



# HANGAR ECHOES

Experimental Aircraft Association ★ Chapter 168 ★ Dallas, Texas

## First Flight of N888GK

By George Kilishek

N888GK (formerly known as standard kit #80006) made its first flight on Friday morning January 11th from Addison Municipal Airport. It took 5 years and 7 months to complete. Performance and handling were exactly as expected, and the airplane managed a perfect 3 point landing despite my best efforts to screw it up. It has a Lycoming O-360A4M engine and Sensenich metal prop. This particular engine and prop formerly flew on Martin Sutter's beautiful RV-6. The plane weighs 1082 pounds unpainted and is equipped for day and night VFR. In the panel is a full set of gyro instruments, 'steam gauge' engine instrumentation and an accelerometer. Radios are a King KLX135A GPS/Com and a King Mode C transponder. I carry a hand-held comm transceiver as a backup.

Is it a thrill? There are not words to describe it. I received transition training and a check-out from Alex DeDominicis in his RV-6, and I recommend Alex to anyone preparing to fly their own RV for the first time.

DAR Mel Asberry issued the plane's certificate of airworthiness and operating limitations on January 4th (see picture) and I labored through the next few days replacing the cowling, inspection panels and seemingly thousands of screws. I then waited for a reasonably calm day, which turned out to be

Friday, January 11.

After a thorough run-up and static rpm check, and with a cinder block in the aft baggage compartment for ballast, I took the active at Addison Municipal Airport and pushed throttle and stick forward. The plane leapt off the ground and climbed quickly to 2,500 feet, where I made two circuits in the traffic pattern. I had flown this mission countless times in my head, and the real thing felt very familiar. The plane handled beautifully and executed an effortless 3 point squeaker on landing. (Full disclosure requires that I add that the next two landings weren't so pretty). After that first flight, the cowling came off again for a thorough inspection which revealed no leaks.

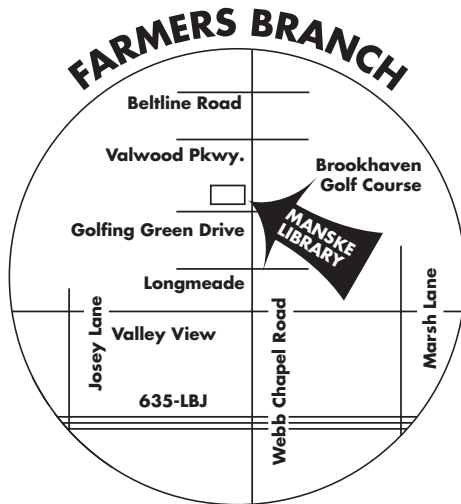
How did I feel? Numb, mostly. The excitement, pride and joy that I had expected didn't arrive until later.

On the first two flights I focused on verifying engine performance and handling. Beginning with the third flight I started exploring the low end of the plane's performance envelope. The forty hour flight test regimen will closely follow Advisory Circular AC-90-89.

*Continued on page 6*

## February 5th Chapter Meeting

Our February 5th 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.



Our Speaker for this month is a representative from Superior Air Parts, which is based here in Dallas. The topic will include engines and engine parts. Superior for year has supplied engine builders with various parts including their popular and very beautiful cylinders. They supply the components for the Millennium engine. They now produce their own engine called the XP360, which is a non-certified engine made exclusively for the homebuilt market. Recently, they began shipping the kit version of this engine. Yes, you can now build your own engine to go into your homebuilt project. These are some pretty interesting developments for the homebuilt market. So, if you want to know more be sure and come the February meeting. See you there.

## February 9th Chapter Fly In

Our Fly-In this month is Saturday February 11th to Redbird Airport for Lunch. We will meet around 11 am then go to the restaurant in the terminal for lunch. So mark your calendars and plan to attend. Lets hope for good weather and a good turnout.

## Upcoming Local Events

**Feb 9th**—Chapter Fly-In to Redbird Airport.

**Feb. 16th**—Sulphur Springs Pancake Breakfast. 8:00 to 10:30 at Sulphur Springs Muni. A ride in a Pitts (aerobatics optional) will be given as a door prize.

**March 23**—EAA Sportair Workshop, Dallas, Texas

**April 6th**—Challenge Air 'Fly Day' at Love Field.

## Upcoming National Events

**April 7–13, 2002**—Sun-N-Fun

**July 23–29**—Airventure 2002

## February 12th Director's Meeting

The February BOD meeting will be held on the 12th at the Farmers Branch Library meeting room starting at 7:00 p.m. The minutes from the January BOD meeting (recorded by Pat Johnson) are as follows:

**Attendees:** Steve Palstring, Michael Stephan, John Williams, Jim Wynne, David Cheek, Sam Cooper, Don Christensen, Scott Christensen, Monroe McDonald, and Pat Johnson.

**The next Chapter Meeting** is February 5 in the Farmers Branch Public Library from 6:30 P.M. until 10:00 P.M. A representative from Superior Air Parts will speak.

**The February lunch fly-in** will be on the 9th at Redbird Airport. We'll meet around 11 p.m.

Michael Stephan gave an updated **Treasurers' report**.

Sam Cooper presented the **planning Budget**.

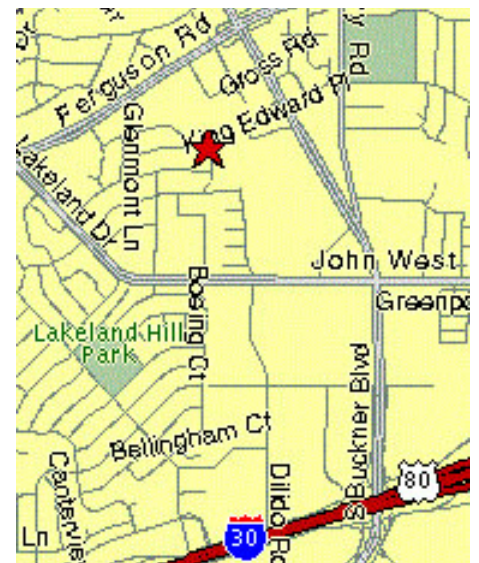
**Volunteer Officers** were discussed. We need someone to be in charge of Advertising and someone to handle Meeting Refreshments.

**Board of Directors election** will be in March and they will take office in April.

**The March Hangar Echoes** will be assembled on Feb. 26th at the home of Ben and Pat Johnson.

## February 26th Newsletter Assembly

The March issue of Hangar Echoes will be assembled at the home of Ben and Pat Johnson starting at 7:00 PM. The address is 2810 Ripplewood Dallas, Tx 75228. For directions call Pat or Ben at 214-321-6590. Pat is building an RV-7 and Ben is flying his RV-6A. So, come on by and join in the fellowship.



## A Message from our Chapter President

Our January Chapter Fly-in at the Cavanaugh Flight Museum at Addison Airport had at least 15 members attending. Fellow member Steve Genotte, a docent at the museum, gave us an excellent guided tour of their many beautifully restored aircraft. What makes a guided tour special is the stories and anecdotes that are not shown on the displays. Steve had a number of these, which greatly enriched our tour. I want to thank Steve for taking the time to lead us on this tour. He greatly enhanced the quality of our visit to the museum.

As you should have noticed elsewhere in this issue, George Kilishek had the first flight of his RV-8 in early January. George has been working on this project for 5 years and 7 months. Congratulations George on completing the RV-8! It is always a great accomplishment to complete any major aircraft build or restoration project. I hope that you will enjoy many hours of great flying in the RV-8.

Since we have had a number of first flights in the past year, I decided to review the 'tally'. Since March of 2001, Chapter 168 members have had first flights on seven aircraft! This included three RV-8s (Brott, Walters, Kilishek), two RV-6s (Fellows, Watson), one RV-6A (Johnson) and one CH-601HD TD (Williams). While I would love for this rate to continue, I know that is unrealistic and expect things to taper off for 2002. The first flights sometimes happen in bunches, I will just celebrate them when they occur.

You probably noticed that six of those seven first flights were for Van's RV series aircraft. In addition, RVs make up a good portion of the experimental category aircraft that our members have completed and flown. Partially as a result of this I think, I have started to hear the occasional comment about "... an RV chapter", or "Van's cans", sometimes in jest and sometimes in a slightly less than complimentary tone. In addition, we occasionally hear less than complimentary 'comments' about other methods of construction besides the one we may be working with.

I understand many of us have a desire to have others validate our choice of aircraft by either building a number of them, or making compliments about our choice. Or, that your selection of aircraft will be widely praised and a commercial success. The reality is that with over 400 different plans and kit aircraft designs available to the consumer in the U.S.A., not all of the designs will be commercial or design successes.



As a community of sport and general aviation enthusiasts we can either choose to build on our common love of sport aircraft, or to focus on what may be different between our choice of aircraft. I feel that we need to focus on that common love of sport aircraft. And to support and encourage other members in safely completing and flying their aircraft, whether or not it is what we would build. We have great freedoms in this country to build and fly aircraft of our own choice. We need to protect that freedom together with our common love of sport aviation while supporting and allowing other community members the diversity of choice we currently enjoy.

As of writing of this column (Jan. 27th), the sport pilot/light-sport aircraft NPRM has still not been published in the *Federal Register*. According to the [www.sportpilot.org](http://www.sportpilot.org) website, the NPRM arrived at the Federal Register's office along with the backlog of irradiated mail from the anthrax contamination. So, we will just have to be patient as the backlog is work through.

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

*Sam Cooper*

## Newsletter Folding

By Michael Stephan



Last month we assembled the newsletter at Mel and Ann Asberry's home and our group keeps growing. In fact, last month we set a record for attendance with over 35 eager newsletter folders. Some would argue that Ann's delicious food drew the large crowd. They're probably right. Not only was the crowd large, but also were quite organized. At one point we had a real assembly line going.

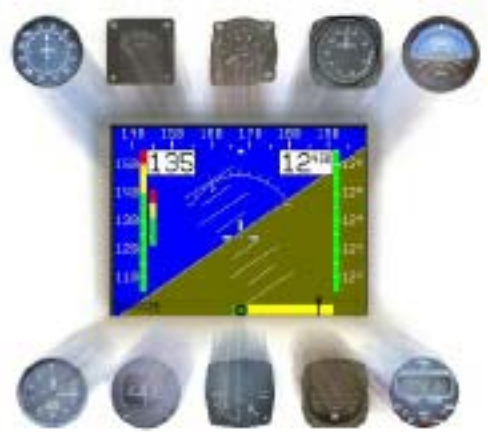
Curious about what project Mel had in the shop/hangar, after the folding was finished, we walked over to the shop to look over an RV-6 that was in the middle of an annual. If you had any RV-6 questions, you could've had them answered that night. That airplane lay open like a patient on an operating table with Mel doing some close scrutinizing.

We always have a good time at Ann and Mel's, and we look forward to going back soon.



## An EFIS For My Homebuilt

By Michael Stephan



Last month we learned about solid state gyros referred to as AHRS. The idea looks great, but does it make sense for me to put one in my aircraft? Those systems are only for the big iron and the guys with deep pockets.

That is true to the point that if you want a certificated system for a factory built aircraft you are talking about some serious money. But, we experimenters have more flexibility. If you want you can purchase an AHRS sensor and write your own software and have it display on a screen of your choosing. I'm not that good, so I'm glad that others have and offer them for sale. So, how do these units compare to the traditional round gauge panels.

To try and make a clear and fair comparison, I will make a few assumptions. One, that there is no preference in the format difference between a glass panel and the traditional steam gauges. For example, you can read the altimeter off of a vertical tape as well as off a round gauge. Two, I will simplify the comparison by limiting it to just the flight instruments.

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Although there are EFIS systems that include engine monitoring and navigation as part of the system, the flight instrument part is the most interesting. Electronic engine monitoring displays are quite common, and most have made decisions regarding their cost and usefulness. GPS moving map units are also quite common, so I will exclude them from the comparison.

Airspeed, altitude, attitude indicator, turn and bank, directional gyro, and VSI, make up the standard six pack of flight instruments. Using new instruments, I compiled a price for a typical panel installation using vacuum gyros for all the gyro instruments except the turn coordinator where I chose an electric version. The table below details the cost breakdown.

Airspeed Indicator	\$140.00
Artificial Horizon	\$589.00
Altimeter	\$190.67
Turn and Bank	\$434.95
Directional Gyro	\$589.00
Vertical Speed Indicator	\$122.67
Vacuum System (Chief)	\$600.00
Vacuum System regulator (Chief)	\$199.50
Suction gauge (aircraft spruce)	\$73.25
<b>TOTAL</b>	<b>\$3308.04</b>

So using that as a benchmark I will compare the cost of a few of the AHRS based EFIS flight systems. Note: Having not installed any of these systems there could be a few costs not

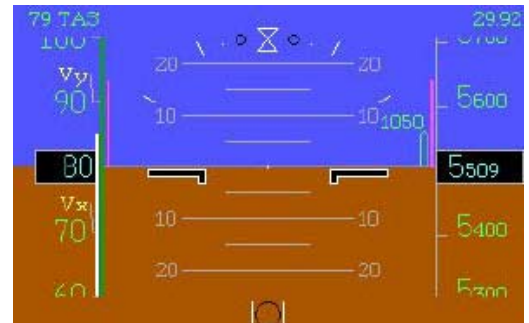
included for misc. items, such as wire, adapters, and mounting hardware.

**Blue Mountain's EFIS Lite**

Price: \$2,880

Web Address: [www.bluemountainavionics.com](http://www.bluemountainavionics.com)

- Indicated
- Airspeed,
- True
- Airspeed,
- Airspeed
- Trend
- Altimeter,
- Altitude
- Trend
- Altitude
- Encoder (drives your Mode C transponder)
- Vertical Speed
- Attitude Gyro (Horizon)
- Turn Coordinator Slip / Skid ball



A magnetometer is a future consideration, and this will also provide heading information. Installation: It is a self-contained unit that mounts in a standard 3.125" hole and the bezel will be 4.0"x 4.5". Supply power and connect the pitot and static lines.

**Dynon D-10**


Price: \$1995.00

Web address: [www.dynondevelopment.com](http://www.dynondevelopment.com)

- Airspeed Indicator
- Altimeter
- Angle of Attack Indicator
- Attitude Indicator
- Clock/Timer
- Compass Heading



*Continued on page 7*



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My airplane took much longer to build than many others. Part of the reason is other interests (I play a lot of golf). If I were doing it all over again, I think I could finish it years sooner with the knowledge that I belatedly acquired.

Some items: Do some work on the project every day. Don't leave the shop until it's cleaned up and everything put away. Each day, have a realistic plan of what's to be done (to avoid wandering around in a daze and wasting time on unimportant items). I primed the interior of everything, which on reflection is an extravagant waste of time and money. Most importantly, study the plans and instructions carefully before picking up a drill or rivet gun. About 20% of my work time on this project was undoing mistakes, most of which were avoidable with a little better understanding of what I was trying to do. Finally, make an effort to fly regularly while building. I didn't, and my skills atrophied noticeably over the five plus years that I labored in my shop.

I could never have completed this complex undertaking without assistance from many others. At the risk of leaving someone out, the list includes my wife Sally, who bucked a lot of rivets and never quarreled about the checks I had to write; neighbor Tom Flannery, a former RAF pilot and engineer who operated rivet guns, bucking bars, torque wrenches, and just about anything else required, and whose never failing optimism and encouragement kept me motivated through long dark spaces; Marvin Brott, whose RV-8 was being finished months ahead of mine, and who suffered many questions and occasionally lent me a needed tool; Technical Counselors Mel Asberry, Don Christiansen and Owen Bruce, whose sharp eyes and good judgment saved me from immortalizing a lot of mistakes. The folks at Van's Aircraft were also very helpful. With me, they often plumbed the depths of how dumb a question can be without losing patience.

I owe special thanks to Alex DeDominicis, who skillfully checked me out in his RV-6 and re-taught me how to land an airplane.

Thanks to all.

George Kilishek

*Congratulations from chapter 168 to George and Sally on the completion of this RV-8. While taking the pictures for this article I asked George about his flying experiences? He is no stranger to tower controlled airports in that he got his license at Orange County Airport (John Wayne), one of the busiest airports in Southern California. He has over a thousand hours and once had a dollar thirsty Cessna turbo 210. Like all of the first flight people from last year, George was still under the euphoria of getting an airplane into the air. In about a weeks time he had put about five hours on the RV. We will be looking forward to seeing this RV at our fly-ins. His note above of*



*working everyday on the project, understanding the plans before taking action and keeping the piloting skills in tune are some of the best suggesting for those in the building process.*

Marvin Brott, editorial staff

## Pober Pixie II One-of-a-kind scratch-built

It is not every issue of Sport Aviation that has a picture of a Chapter 168 member's airplane on the cover. Check out the January issue which features Michael Hoyer's Pixie II with a



major article by Budd Davisson. The article by Budd is great along with the pictures and a big congratulation to Michael for scratch-building such a neat airplane.

G-Meter  
Turn Coordinator/Ball  
Vertical Speed Indicator  
Voltmeter

It fits in a standard 3 1/8" instrument hole. This unit is not currently available, but is scheduled to start shipping in the first half of 2002. But this looks like good replacement for those flight instruments.

### PC FlightSystems'

#### PCEFIS

Price: \$1395.00  
Web address  
[www.pcfightsystems.com](http://www.pcfightsystems.com)

Excellent backup for mechanical Artificial Horizon Attitude and Directional Gyros. Full Electronic Artificial Horizon display with slaved gyro heading display. Portable—powered with internal battery. Can even be used in aircraft without electrical systems.

Perfect for use in rental aircraft.

Basically a backup instrument. Further, it displays heading, groundspeed (not the same as Airspeed) and altitude based on input from and auxiliary GPS. This system requires a pocket pc device (ipaq or similar product), which is not included in the price.



#### Micro EFIS

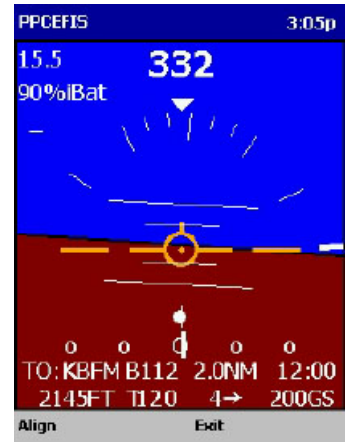
Price: \$1,495.00  
Web Address:  
[www.icarusinstruments.com](http://www.icarusinstruments.com)

Attitude depicted with pitch bars and roll markers, Slip/skid ball.

Displays of stabilized heading, slaved to GPS ground track. In a turn, the heading display updates at the actual turn rate as determined by the gyro module, and reverts to GPS track when the turn stops.

Displays GPS data including, ground speed, ground track, track error, bearing to waypoint, distance to waypoint, time to waypoint, waypoint ID, and a CDI with one-mile full scale. Any panel mounted GPS with a serial output or portable GPS with a NMEA output can drive the GPS portion of the display.

This Unit is similar to the PC Flight System unit. It also requires a slaved gps to depict heading, altitude, and ground-speed information. The cost of the gps is not included in the price and it costs an extra \$100 for the cable that connects the gps to the system. This system also requires a pocket PC computer (not included in the price), which the AHRS system attaches to. This would be another good portable backup system.



Alvin Boyanton  
Manager/Vice President



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Price: \$8445.00  
Web Address: I saw this unit for sale in the Aircraft Spruce Catalog. I went to the Internet to get more details, but all I got was a web page in French (at least I think it was French).



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This unit is 2.3 lbs,  
 Size: 195x135x75mm;  
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 (164mm diag.)

Things to note:  
 Gyro instruments are the most expensive of the flight instruments (no kidding). Also, the electrically powered gyros are more expensive than their Vacuum driven counterparts.

These AHRS systems rely on electric power, putting all your eggs in the electrical basket. So a backup system needs to be included. For flight instruments needle ball and airspeed would be a minimal requirement for VFR flight at a cost of approx. \$575. Or, the back up could take the form as a backup electrical system, but that assumes that the EFIS will function properly as long as it has power.

The displays are also very different visually. Since I have little time behind the round gauges and probably more time behind a computer flying the vertical tape type panel of the many aircraft simulators, I don't mind the visual difference, but it may be important to some and therefore should be considered in the decision.

Expect the future of AHRS to see a decline in price. As the market for these systems increase the cost of producing the solid-state components will decrease. Also, competition will also help to drive the cost down. Since it has a software inter-



*From Steve & Eileen Genotte*

*Our January 12th chapter fly-in was held at the Cavanaugh Flight Museum in Addison where Steve Genotte gave us a guided tour. All of us were impressed with his knowledge of the Cavanaugh aircraft and experiences with working with this museum. I asked him for a short summary of*

*his association with the Cavanaugh museum and he graciously provided the following :*

*Marvin Brot.*

I'm 41 and have been fascinated with aircraft as long as I can remember. In grade school I started reading about WWII, so

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naturally I became a warbird enthusiast. I got my private pilot certificate in 1986 at Stinson Field in San Antonio; Cherokees were nice but I still wanted to be around military aircraft.

In 1993 my wife and I moved to Carrollton. Our house turned out to be only 5 miles from Addison Airport, so I had soon checked out at a now-close FBO there at the end of Clair Chennault Blvd, just a hundred yards away from what was soon to become the Cavanaugh Flight Museum. Eileen and I visited the museum, and I was hooked. I became a volunteer at the first opportunity.

My association with the Cavanaugh Museum has afforded me the pleasure of flying in a number of warbirds, crewing aircraft at airshows from Virginia to west Texas meeting many well-known aviators from the military and civilian sides, including "Gabby" Gabreski and "Hoot" Gibson, and lots of veterans of whom we've haven't heard but whose contributions to our country are just as worthy of celebration. Meeting these "unsung heroes" and participating in the effort to keep their efforts from being forgotten is an honor.

## Control Alert

*Mel Asberry, safety officer*

Last July 4th an RV-8 had a problem with a jammed elevator on takeoff at Mineral Wells airport. Without enough runway



left to stop, the pilot elected to groundloop the airplane. A fire erupted and the airplane was destroyed. The cause of the control jam was determined to be a loose stick grip. When the stick was pushed forward to raise the tail for takeoff, the stick grip slid up and jammed under the instrument panel. This problem could relate to any aircraft in which the stick goes under the panel. As a rule of thumb, you should be able to move the stick to any position with your hand on top of the stick. If, for instance, you have your thumb on the PTT and jam it under the panel...IT WILL HURT! Please check your aircraft before the next flight.

## Editorial Comments *By Marvin Brott*

The following are some news items that may be of interest to you. At our last chapter meeting Jan Collmer mentioned that

Jimmy Franklin was involved in a new machine, one that will go from sea level to 30,000 feet



in 60 minutes. Per the January 15th issue of Aero News (<http://www.aero-news.net/>) the details were covered. As you can see from the picture it's jet (twin) which looks like a Long-EZ. It is really Les Shockley who is building that airplane.

Now for something that will really make you mad. In the January 21st issue of Aero News, it was noted that General (ret.) Joe Foss, 86 who ran up 26 kills in the Pacific Theater and was awarded the Congressional Medal of Honor nearly had that medal taken from him by some of the people who screen passengers at Sky Harbor International, in Phoenix. They didn't know what the Medal of Honor was, and they wanted to take it, because it might be used as a weapon! Do I need to say any more? Are we in trouble?

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At our last chapter meeting we were talking about the alarmist tone regarding the threat to our nation by small airplanes. The 15 year old kid's actions causes a number of editorials such as the one in USA TODAY, entitled "Small Plane Threat" and dozens of letters newspapers like one entitled "Small plane tragedy highlights security pitfalls". Fortunately AOPA jumped into action again with newspaper articles and talk show responses to bring some sanity back to all of this alarmist talk. Since you are reading this newsletter it means you are an EAA member but if you are not an AOPA member, please join since they have been working overtime to serve our interests. In the end everything worked out ok once everyone understood that a young person could have stolen a car or whatever and driven it into the lobby of the building in Tampa. Small planes aren't to blame. It's time we considered personal behavior. The kid could have gotten his idea from the near-hysteria by the mass media in covering other past events.

## Flight Rules:

When a flight is proceeding incredibly well, something was forgotten.

Robert Livingston, 'Flying The Aeronca'

The only time an aircraft has too much fuel on board is when it is on fire.

Sir Charles Kingsford-Smith, sometime before his death in the 1920s

Just remember, if you crash because of weather, your funeral will be held on a sunny day.

Layton A. Bennett

If you want to grow old as a pilot, you've got to know when to push it, and when to back off.

Chuck Yeager

Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges.
3. The edges can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Keep thy airspeed up, lest the earth come up from below and smite thee.

William Kershner

When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible. Advice given to RAF pilots during WWII

A good landing is one you walk away from.

A great landing is one where you can use the plane again.

If an airplane is still in one piece, don't cheat on it. Ride the bastard down.

Ernest K. Gann Advice from the 'Old Pelican'

Though I Fly Through the Valley of Death I Shall Fear No Evil For I am at 80,000 feet and Climbing.

Sign over the entrance to the SR-71 operating location on Kadena AFB Okinawa

You've never been lost until you've been lost at Mach 3.

Paul F. Crickmore

There is no reason to fly through a thunderstorm in peacetime. Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970. (It was still there in 1972.)

The three best things in life are a safe landing, an orgasm, and a good bowel movement. A night carrier landing is one of the few opportunities in life to experience all three at the same time.

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**Vans Aircraft RV-6A:** TT 550 hours, 550 since major on 180 hp/Lycoming with C/S Hartzell prop, electric flaps, vacuum system with AI and DG, Transponder, PS Engineering intercom, Swifttronics FC-100 fuel flow computer, Electronic International OAT, EGT & CHT. Asking \$50K

- Call Ken Nordman 214-330-4677

**1998 Zenith CH601HDS:** Rotax 914, 140TT, Custom Dupont Imron purple paint, tan leather interior, always hangared, 120 mph cruise, 4.3 gph, strobes, lights, mode-c transponder, radio, intercom. \$35,000. b Call Carter Craft (214) 908-0365, or email ccraft1004@aol.com

**1959 SuperCub. Selling 1/2.** ADS based. Restored in 1994. 100 hours SMOH and Restor. CD/AM/FM, King Radio and in great shape.

- Call Doug Wall 214-707-9255  
or doug.wall@ubspainewebber.com

**King KX-175B TSO nav-com radio** \$875.

Spark plugs 4 ea. RHM40E, 4 ea. REM37BY All used, cleaned, serviceable, \$4 each

- Call Monroe McDonald 214-352-1564.

**Acro Sport II Project** All structure completed, Buick 351 V-6

engine with belt drive installed, engine needs overhaul, yet to complete are cockpits, cowling, electrical system, instrumentation, covering & paint. Make offer!!!

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**Directional Gyro Cessna:** Vacuum, working perfectly when removed from my 1973 172M for autopilot. 1/2 price. \$ 275. Also Cessna "turn coordinator" 14 Vdc. \$ 85 Both for \$350.

- Call Dave Davidson 972-530-4067

**Steward Warner Oil Coolers,** New in Box: P/N 8495A, 33.25 sq. in. cooling, 2.5 lbs ea. S/N 158 & 159. 11.75 x 3.5 x 3.5 \$50 ea. OBO. Can fax dwg.

- Call Ron Seward—cell 214-502-0704 day: 405-605-7242  
Apollo 618 Loran w/tray & antenna, \$350.

**Noise canceling headset,** mike inop, \$65.

- Call Harry Gresham, 214-348-2772 or 214-289-3131

**United Instruments true airspeed indicator,** OHC, range markings for RV3 4, 6, 6A, like new. Paid \$300...Sell for \$250.

- Call Mel Asberry 972-784-7544

**DMA Fuel Flowmeter FMK100,** recently recalibrated, \$250.

- Call Klaus Truemper 972-596-8445.

Aviation ads (For Sale, Wanted, Etc.) can be placed by Chapter 168 members free of charge. Send to: Chapter 168 Newsletter, 1102 Hills Creek Drive, McKinney Texas 75070 or brott@mindspring.com.

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**Experimental Aircraft Association**

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P.O. Box 168  
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Name \_\_\_\_\_

Copilot (spouse, friend, other) \_\_\_\_\_

Address 1 (or business name) \_\_\_\_\_

Address 2 \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_ Zip \_\_\_\_\_ Mapsco \_\_\_\_\_

Phone homework \_\_\_\_\_

e-mail address \_\_\_\_\_

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Plane or project (% complete) or interests		
(Example) Thunder Mustang	25	%
(Example) RV-6	flying	%
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_____		%