

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS



I know I have beaten the Young Eagles drum quite a few times this year, but I promise that this will be the last time I do it this year (2000 that is). We had two YE events this month. They were on the first two Sundays in December at Redbird airport. As I mentioned last month, Jim Quinn found a group of overachieving female students in the south Dallas school area. The girls were very energetic. After their ride, I asked them how it was. Most came back with a similar answer, "everything was so small from up there." I don't think they will ever see the world the same way again. I also mentioned to some that the airplane they flew in was built by the pilot who flew them. They responded in disbelief, "he built that? How did he do it?"

"Hard work and perseverance," was my answer.

I don't know how many of the girls will become pilots, but I do know that these girls experienced something they will not soon forget.

As an aside to this story, on the second Sunday, two news crews were there to report on the event, and if you were watching the news that night on Channel 11 or Channel 8 you would have seen coverage of the event. The piece showed our own David Cheek preparing his passengers for their first flight with a preflight inspection and a run through the pre-start checklist. There would have been a post interview with one of the two girls, but she kept saying, "I was terrified." The reporter kept trying to rephrase the question in an attempt to get a usable sound bite, but

the girl kept giving the same answer. The reporter should have asked the other girl who rode in the right seat up front. She commented, "I don't know what that girl is talking about. It was a lot fun!"

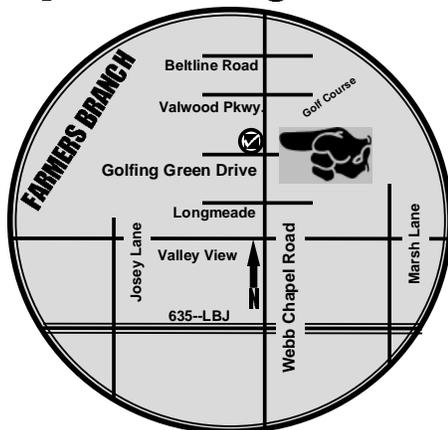


We thank all the pilots who flew this group. The number of pilots that showed up is very encouraging. We did see a few new faces show up, and we hope they continue to participate.



January 2nd Chapter Meeting

Our January 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 Speakers are Jeff Hanson and Chuck Wilson. They are presenting "Formation Flying II." If you remember the last time they were here, "Formation Flying I", they had some incredible footage of themselves flying in formation in their RV-4s. Both are former Air Force pilots and now are flying for the commercial carriers. They do an excellent presentation. So, if formation flying is something you want to learn more about, don't miss this presentation. Jan Collmer's 2001 calendars might also be in attendance.

January 6th Chapter Fly In/Drive in

The Saturday, January 6th Chapter Fly-in will be at Love Field. We are taking a tour of the *Frontiers of Flight Museum*. We will meet there about 10 am. Admission is 2.00 per person, and if you bring in your parking ticket they can authorize a discount on the parking fee. For those who have not seen the Museum, here is your chance. For those that have come on out and show the rest of us around. To get to the Museum go through the main entrance to Love Field. The Museum will be to the right. We look forward to seeing you there.

Upcoming Local Events

- Jan. 6th – Chapter Fly-in to *Frontiers of Flight Museum*.
- March 3rd – Challenge Air event at Love Field.

Upcoming National Events

- April 8th –14th - Sun-N-Fun. Lakeland Florida.
- July 24th – 30th – AirVenture. Oshkosh.
- Sept. 21st-22nd – Southwest Regional Fly-in. (SWRFI)

January 9th Director's Meeting

The January 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 Dec. 19th meeting (recorded by David Cheek) are as follows:

Attendees: Ann Asberry, David Carter, David Cheek, Bernie Cross, Ted Fontelieu, Stephen Palstring, John Peyton, Michael Stephan, Mel Asberry, Sam Cooper, Steve Genotte, Jerry Mrazek, Jim Quinn.

Meeting started at 7:00 PM

- The Speakers for the January 2nd Meeting will be Jeff Hanson and Chuck Wilson. The topic is Formation Flying. The back-up program will be David Cheek's presentation on formation flying.
- The Speaker for the February meeting is air show pilot and Chapter member Jan Collmer.
- The next Board meeting is January 6th.
- The Jan 6th fly-in will be at the *Frontiers of Flight Museum*. Starting at 10am. Mel Asberry will call the museum and confirm the details. Back up is Lancaster airport.
- Hangar Echoes to be at Sam Cooper's on Jan. 30th.
- The Board discussed a new \$20 administration fee levied by the National organization on our Chapter. Opinions concerning the purpose of this fee were discussed. Sam Cooper queried Bob Mackey's office and the answers given did not answer the Board's concerns. Jerry Mrazek will write to National for answers to these concerns.
- The Board discussed the financial reports of the Chapter. Directors decided that reports should be available, if requested, to anyone on the board. The Rich Gardner fund was discussed. Michael Stephan estimated the cost of the newsletter. Mel Asberry suggested investigating increasing the chapter dues to cover annual costs.
- Jim Quinn reported on the two Young Eagle events held at Redbird Airport.

January 30th Newsletter Assembly

The February issue of Hangar Echoes will be assembled at the home of Sam Cooper on January 30th starting at 7:00 PM. The address is 3525 Birchwood Ln. in Plano. If you need directions call Sam at 972-424-6930. We always have a good time putting the newsletter together. It is one of the few places I go where people want to talk about airplanes. So, mark your calendars.

A Message from the President: Sam Cooper

Hello, and welcome to the new millennium (finally)! 2001 promises to be another exciting and fun filled year of Dallas EAA Chapter 168 activities. I am looking forward to another good year of: Chapter fly-ins and fly-outs; Young Eagles events; regional fly-ins; poker runs; meeting programs; etc. I think we will have something to suit everyone's tastes. So, come on out and enjoy the activities!

Two years ago, Jerry Mrazek made volunteerism a major theme of his presidency. Over the past two years I think our Chapter has made major strides in this area. We now have more events and more people volunteering to help with those activities. In addition, several members are very actively involved with the planning and execution of the Southwestern Regional Fly-in.

One year ago, Ann Asberry asked us to "breathe some new life into this Chapter". She wanted to "get members revived, renewed and recommitted to making Chapter 168 one of the best." Having personally enjoyed a number of the Chapter 168 events this past year, I know Ann has helped lead us in the right direction.

I want to make member involvement a major theme of my term as President. Getting new members involved in our Chapter activities. Getting current, inactive members involved again with our events. And increasing our Chapter's level of volunteerism in our local, as well as regional, sport aviation events. By playing and working together we can have more fun, while spreading the burden across many shoulders.

Flying and sport aviation can certainly be done as a solo activity. In many ways, that is how my grandfather chose to do his flying. Flying by himself on a Sunday afternoon. However, by doing so I think he missed out on an important thing. That is meeting and enjoying the camaraderie of similar, like minded sport aviation enthusiasts! This is what I like best about Chapter 168 events, enjoying good times with my fellow aviation enthusiasts. This is something we can all enjoy by becoming more personally involved with, and helping other members become more involved in, our Chapter 168 activities.

I want to thank my fellow elected officers (David Cheek, Ted Fontelieu, and Steve Genotte) for stepping forward to support me this year. I know they will do a fine job of helping to lead us through 2001.

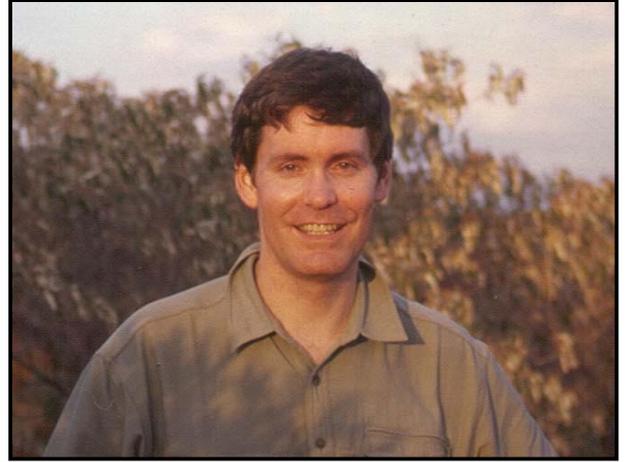
A number of people contributed significantly to supporting and organizing last year's activities. All told, we had thirty-five volunteer positions listed on page 11 of our December issue of Hangar Echoes! In addition, a number of other people volunteered their time to support our activities in other capacities. To all of our year 2000 volunteers, thanks for making it a great year!

I would like to express my gratitude to last years officers (Ann Asberry, Dave Carter, David Cheek, and Gene Spaulding) for leading us through the year. Thanks are also due to the eleven Board of Directors members who provided guidance, feedback and volunteer muscle when it was needed. Thanks to Marvin Brott, Michael Stephan and our contributing authors for providing us with an excellent year of Hangar Echoes issues. Thanks to our seven Technical Counselors and Flight Advisors for supporting our member's aircraft projects. And finally, thanks to our eight volunteer officers, from Advertising to Young Eagles, for their contributions.

As you participate and enjoy our activities, please remember to thank the volunteers who made it possible. And if you do not do so already, please think about volunteering some of your time to help make things run smoothly. Many hands make the tasks go quickly.

Let's keep building, restoring and using our flying machines.

Sam Cooper



Lea Abbott dies at 93

By Monroe McDonald

Intro is from the *Dallas Morning News* Obituary:



Lea was 7 years old when he saw his first airplane at the Nebraska Fairgrounds and then went on to log more than 31,000 hours – the equivalent of 3.5 years nonstop – piloting aircraft. After retiring as a senior pilot for Braniff in 1962, he became a fixture at air shows across the country, flying a replica of the 1910 biplane that initially sparked his interest.

Lea bought the replica of the 1910 Curtiss Pusher in 1979 and after considerable time was able to get it flying. For the next 10 years Mr. Abbott dressed in period clothing and flew the replica at air shows.

I have been a member of Chapter 168 since about 1978. In that 20+ years I have seen a steady turnover of members so that there are only two or three people left of the chapter I joined. Of those gone, sometimes I know what happened to them. Sometimes, they just disappear. Most go quietly, and years may pass before I think, "whatever happened to old so-and-so." I was reminded of one of these when I saw the obituary article in the *Dallas Morning News*. Lea Abbott and his Curtiss Pusher replica were a fixture at chapter (and other) fly-ins. He always wore the full "dashing aviator" outfit, high boots, baggy-thigh trousers, leather jacket & helmet. I once asked him if anyone else ever got to fly the pusher. He said "Not a chance!". He said he considered himself an accomplished pilot, and he could barely fly it. It was so draggy and low-powered that the max full-power speed was less than 5 mph above stall speed.

Board of Directors Elections

By Michael Stephan

As was mentioned in last month's newsletter, our election of a new Board of Directors will happen at the February meeting. So, nominations are being accepted during the month of January to be presented to the Chapter at the February meeting. The Committee consists of Bo Baeuries, Jerry Mrazek and me. If you are interested in serving, or know someone who is, let us know. Our phone numbers are in the roster and mine is 972-857-3327. Many have enjoyed serving and can testify that the time commitment is minimal. So, please consider joining the board.

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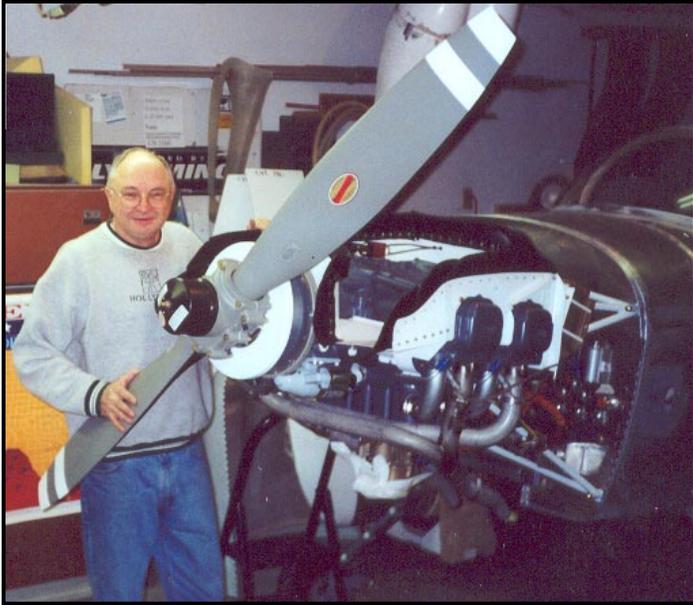
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Mulling Over The Prop Decision?

Introduction By Marvin Brott and comments from Martin Sutter



Many of you have asked about the different propellers and how they perform. I started out with a Warnke wood prop on the RV-4 and later switched to a metal fixed pitch Sensenich. For the RV-8, a Hartzell constant-speed will be used as shown in the picture. Martin Sutter, whom many of you know, has had the same three prop experiences all on the same airplane-engine combination. He has written an excellent summary. The following are his comments.

"I have a 180 HP RV6 that I have been flying for 1650 hrs. For all but the last 100 hrs it flew with a fixed pitch prop. First 1300 hrs with a Sensenich wood prop, next 250 hrs with a Sensenich metal prop (Sensenich did a lot of the testing of that prop on my airplane) and the last 100 hrs with a Hartzell constant speed. Here is how it stacks up: The wood prop was very smooth with good take off performance, good cruise climb and a 2700 rpm cruise of 190 mph. At full throttle it would over rev by 200 rpm so it was probably under-pitched. I liked it a lot but the main draw-back is it's not suited to flying in the rain. The metal prop was much to my surprise even smoother than the wood prop (I had all props statically and dynamically balanced). Take off was more sluggish but cruise climb was very good and 2700 rpm cruise yielded 200mph. The constant speed unleashes a surprising amount of additional performance on take-off. Cruise climb is about the same as with the metal prop and full throttle cruise at 8000' and 2600 rpm is 210mph (speed is greater at 2600 rpm than at 2700, indicating this prop is not fully optimized for this application). The biggest advantage is that you can cruise

at 190mph turning 2300 rpm and a slightly better fuel economy. The other benefit is that it makes the airplane a much better short field performer both on take off and landing due to the much greater braking action of the prop in fine pitch. The C/S prop does not run as smooth as the fixed pitch props, particularly at high manifold pressure and low rpm. The short of it – for the money the Sensenich metal prop is the best value. For the budget get wood. If money is no hindrance go for the constant speed."

Martin Sutter - Granbury, TX

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How to Complete an Airplane

Discipline & Working Smart

Introduction By Marvin Brott and article from Sam Buchanan

It is interesting how some of our chapter members are very fast builders and many have built several airplanes. Two fast builders that come to mind are Mark Steffensen and Don Christiansen. The question is, how do these people build so fast and why do some of our chapter members have 3 or maybe 5 airplanes to their credit? The answer generally comes down to discipline and working smart. The fast builders are working on their project nearly every day. When Mel and Ann Asberry were building two RV-6s at once, they made the commitment to work on the project every day even if it was only for 15 minutes. This starts a **habit** and **way-of-life**. Your life becomes somewhat excessive-compulsive like a marathon runner in that if you miss a day of working you become depressed and irritable. It also means that after the first flight you are a little lost.

Now for the working smart part of the answer. I introduce you to Sam Buchanan who provides the following comments on working smart. You can learn more about Sam's RV project, and read more interesting articles about building, on his web site, at <http://www.ath.tis.net/~sbuc/rv6/smart.html>— Now for Sam's comments.

I have received many comments on the pace with which my RV-6 is taking shape. Several builders have asked, "How do you build so fast?" The answer is certainly not due to my exceptional shop skills (some builders would probably leave my shop in disgust) but rather to a systematized and rational method of approaching the project. It is for the benefit of new and early builders that I submit the following thoughts about how to "work smart." However, all of us have limited time available for building, so it behooves all builders to get the maximum bang for their investment in shop time.

The construction hours listed in my builders log are shop hours only. This does not include the time spent reflecting on upcoming tasks while in idle moments at the office or sitting on the thunder mug. And herein lies one of the keys to working smart:

1) Hit the shop door running. I suspect many novice builders spend a great deal of time standing at the workbench just staring at the project. This is not productive shop time. The time to figure out how you are going to approach a task is away from the shop. Instead of watching another mind-numbing sitcom, get out the preview plans and really study the sequence of steps that

you face in the course of completing the next task. And that brings us to the next step:

2) Previsualize your shop work. Just this morning I had my first Pro-Seal Party. However, the tanks are taking shape just fine because I have already build six sets of tanks. "Huh?" Yep, I have mentally completed several tanks by previsualizing the tools required, the steps necessary, and the mental prepping needed to "hit the shop floor running." When I started this morning, I already knew which tools I would need, what order in which I would proceed with the task, and I had a pretty good idea of how long it would take to complete the task. Consequently, I had that feeling of "I have done this before." And speaking of tasks:

3) Divide the project into small tasks. An RV is by far the most complex project most of us have ever attempted. This thing makes those Christmas bicycles we assembled pale in comparison! It is very easy to be overwhelmed by the sheer magnitude of the project at hand. The way to conquer this feeling of helplessness is to forget that you are building an airplane, and concentrate instead on building airplane parts! Just build the rudder—forget about how difficult the fuselage may be. Or, break it down even further: Just build the stiffeners for the rudder. Every time you walk into the shop, you should have the task in mind that you intend to complete by the time you leave the shop. Don't set the mark too high, keep in mind that your time may be limited. But if you want to work smart, you will never just aimlessly wander into the shop and try to figure out what it is you want to work on today.

Those of us who have been teachers see this as identical to the process we used to prepare lesson plans. The first step was to establish the objective for that day's lesson. Next we determined what tools (books, VCR, lab equipment, etc.) we needed to attain that objective. We then made sure the tools were close at hand. And finally, we had a way to evaluate whether or not we met the objective.

It should be evident how this translates into our shop habits. It is very difficult to work smart if the shop is in a state of chaos. You need to know exactly where every tool is stored. You need to know where those little brown bags with the little parts are located (you did inventory and label all the bags with their contents?). There is no reason why you can't do this headwork before you ever walk into the shop. Then as soon as you turn on the lights, fire up the compressor, and take your first gulp of iced tea, you are ready to work. Also, when you have completed the evening's task, the last thing you do before leaving the shop is clean the tools, return them to their proper place (unless you have really taken this lesson to heart and have

already previsualized tomorrow's task, and laid out what you will need then—in which case you get an A+), and sweep up the filings. The whole point of this exercise is to prepare yourself and the shop for a new task. This is key to feeling that you are making real progress and generating a pile of airplane parts. It also means that tomorrow you will arrive in a clean shop that is optimized for working smart.

Well, hopefully you get the idea. I suspect that many projects have been abandoned because the builder lost their way, lacking a cohesive plan for seeing the project to completion. I readily admit that circumstances beyond our control can derail our projects, but let's be sure that it is not our own lack of discipline that is responsible for our plane becoming another orphan.

Jay Pratt, Prolific Builder

By Marvin Brott

Several months ago we mentioned that Jay Pratt made his first flight of his the RV-6 pictured in this article. You may remember that it was just June of last year when he made the first flight in the RV-8 he built after 1500 hours. Then again you may remember the number one RV-6 he completed in 2000 hours of work several years ago. Yes, Jay is a prolific builder of RV's. Since he just got the newest RV painted by Poplawski in August, he sent to me the following pictures. He picked up this RV as a started project in approximately the quick built state. He started this effort on February 1st, 2000 and made the first flight on July 12th. It took about 950 hours to finish up. Wow, I wish that I could work that fast. Well, what is next for Jay? He is working on an RV 8 QB in his shop now. By the way, he says he will not sell this RV-6 until he has another RV complete. One cannot be with one to fly. The pictures represent the sequence of Jay's RVs.



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Polen Special II wins Copperstate Dash

By Michael Stephan

Richard Keyt, a member of the Granbury Chapter, flying the Polen Special II won the Millennium Category (180 hp or less) at the Sixth Annual Copperstate Dash Air Race. He covered the 304 nautical mile course in 1:13:18 with an average speed of 249 knots. The second place finisher finished 20 minutes behind with an average speed 50 knots slower. The Second place finisher was Jeff Daniels in a Berkut. Third place went to Frank Donnelly flying a RV-3A. The four other entrants all flew RVs. So, I guess Dick was right when he said the airplane can shoot down a few RVs. Congratulations!

Several months ago, Dick Keyt spoke at our Chapter meeting. It was a very interesting presentation on the history of the Polen Special and some of the more interesting flying characteristics of the airplane. Unlike the builder Mr. Polen, Dick is eager to show to the public what this airplane can do although, most of his competitors only see it from behind.

Also, if you remember, I visited the Granbury Chapter's meeting a few months back when Bruce Bohannon was speaking about the Exxon Flying Tiger and his recent climb record attempts in that airplane. Dick and Bruce arranged to take some in flight photos and the picture below is a result of that flight. Being a fan of both these airplanes, I think this is a neat picture. Thanks Bruce and Dick.

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Miscellaneous Tips

As found by Marvin Brott

The following are selected tips for working metal. Many of the tips may come in handy for those of us who make mistakes and need a way to back out. I have not personally tried all of these tips so use your own judgment.

From Vince Himsl:

Here's a tip for fixing the indentation in the skin you get when you pull the bucking bar off prematurely before the rivet gun stops. Slip a rubber washer over the manufactured head of the rivet in question. Then using a piece of plywood or 1x2 under the rivet gun, re rivet. The bucking bar will actually be hitting the rubber washer, gently removing most of the dent while missing (one hopes) the rivet. In short, the combination of bucking bar and thick rubber washer makes a neat micro-rubber-mallet and the combination wood and rivet gun supply the hammer action and the give for the skin/rib combination to move back out towards where it should be.

From Hal Kempthorne:

As a practical matter, how important are RPMs for drilling aluminum? Someone suggested that aluminum likes high speed drills. More correctly we might say that small bits like high speeds. The cutting edge on #30 bit is making a much slower speed over the aluminum than that of a 1/2 inch bit. The larger the bit the slower you need to turn it. Slow way down for the fly cutter!

Generally, the harder the material, the slower the speed of the edge needs to be. Here are a few speed recommendations from an old handbook:

Annealed 4340 steel	60 fpm
Stainless 410	30 fpm
Aluminum alloys	250 fpm

So, aluminum likes the high speed drill. How fast does a #30 have to turn (RPMs) to achieve this 250 fpm value? Cutting too slowly is not harmful but too fast is. Slow drills only hurt productivity. Also, the recommended coolant for aluminum is water based solutions. (Milk?) I believe many who complain of non-round holes are feeding too fast. Feed (pushing the drill into the work) is given in inches per revolution. If one pushes a slow drill as hard as a fast one, the feed will be faster. Feed for aluminum should be 0.007 ipr, and steels about one fourth that.

From anonymous:

There may be a time when a builder is faced with the unwelcome task of drilling out one or many rivets due to a need to replace for whatever reason. I just de-riveted the entire rear spar of the H/stab I am rebuilding, and did not damage or over-size one hole. Here is how to do it. The larger the rivet, the more daunting it seems, but it is no big deal. First, mark the centre of the rivet with either a #40 drill bit, or even a push-punch. Next, drill the head with a #30 bit, and snap it off with a 1/8" punch (or point of the drill bit, if you're lazy). Change back to a #40 bit, and drill as far down into the rivet as you can without going right through. Take a 3/32" punch and tap out the rivet with a small hammer, using soft blows. You will be able to take out as many rivets as you need to without any damage to the original rivet hole. Remember, I'm talking about 1/8" rivets and up.

The next tip; is if you have put a smile in a universal rivet and feel that it is not serious enough to warrant removal, but you don't want the smile to show, get a "radius file" (a thin file with a curved, hook like tip, which is shaped to accept your finger-tip) and use this to dress out the scar. The rivet no longer has a blemish on its head.

Next tip. Another wonderful addition to your tool box is a "Unibit." These do a very nice job of cutting clean, large holes, unlike a conventional bit that will dig in sometimes and beat you in a wrist wrestle faster than Whipper Billy Watson.

A tip for Proseal. Lastly, if you have any Proseal (unmixed) left, keep it to attach fairings, such as the tips on the tail group. This stuff may smell like it would gag a maggot, but I love the stuff for its versatility and utility.

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Field Trip

By Michael Stephan

A few weeks ago, Jerry Mrazek and I decided to take the day off from building our RV-8 and visit Marvin Brott and his nearly finished RV-8. To our surprise, Mel Asberry and Keith (Mac) Cobb were also there. A bonus, since we had a lot of questions. After looking over Marvin's project and talking about primers and riveting techniques, we decided to go down the street and look at Keith Cobb's RV-9 project. After hearing so much about the RV-9, I was eager to see it. He has finished the tail kit and is currently working on the wings and wing tanks. One of those tanks is pictured below on the bench. After seeing his project, I must say that his workmanship is excellent as is the RV-9 kit.



Keith Cobb explaining the building processes of the RV-9

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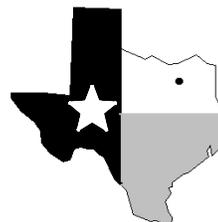
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King KX-175B TSO nav-com radio \$875.
Oil Cooler Harrison 8526258 (Cherokee 150 hp, etc) yellow-tag 96/6 \$ 175
 *Call Monroe McDonald 214-352-1564. (2)
ENGINES and parts: Rotax 503 didc elect, Rotax 532 w/gearbox, Subaru 81, spring Alum gear for light exp. Mini-Max plans, misc parts and hardware, fuel tanks
 *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 \$750 each or best offer.
Landing Gear: Cherokee 140 complete landing gear assy's and control yokes (1-1/8 In O.D.) best offer.
 *Call Jon Staehling 972 205-4657 (1)
Engine Shock Mounts NEW Lord # J9613-12 (Barry equiv. # is 94011-02). Fit Cessna, Piper, Mooney aircraft. 8 available. Normal price is \$72.00 ea. - will sell for \$25.00 ea.
 *Call Haden Cowdrey (214) 691-8310 eve. or hcowdrey1@msn.com
Harmon Rocket Fuselage jig: made of square steel tubing that I will sell for \$150.00.
 * Call Jack Atkins 903 451 2855

Christen Eagle: N22KL 180 hp/Lycoming with C/S prop, built by "our" Ken Larsen, currently based at Addison, will consider a trade.
 * Call Jim Taylor 972 239-0229 or Jan Collmer 972 733-1700
VW Type 1641cc Engine, new Hegy 54x30 prop, new Hummel Bird canopy, new BD 5 nose gear and much more. No junk. Must sell. Also have unused KR1 plans with proof of purchase - FREE.
 * Call Raymond Bullock (817) 237-6841
Skybolt parts: complete airframe tubing kit from Starfire Aviation. Includes preformed tail group, all hardware, many issues of the Skybolt newsletter. Call or email for complete list. Original cost > \$3200, asking \$1800. woodman@pdq.net.
Long-Eze plans: complete original plans from RAF. Includes many issues of the Canard Pusher. Asking \$250.
 * Call Dan Williams (H): 281-373-3903 (W) 713-339-2626
PS Engineering PM2000 Intercom; four channel stereo, panel mount intercom with individual volume and VOX circuits for pilot, copilot, and passengers 1-&-2. Used for 207 hours in RV-6A - works perfectly - replaced with Audio panel. \$379 new, asking \$200.
Altimeter: 3 1/8 United Instruments 0-20,000, Works good for VFR aircraft, needs window to dial adjustment. Make offer
 * Call Dick Flunker (972) 396-0018
RV-6QB kit (minus finish kit), tip-up canopy, electric pitch trim. Save over \$1800 and 3-4 months lead time from Van's. \$16,000
 * Call Mel Asberry 972-784-7544 or 972-598-8458

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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

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

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Notes: _____

I am interested in helping with: Fly Ins ____, Programs ____, Newsletter ____,
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Example

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