

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

Dick Stevens First Flight RV-6

Congratulations go to Dick Stevens for the first flight of his RV-6 on Tuesday September 5th. (See related article on weighting his RV) There is a real story with this RV in that Dick took some 14 years to complete. The serial number for this RV-6 is 51. There is certainly hope for all of us who have a little dust on our projects. Dick gave us the following report on the first flight.

“I made the first flight Tuesday, September 5, 2000. Ground crew was Wife JoAnn, Gary Kirby, and Anson Hopper. All went well except for a radio failure, which was covered by the backup radio. Tower never knew I lost communications. Now for "tweaking" the radio and adding fairings and all the other little things that go with testing the plane.”

Congratulations again from Chapter 168.

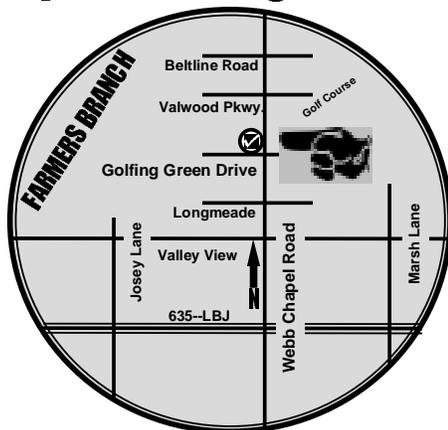


SWRFI 2000

Work Day – Sat. October 10th
Fly In – Thursday Oct. 19 – Sunday Oct. 22

October 3rd Chapter Meeting

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



This Month's speaker will be Dick Kyte. Dick is the proud owner of the *Polen Special II*, as well as a few *Airventure Cup* trophies. He will be speaking about this very special airplane as well as showing some video of *Polen Special II* doing some formation flying with Bruce Bohannon and the Exxon Flying Tiger. Both airplanes were together at a recent Granbury chapter meeting. See the article in this newsletter about my experiences at that meeting.

October 7th Chapter Fly In

The October 7th fly-in will be to Lancaster Airport for lunch at the restaurant. We will meet there at 11:00 am. There are a few Warbirds out there, and we may wander around looking at them.

Upcoming National Events

- Oct. 5-8 – 25th C120/140 Convention, Gainesville, TX.
- Oct. 12-15 – Copperstate Fly-in, Mesa, AZ.
- Oct. 19-22 – Southwest Regional Fly-in, Abilene TX.

Upcoming Local Events

- Oct. 14 – SWRFI workday at Abilene Airport
- Oct. 19-22 – Southwest Regional Fly-in, Abilene TX.
- Oct. 27-29 – Reklaw Fly-in.
- Nov. 11 – Dallas 168 Chapter Chili Cook-out.

October 10th Director's Meeting

The October BOD meeting will be held on the 10th at the Farmers Branch Library meeting room starting at 7:00 p.m. The minutes from the Sept. 12th BOD meeting (recorded by David Cheek) are as follows:

Attendees: Ann Asberry, David Cheek, Bill Barrett, Bo Bauereis, Don Christiansen, Stephen Palstring, John Peyton, Sid Smith, Michael Stephan, Mel Asberry, Sam Cooper, Jerry Mrazek, Jim Quinn.

Meeting started at 7:00 PM

- October 3rd Meeting speaker is Dick Keyt speaking on the *Polen Special*. Backup program: Mike Hoye.
- Tentative November speaker: Mike Hoye.
- Tentative October 7th fly-in is at Pecan Plantation. Bring your own lunch and drinks. Backup: Lancaster airport.
- October 10th BOD meeting is at the FB Library.
- October 31st Hangar Echoes assembly will be at Sally & George Killishek's home. George has an RV-8 in progress.
- The EAA Town Hall meeting on 9/26 was discussed.
- Upcoming Young Eagles events with Challenge Air (9/16), Boy Scouts (9/30 at Alliance), and Skyline HS (10/8 at Mesquite) were discussed.
- Shirts for the Chapter 168 Young Eagles Ace program were discussed. It was motioned, seconded and voted to purchase twelve shirts with logos. Shirts will be presented to Chapter 168 members who make 10 Young Eagles flights, or assist on the ground for 5 Young Eagles events.
- The secretary was directed to mail a get-well card to Mike Hoye.
- Oct. 14 SWRFI work day was discussed. Michael Stephan is the lead for putting up the signs. He will need support, and is planning to finish by noon.

October 31st Newsletter Assembly

The November issue of *Hangar Echoes* will be assembled at the home of Sally and George Killishek. The address is 7127 Debbe dr. in Dallas. He is building an RV-8. For directions call George or Sally at 972-250-2906. So come out, fold a few newsletters, and take a look at an RV-8 project.

Important Note: Due to the elections, our November schedule has changed. The Chapter meeting will be on Tuesday November 14th (the second Tuesday) and the BOD meeting will be on the following **Thursday** November 16th.

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

***Hear Ye! Hear Ye!*
Chapter 168 and Chapter 1246
Chili cookout coming soon!**

November 11th is coming up fast. Do you have your Chili recipe honed and ready to cook? We sure are hoping to have cooler weather for this fine event. If not, well then, we will just sweat double.

Here are some things to remember:



- The cookout is at McKinney airport and the hangars of Dick Flunker and Tom Ferraro on the west end of the south hangars, between the two rows. Parking is available on the street at the west end of the hangars.
- Time is 10 AM to about 2 PM. Come a little early if you want to help with setup.
- The theme is **“HAVE FUN”**.
- All Chili should be cooked at home and brought to the event. We don't have much room.
- Naming your Chili or cooking team, if you have one, is encouraged.
- Even though Chili is a meat dish, beans are OK. **NO road or runway kill!**
- Cooks should plan on making about 10 to 12, 8oz servings (2 to 2 1/2 quarts). More is very welcome because we don't know exactly how many are planning to attend.
- We do have electricity for crockpots, but it is a bit limited. If you have a camp stove or the like, bring it to keep your Chili warm.
- All Chili to be judged must be hot and ready by 11AM. After the judges' cups are harvested, general eating will begin.
- If a cook is asked to taste their own Chili and they refuse, the cook will be disqualified.
- 1st, 2nd, and 3rd prizes awarded around 12:30, and a people's choice award.
- All utensils, drinks, crackers, fritos, cheese, chopped onion and Pepto Bismol is furnished.
- We're looking for some volunteers to make desserts. **Call Ann Asberry (972) 784-7544.**
- Ann would like to hear from you if you plan to cook Chili. **Call me please.**
- Volunteers are needed to help with set up and take down of tables and chairs, etc. Come early and help.
- This is an all weather event. It could be a little crowded in the hangars if it rains but we plan to have it anyway.

2001 Officer elections are October 3rd

Please attend this important meeting and vote for Chapter officers for the year 2001. As always, nominations from the floor are accepted prior to the official election.

Nominees are:

President – Sam Cooper

Vice-President – David Cheek

Treasurer – Ted Fontelieu and Bo Bauereis

Secretary – Steve Genotte

I wish you blue skies and tail winds,
Ann Asberry

Challenge Air II – Feelin’ the Love!

By Michael Stephan

Once again the folks of Challenge Air held a fabulous flying event at Love Field for disadvantaged children, and once again our own Richard Robbins was there to support the cause. Also there was Jim and Jane Quinn. Jim told me that he was going have a US Marine C-130 on static display for the children to tour. I was skeptical, but to my delight it was there. Not only did the Marines fly in, but they were also volunteers on the flight line. The weather was very nice that day and the kids had a ball, including me. If you want to see more pictures of the event, Jane has put them up on the Chapter Website at <http://www.vline.net/eaal68/challen/index.htm>.



September Breakfast Fly-in a Little Toot!

By Michael Stephan

Several members joined us at Hicks for breakfast. Even a couple of “Little Toots!” (www.littletootbiplane.com) The weather was nice for early morning flying. Some enjoyed it so much that they flew to Denton for lunch. Not sure were they flew for dinner.



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972-598-8458**Aircraft Weighing: We Try Out the New Chapter Scales***By Sam Cooper*

As many of you know, one of the services Chapter 168 offers to its members is the use of Chapter scales, along with a Technical Counselor, for weighting of Chapter member's aircraft. Many of our member's new custom built, or restored aircraft, are weighted on the Chapter scales. I had wondered exactly what was involved in weighing an aircraft, but had never observed such a session.

The Chapter has recently purchased some new scales, which were going to be used for the first time to weight Dick Stephen's Vans RV-6. Mel Asberry was planning to weigh Dick's airplane with both sets of scales, so he could compare their performance. Since this sounded like an interesting comparison, I took a few hours on a Saturday morning to observe the activities.

On the appointed Saturday morning, we assembled at the hangar Dick is using on the south end of the McKinney airport. Mel brought the scales, and Owen Bruce, also a Technical Counselor, was on hand to participate. Dick's RV-6 was ready to go in the corner of the hangar. The older Chapter scales were quickly taken out of their box and setup in front of the two main wheels. Dick, Owen, and Mel carefully rolled the RV-6 up onto the main wheel scales. The tail of the RV-6 was then picked up and placed on a third scale that was sitting on a tall stool. After a little trial and error, the tail wheel scale was shimmed to the correct height so that the fuselage was level. Mel and Dick did a quick check of the main wheel location relative to the leading edge of the wings. After double-checking all of the scales to make sure they were evenly loaded, the scale readings were noted and written down. Some simple addition gave us the empty weight. Since no anomalies were noted, the tail was lowered and the RV-6 was carefully rolled back off the main wheel scales. In all, I think it only took about 30-45 minutes to do that.

The new scales and ramps were then assembled and positioned in front of the RV-6's main wheels. Mel and Owen centered them carefully, and then the RV-6 was carefully rolled up onto the main wheel scales. The tail wheel was lifted and placed on a third scale at the right height. The scale readings were noted, written down and the empty weight calculated.



Hum. These readings said the RV-6 was about 40 pounds heavier, with the left main wheel significantly heavier than the right main wheel. The tail wheel reading was almost exactly the same. Like any new tool, we needed to figure out how to use it well.



After some collective pondering of this problem, we found and corrected the problem. The new scales use a steel weldment under the wheel. One end of the weldment sits on the hangar floor, the other end rests on the scale. The main wheel rests on a free pivoting platform in the middle. So, the scale only sees half the weight of the wheel. Even though we had been careful, the main wheel scales picked up some side loading as the RV-6 was rolled up onto them. By carefully lifting the scale end of the weldment off the scale, we eliminated the side load. Now, the mains were within 2 pounds of each other, and the total empty weight was within about 5 pounds. After lowering the tail, the RV-6 was carefully rolled off the new scales.

Mel and Owen immediately started making notes on a few changes needed for the new scales. First, the pivoting platforms on the weldments will need some tubing strips to act as chocks. (You do not want to roll off the scales by accident!) Second, they took measurements and made sketches for a lever that will need to be designed and built so that the scale side load can be eliminated by carefully picking up the scale end of the weldment.

Of course, this is only the weighing portion of the problem. Dick will take the weights, along with the appropriate distances from the datum, and calculate the balance of the RV-6.

By observing and listening to Mel and Owen, I was able to determine what the requirements are for a successful aircraft weighing. First, the three wheels need to sit on three roughly level areas that are big enough for the scales and for the airplane to roll around on. Second, you want some room behind and in front of the airplane so that if it rolls too far it does not hit anything. And finally, care and attention to detail during the relatively straightforward weighing process.

Note: You may notice in the pictures that Dick's RV-6 is not painted, and the wheel pants and gear legs are not installed. Dick will do his initial flying in this condition. Later, he will install all the fairings and paint the airplane. Then, he will weigh the RV-6 again for a final weight and balance.



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Friendly Airports

by K. Truemper



"We have a problem," I tell the manager of the aircraft repair shop at the Reid/Hillview Airport in San Jose CA. "We have a flat tire. The tire is punctured by some thorny stuff and must be replaced."

"No problem, we have tires and tubes," said the manager, who introduced himself as Tom. He did not know yet that the Zenith 601HDS (N314LB) has nonstandard wheels and nonstandard tires. I explained this and confessed that we had no tools for the repair. He offered a jack for lifting the wheel off the ground and said, "We will loan you the tools for removing the wheel."

As I responded, "I really appreciate your help," he smiled and said, "We cannot leave you stranded here, can we?" I was surprised by the generous offer. It was one of several offers my friend Arie Tamir and I got on this trip. This story is a tribute to those friendly and helpful folks.

Arie and I wanted to travel to California and Utah to visit friends and to go camping and hiking. For the first day, a long leg was planned from Aero Country to Holbrooke, AZ, which lies halfway between Albuquerque, NM and Flagstaff, AZ. Shortly after Albuquerque, around 1 PM, a cloud appears 10 miles to the left in the previously cloudless sky. It has a veil hanging below. I saw such stuff four weeks earlier and experienced significant turbulence. Since then, a friend has educated me on the topic. The veil of rain, which evaporates before reaching the ground, is called virga. It always signals severe turbulence.

Both the cloud and our plane are westbound. We are doing about 95 kts, but the cloud almost manages to keep up with us. This is amazing and also disconcerting, since in another 30 miles, we will reach Gallup and must turn in a southwesterly direction. That will put us directly into the path of the cloud, which by now has not only grown, but has also been joined by an equally fast twin virga cloud. Both have begun to send out lightning. The twin suddenly abandons the idea of virga and instead is pouring out a heavy rain that makes it to the ground and produces big

splashes. As if this was not bad enough, more clouds appear in front and to the right and left of us.

It was time for the safest of all maneuvers, the 180-degree turn. In a few minutes, we are at Grants, NM that we passed earlier, and land. The FBO manager, Wes, remembers my visit three years ago and upon my inquiry into hangaring my plane, rearranges planes in the already full hangar so that little N314LB fits into a corner. Then, he offers a courtesy car for the overnight stay. This was the first instance of friendliness beyond the call of duty.

The next day's leg was from Grants via Flagstaff, AZ to Bullhead City, AZ on the Colorado River. Deluded by the nice green patch surrounding Bullhead City on the sectional map, we expect cool and lush meadows with a meandering romantic river. Instead, a desert and a channeled river greeted us as we crossed the Union Pass from Kingman, AZ and descended to the Bullhead City airport. On



the ground, the temperature was 113° F, and we wonder how on earth we could make the mistake of selecting Bullhead City as our stop for the day. But, across the river is the southernmost tip of Nevada, crammed full with high-rise hotels and casinos for gamblers from Arizona and California. All is well after all. We get a room high up with a beautiful view of the mountains, swim in the large pool, have a fancy dinner, and leave the gambling to others. Our total expense was small.

Come morning, we climbed out of the valley in haze and went west across the South Pass. Several trains snaked up and down the pass as if part of a busy toy railroad. Soon, we reached Inyokern, CA, where a rental car was waiting for a camping side trip to the Sierra Nevada. As the gent of the FBO at Inyokern filled the tanks of the plane, I asked if the plane could be placed into a hangar. He said, "Unfortunately, that's not possible. During the weekend, nobody is around to open the large hangar." Too bad.

While I waited for the car rental agent to deliver the keys for the car, a gentleman approached and asked, "Are you the person looking for hangar space?" Surprised, I said, "Indeed." He was Floyd Carter, director of the Airport Board of Inyokern. The FBO had called him and told him about our request, and he had come out to the airport to open the large hangar for my plane. I was floored by this unexpected and extraordinary effort for us,

who are just visitors passing through. Floyd drove me back and forth from the rental car office to the hangar, helped to move the plane into the hangar, and then showed us his Cessna 182 parked inside. He is retired and plans one last, long trip to San Antonio, TX and to the East Coast before giving up flying. We talked about flying in general and maybe not giving it up so soon. He has done lots of trips to Northern California. It was moving to meet such a kind and considerate person and fellow pilot.

If one likes hiking, Mt. Whitney in the Sierra Nevada is about as perfect a place as can be found. Arie and I enjoyed two days of camping and hiking, then took off from Inyokern for San Jose, CA in the Bay Area.

Friends Ed and Jane Ward are building a RV-6A and have invited us to visit, look at, and discuss the progress of their project. Their workmanship is excellent, and the equipment to be put in will make the plane about as complete a bird as one can

imagine. Several Zenith 601HDS builders had heard from Ed about the modifications made to our plane. They came out to the Reid/Hillview airport, took pictures, measurements, and talked with us at length about the modifications.

On the day of departure, Ed dropped us off at the airport at 7 AM and left immediately since he had several business meetings to attend. We walked out to the plane. To my horror, the left main tire was flat. A large thorn was embedded in the tread. This is a special wheel with a special tire, and I have no idea how I will find a replacement tire and tube. I walked to the aircraft repair shop close-by to get help. There I met Tom, the manager, and later Bob, one of the aircraft mechanics.

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

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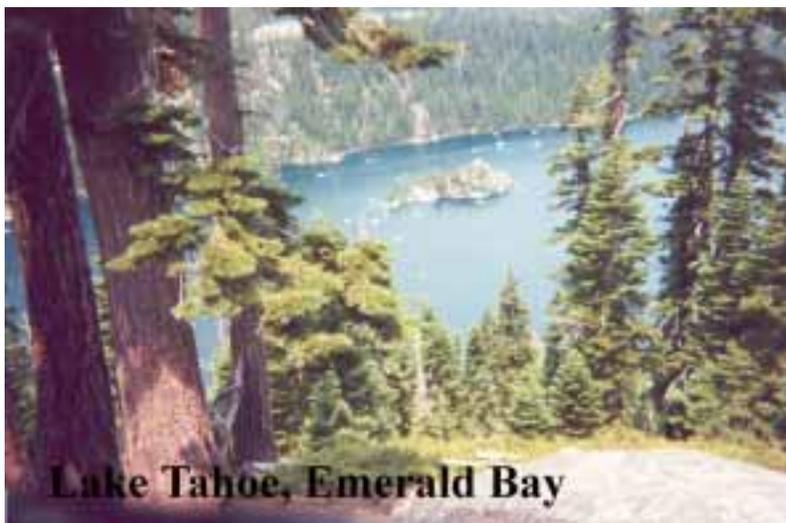
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Bob helped us get a jack, stand, and assorted pieces of wood to lift the wing off the ground, and provided assorted tools as needed. When the wheel is off the plane and we have removed the tire and tube, we search for a replacement. I did not want to call Ed and trouble him with this since his day was already planned with meetings. After renting a car, visiting stores, and calling shops, we found a Honda dealership in Milpitas, CA that had a tire that fit. It was smaller though stronger, so we planned to replace both main tires. But, how can we get the tires mounted? The shop manager of the Honda dealer said that due to an overload of work they couldn't mount the two tires. But, down the street was a small motorcycle repair shop. The manager, whose name by coincidence was also Tom, saw our plight. By himself he mounted one of the tires on the rim we had brought along. It took five minutes. We returned to the airport, installed the wheel, removed the second main wheel, and returned to the motorcycle repair shop. Tom again replaced the tire, we returned once more back to the airport, and installed the second wheel. Whew! A load was taken of my chest only because Tom and Bob at the airport and Tom in the motorcycle shop went out of their way to help.

The rest of the trip was uneventful as far as repairs were concerned, and was a great vacation. We stopped for two days in Truckee, CA for two days of hiking and swimming in the Lake Tahoe area, and went to St. George, UT for a wading and hiking trip up the Narrows of the Virgin River in Zion National Park. In hot weather we crossed Arizona and New Mexico, and returned to Dallas via El Paso. We experienced turbulent air reaching as high as 13,000 ft MSL due to a high temperature lapse rate (3-degree C/1000 ft). The entire trip took us 45.8 hrs of flying, using 3.7 gal/hr.



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The Exxon Flying Tiger and the Polen Special II meet in Granbury

By Michael Stephan

A few month's ago I had the opportunity to see two very unique airplanes right here in our own backyard. At the Granbury Chapter meeting the Polen Special II, which is based at Pecan Plantation in Granbury, and Bruce Bohannon's record breaking Exxon Flying Tiger were on display. At the meeting, Bruce gave a very interesting talk about his career in aviation, which started at a young age as an agricultural applicator,

commonly referred to as a crop duster. He mentioned that he learned a lot about flying from his experiences with airplanes, which he took into his next career.....record breaking. After several years of flying *Pushy Galore* in the air races, Bruce started drag racing opponents in climb competitions. He made a decision to stop pylon racing, with a little help from *Nemesis*, and to concentrate on the climbing records. And set records he did. After breaking the climb records with *Pushy Galore*, Bruce retired the little yellow pusher which is now in the EAA museum and formed a new alliance with sponsor Exxon for a new airplane and new records. The new plane, the *Exxon Flying Tiger*, is a combination of different RV components with a little bit of Rocket conversion added in. Bruce raved about his new airplane saying, "It put the fun back in aviation for me." He loves the way his new plane flies (it looks pretty good too). One of the points that Bruce stressed was that after all the experimenting trying to wring more power and efficiency out of his airplanes, he realized that the stock parts off the shelf were usually the solution. He said, "those guys, (the manufacturers) they know what they're doing."

One of the technologies Bruce uses to attain the records is a lift reserve indicator (LRI) which uses a probe that protrudes from the underside of his wing. He uses it to keep his angle of attack at it's most efficient angle for climb performance.

Bruce ended with the showing of some video that he recorded before the meeting of himself and the Polen Special II doing some formation flying. That was something to see.

But that is only half of the story. Also at the meeting was the very unique and very fast *Polen Special II*.

The *Polen Special II* is a homebuilt, plansbuilt, designed and built red rocket, which began in the 1960's. Dick Key is now the second proud owner of this unique airplane. Not wanting to part with his very special airplane, the original builder was convinced by Dick to sell it. The airplane was in a somewhat derelict condition,

but Dick made it again flyable. He eventually flew it to it's new home here in Granbury Texas where he has made a few modifications and named it the *Polen Special II*. Dick competed in this year's Airventure race, and, after some

interesting stops on his way to Kitty Hawk were the race began, went on to win the Formula RG category.

Granbury must be fertile ground for Airventure racers. In the Formula FX category, Don Saint, also from Granbury, took home the gold flying a Glasair IIS.

In the October 1998 issue of *Sport Aviation* (for those of you who, like me, save their back issues), there is feature titled "The Return of the Polen Special". The article was so good I read it twice. Those who attended SWRFI last year also had a chance to see this unique airplane. Dick Key is scheduled to speak at our October meeting and show us that video tape with the *Polen Special II* and the *Exxon Flying Tiger*.



Dick Key and the *Polen Special II* taxi out for a little exercise.

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