

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

First Flight: Mark Steffensen's Van's Aircraft RV-8A

By Mark Steffensen

Editor's introduction: The chapter had another first flight on July 29, 2000 with Mark Steffensen's RV-8A, N783MS. The technical councilors and editors have been watching Mark during the last six months as he has been putting the finishing touches on his RV. He has done an excellent job from a fit and finish standpoint and it flew hands off on the first flight. The empty weight, the engine temperatures and flight characteristics have all turned out great. We asked Mark for a little background on himself and the airplane, and he has graciously provided the following. Congratulations Mark!

As a high school student growing up in the Chicago area, I was introduced to aviation. My high school offered a private pilot ground school class that taught the students all the material to allow you to take the FAA written exam. While in the ground school class, I began taking flying lessons at the local FBO flying 172s, 150s, etc. I earned my Private Pilot Certificate soon after my 17th birthday.

After high school, I enrolled at the University of Illinois, attending under the Navy ROTC program. I completed my undergraduate degree and found myself as a student Naval Aviator in Pensacola, FL. I soon advanced in the program flying T-34C and T-2s. I was in the last phase of my training, landing my T-2 Buckeye on the USS Lexington, CVT-16, 50 miles south of Pensacola in the Gulf of Mexico. As a Naval Aviator you have one chance to carrier qualify. I had a bad day and didn't qualify. I spent the rest of my time in the USN as Engineering Officer on board the USS Marvin Shields FF-1066.

Once I left the USN, I was busy building my UPS career and my family. I have 4 children: Alex (13); Emily (11); Peter (8); and Madeline (5). While I lived in Chicago I made the trip to Oshkosh every summer to look at airplanes and dream. This is where I first saw the Van's Aircraft line.

See "First Flight" on page 7



Mark Steffensen and RV-8 N783MS

Oshkosh 2000 Report

Article & Photos By Marvin Brott

Overall, Oshkosh 2000, or AirVenture as some now call it, was a lot cooler and more tolerable this year. I still remember last year on Friday when it hit a heat index of 122 degrees. The depth and diversity of show planes, antiques, classics, homebuilts, and military planes were again enough to cause me to never miss Oshkosh. The following is a report of my impressions and opinions. The aviation press and AVweb have done an excellent job of covering the details of the convention. First, this is a seven-day convention that officially starts on Wednesday, but really starts on Tuesday, and is really over with by Saturday night. Seems like it just keeps moving up by one day each year.

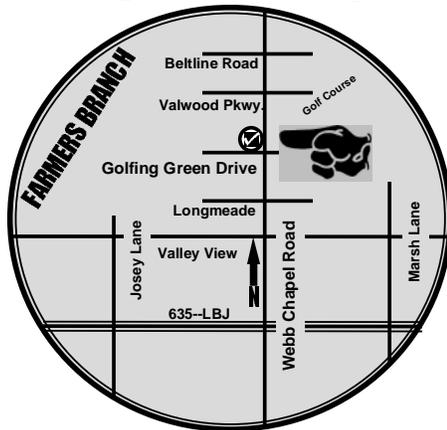
Once again our chapter was well represented at this year's event. During the evenings, Ken Krebaum and I ran into Mary and Bartie Coyle along with Nancy and Monroe McDonald. We met the McDonalds at a restaurant in Columbia, Missouri on the way up to Oshkosh..

See "Oshkosh 2000" on page 8

September 5th Chapter Meeting

Our September 5th Meeting will be held at the Farmers Branch Library, located on the northwest corner of Webb Chapel and Golfing Green Drive. 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 Steve Staudt, who will speak on Champion Aircraft Products. So, if you have questions concerning Champion products, bring them with you. Don't miss out on the fun and fellowship of our Chapter meetings.



September 12th Director's Meeting

The September 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 August 8th BOD meeting (recorded by Sam Cooper) are as follows:

Attendees: Ann Asberry, Gene Spaulding, Bill Barrett, Bo Bauereis, Jerry Bidle, Don Christiansen, Stephen Palstring, John Peyton, Sid Smith, Michael Stephan, Mel Asberry, Sam Cooper, Jim Quinn, Vern Williams.

Meeting started at 7:00 PM

- September 5th meeting speaker is Steve Staudt of Champion Aircraft Products discussing his companies offerings. There is no backup program.
- Tentative speaker for October is Dick Kyte on the Polen Special. Tentative speaker for November is Mike Hoye.
- September 9th fly-in breakfast is at Hicks airport. Meet at the on airport restaurant for breakfast starting at 8:00 AM.
- September 12th BOD meeting is at the FB Library.
- September 25th Hangar Echoes assembly will be at Pat and Marvin Brott's home.
- Sept. 30th Young Eagles at Denton (~30 Boy Scouts) was discussed. Sept. 16th Challenge Air event at Love Field (at Signature FBO) was discussed.
- A Skyline HS Young Eagles event, tentatively 10/8 noon start, was discussed. Would be at Mesquite for 40-50 juniors and some seniors. Jim Quinn is still organizing this.
- A proposed Chapter 168 Young Eagles Ace program was discussed. Jim Quinn is considering a special shirt as reward for 10 flights, or 5 events as ground support.
- Discussion was held, a motion made and seconded to purchase a clock/plaque in appreciation for a member's services to Chapter 168.
- Mel Asberry reported the new Chapter scales had been received. First use on 8/12.
- Oct. 14 SWRFI work day was discussed. Michael Stephan is the lead for putting up the signs. He will need support, and is planning to finish by noon.
- The Sept. 26th EAA Town Meeting was discussed.
- The Chapter 1246 Poker Re-Run will be Sept. 23rd.

September 9th Chapter Fly In

The September 9th Chapter Breakfast Fly-in will be at Hicks Airport. Meet at 8:00 AM at the Restaurant, which is on the field about midfield. There is room to park there in front. We had a great turnout last month at Spinks. Let's keep it going. Get up early and meet us there. Also, if your need any aircraft tools, Avery Tool is only a few steps away.

Upcoming National Events

- Sept. 3-9 – US National Aerobatics Championship.
- Sept. 14-17 – US National Air Races, Reno, NV.
- Sept. 22-23 – Tulsa Regional Fly-in, Bartlesville, OK.
- Oct. 5-8 – 25th C120/140 Convention, Gainesville, TX.
- Oct. 12-15 – Copperstate Fly-in, Mesa, AZ.
- Oct. 19-22 – Southwest Regional Fly-in, Abilene TX.
- Oct. 27-29 – Reklaw Fly-in.

Upcoming Local Events

- Sept. 16 – Wings & Wheels Fly-in, Sulphur Springs, TX.
- Sept. 16 – ChallengeAir event at Love field.
- Sept. 26 – EAA Grassroots meeting at Addison Conference Center.
- Sept. 23 – Chapter 1246 Poker Re-Run at TKI, 9:30 AM.
- Sept. 30 – Chapter 168 Young Eagles event at Alliance for the Boy Scouts.
- Nov. 11 – Dallas 168 Chapter Chili Cookout.

Sept. 25th Newsletter Assembly

The date for assembling the newsletter has changed.

Since the EAA Town Hall Meeting is on the last Tuesday of September, the *Hangar Echoes* assembly will be the previous night, Monday the 25th. We will gather at the home of Pat and Marvin Brott starting at 7:00. This will be your last chance to see his RV-8 before he takes it to the airport. So, don't miss this one. The address is 1317 Seminole Dr. in Richardson. Call 972-235-5552 for directions.

Don't miss the EAA Grassroots Gathering on Tuesday September 26th. For more information see page 5

A Message from the President: Ann Asberry

August is gone for the most part and the busy fly-in months of September & October are coming up fast. We have lots on the calendar from which to choose. Of course there are always the conflicting events and choices to make. Sometimes you can even get to two events in one day, which makes it nice for the hard core fly-in enthusiasts. Be sure to check out the event calendar elsewhere in the newsletter. There is something for just about everyone, spectator or participant.



There are a few things I want to bring particular attention to.

The first important item is the effort our nominating committee is putting into locating candidates for officers for year 2001. The election is held at the October Chapter meeting, and you know that is coming up quickly. If you have ever entertained the idea of serving Chapter 168 in an officer position please don't hesitate to offer your name to one of those committee members, Sam Cooper, Jerry Mrazek and Michael Stephan. Remember that this is not a popularity contest. The Chapter needs willing leadership to guide us through next year.

The second important item is Tom Poberezney's Grass Roots Meeting on Tuesday, September 26th at the Addison Conference Center. This meeting will begin at 7:30 PM. Come a little early, if you can, to meet and greet folks from all around the area. We will hand out our Chapter brochure to interested folks that do not belong to a local Chapter. We might get some new members. I hope most of you plan to attend. There is a Q & A session after Tom's talk. Be sure to bring up any questions you have. Tom will address as many as time allows.

The third important item is SWRFI. The Southwest Regional Fly-In is held in Abilene. Arrivals are Thursday, October 19, the fly-in is Friday and Saturday October 20 & 21 and departures are on Sunday October 22. Our Chapter, as in years past, is heavily involved with the planning and execution of this great fly-in event. Monroe McDonald will be asking for volunteers to sign up at the September and October meetings. As always we need all the help we can get for the ground operations and moving the aircraft into, around and departing the field that weekend. Take a look at www.swrfi.com for lots of information about the event. Make your hotel reservations soon and please consider helping your Chapter make this another fine fly-in event.

Just as a side note about SWRFI. The officers and board has voted to move the event date beginning next year to the fourth weekend in September. The intent is for better weather.

I wish you blue skies and tail winds,
Ann Asberry

SOUTHWEST REGIONAL FLY-IN 2000

Abilene Municipal Airport Oct 19-22

It's coming up on time for our Abilene fly-in. As always, Chapter 168 is doing Ground Operations, the moving of aircraft between parking and the active runway. This entails marshalling aircraft through the taxiway system, operating the ground advisory service by radio, and installing/removing the signs that help visiting pilots get through the maze.

Michael Stephan will be foreman of the sign crew. Their work will be done on the workday Sat. 10/14, finishing up on Wed. 10/18, with tear-down Sun 10/22. Michael needs several good hands to help with this work.

Throughout the fly-in, from noon Thursday to noon Sunday, sun-up to sun-down, there will be aircraft moving and Ground Ops needs to be on the job. Just a few of us can handle it at the beginning and end, but in the middle, Friday and Saturday, it gets busy and we need more help. The time is divided into two-hour shifts so nobody gets stuck for too long. Please come and help us for a little while, then enjoy the fly-in the rest of the time.

We will talk about this, and have printed Ground-Ops manuals and SWRFI brochures at the Sept 5 chapter meeting. If you can't be there, call either of the GO Co-Chairs below for further information.

Monroe McDonald
214-352-1564
ElzieM@aol.com



Bo Bauereis
972-529-2844
bauereis@swbell.net

September Young Eagles Events

By Michael Stephan

September 16th Challenge Air at Love Field

If you missed the first Challenge Air event at Addison, here is your chance to make the second. The event will be held at the *Signature* FBO at Love Field. Pilots are the most in demand, but no volunteer will come away empty. I went to the last one at Addison, and caught the excitement. This event will feature, thanks to our own Jim Quinn, a static display of an F-18 Hornet and a C-130 Hercules. Jim says that you can take a tour inside the C-130. Volunteers are asked to be there by 9 am. For more information see their website at www.challengeair.com.

If you have some time, put this event on your schedule. It is well worth the effort. If you plan to fly kids at the event call Jim Quinn (972-788-2593) so he can add your name to the list.

September 30th Chapter 168 at Alliance Airport.

Jim Quinn has lined up a Boy Scout troop working on their aviation badges. He is expecting about 30-40 scouts. If you are interested in volunteering please call Jim at (972)788-2593 for more information.



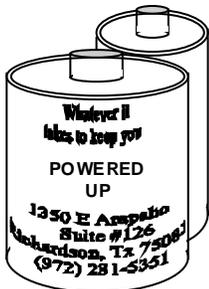
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EAA Grassroots Gathering Sept. 26th

By Michael Stephan

Tom Poberezny and Bob Mackey will be visiting the area on their grassroots tour. This is a Town Hall meeting which is open to all EAA members, families and friends. They will be speaking on the theme "where we are and where we are going". Tom reminds us that the EAA is a field organization whose strength is in its membership and their passion for volunteerism. Both Tom and Bob will speak followed by about 45 minutes of questions and answers.

The Meeting will be held on Tuesday September 26 at 7:30 pm at the Addison Conference Center. The Addison Conference Center is located at the corner of Addison Road & Addison Circle, approximately 3 blocks north of Beltline Road on the east side of the street. A good landmark is the large white Addison water tower right behind the Center. The actual address is 15650 Addison Road.

This is a chance for you to participate in the direction of the National Organization and Airventure (some still call it Oshkosh). This is one of six grassroots gatherings they will be doing around the country. So, mark it down and plan to attend this special meeting. I hope to see you there.

More information can be found on the EAA National website at www.eaa.org.

McKinney Poker Rerun – Sept. 23rd

Since the weather put a damper on the Poker Run this Summer, the McKinney Chapter (1246) and Chapter 168 will rerun the Poker Run on September 23rd. Registration is at the McKinney airport, hangar 319, from 9am to 10am. Hands cost \$5. You pick your deck and get your first card. Then it is clue solving time and off to four other airports before returning to McKinney by 2pm to present your hand to the judges. Prizes will be awarded by 2:30pm. Please do not taxi and park between the south hangars until you return from the poker run.

There will be an open lunch (hamburgers, chips and drinks) at Hangar 319 (between the south hangars) from 1:00pm-2:30pm.

If the weather looks questionable, please call Ken Reiter at 214-460-8060 to confirm cancellation of the Poker Run. However, lunch will be on rain or shine!

The Dallas 99's Fall Poker Run

Date: Saturday, September 30th

Rain Date: Sunday, October 1st.

Departure Time: 9:00 am 11:00 a.m.

Cost: \$10.00 per hand/ 5 hands \$45.00

Starting Location: Gainesville Airport

Completion Deadline: 3:30 p.m.

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2nd best hand / 3rd best hand prizes

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Fun Day at Meacham

On September 30th the North Texas Section of the American Institute of Aeronautics and Astronautics (AIAA) will host a "Fun Day" at the Vintage Flying Museum, Meacham Field from 10am till 2pm. This is family type event. There is parking at the museum and for pilots flying in, lunch is free. This would be a good place to go after the Young Eagles event at Alliance.

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The August Breakfast Fly-in

By Michael Stephan

We had a great time at Spinks. Our breakfast table was full with the early risers. After breakfast, Jerry Mrazek took us on a tour of the projects in the nearby hangars. The jewel was a Lancair IV that was nearing its first flight. It is a beautiful plane. I took a few pictures for those who couldn't be there.



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First Flight

In 1994 I bought a RV-4 tail kit. I worked on it for several months and many hours only to find that I wasn't pleased with the quality of my work. My UPS career took an international turn and my youngest daughter was born. I didn't have any time to work on a project of this magnitude with my travel schedule and the young children.

My career at UPS brought me to Dallas in 1998. About this time I decided it was time to get back into flying. I looked around at factory aircraft, but because of the equipment I flew in the Navy I could never go back to flying 172s, 150s, etc.

I needed a T34C, but on a budget.

I called Van's and asked about the kits to see if they had made any improvement in the quality and build-ability of their kits. Van's spoke of the new pre-punching of the skins to allow many of the critical measurements to be already punched, thus reducing the likelihood of making a major mistake. I chose the RV-8A as I felt it would give me the performance I was seeking and at the same time fit in my budget. I wanted good cross-country ability with the options to do some aerobatics.

I bought the tail kit in June of 1998. I found the RV builders group on the Internet right as I started. I used the Internet group to answer questions and find answers to my problems as they developed. There were several times on a Saturday morning when I ran into a problem. I posted a question right before lunch, and after lunch I would have 3 solutions to the problem. Then, I would move right along.

I built N783MS from a standard kit in 1850 hours over a 24-month period. I attempted to work on the project every day and 15 hours each weekend. I was averaging 75 – 80 hours a month. I could have never kept up a pace like this if the airplane was not built in my garage and for my understanding wife, Gina.

I met Dick Flunker in the fall of 1999 and attended several EAA 168 meetings. Mel and Ann Asberry, Owen Bruce, Don Christiansen, and Marvin Brott have all been by my home to inspect and offer advice as N783MS took shape.

I completed the project in July of 2000 and the FAA (Dallas FSDO) came out to inspect. I was issued an airworthiness certificate and a 25 hour test period. On July 29th, N783MS took to the sky. N783MS has a Lycoming IO-360A1A being pulled by a Hartzell propeller. Since I am an employee of United Parcel Service, I installed the entire UPS Apollo avionics line.



I am based at Aero Country Airport in McKinney. Chuck Wilson, a RV-4 owner, did the initial flight-testing, and all went well. I took several hours of flight instruction from Dave Austin (Denton, TX) a CFI and RV-6 owner, and obtained my RV checkout and a BFR.

I have 20 hours on the airplane to date and I am enjoying the heck out of it. I am working out all the squawks and plan on a Poplawski paint job. As for the paint scheme, I am looking for ideas. The RV-8A is everything I was looking for in an airplane and more.

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Oshkosh 2000

Monroe indicated that his recently repainted Mooney now has the status of being able to park on the flight line at Oshkosh. And he did just that.

The real flight line front-and-center 168 plane was Jim and Jane Quinn's good looking Falco. There must have been about 9 or 10 Falcos at this year's convention. As pointed out to me by the Quinn's, the rivet held-together RVs and the fork-tailed planes were parked in the back 40. Out where the old fly-market once existed. Oh well!!

Jim and Jane Quinn



Dick and Barbara Flunker and Barry Ward and son made it up to Oshkosh this year in their RV-6s. The Flunkers make it to Oshkosh every year because this is their old stomping ground. Dick's brother lives in Appleton. This year the Flunkers (Dick and brother) along with Ken Koehler took Ken and myself over to the seaplane base on nearby Lake Winnebago. It was great to take the time to stop and check out the action. And that action is definitely less hectic, less crowded, and more informal than the blur of activities constantly going on over at the airport.

Dick and Barbara Flunker



Several times during the convention I saw Richard and Jamey Robbins and kids. After I got back from Oshkosh, my wife asked me what has happened to Howard Walrath, since we have not received any messages from him for several weeks. The answer was that Howard and Joanne were on an extended vacation (Oshkosh) with the RV-6A. This makes another Oshkosh patch for Howard's jacket. I am sure there were other Chapter 168 show planes on the field, but I either missed them, or later had a memory lapse.

Barry Ward and myself, along with about 300 other people attended Van's banquet on Saturday night at the Pioneer Inn. Before the banquet I was standing out on the lawn not seeing anyone at the moment that I knew, so I went up to two people and introduced myself. Turns out they were from Chapter 34 in Arlington. Some how the conversation got around to the trials and tribulations of being a newsletter editor. Then, it was mentioned that Chapter 34 had just won 4th place in the EAA McKillop Newsletter Editor Award. To say the least, I was impressed. Turns out I had just met Eric Caldwell, the editor of Winds Aloft. While we (168) have placed in 3 of the last 4 years, we were always in the 6th to 8th place range. EAA National only announced the top 5 newsletters this year, and they have started the top 5 web site awards.

I ran into Tom Ferraro and Pete Huff after they had just competed in the AirVenture Cup, a speed race from Kitty Hawk, N.C., to Oshkosh. This year the contenders had gathered in North Carolina for the start on Monday, but the IFR weather refused to budge. So, the start of the race was moved to Dayton. Pete, along with Tom and the White Lightning, came in second in the Formula RG class. First place in this class was Richard Keyt in the Polen Special. Later this year the plans call for having Richard as a Meeting speaker talking about the Polen Special

Other than for the Rutan designed Adam Aircraft M-309 pusher puller, there seems to be not a lot happening in the piston certified twin market. This Oshkosh was mainly about light, or personal jets, and turbine powered airplanes. The big fan fare came from the new Eclipse jet. We all got to see a physical mockup of the soon-to-be (first flight in mid-June 2002) jet to be sold for just \$837,500. The buzz is that this is an unheard of low price for a twin engine turbine. This brings us to one of the impressions of this year's Oshkosh. There must be a lot of disposable income out there when the excitement is about \$800K jets and the numerous kits for \$100K plus. You had to look hard between the lines of the press coverage to see something that you, or I, could afford. I am reminded of John Monnet's reality check logo on the side of his Sonex, which asks the question, "has the cost of kit

airplanes gotten out of reach of the average person?" The low cost of the Van's Aircraft kits is why you see so many young people building the RVs, which are not exactly cheap.

The next observation also includes the Eclipse. As mentioned in the last few years this air show has become a major trade show for aviation. Several years ago they changed the name to *AirVenture*, and now have the logo to market. This year the places and streets are being given new names. The forum area with buildings is now called *Eclipse Plaza* and each building has a company name. The west ramp is now called *Aeroshell Square*. I hope they don't change the name of Whitman Field to something like, *Amazon.com* Field.

I must admit that I fell in love with the idea of a personal jet. The Mooney Mart people and Exxon Elite aviation oil have produced the Mootation Tigerjet prototype. I have always been a lover of the Mooney and now that they have crossed a Mooney with a Cessna Citation, hence Mootation, I was just captivated. I put down a nonrefundable deposit on a numbered (53) production slot. Check out the picture of me standing proudly by the Tigerjet, which also shows the configuration of the twin jet arrangement. Of course, final price and delivery are yet to be determined. Mooney Mart and Exxon indicated that next year's Oshkosh spoof-of-concept prototype could be something displayed vertically.



Now for this year's 'I can't believe it aircraft', or 'you will only see this airplane once'. It is the Aeris 2000 (see picture) from ACEAIR Switzerland. It is really neat looking with specs very similar to the RV-8, but will it really fly? I might be wrong, so check it out at www.aeris.ch.

Each year I spend some time in the EAA Museum to refresh my memory and see what is new. This year they put the Williams V-Jet II in the museum next to the homebuilt prototypes. This is the twinjet, butterfly-tail designed by Burt Rutan, which has started all this recent small jet activity. While I am on the subject of the EAA Museum, let me make two observations. First, this is the finest flight museum in the country with respect to layout, lighting, presentation, educational value and overall wide spectrum of airplanes. In the homebuilt area they have the BD-4, VariEze, Lancair, and many other noteworthy prototypes. My second observation is that the prototype that caused the biggest collection of flying aircraft (2466 as of now) in EAA's history, and is also the most visible at every EAA fly-in, is conspicuously absent from the museum. Of course, this is the RV-3 from Van's Aircraft. The first RV-3 is sitting somewhere outside the museum.

While the commercialization of Oshkosh has gotten more visible every year, it is still the greatest air show in the world. It is exciting to be there. This get-together is so big that when you read the *Flyer*, the daily AVweb messages, and the daily *AirVenture* newspaper you wonder how you could have missed all of the really hot activity. After all, you were there. Didn't you see what was really happening? It is like visiting a big city where you only have time to see one or two local areas. You go to Oshkosh to see big-ticket aircraft, to see new products, and get an education on new topics from the forums.

This year's Oshkosh was a particularly successful one for me. I went with the intent of buying the avionics for the RV-8. On the first day I found a Garmin GNC 250XL that had been marked down a thousand dollars because it was a store model. Ken told me that I had saved enough money to pay for the trip, but he thought it was a little risky for a guy who is on a fixed income to be buying a Tigerjet production slot.



WHAT'S ALL THE FLAP ABOUT TAKE-OFF

Mel, DAR, FA, TC, Safety Officer

Very often I am asked what the optimum flap position is for take-off in a particular homebuilt. Many designers don't specify this. Several years ago I got to thinking that there should be some rule-of-thumb for this that will cover most airplanes. Some airplanes like the Mooney have long narrow flaps that provide extra lift without adding a lot of drag. On the other hand, aircraft like the Cessna 150/172 and RVs* the flaps are fairly short and wide. These flaps add a lot of drag if they are lowered too much. Then it dawned on me that most modern day airplanes have differential ailerons. i.e. the ailerons go up about twice as far as they go down. The "down" side of the aileron is usually optimized for max lift @ minimum drag. Hey, am I seeing a correlation? So I started doing some research and found that where a take-off flap position is recommended it is always very close to the same as the "down" aileron on that particular airplane. Then I began to try my new "rule-of-thumb" on several homebuilts. Low and behold it works! So the next time you need to do a short field take-off, if you have unlimited flap positions, try pushing the stick to one side and aligning the flaps with the "down" aileron. I think you will find that you now have optimum take-off flap position. And if you are still building that perfect homebuilt and it has manual flaps (like many of us still prefer) think about putting in a notch for this position. *RVers please forgive my putting RVs in the same category as Cessnas but in this case the shoe fits.

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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

Airplanes For Sale:

Starduster II, completed 1970, 466 totals Hrs A+E, repainted 1991.
* Call Ken Whitehead 972-529-9597 (8)

Wanted

Searching for a flyable Cessna 120 /140, Taylorcraft, Aeronca Chief, or Luscombe. Planes in need of TLC are preferred, if reasonably.
* Call Steve Ehlers (817) 731-6092 D (817) 346-9672 E

Services, Parts and Other:

King KX-175B TSO nav-com radio \$750
*Call Monroe McDonald 214-352-1564. (2)
MINI-MAX Dealer closeout – HI-max Zenoa engine 15 hr TT., Avid Flyer 90% complete, Rotax 503 dcdi, excellent fabric, an easy finish. Plans, parts, engines: 532 Rotax, Cuyana 430, to much to list
*Call Bill Price 214 369 6713 e-mail billp@airmail.net (4)

ASA CX-1 Pathfinder Flight Computer \$25.00
*Call Jim Quinly 972 233-3263 (1)
(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 \$900 each or best offer.
*Call Jon Staehling 972 205-4657 (1)
Engine Shock Mounts NEW Lord # J9613-12 (Barry equiv. # is 94011-02). Fit Cessna, Piper, Mooney aircraft. 8 available. Normal price is \$72.00 ea. - will sell for \$25.00 ea.
*Call Haden Cowdrey (214) 691-8310 eve. or hcowdrey1@msn.com
Garmin GPS 90, updated Aug. '99, looks and works like new. \$250
New battery for Narco ELT-10. Expires 9/02. Bought new battery only to find my ELT doesn't work. Make offer.
*Call Mel Asberry 972-784-7544....972-598-8458

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HANGAR ECHOES

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Dallas Chapter 168 Membership Application & Renewal Form

Application Status:

Please Print Clearly

New Member: _____
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Membership dues for EAA Dallas Chapter 168 are \$15 for one year. Name tags available for \$6.

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EAA Dallas Chapter 168

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P.O. Box 3086
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Notes: _____

I am interested in helping with: Fly Ins ____, **Programs** ____, **Newsletter** ____,
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Plane or Project (% complete) or Interests

Example

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