

# HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION  
CHAPTER 168 DALLAS TEXAS

Dave Davidson and MA5 Charger

By Marvin Brott and the Flyer

Early in January chapter member Dave Davidson gave me a call to tell me that he had sold his Marquart MA5 Charger to the Flabob Airport in Riverside, California, where "The Thomas W Wathen Foundation" flight museum is being built. When the weather gets better in the spring, he will fly it out there where it will be put on display. Before he takes off we will get some final pictures of the Charger. He also indicated that he turned 80 on Christmas Day and that flying around the world alone was not in the cards. He is also coming in from the outside (open-cockpit) since in mid January he was leaving to pick up a Cessna 172 in the Northwest. Interesting enough, the January 19, 2001 issue of the Flyer had Dave on it's cover with an excellent article on page 36 by Russ Hulet. By the way, the Flyer is an excellent aviation newspaper.

For those of you who have not had the opportunity to meet or hear Dave talk about his flying career, let me give you a short synopsis. Let me start by saying that he represents the Greatest Generation as defined by Tom Brokaw's book.

Soon after the bombing of Pearl Harbor, Davidson, who grew up in Oakland, California, drove across the bridge to San Francisco and enlisted as an aviation cadet in the Army Air Corps and was sent to Texas for basic training.

It was the beginning of a 24-year career in the Air Force. He retired a lieutenant colonel in 1966.

After flight training, he flew P-40s for a while but soon found himself at age 22 piloting a four-engine B-24 bomber out of Guadalcanal in the South Pacific, dropping bombs on the Japanese. At 22 he was the second oldest guy in the plane with the old man of the crew being 28 and some of the gunners being teenagers.

Dave flew 50 bombing missions and logged 750 combat hours in the first year. The flights were too far to take fighter escorts and many times they would run out of 50-caliber ammunition for the machine guns. His B-24 got shot up many times, but he lucked out and was never injured. During his Air Force career he broke the sound barrier on May 6<sup>th</sup>, 1959 in an F-86L straight down from 40,000 feet in afterburner over Hugo, Oklahoma. The Flying article indicated that Dave knows most pilots would love to fly the jets, but for the sheer pleasure of flying he loves the open-cockpit biplane at 100 feet above the ground at 100 knots.

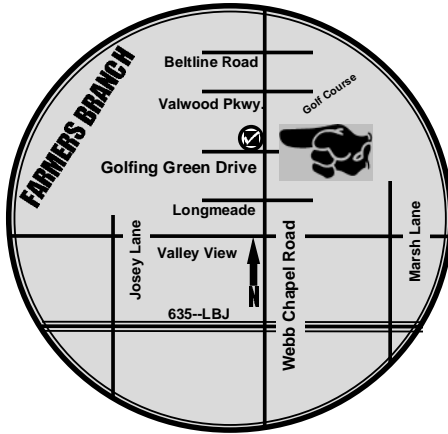
Although he has logged more than 11,000 hours in all kinds of military and civilian aircraft, Dave's first love has always been biplanes. In 1964, while he was stationed at Clark Air Force Base in the Philippines, he bought his first biplane, a de Havilland Tiger Moth, and had it shipped from Manila to San Francisco.

*Continued on page 8*



## February 6<sup>th</sup> Chapter Meeting

Our February 6<sup>th</sup> Meeting will be held at the Farmers Branch Library, located on the northwest corner of Webb Chapel and Golfing Green Dr. 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 aerobatic pilot Jan Collmer. Jan performs at many airshows every year flying the Fina Extra 300L. Jan always gives an interesting and humorous presentation on the latest in the air show circuit. Jan is also involved with the Frontiers of Flight Museum at Love Field. They have the land now on which to build a new Museum, and Jan will be able to give us an update on the project. Our fly-in was there last month and the Museum has a large amount of aviation memorabilia.

We look forward to seeing you at the February meeting.

## February 10<sup>th</sup> Chapter Fly In

The February 10<sup>th</sup> Fly-In will be to Lancaster Airport. We will meet for lunch around 11am in the restaurant located on the field. We tried Lancaster last fall, but bad weather lead to a low turn out. So, we are trying again. There are a couple of interesting projects to look at there, so come on out and enjoy.

## Upcoming Local Events

- March 3<sup>rd</sup> – Challenge Air event at Love Field.
- April 28-29 – Lone Star Flight Museum Spirit of Flight Airshow (Galveston)

## National Events

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

## February 13<sup>th</sup> Director's Meeting

The February BOD meeting will be held on the 13<sup>th</sup> at the Farmers Branch Library meeting room starting at 7:00 p.m. The minutes from the January 9<sup>th</sup> BOD meeting (recorded by David Cheek) are as follows:

Attendees: David Cheek, Bo Bauereis, Bernie Cross, Ted Fontelieu, Stephen Palstring, John Peyton, Michael Stephan, Sam Cooper, Jerry Mrazek, Jim Quinn, David Pack.

Meeting started at 7:00 PM

- The speaker for the February 6<sup>th</sup> meeting is Jan Collmer. There is no back up speaker.
- The Speaker for the March 6<sup>th</sup> meeting is Ed Kolano.
- The February 10<sup>th</sup> fly-in will be at Lancaster airport for lunch.
- The Hangar Echoes assembly will be at Pavel Kulendlk's residence on Feb 27<sup>th</sup>.
- The BOD discussed the amount of the budget for 2001. Since our income is very close to our expenses we decided to print only ten extra newsletters.

## February 27<sup>th</sup> Newsletter Assembly

The March issue of Hangar Echoes will be assembled at the residence of Pavel Kulendlk on February 27<sup>th</sup> starting at 7:00 PM. Pavel is from Czechoslovakia and is living in the Culwell hangar on the west side of Addison airport. Go up Midway north of Beltline and east at the Boyington-Dooley intersection. His English is improving, but if you need directions call me, Michael Stephan at 972-857-3327.

Pavel is restoring an MG. Yes, his project is a car. Back in Czechoslovakia he is building a KR2. He plans to make enough money from restoring the MG to purchase the engine for his project. He is also using his time here to learn English and log some flight time, since flying in Europe so expensive. He does excellent work and the car is nearing completion. Also, there in the Hangar is the Culwell's beautiful DeHavelin Beaver. If you want to hear what it is like to fly in Europe, see a classic car restoration, or see a beautiful airplane, this is a meeting for you. So, be sure to mark it on your calendar.

*Note:* If you would like to meet Pavel, he plans to be at the February Chapter meeting. He is also looking for someone who can help him get some flight time.

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

**Sam Cooper**

After several years of mild January weather, this year is bringing the average back down to where it normally is. Despite this we had a good turnout for Jeff Hanson's and Chuck Wilson's presentation on formation flying for the January meeting. Having had lots of practice with formation flying, both are ex-military pilots, they can fly close, as the in-flight video showed all of us. Jeff and Chuck also did an excellent job of covering the basics of formation flying for sport aviation pilots. We also had a good turnout for the Love Field Frontiers of Flight Museum fly-in/drive-in, with over a dozen people touring the museum. (Note: Barry Ward and his son flew their RV-6A into Love Field.)

Jan Collmer will be our February meeting speaker, which a number of us have been looking forward to. In addition, our Vice President, David Cheek, is working on some excellent speakers for the March and April meetings. Keep an eye on the newsletter for details. If you have not been attending meetings regularly, I am sure you will find at least one of these upcoming speakers of interest.



### **State of the Chapter:**

As we have started up this new year, your Chapter Officers and Board of Directors have been spending a little time on annual planning and scheduling. The 'routine' dates have been set for the year. We have not really started yet on any 'special event' planning, but I expect to start that shortly. In addition, I have wanted to check on where we are. I thought I would share some of this information with you. As of the beginning of the year (1/1/01), we had 166 paid up members of EAA Dallas Chapter 168. Interestingly enough, the renewal date distribution has 2/3 of our members renewing in the first half of the year. When combined with our Spring Hangar Echoes advertising renewals, this results in varying cash flow through out the year, which we will be monitoring.

In addition, I have reviewed our financial actuals for CY2000 and started a planning budget for CY2001. In general, we come very close to having our income and expenses match every year, coming in slightly ahead, or behind, except when we incur some exceptional expenses. Last year we incurred some exceptional expenses for purchasing new Chapter scales, and purchasing shirts for our 168 Young Eagles Ace program. At the time these purchasing decisions were made I felt, and I am sure the other board members felt the same as well, that these purchases were the right things for the Chapter to do. I still feel these were good decisions.

I am still working on a CY2001 planning budget, which I hope to present to the board in February. Our income is from memberships and advertising. Our expenses are for: newsletters; fees; taxes; mail box rent; awards; SWRFI expenses; and Young Eagles expenses. At the moment, these are very close to balancing at about \$3,300 for the year. At the end of the year, there will probably be additional cash flow of approximately \$1,500 of what I call 'pass through' items. These are items like: name tags; rosters; refreshments, etc. In general, the Chapter does not make money on these items, but we will work hard to break even on them.

I want to state that my comments here are not, and should not, be taken as criticism of what has happened in the past. They are only a statement of what happened, and the things we need to be aware of as we work through 2001.

I look forward to seeing many of you at the February Meeting where Jan Collmer will speak.

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

Sam Cooper

## Richard Robbins Breaks the Century Mark

By Michael Stephan

Confirmed by the Young Eagles database in Oshkosh, Richard Robbins has flown over one hundred kids for the Young Eagles program. In fact, as of Dec. 3, 2000, he has flown one hundred and eleven kids. I'm not sure if Richard realizes that he has flown that many kids, but I am sure that if he did, he wouldn't tell anyone about it. So, I will.

Whenever there is a Young Eagle event you can count on Richard being there to support it. And since we live in Texas, you can bet that most, if not all, of those flights were during very hot and humid Texas days. Now that is dedication. I was reading an article in AOPA about the work and mission of *Challenge Air*. As I read the article, I thought about Richard flying those disadvantaged kids and their families last summer. He flew all day in the summer heat. If there is an award for pilots who fly a hundred kids, I have a suggestion of what it should be... air conditioning. That would make it easier for him to fly the next hundred.

We always remember the people who influence our lives. We remember the person who taught us read, or the teacher that pushed us to do more than we thought we could do. These people leave their mark on our lives. And, I know that there are one hundred and eleven kids who look at the world a little differently because of Richard.

On behalf of all those touched by this kind of generosity, we say, "thanks!" to Richard, to his family and to all who donate their time and planes sharing with us their view of the world.



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## AC20-27E Ready For Review

From Mel Asberry

This latest version of the advisory circular contains information and guidance on the fabrication and assembly, airworthiness certification, and operation of amateur-built aircraft of all types; explains the amount of fabrication and assembly the builder must accomplish for the aircraft to be eligible for amateur built certification; and describes the role of the FAA in the certification process. This "E" version has changes to comply with the new 8130.2D that came out last year. The AC can be viewed on the EAA National website. Or, I have a copy if you have specific questions. It is about 50 pages long, but about half the pages are sample forms. One change that has caught several people by surprise is that you now must have the actual aircraft registration before applying for airworthiness inspection. The "pink copy" is no longer acceptable for airworthiness inspection. So make sure that you send in your registration form about 90 days before you're ready for inspection.

## Chapter News

From Marvin Brott

The following picture was taken at the last *Hangar Echoes* assembly get-together just after Christmas at Ann and Mel Asberry's home. The turnout was a little light since that Tuesday night the weather people had scheduled another ice and snow evening. Just the same we had a lot of fun.



On January 6<sup>th</sup>, several chapter members left Galveston on a cruise ship to visit Cozumel and Cancun to escape our cold weather. Pictured at the evening table are myself, Mel and Ann Asberry, Richard and Jamye Robbins and Pat Brott. A great time was had by all and we got to celebrate Ann's birthday.



In the December issue of *Hangar Echoes* we mentioned that the November issue of the EAA Experimenter magazine announced the Top Tech Counselors for the past year. Mel Asberry was ranked number one with 340 points. Second was 296, third had 155, fourth place had 97 and the 25<sup>th</sup> had 86. Early January Owen Bruce received a letter of recognition for his efforts as a Tech Counselor

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indicating that he had 169 activity points. And for having over 100 points he received a gold pin. Obviously the Experimenter magazine did not have all of its data exactly correct. We joked with Owen that with his pin and four dollars he could buy a cup of coffee from Star Bucks. Congratulations Owen for the fine work you have been doing for our chapter as a Tech Counselor.



The next picture illustrates how much help you can get from your own local neighborhood, or at least from my neighborhood in Richardson. Several weeks ago I put the wings on the RV-8 for final fit and received a lot of good help. On the left is Glenn Snyder who lives directly across the alley from me and has been witness to the whole process of building. Glenn flies a good-looking Skylane. Next to Glenn is John Snyder who lives about four blocks away and is a good source of information in that he recently finished an RV-6A. Owen Bruce lives about 10 blocks away and we have been seeing more of



Owen since he has been helping Mack Cobb (far right) with his RV-9A. Mack lives about four houses to the West of me. Another area of concentrated building is in Allen. Mark Steffensen just finished a RV-8A last summer. Just across his alley and couple of hoses down is David Dalski who is also building and RV-8A. David is moving along quickly (basic airframe completed) with his eight and recently had an inspection by Don Christiansen. About six blocks from Mark and David, Dick Flunker finished a RV-6A. I am sure there are other neighborhoods with a similar clustering of homebuilders in our area. It sure has been helpful for me when I needed help, information or wanted to borrow a tool.

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Speaking of Mark and Dave, they made a quick trip to Galveston in Mark's 8A and did lunch this past Saturday (Jan 21, 2001). A few notes from Mark:

"What a trip in the RV8A! At 11,500ft a TAS 178kts, GS 198kts, at 8.3 Gal/Hour, 1.4 hours time enroute. These are awesome machines." The first picture shows the RV-8A as they were leaving and the second picture is a shot of the Galveston bridge to the island.



Mark Steffensen's RV-8A in Galveston



A view of the Galveston bridge from Mark Steffensen's RV-8A

## Chapter Rosters

As mentioned earlier in Marvin Brott's article, it is helpful to know other builders near you, or builders of a similar type of aircraft. A good source for this information is available from the Chapter. For \$2 you can purchase a list of Chapter members with an index of the projects they are building. This roster was printed last month and is available at any Chapter meeting on the Treasurer's table at the back of the room. If you cannot make the meeting and want a roster give me, Michael Stephan, a call (972.857.3327) and I will mail one to you, or email me [mstephan@shr.net](mailto:mstephan@shr.net) and I can send you an electron version via email. If your thinking of building an airplane or are in the process of building one, the roster is an excellent resource.

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## Dave Davidson *Continued*

Dave flew his Tiger Moth for 10 years and 450 hours before selling it. Then when a deal to buy a Travel Air fell through, he bought a set of plans for a MA-5 Marquart Charger and spent the next five years and eight months building it. The Charger first flew on Nov, 11, 1983 with the N number 13DD painted on the fuselage which indicates the 13th Air Force from his World War II days and his initials. He did not have to change any rigging and it cruises beautifully at 100 knots true air speed at 2,450 rpm and 8.3 gallons per hour. True to being one of the best designers in the business, Ed Marquart did an excellent job on this airplane.

If his career had not already been interesting, at the age of 70, when most of us, including pilots, are slowing down, he flew into the "Guinness Book of World Records" in 1991 by flying the Atlantic both ways solo in a single-engine, open-cockpit biplane. Many Chapter 168 members helped with getting this flight started and saw him off.

Before his record flight, Dave flew the Charger, as a warm up, to the outer islands of the Bahamas; Point Barrow, Alaska; Cabo San Lucas at the tip of the Baja California Peninsula in Mexico; and to St. Croix in the Caribbean.

His round-trip flight across the Atlantic was what remained of an original plan to fly his Charger around the world. His plan was to fly the North Atlantic by way of Labrador, Greenland, and Iceland, to Scotland, tool around Western Europe, and then to Moscow and across Siberia and back to the United States.

He left Dallas on July 1, 1991, and headed for his first stop at Springfield, Ohio. From there he made stops in New York and Bangor, Maine, before a stop at Moncton and finally to Goose Bay, Labrador.

He left Goose Bay on July 6 for the first leg across the Atlantic. He landed twice in Greenland, at Narssarssuaq and Kulusuk, before flying to Reykjavik, Iceland. From there he completed the Atlantic crossing at Stornaway, Scotland, on July 16, the first pilot to ever fly solo across the Atlantic in a single-engine, open-cockpit, homebuilt plane.

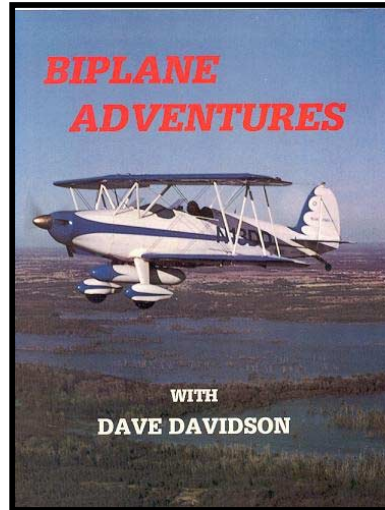
From Scotland, Davidson flew all over Western Europe, landing in England, France, Spain, Italy, Austria, Czechoslovakia and Denmark. After he reached Denmark he was cleared to fly on to Moscow but political upheaval

at the time turned him back. He returned to England and then back to the United States to establish the round-trip record.

When he returned Dallas, Dave was met by all of his friends who were waiting to hear about his fabulous journey. He was gone two months and two days and logged 171 flying hours. Dave looks back at his record flight and aborted round-the-world flight with a mixture of pride and frustration. He had to fight with the federal aviation bureaucracy and failed to get any assistance from our elected representatives. To read all about it, Dave wrote the book (see picture) about his adventures.

He went into the record book and received a letter of commendation from President Bush (the first one). But the thing of which he is most proud is that he did it all by himself. He built the plane from plans, planned his historic flight, financed it himself, and completed it without ground or flight-support personnel.

As mentioned at the start, this historic Charger will be enshrined in a museum at the Flabob Airport in Riverside, California, where it all started with Ed Marquart's design. We will follow up with Dave on his trip to Riverside and find out about his new airplane.



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## Another Trip To Granbury

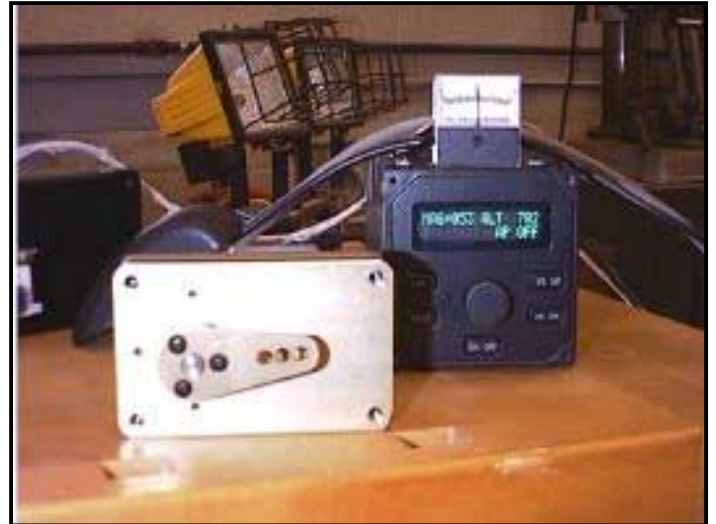
By Michael Stephan



While working feverishly on my computer one day, I noticed an email message come across my computer's desktop from the Granbury Chapter informing me that Jim Younkin was the speaker for their January meeting. Who is Jim Younkin? Come to find out that he is the creator of the *Century I*, *Century III*, and *Century IV* autopilots as well as many other navigation devices. Many of his designs are still in use today. During his retirement years, he did a little airplane building. He built replicas of the Travelair Mystery Ship, Mr. Mulligan, the super Stearman

"Golliath", the Mystery Pacer, and the Mullicuopes. But, now he is now back in the autopilot business with a new all digital autopilot. Now I'm interested. So, when David Cheek asked me if I was interested in going to the Granbury Chapter meeting, I said, "sure!" We planned to fly there, but the January weather forced us to use ground hugging transportation. This added a little difficulty since navigating through Pecan Plantation is no simple task. After only a few wrong turns we found ourselves at the meeting. In fact we were a few minutes early, which allowed us time to talk with a few Granbury Chapter RV Builders and a couple of 168 members, Ben and Pat Johnson, who were also there.

After the business part of the meeting, Jim Younkin began to speak. Ok Jim, sell me an autopilot. Well, it turns out that when Jim is not thinking about auto pilots he is beating metal in submission. Yes, Mr. Younkin is a self taught metal forming expert. He builds metal fairings for some very ambitious antique airplane restorations as well. So for about an hour or so, I learned how to build wheelpan fairings, cowlings, and wing attach fairings. Disappointed? No, that was just a bonus. Because when he was done showing us how he can make metal move, he showed us his new autopilot. Mr. Younkin had been out of the auto pilot business for many years before being beckoned back by the advances in solid state circuitry and digital sensors. He saw the potential and began designing. An autopilot uses three very expensive gyros to sense



movement. These gyros are mechanical devices and therefore are prone to wear. But, Jim's new autopilot, called the *Trutrak autopilot*, uses a series of transducers and rate sensors to detect rate of movement. Don't ask me how that works. I didn't do that well in my circuits courses in college. But it does work. Jim also has as a partner a software engineer that created the software that drives the unit. They use the software to interpret and retard, in some cases, the quick digital signal to give the optimum performance. Jim also designed the servo motors which drive the control linkages. These are step motors that operate with very low torque so that they can easily be overridden with manual control inputs. No need to worry about "hal" the autopilot taking over your ship. Coupled with a GPS receiver, this unit can easily get you from point A to point B. Directional control is achieved by selecting a GPS track and eliminating the need for a heading bug. The system can respond to digital guidance information so it can fly a complex navigation program. To control the vertical position the system uses a digital altimeter and is capable of altitude selection in increments of 10 ft. Altitude transitions can be made by airspeed or vertical speed selection. It would be impossible for me to describe all the features of the unit, but it is impressive; impressive enough to take a closer look. I hear that Barry Ward, a Chapter member and RV-6 driver, is taking delivery of one in February. I will find out how it works, and report back.

Mr Younkin has no plans to certify his autopilot for production aircraft. So, for now, it is only available to the experimental market. He has mounting kits available for most of the popular homebuilt airplanes. If you want a little more information on Mr. Younkin and the *Trutrak* family of autopilots, you can find him at 1500 South Old Missouri Road, Springdale, AR 72764 (501-751-0250) or on the web at [www.trutrakflightsystems.com](http://www.trutrakflightsystems.com).

## SAVE THAT BATTERY

*From Mel Asberry*

With this years inclimate weather my runway is suffering from extreme saturation. This condition ultimately puts a temporary damper on my flying activities.

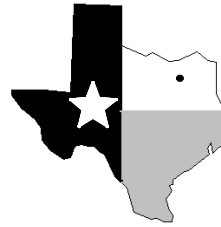
Since N168TX is resting for longer periods than normal I thought I should put a trickle charger on the battery. Further investigation showed that a trickle charger is not the best solution. EVS in Richardson, who also advertises in this newsletter, has a "battery conditioner" for less than \$30 that puts a low voltage RF (radio frequency) signal across the battery which keeps the plates from deteriorating. The battery needs to be in a charged condition as this is not a charger. But constantly charging a battery is not god for it. The conditioner is designed to be left-on the battery indefinitely; it will not harm the battery in any way. It is called a Mini-Pulse and sells for \$27.95. If you buy one from them be sure to tell them you heard about it in our Newsletter and thank them for advertising with us.

## Hill Country Getaway Opportunity

*From Mel Asberry*

Real County Airport (49R) is one mile north of Leakey, Texas and next to the Frio River. I have 2 fully furnished cabins that I rent to pilots that like a getaway. The cabins sit next to the tarmac and come with a complimentary car. I'll respond to inquires at 830-232-5021 or email at karl@hctc.net.

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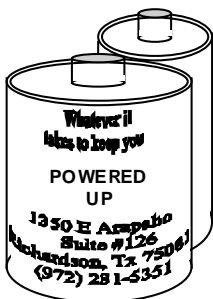
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