

HANGAR ECHOES



Experimental Aircraft Association ★ Chapter 168 ★ Dallas, Texas

The Second Offense

From Dean Fellows

As Van so uniquely puts it, I'm a 'second offender'. That is, I have built two of his kit airplanes. In my case, this second RV-6 is to replace the first, which perished in a crash, which I'm sure you are all aware of. After having flown the first one for a mere 73 hours, I couldn't think of not having another one, if I could possibly fly it, since it was the most fun airplane I have ever flown. And this is over a period of 55 years.

My second project was delivered the last day of July 1999. Almost a year from the time I destroyed my first one. While still walking with the aid of a cane, I thought that this would get me out of the house and provide good therapy for rehabilitating my legs. In fact, Dr. David Webb, an orthopedic surgeon, stopped by a few days later and casually mentioned that this project was probably the best therapy I could be involved in. I couldn't help but agree totally.

I did opt for the Quick Built Kit for this second one since I didn't want to be without a flying machine for another four years. The necessity of getting up and getting out to the hangar/shop was just what I needed. Progress could be seen in both the project and my walking. Contact with my airport pals and chums was renewed. This is really an important part of my social life and one I had missed a lot.

The workmanship on the QB Kit was quite good for which I was most thankful. There is still plenty of metal work to do but you also get to the other things like hanging

the engine and doing the wiring at a much quicker time. I guess one of the things I enjoy so much about building is that there are always challenges to be met and solved. And one of these machines is not built without the help of a number of your friends who always lend a hand when you need them. That is a very heart warming experience.

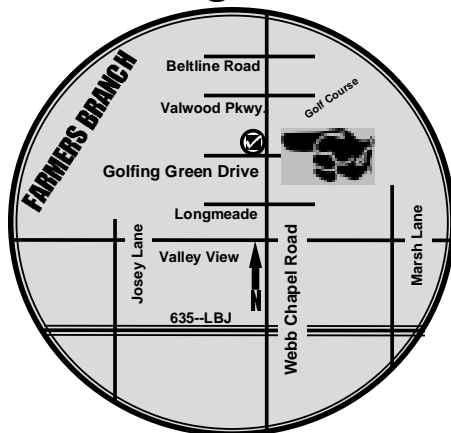


Finally, the untold, but finite number of tasks are done and the day comes to fly your machine. It has to be one of the most memorable days in one's life. My second 'first flight' occurred on Memorial Day, of this year, which I thought was altogether fitting.

Continued on page 9

July 3rd Chapter Meeting

Our July 3rd 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 our speaker is our own David Cheek, and the topic is Soaring. David is very active in a local soaring group. In fact, he flies the tow plane as well. David plans to discuss many aspects related to flying non powered aircraft and motor-gliders. Sounds very interesting. So, make your plans to be there and have your questions answered.

Last month Bill Morrow of Tomlinson Avionics did a great job explaining what is new in the world of GPS Avionics. He had a neat display of some of the nicest IFR certified GPS/Comm units including the Garmin GNS 530. Thanks again Bill.

July 7th Chapter Fly In

This month's fly-in will be to Lancaster airport. Since we are getting into the hot weather, our fly-ins are moving into the morning. So, we will meet for breakfast at Lancaster. We will meet there at about 8:00. There are quite a few interesting planes at Lancaster and we hope to see you there.

Upcoming National Events

- July 11-15: NW EAA Fly-in. Arlington, WA.
- July 24-30: AirVenture 2001, Okhosh, WI.
- Sept. 14-16: Land of Enchantment RV Fly-In, Las Cruces, NM
- Sept. 21-22: Southwest Regional Fly-in (SWRFI), Abilene.
- Sept. 21-22: 15th Annual Biplane Expo, Bartlesville, OK.

Upcoming Local Events

- July 7: Chapter Fly-in to Lancaster for Breakfast (8:00)
- July 14: Chapter 323 Pancake breakfast, 8 AM, Sherman Municipal Airport.

July 10th Director's Meeting

The July 10th BOD meeting will be held on the 16th at the Farmers Branch Library meeting room starting at 7:00 p.m. The minutes from the June BOD meeting (recorded by Steve Genote) are as follows:

Attendees: Monroe McDonald, Jerry Mrazek, Michael Stephan, David Cheek, Steve Genotte, Jim Quinn, Jeff Anderson, Don Christiansen, Steve Palstring, John B. Peyton, Bill Barrett, and Ted Fontelieu.

- The July 3rd Chapter meeting will feature our own David Cheek, who will discuss the art of soaring.
- The next Board meeting will be at 7 p.m., July 10, in the Farmers Branch Public Library.
- The July fly-in is a breakfast trip to Lancaster Airport (LNC) at 0800.
- The July newsletter assembly will be at Ben and Pat Johnson's on July 31 at 19:30.
- The Chronograph raffle will be held at the end of the July Chapter meeting.
- Chapter Finances: Bringing a recommendation at a future Chapter meeting for a dues increase before the members was discussed and was tabled until the July Board meeting.
- Also, a motion was made to stop sending newsletters for an extra month to members who do not renew their dues on time and changing the notification of impending lapse of membership from one month previous to expiration to two months. Motion was passed without opposition.
- A search is underway for a volunteer to head the Nominating Committee for the 2002 Board of Directors.
- A proposal was made to form a committee to investigate the feasibility of a 2001 Chili Cook-off in conjunction with the McKinney E.A.A. Chapter.
- A Chapter Ice Cream Social has been tentatively scheduled for August 11, pending further study.

July 31st Newsletter Assembly

The August issue of Hangar Echoes will be assembled at the home of Ben and Pat Johnson on July 31st starting at 7:00 PM. The address is 2810 Ripplewood, in Dallas. For directions call Ben or Pat at 214-321-6590 or email sessna@flash.net.

Pat was building an RV-9, but I believe she is now building an RV-7. I'm not sure if she has the tail kit yet, but if she does you can get your eyes on one of the first RV-7s in the Chapter.

We have great fun at these "assemblies". To see some of the fun, last month's assembly hosted by Eileen and Steve Genotte is covered in this issue on page 6.

A Message from the President: Sam Cooper

Greetings from Deery, Northern Ireland! I am writing this column part way through a 3 week business trip servicing some of the equipment our company has sold in Germany, Northern Ireland, and England. Between work and travel time, it has not left us much time to sightsee. I trust that all of you back in Texas have been enjoying our early summer weather, and the end of our spring flying season. If my travel connections work out, I expect to see everyone again at our July 3rd meeting.

Besides the typical differences on language, culture, history, driving rules, etc. I have observed between Europe and Texas, I want to focus on three that apply

more directly to sport and general aviation: weather; costs; and distances. In our part of Texas we are blessed with an abundance of warm (sometimes too hot), sunny days with clear skies that allow us many opportunities for flying. In my limited exposure to Germany and Northern Ireland they have had much less of what we would call good flying weather. As you would expect, they are cooler. But, it has also been much more overcast, and cloudy. The area around Stuttgart, Germany is very lush and scenic, mostly similar to our New England states for vegetation. While there, we had a number of cloudy, to partly cloudy days. Northern Ireland has been even more cloudy. Our first full day here was clear and sunny, a bit of a rarity it turns out. For most of the work week it has been cloudy, with a cloud base between 1000 and 2000 feet AGL. The sun has broken through occasionally. This weekend, we are getting a mix of sun and clouds for several days, which is apparently a bit unusual. By reputation, I am expecting England to be somewhere in between these two examples.

The implications for sport aviation enthusiasts in Europe are that good VFR days will be limited in number. Or, that good VFR weather may only exist for part of the day. Obviously, flying to destinations in these parts of Europe will involve a significant amount of IFR conditions.

As we all know, the price of fuel is more expensive in Europe. For example, here in Northern Ireland regular unleaded is about 80 pence per liter, or about \$4.30 per gallon. In Germany, I saw a bottle of Mobil 1 synthetic oil for sale at about 35 Deutsche Mark for about one quart. That converts to about \$15 per quart. I have no idea how expensive an equivalent to 100LL would be, but it can not be anywhere near \$2.00 per gallon. Very likely, the direct operating costs for fuel, etc. are probably about twice as high here as they are back home.

Living in Texas, or the American Southwest, we have become used to long distances and our sense of scale is different from many others. For many of us, a good cross-country airplane needs at least a 600 mile range, 800 to 1000 miles is better. How else are we going to get from Texas to Iowa, for example, without a fuel stop? Frankly, 800 to 1000 miles will probably be much further than you want, or need, to go in Europe. Something like 500 miles is a long trip.

These differences in environment and needs are obviously reflected in some of the popular custom built aircraft designs that are successful in the United States and Europe. A successful recipe in the U.S.A. is typically represented by the RV series: 160-200 HP, 150-190 mph cruise, 800 mile range. That gets us where we need to go in a reasonable time frame. The European counterpart might be best represented by the Europa series: 80-100 HP, 130-150 mph cruise, 500 mile range (my estimate, no offense intended to our local Europa fans). The Europa will burn about half as much fuel per hour as the RV (premium unleaded auto gas at that), while still going fast enough and far enough to get the Europeans where they need to go.

All of this also helps to explain the popularity in Europe of microlight planes. As low powered and light weight aircraft, they are easier to purchase. They are restricted to primarily local flying, but keep their owners in the air using only small amounts of auto fuel. They can fly out of small grass strips, which seem to be less numerous than back home. Go flying for an hour, enjoy the local country side, which is definitely scenic, use 3-5 gallons of fuel, and land back at your home base. A nice way to spend part of their weekend.

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

Sam Cooper



Cecil McRee Supporting US Aerobatic Team

Info from Don Christiansen

Cecil McRee, a Chapter 168 member is currently supporting the US Aerobatic Team as the team's doctor. One of Cecil's old friends is Bobbie Martin out at Possum Kingdom has a son Dave Martin who is on the team. Several years ago the team hired a Russian coach who pulled the team together for one last final critique at Possum Kingdom about four weeks ago. Next they boarded a C5A in Dover (DE) on June 14 and went to Ramstein Germany. This journey wouldn't have been possible without the hard work by the US Aerobatic Foundation Board of Trustees and other high level governmental individuals. They unloaded their airplanes and began the process of re-assembly. They then made the long flight to their practice site in Leon, Spain in preparation for competition at the World Air Games in Burgos, Spain. We will get a report from Cecil when he gets back.

Volunteers Wanted

By Michael Stephan

The Chapter is in need for a few good volunteers. We have two needs that are coming up.

First, Officer elections are coming up in a few months. We are forming a nominating committee to fill the seats for next year. If you are interested in serving on the nominating committee please contact a board member. Their phone numbers can be found on page 11. This is your chance to influence the direction of the Chapter.

Second, we need someone to help Chair the committee to plan the Chili Cook Off in the Fall. We did this last year and had a lot of fun. We are looking to try it again. We need someone who can take the lead for this year's event. There are several that have volunteered to assist you, me being one of them. Last year Ann Asberry did a great job coordinating the event. So, if you are interested contact someone on the board and we will get you started.

Dues Increase?

By Michael Stephan

If you have been reading the minutes of the past few Board of Director's meetings (on page 2), you will have noticed that we have been discussing raising the dues. We been able to hold the dues at \$15 with a few cost-cutting measures with the Newsletter, which is our biggest expense. The people who get the newsletter electronically over the internet have reduced the printing costs. We also have fewer newsletters left over every month due to Jerry Mrazek giving us a very accurate count of the number of current members. These things are helping, but the amount of money the Chapter has to do anything else is still very small. There are several things that the Chapter provides other than the Newsletter like tools, the new scales, and social events, to name a few.

So, the debate goes on whether to raise or not to raise the dues. We will be taking another vote at the July Directors meeting. If you have an opinion let it be known to one of the Board Members or show up to the Board Meeting.

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Dave Davidson Update

By Marvin Brott

In the February Hangar Echoes we covered the career of Dave Davidson and his famous MA5 Charger. Since that time he has picked up a Cessna 172 that is at Aero Country and in March he delivered the Charger to California. As you may remember the owner of the Flabob Airport in Riverside is setting up a museum where he wants an example of all the planes that came out of Flabob. That includes designer from Ed Marquart and Ray Stits. Dave indicated the trip out was uneventful but when he got to the LA basin there was a cloud under-cast. He went on towards Flabob with the hope of finding a hole, and just as he got there, the hole appeared. He slipped down thought the hole, gave the airport of couple of low passes and landed with a tear in his eye. The Charger that gave him all of his Biplane Adventures will represent Ed Marquart and his MA5 design.



Vern Williams, Jim Walters & George Kilishek

By Marvin Brott

A couple of weeks ago I saw a very happy Vern Williams as he had just taxied his Zenair under its own power. The engine really sounded good. Mel Asberry sent me a message that he had just inspected, in the capacity of a DAR, Jim Walters RV-8 at Mesquite. Therefore, we should have a new RV-8 in the air very soon. Right behind Jim is George Kilishek with his RV-8. George is about two to three months from going to the airport, which will be Aero Country.

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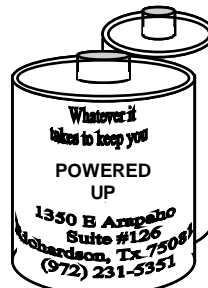
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June's Newsletter Assembly

By Michael Stephan

Last Month, Eileen and Steve Genotte hosted our June Newsletter Assembly at their house in Carrollton. We thank them for their hospitality because we had a great time. Steve is the Chapter's Secretary and Eileen has been doing the monthly meeting refreshments along with Pat Johnson.



Steve is showing Mack Cobb and David Cheek the finer points of building a Europa.

Steve has been building a Europa, but due to his medical condition is sadly having to sell his project. But we still poured over his project looking at the Europa's details. It was very interesting, since most of the projects we see are RVs. This was a nice change.

The Wings are wired and have the control linkage. Most of the fuselage is finished. The tail section is also mostly finished. The plane uses a Rotax powerplant and the engine mount is attached.

It is sad to hear that Steve has to sell his project, but he hasn't lost his enthusiasm for aviation. And, as I told Steve that night, he is welcome in my airplane anytime...after I finish building it.



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Echoes from a Past President

By Jerry Mrazek

Some of you may remember that when I was president of this organization, a few years ago, I would frequently climb onto my soapbox and speak my mind on the subject of volunteerism. Well I am still just as outspoken but I no longer have the forum that I had then. Now days I keep the database of our membership, i.e. names, addresses, phone numbers, and status of our members' projects. Recently I received a renewal form from one of our members and there was a note written across the bottom of the form. The note said, "Why no mention of Greenville Memorial Day fly-in in chapter newsletter? May 19th". My first reaction was one of pique. In my righteous indignation I mumbled to myself, "Where was this guy when it came to volunteering to do something instead of just complaining after it was too late to do anything about it". Then I cooled off and started to think more rationally.

There are two issues here that need to be brought out into the light of day. First is the matter of timing. In order for an item to get into the newsletter for a given month, it must be in the hands of the newsletter editor by early in the week prior to the last Tuesday of the previous month. This takes some forethought. I will take this opportunity to remind you of who your newsletter staff is. Michael Stephan puts the Hangar Echoes together and gets it to the printer and picks it up to take it to the newsletter assembly party we have every month. Marvin Brott contributes greatly with many articles and contributes to the placement of advertisements. Sam Cooper also contributes but since he is your current president, his primary contribution this year has been the "President's Message". I want to point out that all of these people are volunteers and if you enjoy the newsletter, you have them to thank. I personally think they do a terrific job and should get applause from all of the membership for the quality of job they do and the many hours of work they put into our newsletter.

That brings me to the second issue that I want to discuss. The comment made by our member about an event that our newsletter staff overlooked can be taken as a constructive suggestion and some good can come out of it. Currently the newsletter staff is extremely busy just getting the newsletter published and distributed. It is very easy for them to overlook an event that may be of interest to our membership. It occurs to me that what we need is a current events editor who's job it would be to compile a list of events that are coming up in the next two or so months that our members might be interested in. This person would compile this list and write up what ever support articles he deems appropriate and get it to the

newsletter editor in a timely manner for inclusion in the newsletter. I have talked with Michael Stephan about this idea and he concurs. Now all we need is a volunteer to take on this task. Does that sound familiar? If any of you would like to assume this volunteer job, please get in touch with Michael. His e-mail and phone are listed in the back of the newsletter.

Happy Flying, Jerry Mrazek

A note from the editor:

I do not want to eliminate criticism of or suggestions to the Newsletter. These ideas help us get better. Jerry's comments are a call to action for other's to participate. It takes a lot of volunteer effort to keep our chapter valuable to its members, but 10% of the people are not going to be able to do all the work. It takes contributions from anyone and everyone. It does not require a monumental effort to be effective. Find something that is meaningful to you and contribute to it. If everyone does this the value of our chapter will skyrocket. I look forward to working with anyone interested in working on the newsletter or the website.

The newsletter is a lot of work for the staff, but we all enjoy doing it. What we would like is more people participating in the fun. I don't know how the previous editors Marvin Brott, Clair Button, Sam Cooper and the others did it when they had it all to do. I am thankful for all the help others do. Keep it coming.

Ice Cream Anyone?

At last month's BOD meeting, Jim Quinn mentioned that he would like to have an ice cream social for the summer. We said go to it Jim, and he is. He is looking to have it in August, so stay tuned for more details. Contact Jim if you are interested in helping in the organization.



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July Chapter 323 Fly-In RE M I N D E R

The second annual EAA Chapter 323 pancake breakfast will be held Saturday July 14 from 8:00AM to 11:00AM at the Sherman Municipal Airport (KSWI). You might just leave over gross with pancakes, bacon, sausage, juice, and coffee. This is a free meal. Our 100LL prices are the lowest around. So mark your calendars now and plan on attending. You need a place to go, so why not Sherman for breakfast. If you have questions call Rich Worstell at 903-523-4899 or e-mail me, Ross Richardson at rpr@raytheon.com

Good News from Red Marron Plus Fly-In

By Marvin Brott

During the past few years Red has had some numbness in his legs that has caused him considerable discomfort. On May 24th he had major back surgery to correct nerve problems and we are very happy to report that everything has really worked out great. The last few weeks he has been staying with his daughter Amy in Frisco but should be back in New Mexico when you read this.

Now, Red with others is working hard to put together the Land of Enchantment, RV Fly-In at Las Cruces, New Mexico. This is the fly-in that will replace the old Burlington Colorado fly-in. The date for this fly-in is September 14, 15 and 16. Red is making this fly-in first class with aircraft judging by Frank Borman. We will be able to look over Frank's stable of aircraft that includes an F-86, P-51 and P-39 plus a few others. Saturday is women's day in Old Mesilla. While this may be a RV fly-in, it is also very much open to friends of RVers. So if you have something that was made in Wichita or maybe your airplane was made out of wood, please plan on attending this fly-in. Hampton and La Quinta reservations can be made via 505 525-0500.

New Starduster in Town

By Marvin Brott

Last Saturday I saw a new Starduster II arrive at Aero Country and it had a very different engine sound. I followed it to its hangar and met Jon Scholl who lives in Plano. He had just recently purchased this 1996 Starduster (160 hours) from a group in New Jersey. He showed me the engine that happened to be a Franklin 220 hp six cylinder. This engine with its bed-type mount installation had been accomplished in a first class manner. Jon is also building an RV 6 with the progress up to about quick-built status. Stop by and see Jon. He is just across from Klaus Truemper's hangar.



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First Flight Continued

First flight went well as have the succeeding ones. There are always minor problems to solve such as fuel and oil leaks, inadequately functioning equipment and etc. All are taken care of in do time so that hopefully, by the time your 25 hours of test flying are flown off, you will have a machine that will be ready to go whenever you are. I feel this test period is very important to you the builder/flyer of this new airplane.

Oh yes, this one flies better than the first, primarily because it has a constant speed propeller which I feel is so important for a machine with the speed range that the RV's have. For example, I could never cruise at full throttle in the first one even though I had the coarsest pitch propeller (83 inch pitch) Sensenich would make me. This was true at all altitudes including the highest I flew at which was 17000 feet. It is very disappointing to still have 3/4 inch of throttle available but can't use it because the engine will over-speed and you are only pulling 40% power.

My sincerest thanks is that I'm allowed to once more fly my own machine in the skies of this wonderful country of ours. If you have made it yourself, it just adds frosting to

the cake. No wonder home building has become such a great endeavor.

Postscript by Marvin Brott:

The following are a few comments about Dean's new RV-6 and the building process. First, Dean built this airplane with everyone watching. It was done in a heated and air-conditioned hangar at Addison Airport and because of his infectious personality, many of us made numerous visits to look over this project. I have meet a lot of good people, had a lot of good conversation and picked up a lot of good ideas from Dean while hanging out in his hangar.

As Dean mentioned, this RV has a new Lycoming O-360 engine with a constant speed prop. In order to not get lost he put in that most desired Garmin 430. Based on my own inspections and inspections from Owen Bruce and Don Christiansen, this is one fine RV. Dean knows how to pay attention to the details. Finally to all of us who know Dean, he is a real inspiration to the attitude of "getting back on the horse".



23 Free Horses

By Marvin Brott

About six weeks ago Earl Browning came up to me and indicated that he had found 23 new horses under the hood of his Cherokee 140 after he had put on a new exhaust system. Needless to say I was a little skeptical since there is no such thing as free horsepower. But after talking to Earl and reading the literature, he really did find those ponies.



The bottom line is that the Cessna 172 and Cherokee 140 came out with such a poor exhaust system that when a new tuned system is installed from Power Flow Systems, you have a lot of additional performance. Tuned exhaust systems scavenge an exhaust pulse with the suction created by the previous outgoing pulse. This effect makes a given engine more efficient by generating the same power at a lower fuel burn. Earl saw that the engine could turn up about 100 static rpm's faster than his old system and he is climbing about 240 feet per minute better than before. At this point in time he is considering getting his prop re-pitched for better bug-smacking aerodynamic cruise speeds.

When Power Flow Systems first introduced its new tuned exhaust for the 172, the performance claims seemed too good to be true. Ly-Con Aircraft Engines in California determined via a dynamometer that the stock Cessna exhaust system could only produce 134 hp. With the tuned exhaust the same engine could achieve 157 hp. Ly Con indicated that it was possible for the exhaust from one cylinder to actually travel back up the exhaust pipe on the opposite side, disturbing the smooth flow of exhaust out of the engine. In addition, Earl indicates that the

exhaust sound is a lot more impressive and it cleans up the inside of the cowl since that poorly designed muffler is eliminated. The cost for the system is in the order of 3000 dollars. More info can be obtained at www.powerflowsystems.com

On the Lighter Side

Taxiing down the tarmac, the jetliner abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What was the problem?" "The pilot was bothered by a noise he heard in the engines," explained the flight attendant, "and it took us a while to find a new pilot."

Cessna: "Jones tower, Cessna 12345, student pilot, I am out of fuel."

Tower: "Roger Cessna 12345, reduce airspeed to best glide!! Do you have the airfield in sight?"

Cessna: "Uh...tower, I am on the south ramp; I just want to know where the fuel truck is."

A passenger piled his cases on the scale at an airline counter in New York and said to the clerk, "I'm flying to Los Angeles. I want the square case to go to Denver and the two round ones to go to Seattle." "I'm sorry, sir, but we can't do that." "Why not? You did it last time!"

"Flight 1234, for noise abatement turn right 45 degrees.."

"But Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

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