May 3rd Chapter Meeting
Location: Richardson Civic Center
Program: Robert “Hoot” Gibson
Space Shuttle Astronaut/Pilot Extraordinaire

You will not want to miss this month’s Chapter Meeting. Our special guest speaker will be, five time Space Shuttle veteran, aviation World Record holder, Unlimited Class Air Race Pilot, and EAA member, Robert “Hoot” Gibson.

“Hoot” is an avid EAA promoter and an outstanding, articulate aviation & space flight speaker. This is an opportunity to see, hear, and enjoy, as Hoot Gibson presents his personal experiences of nearly 50 years of life in aviation and space. This will be a memorable family type program. We encourage you to bring your spouse, children, or a friend to share this special evening. Children will be given an opportunity to personally meet “Hoot” and have their picture taken with him.

The meeting will begin promptly at 6:30 PM as Hoot has a very interesting presentation, sometime for Q&A, followed by coffee and visiting with Hoot. See page 2 for a map to the Richardson Civic Center.

Hoot Who? (Continued from the March Issue)
By Clair Button

In March we covered Captain “Hoot” Gibson’s career from his Navy Fighter Pilot days up through his fourth NASA Space Shuttle mission, STS-47.

After Gibson landed the Orbiter Endeavour on September 20, 1992 he didn’t have to wait long for his next assignment. Within three months (December 1992) Gibson was promoted to a NASA position most astronauts’ only dream of, he was promoted to Chief Astronaut, and Chief of the Astronaut Office. Every active astronaut reported to him (except for his wife, astronaut Dr. Rhea Seddon -but that’s another story!). He was responsible for assigning astronauts to upcoming missions and to special assignments while they waited their time to fly in space. Gibson was extremely busy in this assignment, worked 80 hour weeks, attending an unending number of meetings, lots of public relations work, but it was a job he really loved. And I’m sure he enjoyed having a NASA T-38 jet assigned to him, complete with his name printed below the canopy!

At that time, NASA was still in the design stage of the International Space Station. The Administration was anxious to help the Russian’s faltering economy by getting them...
May 3rd Chapter Meeting

Richardson Civic Center

The May Chapter meeting will be on Tuesday, May 3rd at the Richardson Civic Center, located at 411 W. Arapahoe Road, on the Southwest corner of Central Expressway (Hwy 75) and Arapahoe Road (Exit 25). We will be meeting in the Richardson Room. The meeting will begin at 6:30 p.m. and finish by 9:00 p.m.

This month's speaker will be Hoot Gibson. We are excited to host him for what will be a most memorable meeting. Tell your friends and bring the family. Pull out all the stops to make this meeting.

May 7th Chapter Fly-In

The May fly-in will be to Pecan Plantation (0TX1) for their Spring Fly-In.

The Spring Fly-In hosted by the Granbury Chapter is one of the best local events of the year. This year it will be on Saturday May 7 starting at 10 am (Rain date, May 21). The event last year had the field covered in airplanes of all types. Hamburgers and Hotdogs is the lunchtime fare. This is a great event. Get there early.

May 10th Board of Directors Meeting

The BOD meeting will be held on May 10 at the Farmers Branch Manske Library at 7:00 PM. The minutes from the April BOD meeting recorded by John Peyton are as follows:

- Directors in attendance: Ron Bonnett, David Cheek, Don Christensen, Sam Cooper, Bruce Fuller, Monroe McDonald, John Peyton, Clair Button, Brad Roberts, Michael Stephan, Mel Asberry, Ken Bruggers, and Jim Quinn.
- The meeting opened with a discussion of alternate meeting sites for the 5-3-05 chapter meeting with Hoot Gibson as well as the availability of audio visual equipment. It was decided to use the Richardson Civic Center at US75 and Arapaho as the location for the May meeting.
  - The fly in for May will be to Pecan Plantation, Granbury TX.
  - The May newsletter folding will be at the home of Marvin Brott on 5-31-05.
  - The May Board meeting will be on 5-10-05 at the library.
  - The newsletter folding for June will be on 6-25-05 at 12:00 noon at Mel Asberry’s place.
  - There will be a young eagles event on 4-30-05 at Mesquite airport.
  - Micheal Stephan reported on SWRFI and the possibility of a late air show on Saturday.
  - The Board accepted a letter from EAA national announcing Mel Asberry as the winner of the Bingelis Award for 2005. Also accepted was a letter of thanks from the Friends of the Farmer’s Branch Library for the contribution from the Chapter.
  - A discussion of the aircraft scales owned by the chapter was held. The accuracy, or lack thereof, of the old scales was considered together with the possibility of their retirement. It was decided that Michael Stephan will help the new scales.

May 31 Newsletter Assembly

The June issue of Hangar Echoes will be assembled on Tuesday May 30th at 7 p.m. at the home of Pat and Marvin Brott at 1102 Hills Creek Dr. in McKinney. If you need directions you can reach them at 214-726-9117.

No project, just great food and plenty of conversation.
A Message from the President  

By Sam Cooper

On the morning of Friday, April 1, I received a phone message at work to call EAA National. Later that afternoon, I was able to call and received some wonderful news. Fellow Chapter 168 member Mel Asberry is the 2005 recipient of EAA National’s Tony Bingelis Award!

A quick, surreptitious, call to Ann Asberry let her know the good news. But, Ann could not say anything about it, especially to Mel. Why all of the stealth you ask? The Chapter had nominated Mel for this award without Mel’s knowledge. Except for the Chapter Board, a half dozen members who contributed testimonials and Ann Asberry, our nomination was not public knowledge. The Asberry’s and I both received our official notification letters on Monday, Ann made sure she intercepted their letter. We also secured permission to announce the award at our April 5th Meeting.

I worked through all of the other Chapter business for the Meeting. I reminded our members how important the EAA Technical Counselor and Flight Advisor programs are to our success as builders and pilots of sport aviation aircraft. I then announced that the 2005 recipient of EAA National’s Tony Bingelis Award was our own Mel Asberry! Mel was as stunned and speechless as I have ever seen him! But, he did recover quickly.

For those of you not familiar with the Tony Bingelis Award, it recognizes EAA Technical Counselors for dedicated service and/or significant contributions in assisting members to build and restore aircraft. Awardees honored with the Tony Bingelis Award are carefully chosen by a committee of their peers as outstanding examples of people whose contributions have positively affected members aircraft building or restoration projects. The primary goal of the award is to ‘recognize select EAA Technical Counselors who have endeavored to educate and encourage fellow EAA members with their aircraft projects.’ The primary requirements for this award include: being an active and current Technical Counselor for at least five consecutive years, and must have achieved and demonstrated significant contributions in the education and facilitation of aircraft building projects such as:

- Promoting builder education through publications, visits to aircraft projects, chapter meetings and air shows
- Promoting aviation safety
- Promoting the benefits as well as maintaining the standards of the Experimental Aircraft Association and Foundation.

Mel has contributed greatly to our local sport aviation community. Mel has served as an EAA Chapter 168 Technical Counselor for 18 years (since Oct. 1986). In 2000, Mel was recognized as the Most Active Technical Counselor for that year. Mel has been invited to help EAA National update the Technical Counselor and Flight Advisor programs. Mel has served as an EAA Chapter 168 Flight Advisor for 10 years (since Dec. 1994). Mel has served as the EAA Chapter 168 Safety Officer for at least 14 years (from at least Nov. 1990). Since 1991, Mel has written 37 articles for our newsletter and given 9 Chapter 168 programs. Mel has presented 8 forums at the Southwestern Regional Fly-in since Sep. 2001. During all of this time, Mel has provided fellow members and sport aviation enthusiasts with thousands of hours of Technical Counselor and Flight Advisor advice and support. And as many of you know, Mel has done this the right way. He is always promoting safety and quality for our sport aviation aircraft.

Mel has been an active participant in our local sport aviation scene for years. He has spent many hours helping others achieve their dreams safely and effectively. And I bet he has enjoyed almost every minute of it!

I believe that Mel is only the third recipient of this award. I hope that you will have an opportunity to congratulate Mel for this award the next time you see him.

A key enabler for Mel through all of his years of contribution to sport aviation has been the active participation and support of his wife, Ann Asberry. Ann has been an active participant in many of the Asberry’s aircraft projects, including using her own expertise on aircraft wiring. Ann has been an active Chapter 168 member right along side Mel for as long as I have known them, since 1987. We all know Ann has given her time to help Mel weigh and inspect member’s aircraft projects. Thank you Ann for allowing Mel to give so much of himself to assisting your fellow sport aviation enthusiasts.

As you know, Michael Stephan’s RV-8, N991MS, has flown. Michael provided us with an excellent update on N991MS during our April Meeting. Shortly after coming to his first EAA Chapter 168 meeting, Michael became an active participant in sport aviation. And now, he has a great RV-8 to show for it! As Michael reminded us, many of you...
participated in his project by assisting Michael when he had questions. In return, Michael has allowed us to follow along on his journey through numerous articles for our Chapter newsletter. I am looking forward to seeing Michael’s RV-8 at an upcoming Chapter 168 fly-in.

For our May 3rd Meeting, we will have a very special speaker, Robert “Hoot” Gibson, as our featured program. This program is one you do not want to miss! Please note that our May Meeting will be at the Richardson Civic Center on Arapaho near Central Expressway (75).

Remember to participate and enjoy the journey!

Upcoming Events
For even more flying events visit www.fun-places-to-fly.com

Local
- May 7 Plainview, TX (PVW) EAA Chapter 19 Fly-in Breakfast 8AM - 10AM All you can EAT $5 for Adults and under 12 $3. Door Prizes. 806-863-4897(Wally)
- May 7 Granbury, TX. Chapter 983 Spring Fly-In - http://www.eaa983.org, Pecan Plantation (0TX1), EAA Chapter 983 Spring Fly-In. Contact: Jason Hutchison 817-573-0906, jghutch@charter.net
- Jun 4 Crawford, TX. RV Fly-in - http://rvflyin.com, Scott Field (31TX). Phil & Ann Grisham will host a Fly-in as they have in the past. Come and enjoy RVs and a wonderful Barbeque lunch. Contact: Phil or Ann Grishan 254/848 5072, jon.botsford@rvflyin.com
- Jun 4 Mid-Way Regional Airport Pancake Breakfast Fly-In 8:00 - 11:00 a.m. http://midwayregional.com. Breakfast Tickets $5.00. Vintage Airplanes and Fighters, Remote Control Model Flyers, Jazz Band and more! Contact: Tammy 972-923-0080, tbowen@waxahachie.com

National

News and Notes
By Michael Stephan

Project Updates
This is going to be a very productive year for airplane builders in the Chapter. Ken Nordman was the second “first flight” this year. Robert Cullinan’s RV-9A is scheduled to be inspected the first week in May. Chris Pratt’s RV-8 will be ready to Fly in June. Ralph Capen’s RV is very close to finished. Several others are too far away to predict, but with diligence, could also fly this year. Keep the up the good work.

David and Vicki Jones Relocating
I’m sad to report that David and Vicki Jones are packing up the RV-10 project and moving back home to Tennessee. It is sad because in the few years that they were members, they really became part of the 168 family. They are very enthusiastic builders, and were one of the first to start an RV-10 project in the area. We will have to keep an eye on their progress from a distance. It will give us a reason to fly to Tennessee to visit. Our best wishes go to David and Vicki.

Busy April Meeting
The April Chapter meeting was very busy with award presentations. Sam Cooper not only delivered the announcement about the Tony Bingelis Award, but also was able to present me with a first flight plaque for my RV-8. It gave me an opportunity to thank all the people in the Chapter who really helped with the project.
involved in the space station. As part of that, the decision was made to send a series of U.S. Space Shuttle flights to the Russian MIR space station and to dock with it. The U.S. would also fund the Russian development and building of a science laboratory module, called Spektr, which would be launched and attached to the MIR space station for joint Russian/American science experimentation.

Gibson had his hands full coordinating the involvement of his astronauts in all aspects of this venture. The timeline also involved, for the 1st time, sending an American Astronaut, Norman Thagard, to the MIR along with the two Russian Cosmonauts in a Russian Soyuz spacecraft.

The Russians were very worried about an American Shuttle, with its thrusters firing, getting so close to the huge, and very important, solar panels. Any damage or thruster fuel contamination of the panels could jeopardize the already shaky supply of critical electricity the MIR needed. It was decided that the 1st Shuttle flight would approach but not dock with the MIR. Gibson assigned Astronaut James Wetherbee to be the Commander, and for the 1st time in U.S. space flight, he assigned a woman, Astronaut Eileen Collins, to be the Shuttle Pilot. This flight flew as planned, in February of 1995, but it was not allowed to get any closer than 30 feet of the MIR. As a side note, Eileen Collins will be Shuttle Commander of the return-to-flight launch currently scheduled for May 15th.

The next step, the actual 1st docking with the MIR, would be STS-71, with the shuttle Atlantis. This was also to be the 100th U.S. space launch, and NASA knew that this was going to be a high profile mission, with a lot of media attention.

Unfortunately, the docking adapter module that was being built to connect between the MIR’s Krystal module and the shuttle docking port would not be available for this flight, so the Atlantis would be 18 feet closer to the MIR than any later flight. This added to the concerns of both Russian and NASA, as a blast from the Atlantis’ larger thrusters could literally blow the solar panels off of the MIR.

Gibson picked his most experienced and qualified crew for this STS-71 mission. Gibson submitted his crew list to the Director of the Johnson Space Center, Dr. George Abby. This approval had always been routine, and the Chief Astronaut’s choice never challenged. Until then! Gibson spent weeks and his best efforts to convince Dr. Abby that these were the very best crewmembers available. Dr. Abby was under immense pressure from Headquarters and the Administration to insure that this first docking mission was successful. Dr. Abby absolutely insisted that one change be made to the crew list. The Shuttle Commander would have to be Robert “Hoot” Gibson! Gibson tried to argue with Abby, but to no avail.

This sounds like a great opportunity for Gibson to make an historic 1st in U.S. space flight, except for one thing. There is an Astronaut rule that if a Chief Astronaut assigns himself to a Space mission; he is obligated to step down from the Chief Astronaut position. Hoot was between a rock and a hard place. He creates the list, but Abby would not approve it without him being the Commander! As much as he wanted to remain Chief Astronaut and Chief of the Astronaut Office, a job he really loved, he had to follow the rules, so he stepped down from those positions.

The training and simulated rendezvous and docking was intense. Gibson was up to that task, but the part he found the most difficult was learning Russian. He is an Aeronautical Engineer not a language major. He had a personal tutor and worked on his Russian daily. He says it was one of the hardest tasks he has ever had to do.

Gibson had to go to Russia on several occasions, including the launch of Norman Thagard in the Soyuz capsule to the MIR. He has some interesting things to say about those trips, but I’m not sure he would comment on them in public!

The STS-71 mission would be unique in yet another way. For the 1st time in U.S. space flight history, the full crew at launch would be 7 people, but the landing crew would be 8 people. Two of the launch crew were Russian Cosmonauts, they would become the new crew of the MIR, and the two
Cosmonauts and Astronaut Norman Thagard on the MIR would return to earth with the Shuttle.

The launch of STS-71, the Shuttle Atlantis, was originally scheduled for April of 1995, but the Russians were late in launching the Spektr laboratory module to the MIR. This was a blessing in disguise for me, as it allowed Ellen and I to accept an invitation to be “Invited Guests of the STS-71 Crew” to the launch and landing. A big THANKS to Hooter for the invitation, and the efforts by our dear friend, John Kiker for expediting the paperwork thought the Astronaut Office. We literally had front row seats at the Banana Creek Crew Guest Viewing Site, sitting with Hoot’s mother, Rita Gibson, and his older brother. We also attended the private Pre-Launch Party held at the nearby Astronaut Hall of Fame Museum, where we got to see Hoot’s wife Rhea, the boys, and their new 2 week old daughter, Emilee.

The June 27th launch was spectacular, very noisy, with lots of smoke, the ground shook, but everything went without a hitch.

Gibson, as expected, was flawless in the delicate maneuvering required to rendezvous and dock with the MIR. The MIR and Atlantis weighed over 110 tons each, and the closure rates and adjustments must be precise and slow to allow for that weight. In addition, MIR had 8 large solar arrays and it would have been easy to blast them completely off the station with the shuttle maneuvering thrusters.

If you get to know Hoot, you will know why he was chosen to make this very important flight. He has the smoothest touch and the coolest temperament I have ever seen in a pilot, just watch him at the Reno Unlimited Air Races sometime.

The two MIR 19 crew temporarily abandoned the station, flying away from MIR in their Soyuz spacecraft, so they could record images of Atlantis and MIR separating.

While the Atlantis was docked with the MIR, there was an exchange of crew members, and returned to earth after 10 days in space. It was the 100th space mission for U.S. astronauts. To commemorate the event, Gibson carried with him the first American flag flown in space - by Alan Shepard on the first U.S. astronaut flight in 1961. The flag is now displayed in the Astronaut Hall of Fame.

In five space flights, Gibson has completed a total of 36-1/2 days in space and had traveled over 15 million miles, but none qualified for Frequent Flyer miles!

Gibson was promoted to Deputy Director, Flight Crew Operations in March of 1996, a position he held until his retirement from NASA and from the Navy in November 1996. I personally think he would have remained with NASA if he had been able to get his Chief Astronaut job back, but the rules didn’t permit it.

Hoot is currently is a Captain with Southwest Airlines, and is an aerospace consultant and professional speaker.

In June of 2003, Gibson and the 1st U.S. female Astronaut to travel in space, Sally Rider, along with two others became the first Shuttle Astronauts to be inducted into the Astronaut Hall of Fame.

Hoot Gibson’s wife, Astronaut Dr. Rhea Seddon flew on three Shuttle missions, STS-51-D in April 1985, STS-40 in June 1991, and STS-58 in November 1993. In September
1996, at her request, she was assigned by NASA to Vanderbilt University Medical School in Nashville, Tennessee. She assisted in the preparation of cardiovascular experiments which flew aboard Space Shuttle Columbia on the Neurolab Spacelab flight in April 1998. Dr. Seddon retired from NASA in November 1997. She is now the assistant Chief Medical Officer of the Vanderbilt Medical Group in Nashville, Tennessee. Gibson, Dr. Seddon, and their children, now live in nearby Murfreesboro, TN, which is her hometown. Rhea also stays active in her original medical field as an emergency room physician & surgeon.

While an astronaut, Gibson started working on his little Cassutt Racer to increase its speed and performance. In the late 1980’s he designed and built a new composite/carbon fiber tapered wing for it.

Gibson and Bruce Bohannon shared a small T-hangar at Clover Field, not too far from the Johnson Space Center. Bruce is well known for setting speed and altitude records in both his tiny yellow Formula One pusher propeller race plane, “Pushy Galore” and more recently in his class C-1B plane the “Exxon Flying Tiger”.

With help and encouragement from Bruce, Gibson decided to see what his little Cassutt could do in the Class C-1A weight class. After much tweaking and practice, Gibson set a new National Aeronautics Association World record for "Altitude in Horizontal Flight," Airplane Class C-1A, in 1991.

In 1994, Gibson set another NAA record, "Time to Climb to 9000 Meters" Airplane Class C-1A, in Bruce’s little “Pushy Galore”.

And most recently, Gibson set a new class C-1A “100 km closed-course” record on April 28, 2004 in his little Cassutt, breaking a 20 year old record.

Since 1998, Gibson has also been flying a modified Hawker Sea Fury, both in air-shows and in Unlimited Air Racing at Reno. His pylon race qualifying speeds have been increasing about 5 mph each year, and his qualifying speeds are now over 420 mph. He has been placing “in the money” the past several years, and in this past year’s (2004) race he came home with the Unlimited Silver 1st Place Trophy with a thrilling victory over Aero Country’s Stewart Dawson flying his Sea Fury, “Spirit of Texas.”

Join us at the May 3rd Chapter 168 meeting; you’ll be glad you did!
After being a project for nearly a decade, Ken Nordman flew N111KN for the first time on April 3rd 2005. Ken made the initial flight with Don Christiansen flying chase in his RV-8. The First flight was without incident. Nice work.

All Ken has left to do on the airplane is the final finishing touches on the fiberglass pieces as well as a few squawks that popped up after flying the airplane. The wingtip antennae didn’t broadcast as strong as he would like, so he will be changing to a whip antennae on the belly. An aileron trim motor stopped functioning, and he will replace that as well. The tachometer had a partial malfunction and he is investigating that problem. So, by the time you read this Ken will probably have all the squawks fixed and be zooming around the Metroplex.

Ken and his wife Gwen are the proprietors of an animal hospital, so he had limited time to work on the RV. I remember seeing it a few years ago when it was just fuselage, bulkheads and skins. Ken also had another well-known building distraction. He owned an RV-6A while he was building this one. He purchased it from another builder and spent time working on it and flying it as well as building a new one. Once he sold it, Ken’s new RV-6A was the only goal. Now he is there and ready to enjoy it.

Ken hangs the airplane at Lancaster, which now is becoming quite an RV enclave. If you find yourself at Lancaster, be sure to drop in on Ken and take a look at N111KN. Ken is plenty friendly. We all look forward to seeing Ken, Gwen and N111KN at the local fly-ins. Congratulations Ken Nordman on a fine aircraft.
**2005 Tony Bingelis Award**
*By Michael Stephan*

Tony Bingelis was someone dedicated to the building and teaching of proper building techniques for homebuilders. His four books on aircraft construction are the standard guidebooks for most builders. Tony was also very active as a tech counselor helping others. Created in 2002, the award for the most accomplished tech counselor was named for him.

At Airventure 2005, Mel Asberry will receive the Tony Bingelis Award. Sam Cooper announced the news at last month’s Chapter meeting. Upon hearing the news, something very rare happened. Mel was speechless. I think the spirit of Tony Bingelis was there, patting him on the back that night, along with the members of Chapter 168.

The Tony Bingelis Award does not go to the best tech counselor of the year, but instead is a tribute to an individual that has spent years working with builders, visiting their projects, fielding questions over the phone in support of the local builders. Most of us who have finished an airplane or is working on one, knows Mel and how much help a good tech counselor can be in achieving a well constructed airplane. I have worn out Mel’s ears on many occasions. Now we have one more reason to travel to Oshkosh this year.

On behalf of the members of Chapter 168 and all the builders who you have helped, Congratulations Mel!

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**SWRFI 2005**
*By Michael Stephan*

It is time again for the Southwest Regional Fly In. On May 13-15, Hondo (HDO) will host Texas’ biggest fly-in. The facilities at Hondo are perfect for the fly-in. The ramp space will accommodate nearly all the fly-in attendees. The camping facilities are much better than what we have had in the past. The former military base has a recreational facility with locker rooms, which campers can use to clean up. Also, for campers, there will be food catered every night on the field. Campers won’t need to go searching for that evening meal. Should make for some very fun evenings with friends. By now, local rooms in Hondo will be scarce, but if you are staying in San Antonio, transportation via bus will be provided. Be sure and check the shuttle schedules.

There will be an airshow Saturday and Sunday, and Jan Colmer will be performing this year. I believe the airshow will be late in the afternoon, so you can depart before the airshow starts if you need to return early.

If you plan on arriving and leaving on Saturday, be sure and arrive early so you can have enough time to soak it all in. If you are planning on camping, be sure and look for me in the camping area. I will probably be in the motor home area, but if I can get my RV-8 time flown off, I might be tent camping with the airplanes.

For more information, go to the SWRFI website at www.swrfi.org.

If you are flying in, be sure to read the arrival procedure posted on the website.

I’m excited about the news digs in Hondo. It should be great fun. Make plans to attend, and I will see you there.

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**Recent Fly-Ins**
*By Michael Stephan*

The last two months we had real good turnouts at the Chapter fly-ins despite the unpredictability of the winter weather. The February fly-in to the Hard Eight BBQ in Stephenville
was well attended. We had many that flew in. This doesn’t surprise me since the BBQ is some of the best in Texas. Since Stephenville is quite a distance from the metroplex, all of those who attended flew in. I missed the fly in that day, but to make up for it I flew the Citabria that I am building time in there twice since. If you missed that fly-in as well, I’m sure it will be back on the schedule soon. I’m ready to go back.

The March fly-in, however, was just the opposite. The weather didn’t cooperate so everyone drove in. But, the safety seminar given at Air Salvage in Lancaster was still well attended by Chapter members and other local flyers. Paul and Lucky presented valuable information on why airplanes crash as well as maintenance issues that concern all pilots and builders who are responsible for maintaining their airplanes. It was very informative, and we thank Lucky and Paul for providing such a great service.

The April Fly-in was back to the nice weather. We planned a trip to the Keezer Air Ranch near Springtown. That day was a beautiful spring morning, and the Keezer Air Ranch seems to be a place frozen in time. It harkens back to a time where life was a bit slower. Upon arrival, we found Don Christiansen relaxing in a rocking chair on the front porch of an old rustic building. Life there felt perfect. When others arrived we strolled over to the Wild Onion for some lunch. The food was delicious and the friendly service was as comforting as the homemade pie that we had for desert. This was the first time I had been to Keezer. We need to go back there again soon, and maybe stay awhile.

RANS S-14 for sale. Newly rebuilt engine, electric start, new prop, lots of extras. $16,000. Call or e-mail Jerry Mrazek, 817-265-0834, mrazek@flash.net.

Wanted: Someone to finish the plumbing and wiring of the rebuild of the Rockford Craftsmanship Award (Grand Champion) winning Midget Mustang. Wiring, plumbing, and panel to be done. New 0-200 on mount. Lewis Shaw. Addison Airport. 972.628.7474 email- shaw@jacksonshaw.com

Two T-18 projects for sale. One N7JA is my personal airplane completed in 1975 and flown 900+ hrs, before a landing accident. Fuselage has been repaired, needs work on wing and new horiz tail. 0290G Lycoming. A sweet flying airplane but need a lot of TLC to restore to flying status. The second project has fuselage on gear, all parts to complete airplane, outer wing panels finished, center spar ready for wing sections which are finished and ready to rivet in place. a disassembled 0320B Lycoming engine, need pistons,rods and small parts. Asking $5000 for either project. Located in Dallas, TX area. Contact john.austin@ntpcug.org


Ground Air Conditioner Unit with 110 hp Continental. $500 o.b.o. Jim Carney 214-763-6784

FIREWALL FORWARD PACKAGE PLUS 1835 cc VOLKSWAGON ENGINE Assembled from Great Plains kit. Aluminum case. Approximately 45 minutes of test time on engine. TINY TACH tachometer; oil pressure and temperature gages; air scoops for cylinder cooling; oil cooler with piping; cowl halves for Fisher Youngster. All of the above for $4000. For a few dollars more I will throw in a completed Fisher Youngster fuselage, all four wings, tail feathers and gear). Contact TANDY ALLEN, 2400 Tomahawk Road, Mission Hills, Kansas (Kansas City Area). Telephone 913-362-6867. Email - tandymorrow@yahoo.com

To place an ad: Submit requests for aviation related For Sale or Want ads to the newsletter Editors. Ads are free to Chapter 168 members. Ads from non-members will be run on a space available basis. Ads will be run at the newsletter Editors discretion.

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We would like to make you aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association, Chapter 168, Inc., regardless of the form, format, and/or media used, which includes, but is not limited to, Hangar Echoes and audio/ video recordings is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc. does so at their own discretion and risk. Therefore, no responsibility or liability is expressed, or implied, and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (this includes Oshkosh). Bottom line, we are responsible for nothing. Please read, listen, enjoy, and be careful out there.
# DALLAS CHAPTER 168 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member [ ]  
Renewal [ ]  
Info Change [ ]  

Membership dues for EAA Dallas Chapter 168 are $20.00 for one year. Name tags are available for $7.00.

Make checks payable to:  
EAA Dallas Chapter 168

Mail Application to:  
EAA Dallas Chapter 168  
P.O. Box 168  
Addison, TX 75001-0168

National EAA offices:  
Experimental Aircraft Association  
EAA Aviation Center  
P.O. Box 3086  
Oshkosh, WI 54903-3086

National EAA membership:  
(800) JOIN EAA (564-6322)  
Phone (920) 426-4800  
Fax (920) 426-6761

<table>
<thead>
<tr>
<th>Name</th>
<th>Copilot (spouse, friend, other)</th>
<th>Address 1 (or business name)</th>
<th>Address 2</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
<th>Mapsco</th>
<th>Phone homework</th>
<th>e-mail address</th>
<th>EAA # (168 membership requires National EAA membership)</th>
<th>Pilot/A&amp;P Ratings</th>
<th>EAA office (past or present) or additional notes</th>
</tr>
</thead>
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I am interested in helping with:  
- Fly-ins [ ]  
- Programs [ ]  
- Newsletter [ ]  
- Young Eagles [ ]  
- Young Eagles [ ]  
- Officer Position [ ]

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

| Thunder Mustang | 25 % | RV-6 | % | % |