection Check Lists secured from archives of the 800+ member "RV-List", three days were spent pouring over the builders manual, logs, peering into inspection panels and removing upholstery to confirm that the workmanship evident on the exterior was also present "where it didn't show".

Satisfied that the builder had done his work well, the purchase was made. After two hours orientation "in type" with

the seller to satisfy AVEMCO's requirements, the RV-6A was pointed west to Texas. Despite some deviation around weather and slight headwinds, the 670 nm trip took just over 4 hours.



Since bringing the RV-6A (now *N55HW*) home to Texas, Howard and Joanne have made trips to Copperstate in Phoenix and SWRFI in Abilene, several local fly-ins and four trips to Austin where a grandson was born in November.

The avionics suite has been supplemented by replacing the Northstar M-1 Loran with the plug-compatible, just-slide-it-in, Northstar GPS-60. A new S-TEC System 30 autopilot (with altitude hold) was installed. An existing Garmin Pilot III GPS, mounted below the panel, provides a continuous moving-map display.

With its 200 HP IO-360 engine and McCauley constant-speed propeller, performance is excellent and the 54 gallons of fuel gives it very long legs with IFR fuel reserves. Cruising speed is over 200 mph at 8,000 feet with reasonable fuel burn.

Despite its NAVY insignia and markings, it feels right at home in the Texas Wing of Van's Air Force. At EAA Chapter 661's Fall Fling Fly-In in September, it was judged Best Kit Built. While Howard was very pleased to accept the award, the real credit is due, and was given, to the builder, Nicholas Ruys.

With birthday number 66 occurring as this issue is assembled, Howard has a couple more things to do on the RV-6A and then it is back to work on the Aerosport SCAMP. With a little luck, it should fly during the last year of this Millennium (which will end **next year** on December 31, 2000, regardless of what Madison Avenue would have you believe.)



Engines

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

BOBBY OSBORN

Tel. 940-682-4220
Fax 940-682-4264



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

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

Triple "S"

Machine & Fabrication

Single piece machine work
and heliarc welding a specialty

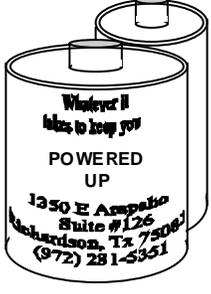
2203 Trinity Springs
Carrollton, Texas 75006

Sid Smith
Phone 972 418-9717

AEROMILLER

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

CAMCORDERS - LAPTOP - CELL PHONES - LITHIUM - CUSTOM BATTERY PACKS
SEALED LEAD BATTERIES - CHARGERS - WATCHES



Batteries for your portable world.

EVS Supply

www.evssupply.com
1-800 776-5267
E-MAIL: BATTMEN@SPRINTMAIL.COM
battmen@sprintmail.com

An Xtreme Purchase ... Preparing for "Baby"

Lynn B. Welsch

Editors Note: This is the second in a series of articles from Lynn on the purchase of their Xtreme motorglider.

We returned home from Oshkosh filled with anticipation about the Xtreme motorglider that we had ordered. Completion of the airplane and acceptance was to be in October at the Diamond factory in London Ontario. In addition to the excitement, however, we were anxious about the challenges associated with the many preparations that need to be made prior to bringing the airplane home.

We were selling our 1956 Cessna 172 and there were a few squawks that needed fixing -quickly. Aeromark at Aero Country airport resolved those issues. We also needed ownership transfer information and the appropriate paper work. AOPA very efficiently provided all that was necessary in that regard.

The couple that had given us the earnest check in Oshkosh, a retired TWA captain and his wife flew in from St. George, Utah late in August to pick up the Cessna. They, with Philip, did a quick test flight of the airplane (the first time they had flown in it). Approaches and landings flown by the 747 captain (with little recent light plane experience) were apparently "interesting". After the test flight, Philip and the couple retired to a Chinese restaurant in McKinney and signed the ownership transfer papers. The Cessna left Aero Country very early the next morning. There were a few sad minutes as Philip and I watched our well loved, first airplane disappears into the distance.

We own a T-hangar and a half at Aero Country Airport just west of McKinney. The hangar has a 40-foot door and the Xtreme has a 54-foot wing. The next challenge was to devise a system (without benefit of actually having the new airplane available) that would enable Philip, by himself, to bring the Xtreme sideways into the hangar. We had determined (on graph paper) that it would fit in the hangar on the diagonal. Placing the plane on casters and towing it in sideways was the plan. We bought a set of 3 "aero-rollers" from Wag Aero. These are 3 wheeled casters designed to easily get an airplane off its landing gear and allow it to be moved sideways. We also bought a used 18-hp lawn tractor to do the towing. I mow the grass around our hangar and I made sure the tractor could also serve as a riding lawn mower. We added a trailer hitch to the tractor and then Philip went about building a 30-foot long tow bar. The tow bar would attach to the casters and extend under the long wing to the tractor. This process involved a lot of guess work and estimation (we didn't really know how well it would work) but we didn't want to bring the new plane back from Canada without having a way to get it hangared at the conclusion of the trip.

The next challenge was to find a safe and sanitary means of fueling the Xtreme at Aero Country. The Rotax 912A engine in the aircraft prefers high-octane auto gas. We ended up buying, from a hangar neighbor, a small trailer with a 55-gallon drum and fueling system installed. It had a hand pump that required

11 strokes to pump a gallon of gas - 230 strokes to fill the tank in the Xtreme. Philip immediately replaced the hand pump with a d-c electric unit. With the electric pump, redundant fuel filters, and a good grounding wire, the fueling system was ready to go.



Philip also spent a lot of time on the phone or the computer with Diamond representatives to work out aircraft completion details. We had specific requests for instrument panel layout, instruments, etc. and we chose the striping scheme and colors. While Philip was busy with aircraft, support equipment and hangar technical details, I spent considerable phone time working out other details which required resolution prior to bringing the new "baby" home.

Among these other details was the issue of baggage for long cross-country trips. The Xtreme has a baggage area limited to 26 pounds and a sensitive balance envelope (typical with sailplanes). After becoming accustomed to a baggage allowance in excess of 240 pounds with the Cessna 172, long distance travel with the motorglider was going to be interesting. Additionally, the specially fitted cover from Bruce's Custom Covers, ordered to protect the bubble canopy while parked out side on cross country trips, made the baggage situation even worse. The 6-pound cover had to go in the baggage area. We were down to 20 pounds of "stuff". We purchased a large, lightweight nylon duffel bag to put the "stuff" in. We also "invested" in some Travel Smith clothing. Travel Smith is a catalog company that sells lightweight, compressible, wash-in-the -sink-and-dry-overnight clothing. Pants, shirts, sweaters, and lightweight rain/wind jackets were purchased for both of us. With held breath we weighed the duffel bag packed with everything necessary for a week in Canada and the return flight to Texas. Amazingly, the bag weighed 19 pounds.

All of the paperwork finalizing our acquisition of the Xtreme was done before we left for Canada. Bill Powell, our aircraft insurance broker, secured insurance through Phonex Aviation Insurance. Bill forwarded the required proof of insurance to the lending institution and to Diamond Aircraft. The loan forms were sent to us for signature and notarizing and returned to MBNA (AOPA's lender). The Diamond Aircraft financial officer coordinated our loan and arranged (as promised at Oshkosh) a 90% loan at 8.29% for 20 years - without prepayment penalties.

I made travel arrangements to Canada (2 round trip weekend "breakaway fare" tickets cost \$800 less than 2 one way fares). We ordered charts, packed extra long tie down ropes to secure the motorglider's 54 foot wings, and finally we were ready to bring home "baby".

Some people might think it's odd to go out and buy an airplane that costs more than your house; but hey - you got to have priorities! We'd rather enjoy adventures in an airplane with 20-pounds of "stuff" in a duffel bag than have a big house full of more "stuff".

FINA
Presents:
Jan Collmer
Aerobatics



EXTRA 300L
Low Level Acro Performance

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

A Real Crowd Pleaser



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



ATTORNEY-AT-LAW

FRED E. ZIMRING

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

Member EAA Legal Advisory Council

Alpha and Omega Insurance Company



David M. Brown

Aircraft

Auto - Home - Boat - Motorhome

1930 E. Rosemeade Pkwy Cell 214 763-2387
Suite 208 Office 972 394-5763
Carrollton, TX 75007 Fax 972 395-7665

DATA PLATES ENGRAVED
\$19.95+TAX

For Information
SEND LARGE SELF ADDRESSED ENVELOPE
TO:

Richard Gent
PMB 108238
1001 N. Beckley
DeSoto, TX 75115

ALVIN BOYANTON
Manager / Vice President
(214) 637-3598
Fax (214) 688-0549



AIRCRAFT SUPPLY COMPANY

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

AN MS NAS HARDWARE % ACCESSORIES



LONE STAR
PILOT SHOP
ADDISON AIRPORT
EARLETTE SHULTS

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

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

Aircraft Retrieval
Damaged Aircraft

Used Parts
Buy & Sell Problem



Stephen Smith
Salesman

(972) 227-1111
(800) 336-6399
FAX (972) 227-6176
www.asod.com

Classifieds

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

Airplanes For Sale:

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

* Call David Brown 972-242-1014 or 214-763-2387 (6)

Starduster II, completed 1970, 466 totals Hrs A+E, repainted 1991.

* Call Ken

Whitehead 972-529-9597 (4)



RV-6, 275 TT airframe and since 1st SMOH, OSH 1994

winner. 150hp O-320 with Pacesetter prop, harmonic balancer, 3 light strobe, remote compass, Val Tx/RX, Terra transponder, Garmin 100 GPS, tonneau cover for baggage compartment, sliding canopy, electric trim/flaps Beige/blue \$65,000

* Call Dale Brooks (972) 234-5589 greypilot@att.net (4)

1958 Bonanza J-35: Only 3774 TT, only 180 SMOH on IO-470C engine and propeller. 9 out, 9 inside. \$23.3K worth of modifications, including 20 gal. each tip tanks, single piece windshield, Cleveland brakes, dual glide slope, DME, dual 720 transceivers. 150K cruise, 6 hours of fuel, \$65,000

* Call Dave Davidson (972) 530-4067 (2)

Services, Parts and Other:

Airspeed Indicator 3 1/8" dia Ranges Outside Scale 40-200 Mph, Inside Scale 40-170 Kts \$100.00 obo

Scott tailwheel Assy Model 3450 (Heavy Duty 3200) includes 2.50-2.80/4" wheel assy \$300.00 obo

* Call Dick Gent (972) 227-4272 (10)

GPS Magellan 5000A for \$250

* Call Gene Spaulding 972 661-9229 (9)

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

* Call Monroe McDonald 214-352-1564. (5)

Garmin GPS 90 with new data base, complete w/ power cord, mounting bracket & manual \$210, yes just 210

* Call Earl Browning 972-346-3186 (1)

KR2-S Plans unused, cost \$245, sell for \$125.

* Call Sidney Winski 214 358-1639 (1)

MINI-MAX Dealer closeout – HI-max Zenoa engine 15 hr TT., Avid Flyer 90% complete, Rotax 503 dcdi, excellent fabric, an easy finish. Plans, parts, engines: 532 Rotax, Cuyana 430, too much to list

* Call Bill Price 214 369 6713 e-mail 2billp@airmail.net (1)

Wanted

Searching for a flyable Cessna 120 /140, Taylorcraft, Aeronca Chief, or Luscombe. Planes in need of TLC are preferred, if reasonably.

* Call Steve Ehlers (817) 731-6092 D (817) 346-9672 E

HANGAR ECHOES

EAA CHAPTER 168 OFFICERS

Web Site Address:

<http://www.vline.net/eaa168/news.htm>

<p>President Ann Asberry 972-784-7544 metro</p> <p>Vice President Dave Carter 903-326-7382</p> <p>Secretary David Cheek 972-272-7362</p> <p>Treasurer Gene Spaulding 972-661-9229</p> <p>Board of Directors Bo Bauereis 972-529-2844 Marvin Brott 972-235-5552 Don Christiansen 972-298-6531 Monroe McDonald 214-352-1564 Chuck Olmsted 972-457-3776 Jim Quinn 972-788-2593 Michael Stephan 972-857-3327 Vernon Williams 972-484-7741 Bill Wisley 972-494-4153</p>	<p>Advertising Bo Bauereis 972-529-2844</p> <p>Hanger Echoes Editors Marvin Brott 972-235-5552 Sam Cooper 972-424-6930 Michael Stephan 972-857-3327</p> <p>Flight Advisors Mel Asberry 972-784-7544 metro Mike Hoye 972-771-8162 Brownie Seals 972-248-4335 Gene Spaulding 972-661-9229</p> <p>Technical Counselors Mel Asberry 972-784-7544 metro Owen Bruce 972-231-3946 Steve Marchand 972-475-0571 Brownie Seals 972-248-4335</p>	<p>Data Processing Jerry Mrazek 817 265-0834 metro</p> <p>Librarian Michael Stephan 972-857-3327</p> <p>Tool Custodian Vern Williams 972-484-7741</p> <p>Fly-In Ground Control Chuck Farry 972-644-8748</p> <p>Meeting Refreshments Open, Volunteer Needed</p> <p>Safety Officer Mel Asberry 972-784-7544 metro</p> <p>Young Eagles Coordinator Tandy Allen 972-669-7910</p>
---	---	--

We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 168, Inc. regardless of the form, format, and/or media used which includes, but is not limited to, Hangar Echoes and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION

DALLAS CHAPTER 168, P.O. BOX 168

ADDISON TEXAS 75001-0168

Dallas Chapter 168 Membership Application & Renewal Form

Application Status:

Please Print Clearly

New Member: _____
Renewal _____
Info. Change _____

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

Make Checks Payable to:
EAA Dallas Chapter 168

Mail Application to:

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

National EAA Offices:

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

National EAA Membership:

(800) 322-2412
Phone (414) 426-4800
FAX (414) 426-4828

Name: _____

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

Address. 1: (or Business Name) _____

Address. 2 _____

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

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

e-mail address: _____

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

Pilot/A&P Ratings: _____

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

Notes: _____

I am interested in helping with: Fly Ins ____, Programs ____, Newsletter ____,
Young Eagles ____, Officer Position ____,
Plane or Project (% complete) or Interests

Example

RV-6 (FLY)% (_____)%

Thunder Mustang (25)% (_____)%

LUSCOMBE 8E (INT)% (_____)%