

HANGAR ECHOES



Experimental Aircraft Association ★ Chapter 168 ★ Dallas, Texas

N628CR First Flight Report

By Clay Romeiser

I'm very happy to report that I made the first flight in my RV-9A (N628CR) from Lancaster, TX on Sunday morning the 22nd of February. After 20 minutes circling the airport at 3000' and some (really) slow flight, I decided I should land so everyone watching could finally go in and eat lunch.

I must start by saying that I'd like to thank the entire Chapter for the support I've received, and for the friends that I've made during the building process. A big part of the reason I was able to complete this project was because of this.

Special thanks go to Michael Stephan (RV-8) for the many days he came over to buck rivets, lift the canopy, add a couple extra items to his Spruce order, or help solve a problem. Also, Don Christiansen (RV-4 and 8) for the encouragement, advice, and Tech Counselor visits. Robert Cullinan (RV-9A) for help and friendship. Owen Bruce for helping to weigh the plane. Mel Asberry (RV-6 and DAR) for being an advisor throughout the project. John and Emily Phillips

(RV-6) for photos and video of the first flight day. Thanks to Doug Reeves (RV-6), for my daily "RV Fix" and helping to build such a strong sense of RV community with others all over the world. Jon Scholl (RV-6) for a ton of encouragement and those magic words "You should build an airplane." Transition training from Alex De Dominicis (RV-6) and Ben Johnson (RV-6A) gave me complete confidence that I could handle the first flight.

Last, but certainly not least, thanks to my wife Missy for putting up with my long days (and evenings) in the garage.

The one thing that kept me going throughout this project was the dream that someday the two of us will travel to fun places in this plane and see things that only a select few get to experience.

On Saturday morning, Owen Bruce brought the Chapter scales to my hangar for the official weighing. My plane is unpainted and the wheelpants aren't finished yet, so we just put the Fiberglass parts on the wing. The weighing was quickly completed with an expert like Owen directing the process, and the plane weighed 1048lbs. I'm happy that it turned out relatively light.

Continued on Page 4



April 6th Chapter Meeting

The April Chapter meeting will be on Tuesday April 6th. It 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 10:00.

This month the featured speaker will be representatives from Superior Air Parts to discuss their XP-360 engine program and the new engine build center. Last month I took a short tour of the facilities and it is very impressive. If you have any interest in learning how to put an engine together, or just want a little more information on the XP-360, then plan to attend. We look forward to seeing you there.

**April 10th Chapter Fly-In**

The April 10th Fly-in will be to Kezer airport in north west Ft. Worth. We will walk to the Wild Onion restaurant near the airport, and we will meet there for lunch. We tried to go there recently, but marginal weather hampered the group's attendance. So, we are trying again. We will gather at 11:00am. Keep your fingers crossed and hope for good weather, and we will see you there.

April 13th Board of Directors Meeting

The April BOD meeting will be held on April 13th at the Farmers Branch Manske Library at 7:00 PM. The minutes from the March BOD meeting (recorded by Clay Romeiser) are as follows:

- Directors in attendance: Clay Romeiser, Sam Cooper, David Cheek, Monroe McDonald, Michael Stephan, Bruce Fuller, Jim Quinn, and Jerry Mrazek.

Upcoming events:

- April 6 regular meeting - Superior Air Parts will speak about their engine build center.
- April 10 fly-in - Kezer airport - 11:00am
- May 4 regular meeting - a Wings program about off-airport landings
- May 8 fly-in - Pecan Plantation
- June 1 regular meeting - undecided
- Michael Stephan gave the treasurer's report. We had 18 renewals during the last month and 2 new members.
- We had a discussion regarding chapter membership numbers and how to maintain, or grow, the chapter membership. The total number of members seems to be down over this time last year and there are only 99 paid members today. The publicity including the posters and postcards seemed to bring in several new guests for the last couple of meetings and should be continued.
- The board believes that a membership coordinator position would be beneficial to help track membership and follow up renewals. Everyone in the chapter should make an effort to meet guests at meetings and make them feel welcome.
- Jim Quinn mentioned that he is looking for a qualified volunteer to handle ground control during Young Eagles events.
- The board decided a thank you note should be sent to Jim Younkin for making the presentation at last month's meeting.

April 27th Newsletter Assembly

The April issue of the Hangar Echoes will be assembled at 7:00pm at the home of Jerry and Nelda Mrazek at 907 Clemson Ct, in Arlington. For Directions call Jerry at metro (817) 265-0834.

Jerry does not have an airplane to view, but we always have a good time there. Nelda and Jerry are terrific hosts. So, make the drive out to Arlington and enjoy some good food and conversation.

A Message from the President

By John Phillips

Odds And Ends This Month

Some would call this the flotsam and jetsam of an idle mind, but I prefer to think of it as a sort of stream of conscious...

It's been a pretty busy year at the office for me thus far - which is good and bad. Good 'cause it pays the bills - Bad 'cause it cuts into my flying time. I just looked back at my calendar and I've only made one flying trip in the last six months and that was by accident. For the past couple years Emily and I have made an annual long weekend "road trip" with another couple. We've been to New Mexico to walk the ground at the Trinity Site, and to Louisiana's Cajun country to eat mudbugs. This year - planned for 6 months in advance - we were going to the Big Bend. Literally the night before we were to leave our friends had to cancel. The weather was perfect, the reservations were made and pre-paid, so on a Friday morning Emily and I topped off the tanks, checked for TFRs and pointed southwest. With a stiff headwind and the power pulled way back we still made Dallas to Alpine in just over 3 hours. There's a lot of empty space out there, but airfields are pretty few and far apart, and 3 hours airborne is the longest single flight leg we've made, so I was watching the fuel gauges and the engine monitor pretty carefully. I topped the tanks when we landed in Alpine and calculated that fuel burn was less than 8 gallons/hour. I have swinging arms connected to round dial fuel gauges which have always proven to be pretty accurate when I get to the fuel pump, but I always mentally figure that I need to fill up every 3 hours. I don't plan on stretching my luck, but I sure do feel a lot more comfortable now about fuel management on longer flights. Oh, if you're interested in making that trip, we parked the plane at Alpine-Casparis and rented a car for sightseeing. From Friday afternoon to Monday morning we covered Alpine, Ft. Davis, McDonald Observatory, Marfa, Big Bend State Park including Chisos Basin and Santa Elena Canyon, Terlingua and Lajitas. Monday morning we headed back to Dallas and with a little tailwind were back on the ground in less than 2.5 hours. We highly recommend the trip - flying or driving. The Big Bend is truly remarkable country.

Sometimes I just look at the things around me and think how amazing they are, and how quickly changes can occur once a concept gels. Jay Pratt and I picked up my quick-build kit at the freight depot on April 16, 2001 - that's only 3 years ago. At that time, as I recall, the attitude indicators and heading indicators that were available for general aviation (unless you mortgaged your home for the electronics from a bizjet) still looked and operated almost exactly as they did in the T-37s I flew 30 years ago - which had been built 45 years ago.

Dynon and Blue Mountain, and perhaps a few others whose names I do not recall, were rumored to be getting ready to release affordable electronic EFIS systems for experimentals only. The Navaid "wingsleveler" was the autopilot of choice for RVs. Moving maps and affordable GPS systems from a couple vendors were beginning to appear. Today there is literally an explosion of products directed at general aviation and particularly at experimental aircraft. Dynon, Blue Mountain, Grand Rapids and Chelton all offer "affordable" EFIS products. As with home computers, as the prices start to come into the realm of possibility the available functions and attributes of the products multiply. Even for certified aircraft, the glass panel which was so revolutionary in the Cirrus when it was first introduced is now being touted by Cessna, Piper and Mooney. The simple one-axis "wingsleveler" is lost behind the two and three-axis autopilots which are coming onto the market even faster than they can be given catchy names. "Pocket PCs" connected to GPS receivers to display moving maps have been a staple for couple years now. Today they are being coupled with real-time weather displays and even with solid state gyros to display a 3-axis attitude indicator. Think about it - for less than \$3,500 (plus tax) today you can buy an entire easily portable system which will show you exactly where you are in the United States, whether you're upside down or rightside up, and all the weather in the country. \$3,500 is certainly not peanuts by any means, and I'm not rushing out to spend that kind of money, but 5 years ago such a device did not even exist.



SAFETY - LAST, BUT NEVER LEAST

I want to encourage everyone who can, to attend to our May meeting. Our program will feature a discussion about off-airport landings, and it will also give us the opportunity to enroll in the Wings safety program. For those who are not aware of the Wings program, or perhaps recognize the name but don't know anything about it, it is the FAA program known as the Pilot Proficiency Award Program as set forth in Advisory Circular 61-91H [phone or email me and I'll send you a copy - 4 pages]. The general requirements of the program are that you attend an FAA sponsored or FAA sanctioned aviation safety seminar and have the appropriate form signed by the Aviation Safety Counselor or Safety Program Manager, and fly 3 training hours with a CFI. One hour of flight training is

to include basic airplane control, stalls, turns and other related maneuvers. One hour is to include takeoffs, approaches and landings, including crosswind, soft field and short field techniques. The last hour is to include instrument training (which may be in an airplane or simulator). After your CFI has also signed off the appropriate form (as well as your log-book) you should submit the form to your FSDO. In a couple weeks you will receive back a Pilot Proficiency Award certificate from the FAA and a “Wings” pin for your hat or shirt. You can earn an additional “Wings” pin and certificate every 12 months. Aside from being able to decorate your hat with pins, the Wings training also satisfies your biennial flight review requirement. I don’t know this for fact, but I understand that regular participation in the Wings program may reduce your aviation insurance premiums and also earn you the “benefit of the doubt” if the FAA ever comes knocking at your door. I recently received my first Wings pin (which is on my hat!) and certificate. I most definitely plan to continue in the program and I commend it to each of you.

N628CR First Flight Report *Continued from page 1*

Mel Asberry arrived a short time later and started the inspection process. He checked everything on the plane and after a couple of suggestions, declared that the airplane was ready to go. As Mel looked over my builder’s log, he noted that the first entry over two years ago was a trip I made to his airstrip in a rented Cessna 172 to see his RV-6 and ask questions about this whole “airplane building” thing. The last log entry is him handing me the airworthiness certificate. Mel gave me a 40 hour test period because I have an Aerosport Power engine that isn’t certified. I’ve been thinking seriously about making low passes over his house at sunup for the final 10 hours, but he might actually enjoy the sound of low-flying aircraft in the morning.

After the inspection was complete, I spent the next 4-5 hours getting all the panels and screws back in the plane and made sure EVERYTHING was ready for the first flight.

On Sunday, I got back to the airport and the weather was looking good, with an 8–10 knot wind right down the runway. I wanted to do some final idle RPM checks and taxi/brake tests before I got on the runway since I hadn’t taxied the plane yet. I made a trip down and back on the taxiway, and everything was looking good so I decided it was a good day to take the plane up. I taxied back to the hangar to wait for my “ground support crew” to arrive.

Just about that time, groups of RVs in formation started arriving over the airport like an air show was getting ready to start. It turns out the Sunday RV lunch crowd chose to fly into Lancaster, so I was going to have an audience.

I did a full power run-up just to make sure everything was OK, and noticed that the static RPM was a little higher than I expected, but not seriously out of line.

I got into position on the runway, and it was time to go. I’m not sure what I was thinking at this point except that all those hours of work had come down to this one moment. It was either going to fly, or it was not going to be a good day. I pushed the throttle forward, and felt the steady acceleration. It didn’t take more than a few seconds before the nose wheel was off the ground, and the ground fell away from me as I was climbing steadily.

I noticed the RPM was over redline, but knowing what I saw during the runup, I knew it was probably calibration error, so I didn’t touch the throttle until I had gained significant altitude.

For the next 20 minutes, I did large circles around the airport at about 3000', tried some left and right turns, and then performed some slow flight down to a stall. The 9 really doesn’t want to stop flying even when you slow it down, but I started to see the beginnings of a break while clean at 51 knots indicated. It flew very straight and true and there were no strange vibrations, smells, or bad flight habits.

I then did a circling descent to pattern altitude, put the flaps down, and flew the final approach at about 70 knots. Just at the point of touchdown, the airspeed indicator read 49 knots, and GPS groundspeed was 42 knots. (I heard later that the RV-6 guys watching thought for sure I was going to stall

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on final, yet I was still 10 knots higher than the 60 knots I use on final today.)

Overall, it was a great first flight.

Now, a month later, I have over 30 hours on the plane. Most of my flying has been straight and level, trying to keep the engine working hard to break it in properly. It hardly uses any oil, so it looks like I might be off to a good start. My typical cruise speed is around 140 kts TAS, and I don't have my main wheel pants on yet. That should give me another 10 knots or more. I've been up over 10,000 feet and it can still maintain 140 KTAS at that altitude.

I'm loving everything about this plane so far, and can't wait to take it on some real trips in the near future.

Upcoming Events

For even more flying events visit www.fun-places-to-fly.com which was created by fellow Chapter member Jim Smith.

Local

- Apr 2-3 Dallas, TX. PROP 2004 - <http://www.turbineair.com/prop.html>, Addison Airport (ADS), Pilot's Review of Proficiency (PROP) safety seminar programs are designed to enhance pilot decision-making. They feature presentations and discussions on aerodynamics, engine operations, maintenance test flights, emergency procedures, and more. Contact: Carol Cannon 972-248-3108, dallas@turbineair.com
- Apr 3 Lockhart, TX. (Breakfast Taco Fly-In & Most Unusual Chock Contest. Martin & Martin Aviation - Lockhart Municipal Airport (50R). Starting at 10:30 am. Scrambled egg breakfast tacos, contest and awards for most unusual chocks and a game of coconut croquet for you "competitive eggs." Contact: Cheryl Burrier 512-376-9608, Aeronca@mail.ev1.net
- Apr 10 - Burnet, TX. Bluebonnet Air Show - <http://www.highlandlakessquadron.com>, Burnet Kate

Craddock Field (BMQ), "Warbirds and Wildflowers" featuring aircraft of the Commemorative Air Force. Contact: Howard Martin 512/756-226, caf@tstar.net

- Apr 24- Granbury, TX. Pancake Breakfast. Granbury Municipal (GDJ), Contact: John Holt 817/570-8533
- May 1 - Midlothian, TX. Texas 20 R/V Fly-In - <http://www.vansairforce.net/TEX/tex.htm>, Mid-Way (KJW), The 20th annual Texas RV Fly-In will be held this weekend. Breakfast and lunch will be served. Contact: Doug Reeves, dougreeves@vansairforce.net
- May 1 - Flying Thunder Airplane, Motorcycle Poker Run Grand Prairie Muni Airport Grand Prairie, Texas TIME: 9:00 a.m. Last out 11:00 a.m.; Last in 3:00 p.m. (Bikes & airplanes will depart from Howells at airport.) NOTE: Best hand will win either a 1 hr. flight or a \$150.00 gift certificate redeemable at Howell Aircraft Service. Other prizes, food, entertainment & neat stuff will be given away during the day. Each hand \$10.00 benefits Challenge Air, for kids and friends, a non-for-profit organization. (Challenge Air offers motivational, inspirational & life-changing experiences to physically challenged children & youth through aviation.) FFI: Mark Howell, 972/988-8609; FAX 972/641-1438, Howell's Aircraft Service
- May 8 - EAA Chapter 983 Spring Fly-In Pecan Plantation Granbury, Texas TIME: 10:00-3:00 p.m. AGENDA: Food, beverages, spot landing, etc. FFI: Damon Berry 817/578-3358 famber@charter.net

National

- Apr 13-19 Sun 'n Fun Fly-In Lakeland, FLORIDA FFI: Sun 'n Fun Fly-In, Inc. 863/644-243. www.sun-n-fun.org
- May 14-15 EAA Southwest Regional Fly-In New Braunfels Municipal Airport New Braunfels, Texas FFI: www.swrfi.org

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News and Notes

By Michael Stephan

McKinney Chapter's Annual Fish Fry

McKinney Chapter 1246 Annual Fish Fry will be held on April 24 at the Collin County Regional Airport (TKI), McKinney. It's a Fly-in or Drive-in event, and will be held this year in one of the new hangars located north of the fire station. Drivers look for the "EAA Fish Fry" sign as you approach the fire station. If you fly in, request taxi instructions to the MHOA (MO-ah) ramp, and plan on using 122.95 while taxiing in the "alley-way" to and from the MHOA ramp. Lunch will be served starting about 11:30. If you have questions call Dick Flunker at 972-396-0018, or email EAA1246@Comcast.net.



SWRFI Banquet

SWRFI is near and Banquet tickets are for sale. As mentioned before Richard Van Grunsven will receive the President's Award for this year and be the featured speaker at the banquet. This year, the Banquet will be on

Saturday, May 15, 2004 at 7:00 PM in the New Braunfels Civic Center located downtown at 390 South Seguin Avenue. The price is \$20 for advanced purchase and \$25 at the door. Sales of Chapter tables have begun and if you wish to sit with fellow chapter members send Me (Michael Stephan) a check

for \$20 a seat made payable to EAA CHAPTER 168. The tables seat six people, and if you are organized enough to get six people and want to sit together, I will arrange that for you as well. I will be at the April Chapter meeting and you can pay me then or by mail at 513 NE 28th St, Grand Prairie, TX 75050. The deadline will be the May 4th Chapter meeting. Make it easy on me by not waiting till the last minute.

From Kit to Airplane in One Weekend.

By Michael Stephan

On Feb 21st Clay Romeiser had a kit airplane and that same day it was weighed and then certified as an experimental aircraft. Then the next day the plane took to the air. Having a curiosity about what happens when an aircraft is weighed and certified, I thought I would be a fly on the wall and watch the process. This could come in handy in a few months.



Owen Bruce brought the scales, and when we opened the box a little history fell out. On a list taped to the lid was the first airplane those scales weighed. It turned out to be Don Christiansen's RV-4. Those scales have seen a lot of airplanes, Clay's being the most recent.

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Owen setup the scales and calibrated them, and then we rolled the RV-9A up on them. Clay wrote down the measurements. Then we added the wheel pants and fairings and measured again. Using those weights, Clay was able to quickly calculate the RV's weight and balance envelope. Then we rolled the airplane off the scales and packed them back up. The whole process took less than an hour.



After its weigh-in, N628CR stood at attention ready for final inspection. Mel and Ann Asberry arrived and began the inspection with a check of all the appropriate paperwork.



Once satisfied that the documents were in order, Mel started going through the airplane, starting with the firewall forward and then moving into the airplane to check all the control linkages. Mel says that often he finds a loose bolt or nut in the linkages. While

crawling through the fuselage, the wiring was also examined. The final cockpit check included turning on the Blue Mountain EFIS One to see that the required instruments were displayed. Clay, I believe, will be the first Chapter member to fly the EFIS One from Blue Mountain Avionics, and I am eager to hear how it performs.



While Mel and Clay were working, Robert Cullinan entertained Ann and I with rides in his Champ. After coming back from my ride, Mel was finished with the inspection. And shortly thereafter, Clay was holding the airplane builder's diploma, the airworthiness certificate. And the next day it became a flying experimental aircraft.

Having put a little time in on Clay's project I felt a little proud too. I can only imagine how Clay felt.



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Jim Younkin's Chapter 168 Visit

By Michael Stephan

If you attended last month's Chapter meeting, you would have heard an excellent presentation by Jim Younkin of TruTrak Flight Systems on the history of autopilots, learned about and looked at the current technology and heard about some future offerings. Some of these items will debut at Sun 'n Fun. Some were so recent that Jim was working the prices on the spot. So, we got a sneak peek at future products.



One of the very new products TruTrak is offering is a Pictorial Turn Coordinator. Jim is outspoken when it comes to what he thinks a turn coordinator should look like. In Younkin's design, the airplane stays stationary while the horizon moves, exactly how the artificial

horizon looks, as opposed to the current version where the airplane moves. Jim believes that in a malfunctioning artificial horizon situation it would be easier to transition to an instrument that looks more like the artificial horizon. Further, for those bare bone VFR panels, this instrument could double as the artificial horizon (currently without vertical indication) and the turn coordinator. So an inexpensive panel would have the airspeed indicator, altimeter and the pictorial turn coordinator.

One interesting feature of this turn coordinator is that the display is a mechanical display. This is not an LCD screen depicting the horizon, as is the current trend in instruments, but instead it is a mechanical moving disc. There is a 3 inch and a 2 inch version that will fit in the standard 3" or 2" instrument



hole. The price is very reasonable starting at \$390. I paid that much for a 2" rebuilt electric needle ball. I can see it being replaced by the Pictorial Turn Coordinator. The 3 inch version can also be combined with the Digitrak autopilot controller as the Pictorial Pilot for \$1995.

Jim also discussed the new automatic failsafe trim. This unit will automatically trim the airplane. Since it is a failsafe trim, a malfunction will not result in an unsafe runaway trim tab. This unit is for sale now at \$975.

More information on the TruTrak line of products can be found on their website at www.trutrakflightsystems.com. They also have a growing network of distributors. One of which lives here in the metroplex. Alex De Dominicis is the local representative and can sell you a system or answer your questions. You will find his website at www.rvtraining.com.

Jim Younkin is a very good speaker, and we appreciate his presentation last month. We hope to have him back in the future. I'm sure he will have more ideas to present.

David and Vicki Jones' RV-10

By Michael Stephan

David and Vicki Jones joined the Chapter less than a year ago, and in that time they have decided to build an RV-10, have built most of the tail kit, started on the wings and hosted the newsletter crew last month. They are terrific and have jumped in with both pairs of feet.



For most of us it was the first time we had a chance to study the newest kit from Van's Aircraft. Like most of the current kits, every skin and rib is pre-punched and match exactly. This really helps the builder make quick progress. The airplane seems to jump together. There are no complicated jigs in David and Vicki's building space. Just a few tables and a couple of sawhorses and the occasional stand that helps hold the parts up is all that is needed.

The best upgrade is in the construction plans. In the other kits, there were text descriptions that described each step and a full size set of drawings. While you read the text on the pro-

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cedure, you had to go and find the related drawings and then try to picture how things went together. On the RV-10, the text and plans are printed on the same

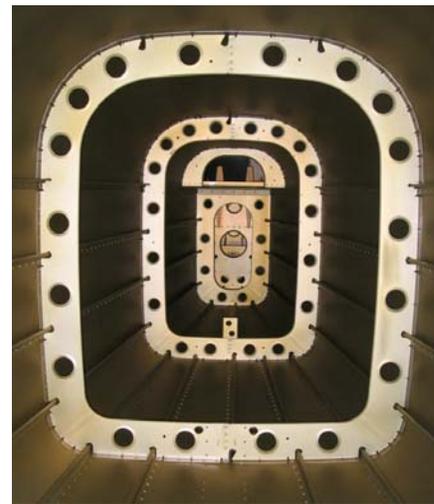
page, much like the models we built as kids. More of the drawings are three-dimensional, which helps when visualizing how the finished assembly will look. Building the project is no more complicated than finishing a page and then turning to the next. Kudo's to Vans Aircraft for improving the plans.



Unlike most RV kits, the tail kit consists of not only the tail feathers, but also includes the back half of the fuselage. Van's arranged it that way to even out the prices of the four sub kits. While studying the tail it is not hard to notice how much larger this airplane is than the other RVs. The horizontal stabilizer is as long as one of my RV-8's wings. I thought building one elevator trim tab was enough, but this one has two to

build. Everything seems to be bigger. The airplane is not any more complicated than the other RVs, just more of it, and David and Vicki are doing a great job putting it together. David is eager to get the airplane into the air. And building is just the pain you go through to get there. But

Vicki, on the other hand, enjoys the building process. So, together they should have the right combination of motivations to get to the end and have a good flying machine. Given



the pace they are going now, they will be flying the RV-10 in the not so distant future. David and Vicki are a lot of fun. If you see them spend a little time to get to know them. We thank them for having us over and sharing their project with us. They are great hosts. We look forward to going there again.

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Hicks Fly-In

By Michael Stephan

It is pretty rare to have decent weather on the assigned Chapter 168 fly-in dates in late winter months, but it happened again. We had a nice group fly into Hicks for lunch. While waiting for others to arrive, we all got a good look at Clay Romeiser's RV-9A that made the trip across the metroplex. After peppering Clay with a few questions, it was lunchtime. The group was so large that Marvin Brott, Ken Krebaum and I took a detour down the taxiway waiting for the line to subside. We wanted to see what was inside the shop at Lone Star Classics, which builds and sells classic car kits. As we walked in, two beautiful Shelby Cobra replicas parked on the showroom floor greeted us. Marvin and I went over all the scenarios of selling airplanes and building cars. We decided to keep our RV-8s, but those Cobras oozed machismo. Anyway, we were hungry and the restaurant was calling.

After a delicious lunch, we had to check and see what was in Jay Pratt's hangar. Jay wasn't there. He was away vis-



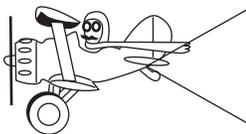
iting the coast, but we barged in anyway. He had the usual RVs in various states of completion, but the star was sitting front and center, and it wasn't an RV. Jay has been working on a Super Cub derivative kit called the NorthStar from Custom Flight Ltd. He now has it covered and painted and ready to make its first flight. By the time you read this it

might have made that first jump into the sky. As you can see in the picture, this is one beautiful plane. Nice job Jay, and we look forward to hearing how it flies.

Poor Electrical Connections

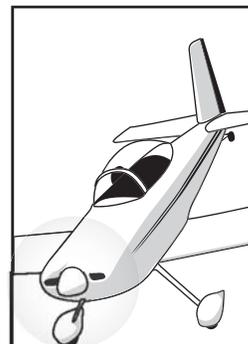
By Klaus Truemper

My hangar has very high humidity when we have warm, moist air and a cold front hits. As a result, corrosion is a potential problem. For electrical connections, this manifests itself in nasty ways, such as one night when I wanted to take off and could not get the nav lights to work. Another nasty case occurred when the ground connection of the Rotax engine was affected and the engine would not shut off. Rotax has given me a fix, and I am using it now whenever connection problems surface. One simply coats the contact points with "Silicon Heat Sink Compound" made by Dow Corning. This grease-like material actual is an insulator, but does not interfere with the metal-to-metal contact. In fact, the grease seals off that contact point and thus prevents moisture from entering and causing the troubling corrosion. There is another grease, which also prevents moisture from entering, but which, but itself, is conducting. One may be tempted to use that grease, but heaven forbid that you do. Wherever that grease lands, you have built an electrical connections, so you may short switches or entire circuits. So, NEVER use conducting grease. If you want to learn more about this, Google will point you in the right direction.



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