

# HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION  
CHAPTER 168 DALLAS TEXAS

## An Xtreme Purchase, Bringing Home "Baby"

Article & Photos by Lynn B. Welsch

*Editors Note: This is the third article from Lynn on the purchase of their Xtreme motorglider.*

With all the arrangements and preparations completed, the time finally arrived to head to London Ontario for acceptance of our Diamond Xtreme motorglider and the eventual return flight with it to Texas. We left DFW on a beautiful Saturday morning in early October on an uneventful, nonstop flight to Detroit. From Detroit we took a shuttle van to London. The van ride was reminiscent of family cross-country automobile vacations taken by many of us while growing up. All seats in the van were occupied by people who couldn't sit still, or stop chatting. Stops were made at five locations along the route: one to buy stuff at a duty free shop; one for Canadian Customs (didn't even ask for IDs, only wanted to know if we had guns); one to allow the use of toilets; one to let people off; and one to let more people off and to allow toilet use once again. After three hours in the van (forty minutes longer than the flight between Dallas and Detroit) we were finally dropped off at our London motel.

Since the Diamond facility was closed on the weekend, we had all day Sunday to play "tourist". The first thing Philip wanted to do was to walk past the Diamond plant (maybe we could catch a glimpse of our airplane) and to the commercial terminal and general aircraft ramp to see if London had any neat resident aircraft. I wanted to tour a historic home in downtown London that I had read about.

The walk to Diamond's facility and the terminal (about a mile from our motel) was pleasant enough. There were maybe fifty used Katana trainers (lease returns) on the Diamond ramp waiting for refurbishment and resale as factory reconditioned

aircraft. Our plane was not outside. The terminal building contained an interesting photo display of the airport's World War II time frame Canadian Forces and RAF aviation cadet training activities (lots of airplanes stuck in the snow). A solitary AT-6 sat on the ramp among a typical collection of contemporary Cessna and Piper aircraft.

The journey to downtown and the historic home was more of an "adventure". It was too far to walk (five or more miles) from the motel, however there was a public bus stop nearby. Neither Philip nor I have had much experience with inner city public transportation (especially Philip). He was horrified at the appearance and mannerisms of many of the other riders and certain that our bodies would be found the next day somewhere along the bus route. We did manage to get off at all the correct stops and back to the motel unscathed - although just barely before dark. Oh, the historic home was interesting, but not nearly as interesting as the journey.

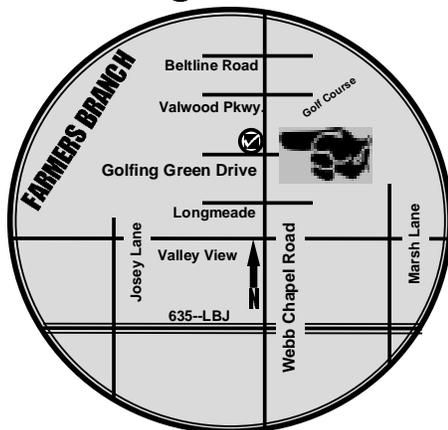
On Monday morning we met Fred Ersting at breakfast at the motel. Fred was the Diamond Sales Representative and CFIG we had worked with in Oshkosh. He was responsible for walking us through the aircraft acceptance protocol and providing Philip with the transition training necessary for his self-launch glider endorsement. Fred drove us to the Diamond facility and while he was attending to some administrative matters an administrative assistant gave us a tour of the manufacturing floor. Diamond builds A-1 and C-1 Katanas in London (the Xtreme motor glider is built and test flown in Austria and reassembled and finished in London). The manufacturing processes were pretty amazing. We walked the entire

*Continued on page 6*



## Feb. 1<sup>st</sup> Chapter Meeting

Our Feb. 1<sup>st</sup> 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 by 9:00.



This month's speaker is Jim Wilson, a nationally known Dallas based commercial photographer. Many of you have seen some of his beautiful aviation images. Jim's presentation will include images and stories from his favorite assignments over the last two decades.

## Feb. 5<sup>th</sup> Drive-In at FW ARTCC

Mel Asberry has set up a tour of The Fort Worth Air Route Traffic Control Center (ARTCC) on Feb. 5. Please arrive **by 9:30 AM**. The tour starts at 10:00 AM and takes approximately 1.5 hrs to complete. We will be limited to about 30 visitors.

### Directions To Ft. Worth ARTCC:

The address is 13800 FAA Rd. located at the intersection of Hwy 183 and Hwy 360 diagonally across from the American Airlines C.R. Smith Museum.

From the **West**: Take Hwy 183 east to the Hwy 360 south/FAA Rd. exit. Exit FAA Rd. Turn right (west) at stop sign. Fourth driveway on left.

From the **East**: Take Hwy 183 west to Hwy 360 south/Arlington exit. As you come around the curve the FAA Rd. exit is before you actually get off the overpass. Turn right (west) at the stop sign. Fourth driveway on left.

From the **South**: Take Hwy 360 north. Exit Trinity Rd. Go through the light, stay on the service road to the stop sign. Turn left (west) over the bridge, through the stop sign. Fourth driveway on left.

**All**: There is a medium sized blue sign in front of the guardhouse that says Fort Worth ARTCC. Stop and sign in at the guardhouse, he will direct you to the lobby where we will meet.

## Upcoming National Events

- April 9-15 – Sun 'n Fun Fly-in, Lakeland FL.
- July 26-Aug. 1 – AirVenture 2000, Oshkosh WI.
- Oct. 19-21 – Southwest Regional Fly-in, Abilene TX.

## Feb. 8<sup>th</sup> Director's Meeting

The February BOD meeting will be held on the 8<sup>th</sup> at the Farmers Branch Library meeting room starting at 7:00 p.m. The minutes from the Jan. 11<sup>th</sup> BOD meeting (recorded by David Cheek) are as follows:

Attendees: Ann Asberry, Mel Asberry, David Cheek, Marvin Brott, Dick Flunker, David Carter, Jerry Mrazek, Vern Williams, Don Christiansen, Michael Stephan, Bo Bauereis, Sam Cooper

Meeting started at 7:05 PM

- Meeting on Feb. 1 is planned to have Jim Wilson as the program. The backup program will be Mike Hoy. Third backup is a program on unique details of Chapter homebuilts.
- March meeting, no program confirmed at this time.
- Fly-in Feb. 5 is planned as a visit to Fort Worth Air Route Traffic Control Center. The backup plan is a trip to Cedar Mills.
- Hangar Echoes newsletter assembly on Feb. 29 tentatively planned for Sid Smith's house, with Sam Cooper as backup.
- Next Board of Directors meeting on Feb. 8.
- The BOD nominating committee reported. The following BOD nominees have been found so far: Sid Smith; Ted Fontelieu; and Don Christiansen.
- We are looking for a new person to organize our Young Eagles activities.
- Investment options for Chapter money was reported on. There was discussion about several higher yielding funds. A motion to move our money to a higher yielding fund, "Growth Index Fund" was made and seconded. The officers and board members voted in favor of making this change. There were no dissenting votes.
- It was noted that the license for the Chapter trailer is due for renewal.
- Some items for the Chapter calendar were discussed. On May 20, there will be a fish fry at McKinney Municipal airport (TKI) sponsored by the McKinney EAA Chapter and the airport. There is a poker run scheduled for June 17. A Chapter 168 chili cookoff is being planned for Nov. 11. Details to be available later.

## Feb. 29<sup>th</sup> Newsletter Assembly

The March issue of Hangar Echoes will be assembled at the home of Sid Smith on Feb. 29<sup>th</sup> starting at 7:00 PM. The address is 2203 Trinity Springs, Carrollton, TX. For directions call Sid at 972-418-9717. Sid is building an RV-6A, which we will be able to see.

## Upcoming Local Events

- Feb. 1 – Aviation Safety Program: More Never Again, Mountain View College, Performance Hall.
- Mar. 25 – Young Eagles, Midlothian Mid-Way airport.
- May 20 – McKinney 1246 Chapter Fish Fry at TKI.
- June 17 – McKinney 1246 Chapter Poker Run at TKI.
- Nov. 11 – Dallas 168 Chapter Chili Cook-out.

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

If you remember last month I put out a challenge to the membership to return to the Chapter meetings and get involved again. I am encouraged by the very good attendance, about 65-70, at our January meeting and hope my comments had a little bit to do with some persons making the decision to attend. We saw some former members and had about 7 new visitors. I hope they all found what they are seeking and join the Chapter.



Remember, we are getting a rebate from EAA National of \$20 for each new National member signed up through the Chapter. If you have a friend that is planning to join, but has just not gotten around to it, now is a great time to sign them up. Please get a special application from our Treasurer, Gene Spaulding, for this offer. It expires Feb. 29.

Last meeting I presented some new ideas for fun events this year. I got the best response to these items: Chili Cook-out; Breakfast fly-in; Week-end fly-out; and events with other Chapters. The Chili Cook-out is planned for November. That is late in the year, but we want the weather to be cool and this kind of event takes a bit to plan. If you want to help with the planning, let me know. The breakfast fly-in will be best for the hotter summer months. The board will decide where and publish locations in the newsletter. I am looking for week-end fly-out destination suggestions. If you know of something worth while to visit, let me, or a board member, know and we will put it on the list of possibilities.

We are planning a Young Eagles event at Midlothian, Mid-Way airport, March 25 with a rain date of April 1. The group interested in flying is the Air Force ROTC from Cedar Hill. I've been told to expect about 150 kids. That's a lot so we are in need of pilots and ground crew to support this. Other Chapters interested in helping are Denton Chapter 661 and some members of the TI Flying Club.

Chapter 1246 McKinney has two really fun events this Spring. A May 20 Fish Fry and a June 17 Poker Run. I signed up to help plan the fish fry. April 29 is a "fish-out" at Cedar Mills to prepare for the fish fry. You gotta have fish, you know. I will have more information about all this and our Chapter's involvement at the next meeting. Come, listen and see how you can be a part of all this.

Last, but certainly not least, is our meetings. Our new Vice-President, David Carter, has some great ideas in the planning stages. We are going to have some good speakers and interesting topics this year. If you have an idea, please pass it along. As always, this is your Chapter and we welcome input from everyone. Just let us know what you are thinking.

I wish you blue skies and tail winds,  
Ann Asberry

**Belated Congratulations to Jerry Bidle on his First Flight!** On October 14, 1999 Jerry took his CGS Hawk ultralight up for its first flight. Jerry reports that the 15 minute first flight was straightforward and "exhilarating". Look for an article in an upcoming issue of Hangar Echoes.

## Hangar Echoes Assembly Gathering

By Marvin Brott

The January Hangar Echoes Assembly took place at Ann and Mel Asberry's home just before the first of the year. It certainly did not take this many people to assembly and stamp the newsletter. The real intent of the gathering is social with the exchanging of ideas and stories. We also got to look at their RV-6 and an upgrade RV-6 project that Mel has been working on for Bob Newton. Remember the next newsletter assembly is at Sid Smith's home.



## Introduction to Jim Wilson

Jim Wilson is a Dallas based commercial photographer. His unique technical and compositional talents have made him one of most sought after commercial shooters in the country. His client list reads like a "Who's Who" of Fortune 500 companies. American Airlines, Marriott Hotels, McDonnell Douglas and Trammell Crow are a few of the people that keep Jim and his cameras busy.

Jim has won numerous awards in the areas of aviation, architecture, corporate and advertising photography. But, anyone who knows Jim knows where his favorite place to shoot is. "I like those days when my office is the tail of a B-25, or the baggage door of an A-36, skimming a cloud deck at sunset with a beautiful aircraft in tight formation."

In the last two decades Jim has had the privilege of flying with and photographing many of the world's top military and civilian airshow performers. His images have appeared in every major aviation publication in the world.

Jim's presentation to Chapter 168 in February will include images and stories from his favorite assignments over the last two decades.

## Triple "S" Sid Smith

By Marvin Brott

One of our advertisers in this newsletter is Triple "S" Machine and Fabrication, owned and run by Sid Smith. In addition to being able to provide us with machine and welding work, Sid is also building an RV-6A. As you can see in the picture, Sid has the capability to do some serious milling for any kind of airplane part we need. I recently had the opportunity to take my RV-8 panel over to Sid for some aluminum welding, and was suitably impressed with his work on my panel, and the work he has done on the RV-6A (basic airframe nearly complete). He has a lot of little machined pieces on the 6A that can only come when you own, and know how to use, a milling machine. The next newsletter is being assembled at Sid's home, which will give us the opportunity to see the RV and the tools.



## Digital Hangar Echoes

By Michael Stephan

The Hangar Echoes is now online in PDF format. If you are interested in receiving it, go to <http://www.shr.net/eaal168/hangarechoes/> and sign up for the monthly delivery. Your name will be added to a list that monthly will receive an email with the location of the PDF file. The PDF version has higher resolution color pictures and is the same file the printer uses to print the newsletter. Signing up will not eliminate your hardcopy version. You will still receive the newsletter as usual. I plan on emailing everyone on the list the day it is finished, so you should have your electronic version a few days before the mailed copy. If you have any problems subscribing, or viewing the file, just email me at [mstephan@shr.net](mailto:mstephan@shr.net).

If you want to see the html version, you can see it on the Chapter's website at <http://www.vline.net/eaal168/>. We thank Jane Quinn for her volunteer work making our Chapter's website one of the EAA's best. There is plenty of information regarding Chapter 168. Jane reminds me that if you have suggestions for the website, feel free to offer them. Participation brings enjoyment.

## VOLUNTEERISM

*By The Editors*

During the last several years Jerry Mrazek has mentioned the importance of volunteering to help Chapter 168 become a better chapter. The following was taken from an email sent out several weeks ago:

EAA is not only about the sport of aviation, it is about the people that are involved. These people are the ones in the "trenches", serving food at fly-ins, building and maintaining chapter hangars, working with the kids and keeping our organization going in every way, while still having fun! The Chapter Office received this poem which pays a small tribute to the volunteers, that we come across every day. We thought it would be nice to share it with our Chapters:

### VOLUNTEERS !

Many will be shocked to find  
When the Day of Judgement nears  
That there's a special place in heaven  
Set aside for volunteers.  
Furnished with big recliners,  
Satin couches and footstools  
Where there's no committee Chairman  
No group leaders or car pools  
No knitting booties or raising money,  
No bazaar or bake sale,  
There will be nothing to staple  
Not one thing to fold or mail.  
Telephone lists will be outlawed.  
But a finger-snap will bring:  
Cool drinks and gourmet dinners  
And rare treats fit for a queen or king.  
You ask, who'll serve these privileged few?  
And work for all they're worth?  
Why all those who reaped the benefits.  
And not once volunteered on earth.

*Author Unknown*

Jerry Mrazek, thanks for being our President for the last two years. Your volunteerism has been outstanding and we have a better Chapter because of your efforts.

Owen and Vivian Bruce  
Happy 50th Wedding Anniversary from  
Chapter 168 !

On January 2nd, Vivian and Owen Bruce celebrated their 50th wedding anniversary. This couple has been a special part of Chapter 168 for a good share of those 50 years. We offer our congratulations and thanks to you.

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## Bringing Home "Baby": Cont'd

production line from materials receipt to finished aircraft. We saw glass cloth cut from patterns, vacuum bagging and curing of the composite subassemblies, build up of the subassemblies into complete airframes, finishing, painting, and engine, instrument and avionics installations. Most of this was done in an environment that would rival the "clean room" atmosphere of a semiconductor manufacturing facility. It was also so "secure" that we were not allowed to photograph any of the manufacturing areas.

Adjacent to the manufacturing area was storage, holding finished aircraft ready for delivery. Among many new Katana trainers and several motorgliders was N 627TC, our airplane. It was stunning.

Philip and Fred began the detailed acceptance inspection (six pages of check offs). Philip was under the aircraft on a creeper in short order inspecting and touching every fitting, seam and panel. Some of the modifications we had ordered for the plane had not been completed so Philip wasn't able to fly it that day. We did, however, have MBNA transfer the balance due to Diamond Aircraft.

On Tuesday, Philip and Fred flew to a nearby uncontrolled airport for the transition, emergency procedures, and self-launch endorsement training. I enjoyed sitting in the restaurant, overlooking London airport, and watching the aircraft departures and arrivals.

Wednesday morning Philip and Fred completed the training and the requirements for a fresh biannual flight review. We celebrated over lunch at the airport restaurant. After lunch Diamond updated the data base in the King GPS/Com. We filed the mandatory Canadian VFR flight plan and we left London headed southwest.

It was a short flight to Port Huron Michigan, our US Customs Port of Entry airport. We arrived in the Port Huron vicinity well before our appointed arrival time and spent about fifteen minutes flying along the south shore of Lake Huron, in Canadian airspace, waiting for our arrival slot to open. We had been instructed by Diamond staff to taxi to and park in one of the large yellow circles in front of the Customs shack at Port Huron. We were also told to remain in the airplane until approached by and signaled to deplane by a US Customs agent. We did exactly as instructed, parking in the first circle. More than twenty minutes after landing, a ticked off Customs agent wandered out of the shack, ordered us out of the airplane, and informed us that we were lucky he hadn't left without processing us, as he couldn't see us from his desk and he didn't know we had arrived. There were three yellow circles in front of the shack and the agent could only see the center one from his chair behind the desk. He apparently had no inclination to stand up periodically and check the other inspection



positions. The agent interrogated us (Charles Bronson style) concerning taxes due on the airplane (previously resolved by Diamond and their import agent) and eventually stamped the release forms and dismissed us. He never did ask for any type of identification.

Even though it was getting late in the afternoon we decided to get out of "Dodge" before sundown just in case Charles had a change of heart. Philip had visions of us being surrounded by a federal SWAT team and hauled off to a federal penitentiary resulting from some obscure customs violation. We circumnavigated Detroit and flew as far southwest as daylight and fuel would allow.

Shortly before sunset we landed in Coldwater Michigan. Fortunately, we caught the airport manager's wife as she was closing up for the day. We refueled the airplane, got it tied down (two tie down spots), and performed quite a comedy act putting the canopy cover on (first time). The airport manager's son drove us to a local motel and after checking in, took us to a nearby restaurant. After dinner we walked the short distance back to the motel and slept soundly, reasonably assured that Customs wasn't coming after us.

Early the next morning Coldwater's airport manager picked us up on his way to the airport. Our weather briefing indicated a pretty good chance of getting all the way back to Aero Country that day, although it would be a long day. Our first fuel stop out of Coldwater was Flora, Illinois. We took their courtesy car into town for lunch at a Pizza Hut. When we departed Flora, about an hour and a half after arrival, the wind was twenty-five mph, gusting higher, and ninety degrees to the runway. The demonstrated cross wind component for the Xtreme is 16 knots - this take off in the relatively unfamiliar aircraft was "exciting". The next stop was Boone County, Arkansas. After fueling and answering lots of questions about the airplane we were off, GPS direct to Aero Country.

We didn't get very far. About thirty minutes southwest of Boone County, over the Arkansas hills, light rain began and the sky ahead turned real dark. We modified course several times heading for alternate airports and each time we were faced with dark sky and the probability of IMC between us and the target airport. We circled for about thirty minutes at 2000 feet AGL in a large (probably ten mile wide) clear area. Finally the sky to the northwest lightened. We flew northwest (GPS airport to airport) in rain but pretty fair VMC to Talequah, Oklahoma. We decided we'd had enough marginal VFR flying for one day and parked there for the night.

We radioed Talequah fifteen to twenty miles out as it was very close to the airport closing time and we didn't want to have to spend the night in or with the plane in the rain. Three airport guys were waiting for us when we landed. Their gazes were transfixed and mouths wide open when they caught sight of our fifty-four foot wing. It turned out the ramp at Talequah was

under construction and no tie downs were available. All the local aircraft had been moved across the field, so no room to tie the Xtreme was available there either. After much deliberation, the three Talequah guys were able to move some things around in their hangar and the Xtreme spent the night safely out of the weather. We got a courtesy car (1970's Caddy) and wandered off to a motel, thoroughly exhausted after ten hours in the plane.

The next morning, Friday, we awoke to low ceilings and very poor visibility (couldn't see to the other side of a two lane highway). After breakfast we went out to the airport to fuel the Xtreme and to wait. By mid morning the visibility had improved to about four miles and the clouds had become broken at about 1,700 feet. Weather reports for points South and West were solidly VMC. After watching several other light aircraft depart VFR we decided to go take a look. A few miles southwest of Muskogee we found good VMC and it remained good for the remainder of the trip.

Our last challenge with bringing "Baby" home was getting its 54 foot wing past the hangars along our taxiway and into our hangar with its 40 foot door the first time. Fortunately, since it was a Friday afternoon, there weren't too many people around to watch what promised to be quite a spectacle. Those few folks who were around provided invaluable assistance moving, or guiding, the Xtreme past obstacles. After some modifications, the 30 foot tow bar, casters and lawn tractor scheme worked adequately, although not perfectly.

Some seven days after the beginning of this odyssey, after negotiating commercial air and land transport, familiarizing ourselves with the idiosyncrasies of an unfamiliar airplane, clearing US Customs, transiting nearly 1,000 miles of central North America at 100 knots, our new airplane was finally secure in our hangar.

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## Chapter 168 Aviation Legends

By Marvin Brott

At our January Chapter meeting we had three people in attendance who are legends in their own time with respect to aviation. The first picture shows Ken Larson (left) and Jan Collmer who was our featured speaker. The second picture shows once again Ken Larson and Owen Bruce. The following is just a thumbnail sketch of each.



Jan Collmer began his flying career with the Navy and flew many of the Navy's early jets; including the Vought F8 Crusader and F9F-2 Panther jet. He retired as a Lt. Commander after four years active duty and eight years in the active reserve. Jan is really known for his air show work which began in 1980 flying a Decathlon. In 1984, he moved up to the Pitts S2A and then in 1989 to the Pitts 2SB. Now he is flying the Fina Extra 300L. About once a year Jan brings the chapter up to date on what happening in the air show business. He has served for several years as an Air show certification Evaluator for the International Council of Air shows, helping monitor and counsel other performers in the interest of air show safety.

The second legend is Ken Larson, who is a former Braniff International pilot. As you may remember, Braniff is considered one of the world's greatest airlines in aviation history and they were right here in Dallas! We had a number of Braniff pilots in our Chapter. Ken was right at the top of Braniff and was lucky enough to get to fly the Concorde under the Braniff banner. Based on his experience at being a Concorde pilot, he wrote a book entitled To Fly The Concorde. From an Experimental basis, Ken has a Lycoming powered Bucker, which is painted bright red. He is also one of the best aerobatic pilots in the Dallas area.

Finally, Owen Bruce has been a major part of Chapter 168 for 25 or more years. Owen has been in and around aviation since the mid to late 1940s. During the 1950s and



60's he owned and flew some of the early classics, such as the Cessna 195. Today he is flying a Luscombe. In addition to being a superb pilot, he got his A&P license many years ago and has been one of our busiest Technical Councilors. His claim to fame is that he has a photo collection of every experimental, antique and classic aircraft ever built and can tell you everything you need to know about them. If Owen doesn't know about a certain airplane, it didn't exist.

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## The Ubiquitous Courtesy Car, Or Airport Cars I have Known

*By Walter Rundell and Marvin Brott*

We have been exchanging newsletters with Chapter 377 in Garden City, Kansas since we both received a top-ten award at Oshkosh. In a recent issue Walter Rundell, their editor, wrote an article on a subject dear to my heart, courtesy cars at airports. There is not greater pleasure than to land at an airport hungry and tired and be offered the use of the airport courtesy car to go into town.

Based on my experience you need to select the right town to land at in order to get a courtesy car. Avoid any town greater than probably fifteen thousand, because they will want to rent you a brand-new car. Avoid a town too small, since the airport will probably be unattended. Then your only hope is that weather beaten telephone where you may be able to call someone. Pick an airport where the town is about 4 to 8 thousand and the airport is attended. Per Walter's article, *make your way to the gas shack and get the attention of the person reading the Trade-A-Plane by commenting, "what a nice little airport this is". Remember humility is the key here. If you have a humble bone in your body, this is the time to exercise it. The line boy is in control of your destiny. Feigning innocence and ignorance (well, maybe you won't have to fake the latter) you say. What's the best way to get into town?" Now, at this point you are rolling the dice. His response can range all the way from, "Just take my pickup", or "I'll run you in" to "Start walking." Keep in mind that cabs are seldom an option unless the town has two WalMarts.*

If you are lucky, the magic words will be spoken, "Do you want to take the courtesy car into town?" From my experience this car is some old beater that was maintained just for this purpose. The center of the distribution for courtesy cars is a 1976 four door something that is absolutely huge. Because the seats are broken down and the thing is so big, you feel like a little kid driving around town.

The following are some of our more interesting experiences with courtesy cars:

Walter - Stillwater, Oklahoma: *A mature Chevy was provided after I announced that I just needed a car to go into town for a funeral. After joining the procession, that I assumed would proceed to the edge of town and the cemetery, I found that we were going to a burial location some thirty-five miles away. They were amazed at the airport that the elderly Malibu survived the round trip.*

Walter - Watonga, Oklahoma: *A very accommodating older gentleman, who said he was just filling in for the airport operator, told us to go ahead and take the vintage Chrysler, parked out front, to go into town for lunch. I*

finally got it running, but only learned the operating status of the brakes when we banged into the side of the local SONIC. There was no significant damage, but we did get immediate attention.

Walter - Lamar, Colorado: Again, we were going into town to attend a funeral. This means we had on some of the upper end of our wardrobe. We were supplied with an exceptionally grungy Falcon that appeared to have had a long career as a shop car behind it. We were given clean pieces of cardboard to put in the seats. The seat back on the driver's side was not a problem, as it had given up and permanently reclined some time previously. Once on the road, it exhibited an almost uncontrollable desire to explore the right ditch. I think it wanted to go there and die.

Marvin - Goodland, Kansas: Due to bad weather I was forced to land, whereupon I was offered a big Chrysler for an overnight stay. Once I made it into town, I drove the belching and smoking behemoth up to the main entrance of a nice motel, swung open the one ton door and made a grand entrance. Whereupon the receptionist announced, I know where you are from, you've got the airport car.



Marvin - McCook, Nebraska: This time I just wanted to run into town for lunch. A four-door Caprice was available and as I drove down the main street, people were looking me over and they knew exactly what the deal was. This courtesy car in its former life was the town's police car. The only thing missing were the red lights on top.

This might lead you to believe that Walter and myself are here to just point out the idiosyncrasies of these cars and their benefactors. NO! NO! NO! As Walter stated, "On the contrary, be lavish in your expression of appreciation. To do otherwise will only make it harder on both you and the next flyer that needs a ride. Replenish the fuel supply and make a generous donation to the coffee and donut fund. After all, you are a member of the elite, who travel by private airplane. Enjoy your flight, and good luck on the ground transportation".

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

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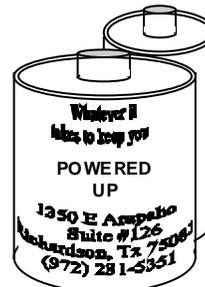
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Aviation ads (For Sale, Wanted, Etc.) can be placed by Chapter 168 members free of charge.  
Send to: Chapter 168 Newsletter, 1317 Seminole Drive, Richardson Texas 75080

### 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 (7)

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

\* Call Ken Whitehead 972-529-9597 (6)



**RV-6**, 275 TT airframe and since 1<sup>st</sup> 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 (64)

**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 (3)

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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

### Services, Parts and Other:

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## HANGAR ECHOES

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## Dallas Chapter 168 Membership Application & Renewal Form

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

**Make Checks Payable to:**  
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**Mail Application to:**

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Example

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