

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 168 DALLAS TEXAS

Southwest Regional Fly-In 2000 Thanks to the Volunteers!

By Monroe McDonald

Our third straight year of bad weather turned the fly-in into a float-in! Actually, the weather wasn't that bad at Abilene, it was bad everywhere else so pilots could not get out of their home bases. The event next year will be on the third week in September (9/21,22), so maybe we can get away from the October rains.

Anyway we had a good list of forums and vendors. Many people drove in, so the people attendance was not off as much as the airplanes. Van's RV-9A was going the whole two days the vendors were open, the engine didn't cool down. Also, there was the factory Murphy Super Rebel from Canada, the Velocity SUV, three RANS aircraft, the Socata Trinidad, and a powered parachute.

We wish to thank the Chapter 168 folks who came out and helped move the airplane traffic that was there, and put up and take down signs. Our appreciation to: Ann Asberry, Bo Bauereis, David Cheek, Sam Cooper, Chuck Farry, Dick Flunker, Jerry Mrazek, Michel Stephan, and John Williams. I know there were others who wanted to come but just could not make it.

Others volunteering were as follows. Judging: Don Christiansen. SWRFI store: Ann Bauereis; Janice Feller; Barbara Flunker.

IMPORTANT NOTE:

Due to the national elections, our November schedule has changed. The Chapter Meeting will be on Tuesday, November 14th (the **second** Tuesday) and the Board of Directors Meeting will be on the following **Thursday**, November 16th.

Southwest Regional Fly-In 2000

By Sam Cooper , Photos by Bill Fogg

As many of you know, the long drought of our long and hot Texas summer finally broke in October. Just in time to interfere with the Southwest Regional Fly-in. Of special note to Chapter 168 members is that our own **Dick and Barb Flunker** received a Custom Kit Built Workmanship award for their very nice RV-6A N326DB. Congratulations Dick and Barb!

For those of you who were not able to attend, we can recap this year's event with pictures.

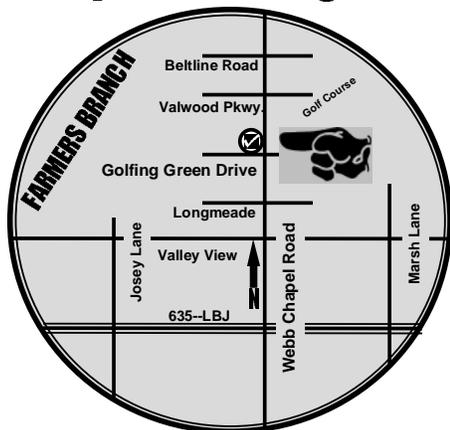


**SWRFI ... it's not all work!
168's Chuck Farry caught in a moment of repose.
Behind, the EAA Tower is manned by (L to R): Bo
Bauereis; Jerry Mrazek; and Monroe McDonald
during Saturday's damp conditions.**

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November 14th Chapter Meeting

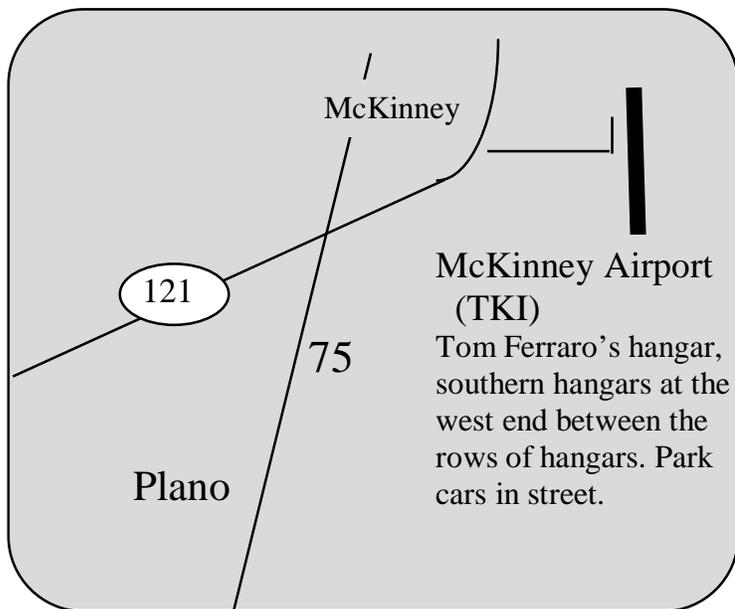
Our November 14th Meeting will be held at the Farmers Branch Library, located on the northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish by 9:00.



This month's speaker is Mike Hoyer, who will be speaking about the design and build of his unique Pober Pixie II. This is a project originally started by Paul Poberezny as a two place version of the Pober Pixie, which Mike has completed.

November 11th Chapter Fly In

The November 11th Chapter Fly-in will be the Chili Cook Out at McKinney Municipal Airport. Refer to Michael Stephan's article on pg. 5.



November 16th Director's Meeting

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

Attendees: Ann Asberry, David Carter, David Cheek, Gene Spaulding, Bo Bauereis, Don Christiansen, Bernie Cross, Ted Fontelieu, Stephen Palstring, John Peyton, Michael Stephan, Mel Asberry, Marvin Brott, Sam Cooper, Dick Flunker, Steve Genotte, Jerry Mrazek, Jim Quinn.

Meeting started at 7:00 PM

- November 14th Meeting speaker is Mike Hoy speaking on his Pober Pixie II. Backup: none.
- December 5th Meeting is the Christmas party. David Cheek will contact the library to obtain an extra hour of time for the party. Library donation methods were discussed.
- November 16th BOD meeting is at the FB Library.
- November 11th fly-in is the Chili Cook Out at McKinney Municipal (TKI). Chairs will be borrowed from Chapter 1246. Volunteers (Stephan, Quinn, Cheek) will bring items. Participants should bring non-electric warming methods if possible. Electricity is available, but may be in short supply for crock pots. The North Texas Ultralight group will be participating. Various gifts & awards are going to be available. Early setup at 8 AM. Start at 10 AM. Judging at 11 AM. Open eating by 12 to 12:30 PM, when the judging is over.
- November 28th Hangar Echoes assembly will be at Tom Davies' home.
- Oct. 14 SWRFI work day was discussed. Rides to Abilene will be available. Michael Stephan will have multiple work crews. Bring gloves and hearing protection if you have it.
- Possible '01 programs were discussed.
- The '01 Officer elections were discussed.

November 28th Newsletter Assembly

The December issue of Hangar Echoes will be assembled at the home of Tom Davies on November 28th starting at 7:00 PM. The address is 2747 Leta Mae Circle, Farmers Branch, TX. For directions call Tom at 972-247-1409.

Upcoming Local Events

- Nov. 4 – Chapter 983 Fall Fly-in at Pecan Plantation Airport
- Nov. 11 – Dallas 168 Chapter Chili Cook Out at McKinney Municipal Airport.
- Nov. 11 – Texas Aviation Hall of Fame Fly Day, Galveston.
- Dec. 5 – Dallas 168 Christmas Party at Farmers Branch Manske Library.

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A Message from the President: Ann Asberry

This year is winding down, really fast. Funny, the older you get, the faster time seems to pass. I'll bet I'm not the first person in history to make that observation!

This brings me to a yearly event we all enjoy. Our annual Holiday Gathering is planned for December 5th, which is our regular meeting night. We are hoping for a great turnout as usual. The fare for the evening will be finger food, munchies and soft drinks, tea and coffee. Please bring a



favorite dish to share. If you will, please avoid items that have to be kept hot. The Chapter will furnish the drinks, cold cuts, bread and tableware. We plan to continue the "White Elephant Gift Exchange". Bring a gift, under \$10, for a male or female. Wrapped, but no "to - from" tag. We will educate those not familiar with this simple game. Additionally, there may be some extra entertainment that evening. Please make plans to come and bring your significant other as well. Everyone is welcome.

Here are some great words of wisdom I picked up from a popular web site, "AV Web." Some very true words ring out here and I hope you take it with you for the future.

"Over the years, as I've flown limited-capability airplanes cross-country and encountered low scud along my route, I've often landed at the first good VFR airport and spent the night. Most of the time, I've awakened the next morning to crystal-blue skies. "Pressing on" into the ugly weather seems like such a foolish choice the morning after the fact. If we could just get to that place of clarity in our decision-making process while we are faced with what seems like no choice, or forced choice, perhaps we could gain enough perspective to make smarter choices".

Not Making The Big Show

At AirVenture this year, four men in a Skylane learned the ultimate hard lesson of weather's changeable ways. They also displayed the natural human tendency to "have it our way" when they tried to press on to OSH in low ceilings and fog. They paid with their lives.

What if they had landed somewhere short of AVmecca, gotten a cup of that universally great airport coffee we find in all airports, read a five-year-old copy of Trade-A-Plane, then tried again a few hours later? Would they be alive today, with stories to tell and pictures to share about AirVenture Y2K?

Uh ... Maybe Tomorrow

Perhaps to eliminate these kinds of accidents we could all learn the fine art of procrastinating. We could have membership cards made; shirts, caps and jackets printed with a catchy logo; adopt a slogan: "Fly no flight that could be safely put off until later...." Of course, this would make our airplanes less practical, and utility would certainly suffer. But fewer people would certainly perish in these accidents, which are preventable by choice. The decision to fly or not hangs in a delicate, highly changeable balance. We must learn to balance the risk of flying in less-than-ideal conditions with the benefits and utility of flying anywhere, any time. In that balance lays the one thing that we sometimes get wrong: judgment.

Waiting for favorable weather is the sure sign of a pilot with good judgment. We can't change the weather, but we can sure choose the time we do battle with it. The wise pilot is not the one who can fly in any weather; the wise pilot is the one who knows when to postpone, to fall back and reanalyze, to reschedule for earlier or later or tomorrow -- or to just call the whole thing off. The trick to flying is not just knowing when to go, but when to say, "Just Do It Later." There are no extra points for bad timing.

I wish you favorable weather and not too many head winds.....Ann Asberry

168 September Young Eagles Events

By Michael Stephan, Photos by Jane Quinn

Does the phrase, “were having a Young Eagles event,” give you a headache trying to think of somewhere else to be? Well, think again. Jim Quinn, who has been our YE Coordinator this past year, replaced some of the work of the Young Eagles events with a little bit of fun. He does have a secret weapon... his wife Jane. She does an excellent job with a clipboard and a herd of eager kids. This year, instead of huge crowds of kids, which require a large number of pilots, support crew and all day flying, Jim has found smaller groups and with a handful of pilots is able to fly them and be home for lunch. It is a little different approach, but the number of people required to pull off such an event is much smaller and much easier to put together.

A good example is our YE event held at Alliance Airport last month. First, the FBO there let us use their very nice lounge. It made me feel like I owned a multi-million dollar jet. Next, the pilots started showing up at around 8:30. Then the Boy Scout troop that Jim recruited showed up at about 9:00, and the flying began. The kids were given a special treat by getting a tour of the not so busy Alliance Control Tower. Also, Jerry Mrazek flew his Rans in and the Scouts looked over his airplane. After a few hours of flying, we were done. A final group picture was in order about 11:00, just in time for lunch.

We looked around, counted heads and had just enough empty seats to put everyone on the support crew in an airplane and fly to Hicks airport for lunch. Don Christiansen gave me the RV-8 demo ride, which was very instructive and fun. I didn't mind at all taking the long way there. After lunch we flew back to our cars and were home by 1:00. Now that is a very enjoyable way to spend a Saturday morning.

We tried it again the next Sunday, but with not as much success. We had the pilots and the support crew, but our flyers were scarce. Jim wanted to fly the Juniors of the Skyline HS aviation technology class, but we only had two participate. So, instead we flew each other around. The Skyline instructor who also attended received a ride in a RV-6. On the surface, that seems like a failure, but both students said they had their targets set on careers in aviation. I think we reinforced that decision for them. I also

think that when they tell their classmates we will have more for next year.

Besides having more frequent events with smaller groups, Jim has also put a little incentive into the program. For pilots who make 10 flights, or ground crew that work five events, he has a Chapter 168 button down shirt with a logo of his own design which reads “Chapter 168 Young Eagles Ace.” So, the next time you hear, “we're having a Young Eagles event,” raise your hand and say, “I want in on the fun.”



Alliance Young Eagles & Pilots (kneeling, L to R): Dick Flunker; Monroe McDonald; Mel Asberry; Richard Robbins; Don Christiansen. Ground crew (prone, L to R): Chuck Farry and Chris Bruce.



David Cheek and Alliance Young Eagle.

Chili Cook Out, November 11th

By Michael Stephan

We're getting into Chili eating weather, and that makes our Chili Cook Out at McKinney Airport right on time. It is going to be quite a bit of fun and delicious too. So make your plans to attend. Below are Ann's notes concerning the Cook Out.

- The cookout is at McKinney airport and the hangars of Dick Flunker and Tom Ferraro on the west end of the south hangars, between the two rows. Parking is available on the street at the west end of the hangars.
- Time is 10 AM to about 2 PM. Come a little early if you want to help with setup.
- The theme is "HAVE FUN".
- All Chili should be cooked at home and brought to the event. We don't have much room.
- Naming your Chili, or cooking team, if you have one, is encouraged.
- Even though Chili is a meat dish, beans are OK. **NO road or runway kill!**
- Cooks should plan on making about 10 to 12, 8oz servings (2 to 2 1/2 quarts). More is very welcome because we don't know exactly how many are planning to attend.
- We do have electricity for crockpots, but it is a bit limited. If you have a camp stove, or the like, bring it to keep your Chili warm.
- All Chili to be judged must be hot and ready by 11AM. After the judges' cups are harvested, general eating will begin.
- If a cook is asked to taste their own Chili and they refuse, the cook will be disqualified.
- 1st, 2nd, and 3rd prizes awarded around 12:30, and a people's choice award.
- All utensils, drinks, crackers, Fritos, cheese, chopped onion and Pepto Bismol is furnished.
- We're looking for some volunteers to make desserts. **Call Ann Asberry (972) 784-7544.**
- Ann would like to hear from you if you plan to cook Chili. **Call Ann Asberry.**
- Volunteers are needed to help with set up and take down of tables and chairs, etc. Come early and help.
- This is an all weather event. It could be a little crowded in the hangars if it rains, but we plan to have it anyway.

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Addison Grass Roots Meeting

By Michael Stephan

A large crowd of local EAA members warmly greeted EAA President Tom Poberezny on Sept. 26, when he met with local EAA members at Addison, Texas. Introducing Tom at this meeting was Marvin Brott from our chapter and and Jeff Ferraro of Chapter 1246 in McKinney.

One theme for the evening was inclusion. How can we spread the enjoyment of aviation to others? When someone asked if AirVenture could grow too large, Poberezny replied, "Whom do you leave out?" The answer is easy, no one. Recreational aviation is something to share and be enjoyed by everyone on all levels. While the organization name is Experimental Aircraft Association (i.e. homebuilts) and the monthly magazine is Sport Aviation, the real name for today is Recreational Aviation. In fact there is a sign outside the EAA headquarters announcing that this is the Home of Recreational Aviation.

Another important theme Tom emphasized was relationships, including:

- Building relationships with the builders. "We want to champion the builder," Poberezny said. These builders receive support from EAA programs such as SportAir Workshops, Tech Counselors, Flight Advisors and the Homebuilders Council.
- Building relationships with the youth, who are the future of aviation, through the Vision of Eagles program, which includes the Air Academy, Young Eagles events, and the SMT program, an academic effort that translates aviation into science and math to inspire students to achieve.
- Building relationships with its members, though publications like Sport Aviation and Experimenter, through the media with the EAA TV programs, as well as the 14 different EAA web sites that keep the members informed.

Also important is volunteerism, the core of EAA. As Poberezny put it, "Volunteers make the difference." AirVenture would not be possible

without the 5,000 volunteers that make the event an enjoyable one for all who attend. Tom noted that the \$16 daily fee is considerable less than other similar conventions (on the order of \$40/day) because of this volunteerism. On the local level, Tech Counselors and Flight Advisors reach out and give encouragement and instruction to the homebuilder. Chapters also host over 15,000 activities per year from chapter meetings to fly-ins to education youth

programs, and it is these events that make EAA special. These would not be possible without the passion and commitment from volunteers, and as Tom summed it up, "it is truly a miracle of volunteers."

Tom also detailed the future of EAA. In 2003 there will be the Countdown to Kitty Hawk which celebrates the 100th anniversary of flight. "We should be leading the celebration," he said. "We should tell the world what aviation has done!" EAA has set up a series of integrated programs and celebrations at Kitty Hawk; Dayton, Ohio (home of the Wright

Brothers); and at AirVenture 2003.

While fielding questions from the audience, Tom talked about the future of 100LL and its possible replacement 82UL. Teledyne's diesel engine technology as an alternative was discussed. Also receiving attention was the new Sport Pilot license, which would allow planes of less than 1,232 pounds and a stall speed lower than 39 knots to be flown by pilots with a third class medical, or a driver's license and a small amount of training. Similarly, the Experimental Light category of airplane would allow manufacturers to completely build sport planes that only require the pilot to have a Sport Pilot certificate.

Tom also explained the EAA's interaction with other aviation organizations like AOPA and NBAA in respect to legislation. "We work together and team up on a few specific issues each year," Tom said, on issues ranging from aircraft certification to airport preservation.



SWRFI 2000: Continued



Ann Asberry clears the crowd away for an RV-8, 'Beautiful Doll'.



Two RV-4s on the Homebuilt Line.



Two of the airplanes which graced the Vintage Aircraft parking area.



Vendor aircraft included: Van's RV-9A; Murphy Super Rebel; Velocity SUV; and 3 RANS aircraft.

SWRFI 2000 Memorabilia

If you missed SWRFI in Abilene you can still buy event merchandise: T-shirts; caps; etc. If interested email Billie Moga at rbmoga@ktc.com, or call Nancy McDonald. Also, descriptions, etc. will be available on SWRFI.org in the near future.

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SWRFI 2000 Award Winners

By Sam Cooper

While the weather kept many of the state's show planes at home, some very nice airplanes did make it to the event. Each category of aircraft had at least one very nice example of its type. In the Homebuilts, there were some extremely nice examples of Van's RV series of aircraft. The award winners were as follows.

Homebuilts:

Custom Kit Built:

- Grand Champion: RV-8 N86434, Danny King, Southlake, TX
- Reserve Champion: RV-8 N133HS, Ron Grover, Keller, TX
- Workmanship: RV-6A N326DB, Richard Flunker, Allen, TX

Custom Plans Built:

- Grand Champion: Long EZ N12NC, Jerry Peck, Paola, KS
- Reserve Champion: MOTEE 3 N8713F, Larry Flagg, Overland Park, KS

Outstanding Aircraft

- KitFox Series 5 N812JB, John Bonewitz, Grapevine, TX

Antique:

- Best Custom Antique: Rose Parakeet NC18252, Jim Hays, Brownwood, TX

Classic:

- Grand Champion: Navion N8915H, Ron Judy, Gate, OK
- Reserve Champion: Piper J3 NC98473, Glynn Garner, Brownwood, TX (*picture on right*)
- Best Custom: Taylorcraft N44424, Harold Stieber, Brownwood, TX

Contemporary:

- Grand Champion: Beechcraft BE-95 N888T, Kenneth Keef, Abilene, TX
- Reserve Champion: Alon Aircoupe N56721F, Waymon Garner, Brownwood, TX

Military:

- Outstanding in Type: No. American T-28 NX 71546, Gordon Richardson, Caldwell, TX

Ultralight:

- Outstanding aircraft: Kolb Flyer, Twin engine, Dell Cross, Groves, TX

Static Display:

- First Place: Acro Sport II under construction, Audie Gill, Abilene, TX

Original Design:

- Best of Show: Mach-Nun NX34 Parade Mascot, EAA Chapter 34, Arlington, TX

People's Choice:

- Best of Show: KitFox Series 5 N812JB, John Bonewitz, Grapevine, TX

Distance Award:

- Longest flight to Fly-in: RV-4 N45RV, Pat Culer, Dayton, OH



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RV-9A, JUST ANOTHER RV?*By Mel Asberry, Photo from Van's Web Site*

Editors introduction: When the RV-9A prototype came out several years ago it appeared to be a "downward shift" from previous RVs. That yellow prototype made it's way to Oshkosh for at least two years and basically no one paid much attention to it. The most obvious change from just being an RV-6A was the new wing. It is longer and narrower than the wings of the RV-4/6/8 series, and uses a new "world famous" John Roncz airfoil. While the enlarged wing area at 124 square feet is only 12% greater, the span has been increased by 5 ft. The flaps are a long span, slotted, high lift design that allows the airplane to land slower than many primary trainers (stall speed of the C-152 is presumably 1 mph less than the RV-9A). A simplified constant-chord horizontal tail was designed, while the vertical tail surfaces are larger than those of other RVs. All of this wing and tail design was mated to an RV-6 fuselage. Finally, the prototype had a 118 horsepower Lycoming. This was all good, but most of us are looking for more horsepower and more blazing speed, not less. So it seemed like the RV-9A was headed for the back lot.

Now the new RV-9A comes about this spring with a redesigned fuselage that is very similar to the RV-6A, but with a slightly longer and taller cabin to go along the previous wings and tail design. Also the new prototype has a 160 Lycoming and MT constant speed prop. With this kind of power, the RV-9A has become a real performance tiger! Higher speeds and climb rates are available without sacrificing low speed performance, or handling, so the claim goes. Now the tables have turned and the second prototype at Oshkosh was getting all the attention. In addition, the buzz on the web sites is that the nine may outperform the six, given the same power and prop. Another plan by Van's Aircraft is to let the veteran RVers fly the nine in order to spread the word on its performance. Hence, the opportunity for Mel Asberry at Abilene to left-seat-fly the RV-9A. Check out the following report. Contributing Editor, Marvin Brott

This past weekend at the Southwest Regional Fly-in I got the opportunity to fly N129RV, the second prototype RV-9A. This airplane has a 160 hp Lycoming with the 3-blade MT constant-speed prop. I was both impressed and somewhat surprised. While the new design still flies much like the other RVs, it is obviously designed for a wider range of pilots. Although it is not aerobatic, it still has the quick response of other RVs. The controls are slightly

Continued on pg. 10

RV-9A: Continued

heavier, but still beautifully balanced. I noted that slightly more right-rudder was needed on climb-out. I suspect this is due to the larger vertical tail. It is actually larger than that of the RV-8.



The glide and stall is where the -9A really stands out from the other RVs. Whereas all other RVs begin to sink at a speed much higher than the stall, the -9A has a lot more float. And when it does stall, instead of a clean and crisp break, the -9A just sort of shudders and mushes. The cockpit is roomier than the -6, just by inches, but as we all know inches mean a lot in an airplane cockpit. And as usual the cruise speeds are higher than Van had predicted. (Where have we heard that before? Maybe the RV-4, RV-6, RV-6A?) Van always seems to be pessimistic about a new design when it comes to predicting "total performance".

Now the part that really impressed me. The prop. As some of you know, I have lusted after an MT prop for over a year. Well this flight didn't help my cause any. This is without a doubt the quietest and smoothest prop I've ever flown behind!!! But, for my plane it would mean \$9,000, plus a new cowling. Somewhat out of my reach. Of course the spinner IS included. For low time pilots, or even high time pilots that aren't interested in aerobatics, the RV-9A is a lot of "bang-for-the-buck".

We do have an RV-9A being built in the chapter. Mack Cobb, an "old" Chapter 168 member, (pun intended), has completed the empennage and is starting on his wings. Mack has been away from flying for quite a number of years, but his workmanship and attention to detail have not suffered. He still knows how to take the time to do it right. Now if we can get Van to work on getting the tail-wheel back where it belongs.

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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 2billp@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

Aircraft Steel Tubing: Round tubing in 5/16, 1/2, 3/4, (all .035) and other sizes, also streamlined tubing will sell at 30% of listed catalog value.

* Call Marvin Brott (972) 235-5552

Harmon Rocket Fuselage jig: made of square steel tubing that I will sell for \$150.00.

* Call Jack Atkins 903 451 2855

Christen Eagle: N22KL 180 hp/Lycoming with C/S prop, built by "our" Ken Larsen, currently based at Addison, will consider a trade.

* Call Jim Taylor 972 239-0229 or Jan Collmer 972 733-1700

HANGARECHOES

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HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION

DALLAS CHAPTER 168, P.O. BOX 168

ADDISON TEXAS 75001-0168

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Application Status:

Please Print Clearly

New Member: _____
Renewal _____
Info. Change _____

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

Make Checks Payable to:
EAA Dallas Chapter 168

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EAA Dallas Chapter 168
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Experimental Aircraft Association
EAA Aviation Center
P.O. Box 3086
Oshkosh, WI 54903-3086

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

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Example

RV-6 (FLY)% (_____)%

Thunder Mustang (25)% (_____)%

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