

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

Sun 'n Fun 2000: A Great Start to the Fly-In Season!!

By Sam Cooper

I was once again privileged this year with the opportunity to fly down to Florida for the Sun 'n Fun International Aviation Convention 2000. If you have the chance, I would recommend a visit to next year's event.

If you were watching the weather, you noticed that it was particularly good this year, especially at the beginning of the event. Our first day at the fly-in (opening day Sunday) was blessed by cool, dry weather, with temperatures starting in the 40s. It got warmer each day afterwards, but it was still comfortable on Tuesday when we started our return to the Dallas area. It was a great time to enjoy 2 ½ days outside, especially with no yard work to do!

What was even better for the fly-in, is that there were no nasty weather fronts closing off Florida from the rest of the country. That enabled a number of show planes to make the event, thus ensuring a repeat of last year's strong attendance. After all, it is primarily the airplanes that make such an event worthwhile.



One of the main reasons I go to events like Sun 'n Fun is to see the custom built airplanes that are on display. And if you were not there this year, you missed some good ones. The RV aircraft, as has become typical recently, were the most numerous of

the custom built designs. There were plenty of nice examples of all RV types, except the RV-9A of course. The RVs ranged from simple to complex, from standard to heavily modified. The picture is just an example of one of the many rows of RVs that were present.

One of my particular interests is speed and efficiency modifications. So, while I was looking over the RVs, I was always looking for the speed modifications. The faster RVs are using pressurized cooling plenums with circular inlets in the Lancair/Lopresti style. Looking at the results of the Sun 100, see page 10, it must work.

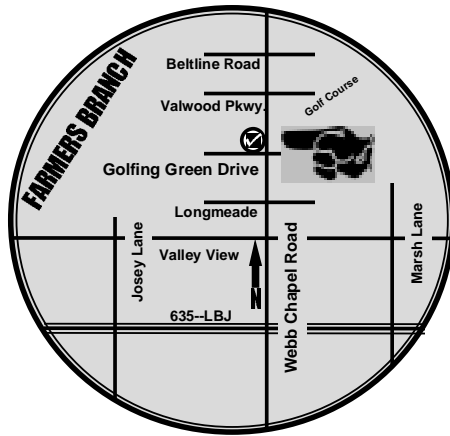


A number of beautiful examples of Lancair aircraft were able to attend the event. The Lancair IVs seem to show up in disproportionate numbers. But, I have the feeling that given the immense capabilities of that design, their pilots just do not get weathered in very often. The picture of one of the Lancair rows just does not do justice to the fit and finish many of them exhibit.

A very nice sampling of Glasair and Glastar aircraft was at this year's event. As always, some of the Glasairs were beautifully done. The Glastars are showing up in larger numbers, with some very nice examples on the flight line. *Continued on Page 8*

May 2nd Chapter Meeting

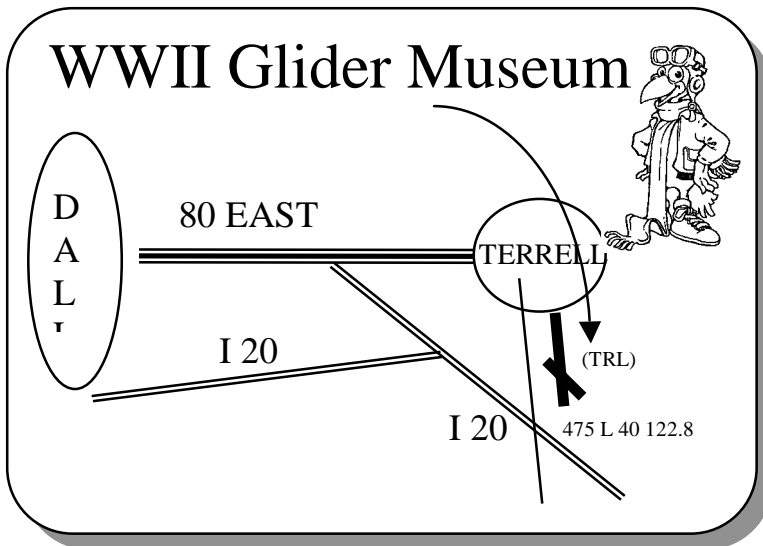
Our May 2nd Meeting will be held at the Farmers Branch Library, located on the northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish by 9:00.



This month's speaker is Tom Ferraro sharing his photo's, knowledge and tricks of the trade relating to how to build, restore, cover and maintain the tried and true designs of tube and fabric airplanes.

May 6th Chapter Fly In

The May 6th Chapter Fly-in/Drive-in will be at the Terrell Municipal Airport. The airport is hosting an Aviation Day, so there should be plenty of things to see. Lunch will be brown bag, or you can use the vendors that will be on the field.



Upcoming National Events

- July 26-Aug. 1 – AirVenture 2000, Oshkosh WI.
- Oct. 19-21 – Southwest Regional Fly-in, Abilene TX.

May 9th Director's Meeting

The May BOD meeting will be held on the 9th at the Farmers Branch Library meeting room starting at 7:00 p.m. The minutes from the April 11th BOD meeting (recorded by David Cheek) are as follows:

Attendees: Ann Asberry, David Carter, David Cheek, Gene Spaulding, Bill Barrett, Bo Bauereis, Jerry Bidle, Don Christiansen, Stephen Palstring, John Peyton, Sid Smith, Michael Stephan, Mel Asberry, Marvin Brott, Jerry Mrazek, Jim Quinn.

Meeting started at 7:05 PM

- May 2nd Meeting will feature Tom Ferraro as the speaker. Topic to be Tube & Fabric construction. There is no backup program.
- June 6th Meeting has Tom Scott as the planned speaker. Topic to be the Glass Goose amphibian kitplane.
- May 6th fly-in to be at Terrell Municipal airport. This is an airport open house day. The local EAA Chapter is participating in the open house.
- May 30th Hangar Echoes assembly at Bo Bauereis' home.
- The June 10th overnight Chapter trip to Galveston was discussed. The rain date if needed will be June 24th.
- The May 20th McKinney Municipal airport fish fry hosted by Chapter 1246 was discussed.
- The June 17th McKinney Municipal airport poker run hosted by Chapter 1246 was discussed.

May 30th Newsletter Assembly

The May issue of Hangar Echoes will be assembled at the home of Ann and Bo Bauereis on May 30th starting at 7:00 PM. The address is 5208 N. Meadow Ridge Circle, McKinney, TX. For directions call Bo at 972-529-2844.

Upcoming Local Events

- May 20 – McKinney Chapter 1246 Fish Fry at TKI.
- May 20 – WhartonKosh 2000 Chapter 896 Fly-in at Wharton Regional Airport (5R5).
- May 20 – Hunt County Chapter 914 Majors Field Airport Appreciation Day, Greenville, TX.
- June 17 – McKinney Chapter 1246 Poker Run at TKI.
- Nov. 11 – Dallas Chapter 168 Chili Cook-out.

A Message from the President: Ann Asberry

Happy Spring Time in Texas to one and all. We are going full speed into what promises to be another great flying season. Allow me a few minutes on my appointed soapbox and the subject is entitled, "Smart people doing dumb stuff!"

While reading the NTSB web page listing accident reports, which you can check out at <http://www.nts.gov/aviation/months.htm>, I am struck with an age-old observation. Some of the smartest people can do some of the dumbest stuff. I offer you the following examples:



- A plane, while turning base to final, strikes a wing tip on the runway.
- A plane flying in approximately 400 foot visibility, mountainous terrain, with no gyros, impacted trees.
- Flying into weather with 2 ½ mile visibility and 200 ft ceilings, tried a 180, experienced turbulence and went inverted into the ground.
- "Buzzing" friends and the plane strikes a tree.
- A student doing touch-and-goes did not have plane lined up with centerline. As it veered off to the right he "forgot he was in an airplane and turned the yoke to the left" without applying any rudder.
- Pilot was distracted during the check list process. He forgot to fasten canopy and it came open after takeoff.
- A plane ran out of fuel ½ mile from the destination airport.
- A pilot showing off for friends on the ground makes a high-speed pull-up into an accelerated stall.

All these things usually can be avoided with a little common sense. Yes, I know sometimes there are other circumstances beyond one's control, but in most cases a pilot can exhibit better judgment. Piloting skills and knowledge, unless practiced on a regular basis, can decay. The message here is: Practice your skills and don't do dumb stuff!

Remember our upcoming local events:

- May 6, our Chapter fly-in at Terrell airport. See aircraft displays and old cars. Food will be available.
- May 13, Library Appreciation Day. Come on out to see the kids and join in the fun. Contact Jerry Mrazek to volunteer.
- May 20, Fish Fry with Chapter 1246 at McKinney airport. 10 till 2. We need persons to bring desserts and chairs.
- June 10, fly-out to Galveston for overnight if you wish. Make hotel reservations early.

I wish you blue skies and tail winds,
Ann Asberry

A Call for Help

By Jerry Mrazek

It seems that I am always calling for your help. Well, this time I think you will be enthusiastic about helping. As you know, we have been meeting at the Farmers Branch Library for a number of years now and we don't pay anything for the use of the auditorium, or conference room, that we use every month. The Board of Directors decided that it would be great if we could find a way to express our appreciation for the use of these nice facilities. We don't have much money since our dues just about cover the cost of the newsletter and not much else. We came up with the idea of having a special day at the library when we would emphasize aviation. I approached the library management about it and they became very excited about the idea.

We expect mostly kids to come, but many of them will have their parents with them. We plan to have a series of tables at which various activities will take place. The first table will be for registration. We plan to offer an airplane ride (Young Eagles) to any child who meets the age requirement of Young Eagles and the registration will be helpful in getting in touch with them after the fact. We plan to have a brief and elementary description of how an airplane flies, some displays of a model airplane and some real parts for an RV-4 with a drawing. There will be a table at which the fundamentals of navigation and GPS are presented. I have been able to get Ms. Cheryl Olivier, a first officer on a Federal Express DC-10, to talk about careers in aviation. We plan to have each kid build a glider and have a fly-off before they leave, with certificates of accomplishment that they will take home with them. There will be a reading list and book display at a table to encourage the kids to take advantage of the information that is in the library on aviation oriented subjects. Finally, we will have a photo display of completed Chapter airplanes.

All of this will occur on Saturday, May 13, 2000 from at 10 a.m. till 1:00 p.m. I need some volunteers to escort the kids, supervise the building and the flying of the gliders, and to man some of the tables (making 10 minute presentations on the subject matter at a particular table). If you would be interested, please e-mail me at mrazek@flash.net, or call me at (metro) 817-265-0834.

Don Christiansen, Chapter 168's Newest Technical Counselor

By Marvin Brott



Don is now a "card carrying" EAA Technical Counselor for our chapter. He filled out the application and sent it into EAA headquarters for approval. He is certainly qualified in that he has built a number of aircraft, most notably the RV-4 and RV-8 (pictured). The inset picture shows Don receiving the Best Workmanship Award at the last Southwest Regional Fly-In from Jim Putney. Going one step further, Don is a full service person for our chapter in that, while he inspects your airplane, he can also inspect you, since he is an Aviation Medical Examiner (see ad in this newsletter). Give Don a call.

Follow Up to Ed Kolano Program

By Dave Carter

There were so many good comments on Ed Kolano's presentation. The most common response was, "there wasn't enough time, when can we have him back?" Ed has very generously agreed to do a continuation sometime in the future.

Some may have specific questions that you would like for him to address at that session. If so, please write them down, and give them to Mel Asberry, or Dave Carter, at one of the meetings. This will help Ed in preparing for the next session. Thanks.

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Chapter 168 Week-End to Galveston Island

By Marvin Brott from Don Christiansen

Don has put together the planning for a weekend on Galveston Island for June 10th. For those who want to fly, weather permitting, the plan is to fly into Scholes Field, Galveston Municipal. This is not necessarily just a fly-in, so if you want to drive (it is not that far), please make arrangements. Some may want to go down on Friday and others on Saturday morning. This is a great opportunity for shopping, checking out the old buildings, going to Moody Gardens, and looking over the Lone Star Confederate Air Force museum. This is being planned as a family outing for everyone, not just airplane watching. Call Don (972-298-6531), or any BOD member for additional information such as a motel list. An info sheet will be available at the next meeting.

Preflight Inspection Contest

By Mel Asberry, Safety Officer

For our April fly-in, Ann suggested to me that we should have some kind of activity. So, we got together and came up with the idea of a preflight inspection contest. I didn't want to ask anyone with a homebuilt to subject his, or her, airplane to everyone inspecting it, so I decided on a "spam can". At first the idea was to carefully "install" discrepancies into David Cheek's C-172. But, since David was leaving for Sun 'n Fun, that didn't work out.

We decided to use a flight school C-172 that Doug Cheek rents from time to time. Since it is a rental plane, I decided I would not do anything to make the airplane unsafe. So, I simply removed the weight & balance forms from the plane. I then told contestants



"There are between 1 & 3 things that make this airplane either unsafe, or illegal, for flight." We had 10 people make the inspection.

Some of the sheets turned in were quite interesting. Out of the 10 entries, 7 found that the weight & balance was not on board. Seven people also noted that there were screws loose, or missing, from the cowling. Five noted that the fuel caps didn't line up. (Since we didn't have a ladder, I told everyone that fuel quantity and caps don't count.) Four people found that there was no pilot operating handbook in the plane. Two listed screws and rivets missing from the rudder fairing and another 2 noted oil seeping from under the cowling. One person each found discrepancies in the following categories: door hinge pin replaced with wire; no seatbelt TSO tags; low tire pressure on right main; cracked stabilizer tip; prop seal leaking; and no aircraft log book (actually the aircraft log is not required in the airplane). And as a final note one person said that he would not fly the airplane because it is not of "compost" construction. (His words, not mine.) Right Leon?

All in all everyone seemed to enjoy the extra tidbit of fun. We had eleven aircraft fly in, including Richard Robbin's brother-in-law in his Jet Ranger.



Eight of the aircraft were homebuilts. After the inspections we all retired to the terminal (out of the wind) to eat our sack lunches and read the entries.

Upon leaving Mesquite, Leon Rausch formed up with us. He was having some trouble with his transmitter and we could not understand all of his transmissions. I invited him to land at Short Stop, if he was comfortable with 1500 feet. Since the wind was straight down the runway, he landed. Shortly after he landed the wind almost stopped. He had no trouble getting off. He actually broke ground in about 900 feet. In spite of the wind, and folks gone to Sun 'n Fun, we had a great time.

Help Needed! A Hangar Raising at Rives Airpark

By Sam Cooper

Note: The Board of Directors understands the extremely short notice of this article. However, in the interests of increasing the available hangar space in the local area, we are publicizing this volunteer activity. If you have time available, we are sure that Bud Rives would greatly appreciate your assistance.

Fellow Chapter member Tandy Allen is our contact point, and has provided the following information.

Your help is needed! On Saturday and Sunday of the last weekend of April (i.e. 4/29 & 4/30), Bud Rives will be hosting a hangar raising at Rives Airpark. Plans are to work both days, starting at 0800, or earlier.

Directions by Air: Rives Airpark is on the Dallas Sectional, located between Air Park East and Bishop. It is about 7-10 miles SE of Rockwall.

Directions by Ground: Take highway 205 from Rockwall to Terrell. About a ½ mile before you get to Air Park East, turn north. Rives Airpark is about 3-5 miles north.

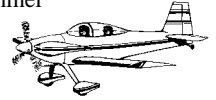
Contact: Tandy Allen, 972-264-1987. Or, Rives Airpark, 972-563-4303.

Bud Rives, who owns Rives Airpark (located between Bishop and Airpark East), has the floor poured and the anchor bolts set for a row of T hangars. All of the steel is on hand and partially assembled. Unfortunately, Bud cannot do any thing physical because of recent heart surgery. He is planning on gathering as many friends as he can to help him erect the hangars so he can get some cash flow started at his airpark.

Why would EAA 168 want to help a commercial operation get off the ground? Besides the fact that Bud is a good guy who needs help, I can see a great opportunity to literally help build aviation facilities that are going to be sorely needed. As you may know, there is serious talk of closing the Rockwall airport, where there are about 100 planes hangared. Where will they go? Hangar space is at a premium throughout the Dallas metropolitan area and anything we can do to help the situation should receive some consideration.

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Member Project Update

By Sam Cooper, Photos by Michael Stephan

Jim Walters: Vans RV-8 Quick Build

Jim received his Vans RV-8 Quick Build kit around Thanksgiving, 1997. Since then, he has put in about 800 hours of effort and has completed most of the building. The RV-8 is on its gear, and the engine has been plumbed. Some of the major projects left are: cowling; baffling; canopy; and radio wiring.

Jim is using a new 180 HP engine (first one he has ever had) with a fixed pitch propeller in his RV-8. Given the light weight of the RV-8, Jim still expects good performance even without the CS prop.



Jim's previous aircraft building experience has been assisting with the rebuilds of two AT-6 projects. I suspect he will find that the RV-8 makes a great substitute for owning and operating an AT-6.

Thanks to Jim and Don Christiansen for providing the information, and to Michael Stephan for the pictures.

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Sun 'n Fun 2000: Cont'd

For me, a particularly interesting one was Myron Jenkins 'All Glastar' (seen below in the picture). Myron, a past multiple award winner, has built a Glastar with completely composite wing and tail surfaces. This resulted in a very slick looking set of flying surfaces. The airplane also included a number of drag reduction modifications and a large engine. I suspect it is a little faster than the average Glastar. Look for a write up on it in the magazines.



Multiple examples of numerous other custom built types also made it to the convention. I enjoyed seeing the half a dozen examples of Expresses that came in. (I still have a soft spot for that 4 seat design, but know that a two seat plane is a better choice for me.) Elsewhere in the custom built area you could see: Ventures; SX300s; Comp Air (including turbine powered ones!); Velocity; Cozy; Long-EZ; etc. In short, plenty of good-looking airplanes to look at.



Looking at the display areas, I came away with the impression that the economy is still running strong. There were a lot of very nice displays out chasing our disposable income.

As I expected, the avionics hardware continues to show significant strides all of the time. Garmin was displaying their new 530 GPS/COM/Map, etc., and it is impressive with that bright, large screen. Also, UPS Aviation Technologies is now offering a complete stack with a nice, large display. Some of the other major avionics suppliers appear to be lagging a

bit; maybe they are holding their announcements for later in the year.

The two major aircraft engine suppliers did not seem to have any major announcements. They continue to work away at several projects for both improved engine controls (fuel and ignition) and 'next generation' engines. But, my guess is this is several years away from being an available product.

I was happy to see Morane Renault at a small booth with one of their new diesel engines. I picked up one of their brochures, and it has some very interesting specifications. They claim their diesels have very low specific fuel consumption, and the turbocharger gives them good altitude performance. The horsepower (180, 200, 250, 300 HP) ranges look very intriguing, all this from 302 C.I. The two higher power versions will be geared. Unfortunately, the 180 – 200 HP version looked to be physically larger than comparable Lycoming or Continental engines. I am not sure of the engines weight, but the number I thought I heard would make them significantly heavier than Lycoming 320/360 engines. We will have to wait and see if a diesel becomes the future of general aviation.

Closing Comments:

For the eleventh year in a row, three of my 'airport buddy' friends and I hopped into Richard's Cessna 310 and made our way to Florida. Having used the same schedule at the convention for a number of years, we decided to change our routine. Flying down on Saturday, we attended the first 2 ½ days of the event, and returned on Tuesday afternoon. This is a great way to enjoy the event, as it gave us plenty of time to see and visit the booths and displays. Which is something that you can not do on the Saturday before the event opens.

The Convention grounds were further improved this year, I think significantly for the better. The ditch between the homebuilt parking area and the outdoor display area has been filled in, providing more room for airplanes. The other major change was the addition of three new rows of for booths between the large concrete pads in front of the metal indoor display buildings. These rows were nicely paved and provided significantly more booth space by eliminating the vehicle parking that many vendors had been doing there.

AVweb's Sun 'n Fun Coverage

By AVweb Staff

The following snippets were taken from AVweb's excellent coverage of Sun 'n Fun. Some editing has been done.

- ExxonMobil debuted its new 20W-50 Elite aircraft-engine oil, a semi-synthetic. (Some of us even got free cases, as part of the promotion, mailed to us 2nd day air.)
- New airplane announcements and examples were arguably less abundant than in prior years, but not absent. For example, Diamond Aircraft showed off a pristine version of its forthcoming DA-40-180 Star four-seat single in the exhibit area, while the test-bed article continued to build time and landings, flying demonstration flights from Plant City Municipal, a few miles west of LAL.
- Cirrus and Lancair helped fan some flames of excitement with, respectively, an update on a IO-550-powered SR20 -- perchance the SR22? -- and the Lancair Turbo 400, a TSIO-550 version of the 310-horse Columbia.
- Among the two-seat set, Aviat showcased its race-bred 110 Special hot-rod, while HGL Aero got plenty of mileage from flying its sleek composite Eagle 150B. Rans Inc. finally settled on a configuration for the long-awaited S-17 Stinger ultralight and the little solo-seater acquitted itself quite well in the brisk wind conditions that came along daily. Among the ultralight aficionados who crowded daily into Paradise City, it seemed to the interested observer that powered parachutes were beyond critical mass and approaching dominance along the rows of manufacturers of the lightest flyers.
- Even the mainstream plane makers made hay with New Piper, Old Beech (nee' Raytheon Aircraft) and Cessna displaying their finest piston, propjet and light-jet products -- among them, the first Cessna Citation CJ1 and a prototype of the New Piper Meridian.



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2000 Sun 100 Results

By Sam Cooper

(Results were taken from the Southern Aviator's Sun 'n Fun Today, 4/11/00, by Kirk Gormley)

The 2000 edition of the Sun 100 air race at Sun 'n Fun was run in beautiful conditions on the morning of April 10th. Michael Dacey, the overall winner, was not pressed for victory after his only other big engine rival dropped out with battery problems. Still, an average of 290 mph at about 1000 MSL is impressive. (Dacey also won the event in 1998, at 302 mph.)



David Anders' Modified RV-4 (260 mph!)

However, in the smaller engine classes the results were a little more interesting. Some strong performances were put in here. Klaus Savier continues to find impressive speed in his VariEze, winning his 100-149 HP class at 249 mph, with the third fastest time. David Anders ran his highly modified RV-4 to first place in the 200 HP class, winning his class easily at 260 mph, while coming in second overall. Looking at the results, other impressive performances were turned in by Saylor (RV-6), Hammer (Glasair TD), and Ravinski (Lancair 360).

While this type of air racing does not provide spectator appeal like NASCAR, it can still produce some tight competition. The closest competition was in the 180 HP class, just a little behind the winning Lancair 360. There, four airplanes finished within 17 seconds of each other at average speeds between 235 – 238 mph.

Note for RV fans: David Anders' RV-4 should be the same one he set the CAFE Triaviathon record in.

300+ HP	Type	Time	Knots / MPH
1. Michael Dacey	Venture	19:31	252.1 / 290.1
200 HP			
1. David Anders	RV-4	21:43	226.6 / 260.7
2. Richard Martin	RV-8	24:44	198.9 / 228.9
180 HP			
1. Mark Ravinski	Lancair 360	22:51	215.3 / 247.8
2. Bruce Hammer	Glasair TD	23:17	211.3 / 243.2
3. Charles Werner	Lancair 360	23:48	206.7 / 237.9
4. Halvor Johansen	Lancair 360	23:52	206.1 / 237.2
5. Ron Stacey	Glasair IIS	23:59	205.1 / 236.1
6. Tracey Saylor	RV-6	24:05	204.3 / 235.1
7. Steven Hammer	Glasair	24:30	200.8 / 231.1
8. Richard Jankowski	RV-6	24:55	197.5 / 227.2
9. Donald Saint	Glasair IIS	25:51	190.3 / 219.0
10. Franci Smith	RV-4	27:10	181.1 / 208.4
11. Dennis Flamini	Tailwind	28:53	170.3 / 196.0
160 HP			
1. Robert Wagner	Mustang II	26:11	187.9 / 216.2
2. William Young	Glasair TD	26:43	184.2 / 211.9
3. Bob Goodman	RV-4	27:53	176.4 / 203.1
4. Fayette McElhannon	Glasair	28:46	171.0 / 196.8
100-149 HP			
1. Klaus Savier	VariEze	22:42	216.7 / 249.4
2. Tom Moore	Quickie Q-2	26:22	186.6 / 214.7
99 HP			
1. Rick Thompson	Pulsar XP	32:15	152.6 / 175.6

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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 (10)

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

* Call Ken Whitehead 972-529-9597 (8)

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 (6)

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

Services, Parts and Other:

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

King KX175B TSO nav-com radio \$875.

Oil Cooler Harrison 8526258 (Cherokee 150 hp, etc) yellow-tag 96/6 \$ 250
*Call Monroe McDonald 214-352-1564. (2)

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, to much to list
*Call Bill Price 214 369 6713 e-mail 2billp@airmail.net (4)

ASA CX-1 Pathfinder Flight Computer \$25.00

*Call Jim Quinly 972 233-3263 (1)

(2) **King KY-97A** 720 Channel TSO 14V radios brand new in original packaging complete with trays ready to be wired up. \$1,000 each new, will take \$900 each or best offer.

*Call Jon Staehling 972 205-4657 (1)

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Web Site Address:

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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

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Phone (920) 426-4800
FAX (920) 426-6761

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

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Address. 2 _____

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

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

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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)% (_____)%