

HANGAR ECHOES

Experimental Aircraft Association ★ Chapter 168 ★ Dallas, Texas

The March 30th 2001 RV

By Marvin Brott

Since Hangar Echoes has chronicled some of the building of my RV, it has become time to provide the final chapter to you on, “does it fly?” Good news! I did get to fly this RV-8 on the afternoon of March 30th and everything went just great. The take off and landing were probably the best I have had in six months, just luck. The engine ran very well and the controls felt just like the RV-4. As far as “hands off” on first flight, I could not really tell much because of the turbulence. On a subsequent flight it was a little left wing heavy but no big deal, just squeeze the light wing aileron trailing edge. What did jump out at me was the “look and feel”. After flying only the RV-4 for the past nine years, the ‘eight’ felt a little strange, but that strangeness is quickly going away. It feels bigger because it really is. You sit higher in a bigger canopy, the constant speed propeller provides a different feel and sound, and the information on the instrument panel (engine instruments & radios) has a new look. The constant speed prop is a real pilot’s rush for acceleration and deceleration. The initial flights show signs of once again meeting or exceeding Van’s performance numbers (about 200 mph) and the new RV landing gear is real solid and tracks straight.

From delivery of the tail kit to first flight took exactly three years of effort to the month. With respect to dollars and effort, the cost came in at

almost exactly what I had predicted but the amount of labor to build exceeded by many months what I had anticipated. I am not really sure why it took longer than expected.



Like all RVs this newest addition to Van’s air force has a tailored combination of firewall forward and instrumentation items. After much consternation I installed the following:

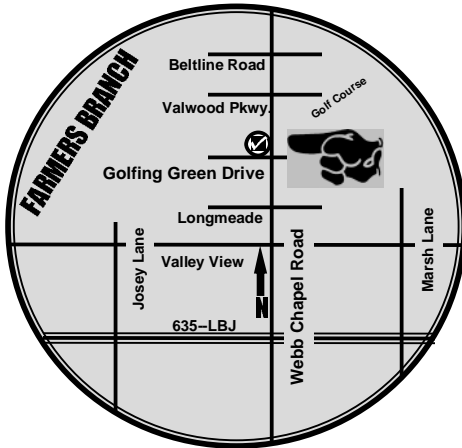
1. Lycoming, 0-360 A1A 180 hp
2. Hartzell Constant Speed Propeller
3. Exp-Bus DC Load Center electrical system
4. Vision Micro Systems VM 1000 engine instrumentation
5. Garmin Com/GPS Radio GNC 250XL
6. Garmin Transponder GTX 327
7. NavAid Autopilot

Continued on page 6

May 1st Chapter Meeting

Our May 1st Monthly 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 Richard Walton, who will speak about aircraft quality woods and wood aircraft construction techniques. If you have those plans, but don't where to start, Richard can answer your questions. So, be sure to join us on May 1st.



May 5th Chapter Fly In

The May 5th Fly-In will be to Kezer airport. We are again meeting for lunch around 11am at the Wild Onion restaurant. Kezer Air Ranch Airport (61F) is located a few miles west of the north end of Eagle Mountain Lake. Since this is a little far to drive, ask around and see if anyone who is planning to go has an empty seat. I'm sure they could use the company.

Although last month's weather was marginal, several braved their way to Cedar Mills. They said even though the group was small they enjoyed the Fly-In. Let's hope this month's weather is good and we will see you at Kezer.

Upcoming Local Events

- April 28-29 – Lone Star Flight Museum Spirit of Flight Airshow (Galveston)
- May 5th - Chapter Fly-In to Kezer for lunch.
- May 5th - SATS Expo Weatherford, OK
- June 2nd – Mid-Way Pancake Breakfast

Upcoming National Events

- July 24th – 30th – AirVenture. Oshkosh.
- Sept. 21st-22nd – Southwest Regional Fly-in. (SWRFI)

May 8th Director's Meeting

The May BOD meeting will be held on the 8th at the Farmers Branch Library meeting room starting at 7:00 p.m. The minutes from the April BOD meeting (recorded by Steve Genote) are as follows:

Attendees: Sam Cooper, Monroe McDonald, Ted Fontelieu, Jerry Mrazek, Michael Stephan, David Cheek, Steve Genotte, Jim Quinn, Jeff Anderson, John A. Williams, Don Christiansen.

Meeting started at 7:00 PM

- The May 1st Chapter meeting will feature Richard Walton, an authority on the use of wood in aircraft construction.
- The next Board meeting will be at 7 p.m., May 8, in the Farmers Branch Public Library.
- The May fly-in is May 5 at Kezer Air Ranch Airport (61F), Springtown, TX. Point of interest is the nearby Wild Onion restaurant.
- The May newsletter assembly will be at Steve and Eileen Genotte's home on May 29th.
- Treasurer Ted Fontelieu suggested the Chapter change its checking account to Wells Fargo to save expenses. The motion was seconded and passed unanimously.
- A label suggesting a \$1.00 donation will be added to the refreshments kitty can. Donations for refreshments have been running at 50% of our cost.
- Michael Stephan's server is now hosting the Chapter web site. The URL is www.eaa168.org.

May 29th Newsletter Assembly

The June issue of Hangar Echoes will be assembled at the home of Steve and Eileen Genotte on May 29th starting at 7:00 PM.. The address is 3002 Scott Mill Rd., Carrollton, TX. For directions call Steve or Eileen at 972-245-4160.

Steve is building a Europa and knows a lot about fiberglass techniques. If you have not seen a Europa in progress, you should come and see Steve's. So, mark your calendars and we will see you there and fold a few newsletters.



A Message from the President: Sam Cooper

As many of you know, at the last minute we had to move the location of our April Meeting from the Farmers Branch Manske Library to Collmer Semiconductor in Addison. First, I want to thank Jan Collmer and Collmer Semiconductor for hosting us on such short notice. They allowed us to use their very nicely appointed meeting room, and were extremely gracious hosts. Second, I need to thank David Cheek, Monroe McDonald, Ann Asberry and Michael Stephan as the organizers of our recovery effort for locating an alternate location and notifying our membership.

(I returned from a business trip on the Friday before the meeting and found that they had deftly handled the situation in my absence.) Finally, I need to thank the multiple volunteers who contacted our members after the Collmer Semiconductor location had been setup. I was impressed with how quickly and well our Chapter organized itself to deal with this problem.

Despite the change of venue, we had a good turnout for a very informative presentation by Paul Royko of Shell Oil on aviation oils and lubrication. I certainly picked up a number of useful bits of information on this subject. As an added bonus, Paul will be sending the Chapter video tapes and printed information on aviation lubrication issues that we will be able to pass out to the membership. Look for this material at upcoming Chapter Meetings.

I was not able to attend our April Chapter fly-in, but I had a reasonable excuse in that I was flying to Florida for Sun 'n Fun 2001 with three friends in a Cessna 310. The forecast Saturday morning was for essentially IFR conditions (low ceilings primarily) along most of the route to, and through, Florida. So we filed IFR through Gulfport, MS, where we would be able to land given the forecast conditions. Once underway, the weather enroute was better than forecast, decent VFR weather actually, but we stayed with our IFR flight plan. Gulfport turned out to be a nice, large airport, with avgas prices to match (\$2.80/gallon) at the only, full service FBO.

We elected to fly IFR into Florida, but we had to get an IFR slot reservation first for our destination airport, Plant City. Since I had obtained the Sun 'n Fun NOTAM via the Internet (21 pages total!), we knew what to do. Fellow member Tom Moe struggled with the automated slot reservation system (via phone) for what seemed like a half hour, before obtaining the needed reservation. A quick file, and off we went. Our 7,000 foot cruising altitude kept us above the scattered to broken cumulus. The traffic to Florida for the fly-in was heavy, and we actually passed two pairs of VFR airplanes (all at 7,500 feet) going the same way. That was unusual. Interestingly, ATC did not tell us they were ahead (they are not required to). See and avoid.

We had a good two days at Sun 'n Fun (see article elsewhere in this issue), before returning Tuesday morning. The return weather was similar to what we had coming down, so we again filed IFR for Gulfport, MS. At 8,000 feet this time, we were well above the broken cumulus. After a couple of ATC sector handoffs, I noticed that we seemed to be changing sectors at the same time as another airplane. I recognized the N number (123PK) as belonging to a very nice Lancair Super ES from the Houston area. He was at 6,000 feet. When we finally spotted the Lancair, he was slightly behind us and we were only pulling away from him very slowly. Given our TAS of about 190 knots, I thought this was an impressive display of the advancements modern, custom-built aircraft have compared to the older, and many of the current, certified aircraft. Here was a 300 HP four-seater keeping up with our loaded 520 HP twin. No, the four of us plus luggage probably would not have fit in the Lancair Super ES, but we almost could have. Shortly after that, we were vectored off to land in Gulfport, while the Lancair continued on, I presume going to Houston non-stop.

Sun 'n Fun 2001 was a great vacation for me this year. Absorbing the beautiful airplanes on display and other advancements, reinforces my sense that experimental aviation is leading the way for certified aircraft. Let's enjoy that ride.

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

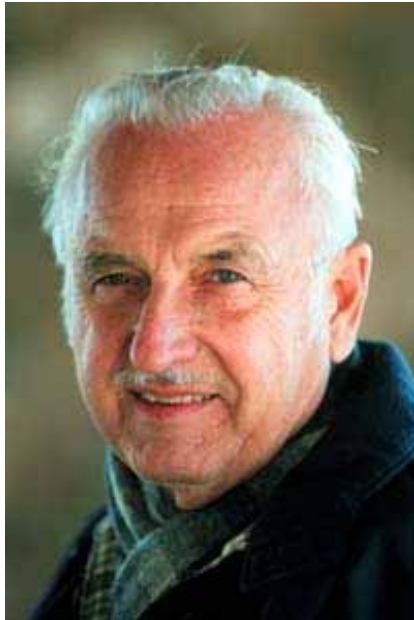
Sam Cooper



Tony Bingelis

Intro by Stu McCurdy

Several weeks ago, 81-year-old Tony Bingelis, of Austin, Texas, a man who was a major force in sport aviation, passed away from heart problems. Tony was one of the founders of Chapter 187 and the Southwest Regional fly-in. He was one of the greatest contributors to the homebuilt airplane community through his four books, his 25 years worth of monthly articles in the Sport Builders column of Sport Aviation, his building of 9 aircraft including two Emeraudes, a VP-1, a Flaglor Scooter, a Turner T-40, a Falco, an RV-6, and an RV-3, and his many years as a technical counselor, answering questions from all over the country. Tony will always be in the Texas Aviation Hall of Fame.



Stan Shannon, President of SWRFI and Chapter 187, and a close friend of Tony's wrote the following:

He and I were building a Murphy Rebel. I built the wings and he was finishing it. He did great work like you would expect and was ready to mount the engine. The "Sport Plane Builder" added many neat extras and innovations. He came to a flyin at my airport and saw the Rebel's wings and me not working on it, since I'm building an RV-9A instead, and said he wanted to finish it. I would fly the time off and we would sell it. He was always saying to me when I left--"don't spin in. I don't want to finish it alone." But he is gone now and it is for sale. In a mailing to our chapter, I called him the "Patron Saint of Homebuilders"--He was that and more.

The details of that Rebel project are listed on page 5.

Even though most of us have not met Tony, we have read his many articles and books and followed his guidance through our projects. He will be missed, but his wisdom and instruction will continue.

Mid-Way Young Eagles Day

Michael Stephan

On Saturday March 31st, Chapter 168 helped out with a Young Eagle event at Mid-Way airport. We did this event last year and there were quite a few kids that participated. This year was even better. The Cedar Hill ROTC students were the main group and were very organized and enthusiastic. I've never been called "sir" so many times in my life.

Our Chapter had several pilots chip in. Don Christiansen was the first to fly followed by Richard Robbins and Clair Button. The Denton Chapter (661) also brought several pilots. Winn Harris flew an RV-4. Don Vasquez brought his Cherokee, and Blair Furgeson flew his Grumman Tiger. Thanks guys for some very good work.

The weather was very nice and we flew until we ran out of kids. It seemed like we were never going to fly all those kids. The line kept getting longer with no end in sight, but we finished about 2pm with a total of 78 kids flown. I'm not sure who had more questions the kids or the parents. Most had never heard of the EAA or seen a homebuilt. All were very appreciative, which made all the work worthwhile.



The RV-3 Built by Tony Bingelis and now owned by Stu McCurdy. On the side of the canopy is written "Body by Bingelis".

Fountainhead

Swimming Pools

Bill Price

SWIMMING POOL CONSTRUCTION • REMODELING • SERVICE

8024 Forest Lane
Dallas, TX 75243

214-348-1505

Tony Bingelis' Last Project

Murphy Rebel

90% finished-ready for engine
\$18,500

Many innovations by
"The Sportplane Builder"

Specifications:

1. Wings ready to attach. Has AL tanks like super cub.
Control surfaces need covering (included).
Tips not attached.
2. Fuselage finished except for windshield attach.
(Left open for wiring.)
3. Ready for a Lycoming 0320 conical mount.
(Firewall and mount set for this.)
Most plumbing and wiring done.
4. VFR instruments, ELT, no radios.
Compass
Altimeter
Airspeed
Tack
Fuel gages-same as Van's RV
Volt meter
Ammeter
Have automotive
oil temp & pressure
not installed
5. Innovations by Tony Bingelis.

Changes from standard:

Separate flaps and ailerons
Welded AL tanks
Tail handle
Baggage window
Center console
Cabin handles
Many structural beef-ups
Floor and gear box mods
Float attach points

Contact

Stan Shannon
3033 White Oak Road, Fredericksburg,
Texas 78624

Phone: 830-997-8802 [after 4/12/01]

Fax 240-524-8867

E-Mail shannons@krc.com

Triple "S"

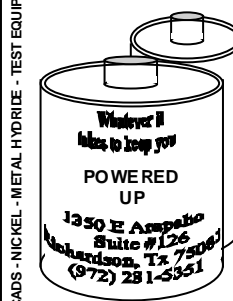
Machine & Fabrication

Single piece machine work
and heliarc welding a specialty

2203 Trinity Springs
Carrollton, Texas 75006

Sid Smith
Phone 972 418-9717

CAMCORDERS - LAPTOP - CELL PHONES - LITHIUM - CUSTOM BATTERY PACKS



Batteries for your
portable world.

EVS Supply

www.evssupply.com
1-800 776-5267

E-MAIL: BATTMEN@SPRINTMAIL.COM
battmen@sprintmail.com



**LONE STAR
PILOT SHOP
ADDISON AIRPORT
EARLETTE SHULTS**

OPEN:
M-F 9:00AM - 5:00PM
SAT 9:00AM - 3:00PM

4500 RATLIFF LANE, SUITE 119
DALLAS, TX 75248
972/250-6781 - FAX 972/407-9383

HEADQUARTERS FOR SPORT AVIATION PARTS & MATERIALS

* POLY-FIBER AND CECONITE COVERING MATERIALS
* STEEL & ALUMUNUM TUBING * ALUMINUM SHEET
* AIRCRAFT PLYWOOD * HARDWARE & MORE

ALPHA AVIATION SUPPLY CO.

P.O. BOX 8641 GREENVILLE, TX 75404
903-527-3817

The March 30th 2001 RVcontinued

The following picture shows the instrument panel with the VM 1000 on the right, radios to the left and flight instruments in the middle. An article entitled, Thoughts on Panel Planning in the March 2000 issue of Hangar Echoes provided some detail and rationale for the custom panel. Like what I did for the RV 4 panel, the 'eight' also has a wrap around look.



The serial number was given to me by Van's Aircraft and can you believe it, they gave me 80666. I am not superstitious. A number of us from Texas have TX as our last two identifiers in the N number and my RV 4 is N91TX. Mel Asberry suggested I get 911TX. I just could not do it (I am superstitious) so I went for 707TX.

At this point in time, I am in an interesting position since all the airplanes I have built over a 27-year period are in one hangar and still registered in my name. As the picture shows, the one hanging from the ceiling is a plans-built single place Soneria that was started in 1974 and first flew in November 1978. On its second flight, I ran it off the runway and bent the gear and did some other damage, mainly to my ego. But over the next ten years we became very good friends and had a great time. Keith Winship took it to Oshkosh in 1979 for me and believe it or not, it won a workmanship award. It was a great flying airplane but there were two big problems that never really got resolved. First was keeping the VW engine cool and second was that darn Posa carburetor which was nothing more than a metered leak. I always had an uneasy feeling with that engine yet it never quit on me in the air. To put things into perspective for those days, I had a lot of fun for dollar spent. I have more money in the RV 8 prop than that entire Soneria (\$3300).

Next came the RV 4, which was started in 1987 and made its first flight in April 1991. After each flight in the 'four' whether it was the very first flight or the flight last Friday, I always say to myself "what an airplane". This is the plane that inspired me to build the RV 8. During the nine years it has been flying, updates have been made such as electric flaps, new instrument panel, autopilot and many other items. As many of you know or have read in an old RVator, at 80 hours total time I had an off-field landing when the gear which drives everything came off the back of the crankshaft. With a lot of help from Aero Country people it was back in the hangar within a few hours with no damage (very good luck) and no police or FAA. As I like to tell Mel, as I rolled it back in the hangar that evening I looked over at the Sonerai and it had a big smirk on its face. Bryan Tears and Bela got me back in the air with an overhauled engine. There will be a sad day in the near future when it will go to a new owner. It is still the best looking of all the RVs. →

Stocks, Bonds, Mutual Funds,
Financial Planning



E.G. "Bo" Bauereis
VICE PRESIDENT

8333 DOUGLAS AVENUE
SUITE 400, L.B. 82
DALLAS, TEXAS 75225
(214) 987-5222
MEMBER MIDWEST STOCK EXCHANGE

The
GLASS GOOSE
By Quikkit

Office:
9002 Summer Glen
Dallas, TX 75243
214 - 349 - 0462 (phone & Fax)
www.glassgoose.com
E-Mail: quikkit@glassgoose.com

Tom Scott
President

Plant: Lakeview Airport
Lake Dallas, TX 75065



Center electrical system I utilized. The RV 8 was built in the information age. Nearly every day during the building process the Internet was used to seek product information, determine how to do something, take a look at pictures of other projects, or order something on-line. I used the search engine on the RV List to get answers to common problems. During the entire three years of building, I never had the need to call Van's Aircraft for help. No need when all of you were out there supporting me with answers and the Internet was there to be tapped.

About 1995, thoughts were drifting towards an IO-540 Lycoming in a modified RV 4, i.e. the Harmon Rocket II. Mark Fredericks from Taylor, Texas has recently developed the Rocket into the F-1. But about that time Van's Aircraft announced the RV 8 with the 180/200 hp Lycomings. After much comparison of the two, I went for the RV 8. Therefore, act three started in 1998. For those of you looking at this newsletter in color, the RV 8 will not be painted yellow with red strips as the previous two. It will be red on top and white on bottom scheme. As mentioned, the RV 4 made its debut in 1991 and the RV 8 made it in 2001. As we finished unloading the 'eight' at the airport in February, Ken Krebaum, who helped with the task, mentioned something to the effect of "let's do this again in ten years." My question is to Don Christiansen since I have followed him twice with respect to aircraft built, what's next?

So how have things changed in nearly thirty years of building airplanes? Obviously the cost to build airplane has gone up considerably since a Sonerai equivalent today would be around \$25K. I have about the same amount of labor in all three planes but the expended labor to final performance ratio is much greater because of the RV kits and capital dollars invested in hardware (Lycomings). Yes kids, building the Sonerai was up-hill both-ways in the snow. For example, the wing ribs were pounded out only after wood form blocks had been made. My admiration goes out to all of you in the chapter who are scratch building. The pre-punched RV 8 kit saved a lot of measuring labor but the real bang for pre-punching came with a very straight airplane (rivet lines are straight and evenly spaced plus everything is dimensionally correct). Today, there are a wealth of third party vendors out there catering to the experimental market like the DC Load


I have given this paragraph a lot of thought since it concerns the "thank you for helping me" message. There have been dozens of you who have given me good ideas, helped me with problems, given me encouragement, loaned me tools, provided inspections, provided labor to the project, and many other things to make it happen. A list of your names would be **too** long and I would forget someone. But I need to mention two people. The first is my wife, Pat, who wrote all the checks and helped with lifting and holding the other-end of such things as the canopy and cowling for the trial fittings, and the second is Greg, my son, who helped with the riveting. It takes a lot of friends to build an airplane. Needless to say, Van's Aircraft has become an icon for success as the distributed factory numbers continue roll-up to support this success. One new RV is coming off the line every day and March 30th was my day, therefore the title.


FINA
Presents:
Jan Collmer
Aerobatics

EXTRA 300L
Low Level Acro Performance

- Torque Rolls
- Lomcevaks
- Snap roll on take off and final approach

A Real Crowd Pleaser





Jan Collmer
P.O. Box 702708
Dallas, TX 75370
(972) 733-1700
Fax (972) 713-8812

Sun 'n Fun 2001: Another Good Year

By Sam Cooper
Photos by AVweb staff

The 2001 edition of Sun 'n Fun was an excellent way to shake off the doldrums of winter and the recent news of high tech and economic slowdowns. The good opening weekend weather, small puffy cumulus with no frontal systems, made it easy for three friends and myself to fly down to Florida for our 12th consecutive visit to this excellent kickoff of the annual fly-in season.

My first impression as we entered the show grounds was that the vendor displays looked as plentiful, and as healthy, as they had last year. The vendor display area had even been increased, allowing additional exhibitors to have space. In addition, a goodly number of Experimental show planes were on the grounds, guaranteeing me several interesting hours on the flightline. I felt this was a good omen that the slowdown that has affected my industry may not have bled over too far into one of my favorite leisure activities.

The availability and use of advanced avionics and instruments for our aircraft continues to grow. The functionality continues to grow, while the prices continue to drop. For example, Lancair had a customer's unfinished carbon fibre Lancair Legacy on display. What I found most striking about this aircraft was the panel. The pilot and passenger each had a Sierra Flight Systems (SFS) EFIS display. The center stack used a full complement of UPS Aviation Technology communication and GPS avionics, including their lovely MX20 display. That pilot will have a tremendous amount of capability in a smallish panel. Not cheap, but it all fit with room to spare.

As a second example, the Maverick Air Twinjet 1500 was also there with a two display SFS EFIS. I would expect them in that class of aircraft. Those units almost looked lonely in the much larger panel of the Twinjet, which did not need the plethora of displays and boxes the more traditional systems require us to have.

Bendix/King was introducing a new KI 825 electronic HSI (\$12K) to compete against the extremely successful

Sandel SN3308 unit. And Meggitt was also there showing their line of EFIS units, which seem to be primarily targeted at the turbine single market.



FAA

DESIGNATED AIRWORTHINESS REP.
AVIATION SAFETY COUNSELOR
GROUND INSTRUCTOR
A & P MECHANIC

EAA

TECHNICAL COUNSELOR
FLIGHT ADVISOR
SAFETY OFFICER

MEL ASBERRY

2464 COUNTRY RD. 655
FARMERSVILLE, TX 75442-6014

972-784-7544
972-598-8458

Aircraft Retrieval
Damaged Aircraft Storage

Used Parts
Buy & Sell Problem Aircraft



Stephen Smith
Salesman – Air Frame & Avionics
A & P Mechanic

(972) 227-1111
(800) 336-6399
FAX (972) 227-6176
www.asod.com

The major new experimental aircraft introduction that caught my attention was Van's Aircraft's new RV-7 prototype. While I had already seen pictures and information via the Internet only a few weeks before, it is still nice to see the real thing. While the RV-7 certainly measures larger than an RV-6, it does not look much bigger. After discussing the RV-7 with a Van's rep, it was obvious that it is really an evolution of the RV-6. A little

One of the nice things about Sun 'n Fun is that they have a posted reference list of the experimental show planes at the show. This is to help people locate airplane types and airplanes that they are interested in. When I looked at Monday morning's list, I was surprised to see that of the roughly 300 experimental show planes on the list, slightly over one third were RVs. Quite a turnout and change from even five years ago.



One of the final trends I noticed was the number of new aircraft from new manufacturers. While they had been announced before, Cirrus had their new SR22 and Lancair its new Columbia 400 at the show. Significantly, Diamond received the Type Certificate for their new four seater, the DA-40 Star at the show. AMD was displaying the Symphony, a Glastar clone made in Europe by OMF Aircraft, for which they also received a Type Certificate at the show. The Symphony was on sale for \$120K. The Liberty, a planned certified version of the Europa, was also on display. At the higher end of the price spectrum, Adam Aircraft Industries was there with their prototype of the M-309 inline twin.

more room for the pilot and passenger, same g ratings, and beefed up and balanced for the larger 200 HP Lycoming 360 engines. (For me this is in contrast to the significant differences between the RV-8 and RV-4. The RV-8 is much bigger with a forward weight bias that is more forgiving of rear seat and aft baggage loads.) The Van's rep indicated that with a small engine and light prop, the RV-7 would probably have some of the same limitations on baggage load that the RV-6 has when the pilot and passenger are 200+ pounds each. Shucks, I guess you just have to use the bigger engines with a constant speed prop.

I noticed several experimental projects still in development. The Ullmann Panther is progressing, but the fuselage had dummy wings and probably will not fly too soon. I saw the new Tempest turbine powered tandem seat composite for the first time. It is much larger than a Legend and had all of its major composite pieces. But, it will probably be a while before it is flying as well.

I also made a short visit out to Paradise City, to see how the lightplane and ultralight contingents were doing. Things were as lively as ever, with lots of flying in the light winds that prevailed for the two days I was there. The powered parachute crowd was much in evidence, with everything from backpacks to two person 3 or 4 wheelers.

→

AEROMILLER

**Bruce Miller, Flight Instructor
Airplane, Glider, or Taildragger
Box 547, Prosper, TX 75078
(972) 346-2831**

They always seem to be trying new things over in Paradise City.

In years past I have enjoyed watching the Sun 100 air race, but the event no longer seems to be attracting the more ambitious competitors in the 160-200 HP and 250-300 HP classes. (They all seem to be running in Reno's Sport Class instead.) This year was no different, with a Questair Venture easily winning with a speed well below 300 mph. However, in the small bore (99 HP?, primarily Rotax 912 power) class, a French MCR-01 outran a pair of Pulsars.

So two days of sun, lots of beautiful planes, camaraderie, only one blister and no sunburn added up to another good year. If you have never been to Sun 'n Fun, I recommend putting it on your calendar.



Note: The AVweb has excellent coverage of this years Sun 'n Fun event. If you have not already, I suggest you check it out at www.avweb.com.



**Live With Your Plane
At Beautiful
Hidden Valley Airpark**

- 260-Acre Residential Airpark near Lewisville Lake
- 81 Homesites, 62 with homes/hangars on paved roads
- 2,000 foot paved runway with sod 700' overrun (5TX0)
- 25-acre horse pasture, private entrance road and lake
- 30 minutes from Dallas or Fort Worth, 5 minutes to mall
- For info on lots and homes, call (940) 321-5758

D.E. CHRISTIANSEN, D.O., P.A.
Family Medicine
Aviation Medical Examiner



Office (972) 298-6174 222 S. Cedar Ridge
Ans. Service (214) 521-4111 Duncanville, Texas 75116
Office Hours By Appointment

SENTRY


Aircraft Cylinders, Inc.

WELD*OVERHAUL*CHROME
"Serving Aviation with Pride"

1-800-433-7647

2731 Ludelle Street Fort Worth, Texas 76105
www.sentrya-ccylindersinc.com
FAA Repair Station WQ1R593K


ALVIN BOYANTON
Manager / Vice President
(214) 637-3598
Fax (214) 688-0549



AIRCRAFT SUPPLY COMPANY

7204 PARWELK
(ANSON & HINES Near Boy Scout Bldg..)
DALLAS, TEXAS 75235

AN MS NAS HARDWARE & ACCESSORIES



Engines

BOBBY'S PLANES 'N PARTS INC.
9061 F.M. 1885
WEATHERFORD, TX 76088-1445

BOBBY OSBORN Tel. 940-682-4220
Fax 940-682-4264

Classifieds

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

For Sale Services, Parts and Other:

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

Tailwind: TTA: 705, O-320- 150 hp Lycoming, 5 hours SMOH, 30 Gallans in wing, Garmin 55, TXN 960 Terra, \$20,000, Based at Lancaster. Editors Note: This is a airplane worth looking at!!

* Call Bill White 214 337-3922

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.

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)

Flightcom II Voice Activated Intercom 2 Place (Pilot-CoPilot) Portable - just plug it in. New in box. \$75.00 OBO

*Call Jim Quinly 972 233-3263

(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

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

RC Allen 12V Electric Direction Gyro, and an RC Allen 12V Electric Artificial Horizon (recently repaired) Asking \$700 each. Buy'em and Try'em - if they don't work I'll buy them back at the same price (within a reasonable timeframe).

* Call Dick Flunker (972) 396-0018, or RFlunker@Home.com.

Spark Plugs-two new REM 38S Iridium Fine Wire spark plugs.

Aircraft Spruce sent the wrong plugs, but won't take them back because of being opened. My cost \$46.00 each. I'll take \$25.00 each.

* Call Haden Cowdrey, home phone (214) 528-4587, work (972) 534-3200, email haden.cowdrey@flightsafety.com

HANGAR ECHOES

New Web Site Address:

EAA CHAPTER 168 OFFICERS

<http://www.eaa168.org>

<p>President scooper9@flash.net Vice President dcheck@nortelnetworks.com Secretary gopack@sprintmail.com Treasurer buildaplane@home.com Flight Advisors Mel Asberry m-asberry@ti.com metro 972-784-7544 Mike Hoye 972-771-8162 Gene Spaulding genebs@wtd.net 972-661-9229 Technical Counselors Mel Asberry m-asberry@ti.com metro 972-784-7544 Owen Bruce 972-231-3946 Don Christiansen 972-298-6531 Steve Marchand 972-475-0571 Brownie Seals 972-248-4335</p>	<p>Board of Directors Jeff Anderson 972-230-1186 Bill Barrett 972-910-0427 Don Christiansen 972-298-6531 Scott Christensen 319-233-0691 Monroe McDonald 214-352-1564 Jerry Mrazek mrazek@flash.net 817-265-0834 Stephen Palstring 972-562-3077 John Peyton 214-691-6643 Jim Quinn jquinn2@swbell.net 972-788-2593 Michael Stephan mstephan@shr.net 972-857-3327 John Williams 214-368-6816 Hangar Echoes Editors Marvin Brott brott@mindspring.com 972-235-5552 Michael Stephan mstephan@shr.net 972-857-3327 Advertising Bo Bauereis bauereis@swbell.net 972-529-2844 Data Processing Jerry Mrazek mrazek@flash.net metro 817 265-0834</p>	<p>Librarian Michael Stephan mstephan@shr.net 972-857-3327 Tool Custodian Vern Williams 972-484-7741 Fly-In Ground Control Chuck Farry 972-644-8748 Meeting Refreshments Eileen Genotte 972-246-4160 Pat Johnson 214-321-6590 Safety Officer Mel Asberry m-asberry@ti.com metro 972-784-7544 Website Editors Jim & Jane Quinn 972-788-2593 jquinn2@swbell.net Young Eagles Coordinator Jim Quinn jquinn2@swbell.net 972-788-2593</p>
--	--	---

We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 168, Inc., regardless of the form, format, and/or media used, which includes, but is not limited to, Hangar Echoes and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.

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

National EAA Membership:

(800) JOIN EAA (564-6322)
Phone (920) 426-4800
FAX (920) 426-6761

Name: _____

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

Address. 1: (or Business Name) _____

Address. 2 _____

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

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

e-mail address: _____

EAA #: _____ (168 membership requires National EAA membership)

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)% (_____)%