

Hangar Echoes



Experimental Aircraft Association ★ Chapter 168 ★ Dallas, Texas

SWRFI 2005

By Michael Stephan

I'm tempted to call this year's Southwest Regional Fly-In, the "Big Show", not because of the number of people in attendance, but rather the size of the new facilities in Hondo. The Hondo airport was a former military training base and is supersized. Multiple runways made arrivals easy and also simplified the management of aircraft movement to the flight line. Also, the acres of concrete meant that all attending aircraft could be parked on the huge ramp, making the fly-in mud proof, a problem we fought in previous years. The City of Hondo also did a great job helping us put on a quality show. They were really indispensable.

The weather in Hondo was overcast for the first two days of the fly-in, and aircraft trickled in. I wondered if all our preparations were going to be rained out as the local forecast predicted. But, on Saturday the weather cleared and we had more than enough blue sky. By the time I walked the flight line on Saturday there were hundreds of aircraft on display. I wished I had more time to get a look at some of the fabulous variety of planes. But the number of people filling the ramp insured that the fly-in had a good chance for success.

This year I was helping in the camping area. My responsibility was to make sure everyone knew where to camp and

to make sure that they were accommodated as best we could and also collect the camping fees. Since my favorite part of the event is camping with friends, I was glad to be involved. One of my functions for the weekend was to find out what the campers needed and then help them get it. To do this I was given the use of a Ford Expedition, which I spent quite a bit of time in. Since this was the first year at Hondo, we had to adapt to unforeseen problems. Luckily, all the fly-in patrons were very patient and understanding. The tent campers welcomed the cool evenings after the warm days. For those who brought a trailer or a motorhome, we did have some electricity they could use to help keep the domicile cool during the day. But since the evenings were so cool, many of us decided to forego the electricity. I met some really great people while wondering around the campgrounds. I hope they come back next year.

The only problem that we had this year in the camping area was the proximity of the showers. The City of Hondo generously gave us the use of the Recreation Center at the entrance of the field. When looking at the map of the airport it looked like the showers were not far away. But it turned out that the aircraft camping area was about par 4 distance. Many made the walk and commented that after returning from the showers, that they needed another shower. I used the

Continued on page 4

June 7th Chapter Meeting

The June Chapter meeting will be on Tuesday, June 7th. It will be held at the Farmers Branch Manske Library, located on the northwest corner of Webb Chapel and Golfing Green Dr. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish by 9:00 p.m.

This month's speaker will be Joe Trampota from ECI engines. He will discuss their kit engine for experimental aircraft. They also manufacture the Titan cylinders for certificated engines. If you are looking for an engine for your project, be sure and attend this meeting and bring those important questions. You will enjoy the presentation.

June 11th Chapter Fly-In

The June fly-in will be on Saturday June 11th to Cedar Mills on Lake Texoma for breakfast at the marina. We will gather on the grass next to the runway at 8:30. We will then make the walk down to the marina. The breakfast fare at the restaurant is very good. Cross your fingers for favorable weather, and we will see you there.

June 14th Board of Directors Meeting

The BOD meeting will be held on June 14th at the Farmers Branch Manske Library at 7:00 PM. The minutes from the May BOD meeting recorded by John Peyton are as follows:

- Directors in attendance: Mel Asberry, Ron Bonnette, Ken Bruggors, Sam Cooper, Bruce Fuller, John Peyton, Jim Quinn, Brad Roberts, and Michael Stephan
- The program for the June 7 meeting will be by ECI Engines.
- The June Board meeting will be June 14 at the library.
- The June fly-in will be June 11; meet at Cedar Mill at 8:30 AM.
- The June newsletter folding will be at the Asberry's place on June 25.
- Michael Stephan gave the Treasurer's report. The Chapter has experienced positive cash flow year to date. Total current assets are \$9036.00. Two new members have joined thus far in May.
- Jim Quinn has rescheduled the Young Eagles event for May 21 at Mesquite Metro Airport with 25 kids expected.
- The chapter tools were discussed.
- Michael Stephan reported on newsletter advertising.

June 25th Newsletter Assembly

The July issue of Hangar Echoes will be assembled on Saturday June 25th at Shortstop in Farmersville, also known as the home of Mel and Ann Asberry. The address for drivers is 2464 CR655 in Farmersville. This is our annual summer picnic at the Asberry's. This will be fourth year. It is one of our best events, so make plans to attend. More information can be found in the news/notes section of the newsletter.

Upcoming Events

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

Local

- **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 Grisham 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
- **Jun 11 Annual Majors Fly-In Airshow** Majors Field Greenville, Texas AGENDA: Aerial demos, fly-bys, jumpers, static displays including Skybolt & full size replica of the Wright Flyer. FFI: Dennis Mathis, 903/455-8170 E-mail: dfmathis@sbcglobal.net
- **Jun 18 McKinney, TX. Poker Run** - <http://www.eaa1246.org>, Collin County Regional Airport (TKI) EAA Chapter 1246 is having a Poker Run originating at (TKI). Come join us for Fun, Food, and Flying and a chance to win some great prizes. Prizes for first, second and third place hands. Door prizes and instant winners at outlying airports. There will be a hamburger cookout after the poker run. AVGAS discounts available for participating aircraft. Registration will be at the Wings Point FBO lobby at TKI from 9:00am to 9:30am, \$5.00 per hand. If you don't fly in the Poker Run to you can still come out and join us for a good old aviation cookout. Contact: Tom Moore 214-491-8481, secretary@eaa1246.org

National

- **Jul 25-31 AirVenture Fly-In**, Wittman Field Oshkosh, WISCONSIN. Website: www.eaa.org

A Message from the President

By Sam Cooper

This year's Spring fly-in season is now into high gear. I hope that you have been able to enjoy some of the local breakfasts and fly-ins, as well as either Sun 'n Fun in Lakeland, or our own Southwest Regional Fly-In in Hondo Texas.

In May I had the great pleasure of presenting member Ken Nordman with his First Flight plaque for his RV-6A N111KN, which Ken flew on April 3, 2005. Congratulations Ken! Ken made steady progress on the airplane for a number of years, fitting the project into his limited free time. Hopefully Ken will have his flight testing phase completed soon. We can then look forward to seeing Ken, his wife Gwen, and the RV-6A at some of our local flying events.

We had a very good member turnout for our May 3rd Meeting with Hoot Gibson as our program speaker. Hoot gave us a very informative biographical review of his aviation interests and multiple careers in aviation. We all enjoyed the Q&A session with Hoot, and he certainly provided me with some very insightful comments, opinions and perspectives on multiple aviation issues. I want to express my gratitude to Clair Button and Ron Bonnette for arranging many of the details for this special program at the Richardson Civic Center. A lot of things had to be done at the last minute to make the event run smoothly at a new location. As usual, Ann Asberry did a terrific job with the break refreshments. I hope that you enjoyed the evening as much as I did.

As we all know, EAA's AirVenture will be later this summer on July 25-31. A special part of this year's event will be the evening program where Mel Asberry will be recognized as the 2005 recipient of EAA National's Tony Bingelis Award! I hope that a number of Chapter 168 members can attend this event to show our appreciation for all of Mel's contributions to our projects over the past two decades. Mel has contributed in many ways to help us all build and fly safer and better aircraft. It will be a special evening for Mel and Ann Asberry, I hope that many of us will be able to share



it with them.

We will be having our Summer Picnic and newsletter folding at the Asberry's Shortstop airfield on Saturday, June 25. This is a great potluck lunch event with food and airplanes! Ann and Mel Asberry are great hosts, a number of very good cooks bring great dishes, there is plenty of shade and chairs, so we all have a great time! We'll see you there.

My contact information has changed. Please check page 11, or the Chapter roster information at www.eaachapter.org for my new phone number and address. As many of you know, I was married at the end of April. Our home renovation project is now mostly complete, and my wife Tracey and I have been slowly moving, consolidating and settling into our new home. These things always take longer than you want, and a home is kind of like an airplane project in the sense that even though you live there or it is flying, it is never completely "done".

Remember to participate and enjoy the journey!

Alvin Boyanton
Manager/Vice President



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Expedition given to me to take people to and from the showers. That helped a bit, but a better solution would be to build showers in the camping area. Most agreed, and I hope we can get that done for next year. Due to the scarcity of local hotel rooms, I think campers may dominate the attendance at future events, so I want to help to make this aspect of the fly-in the best it can be.

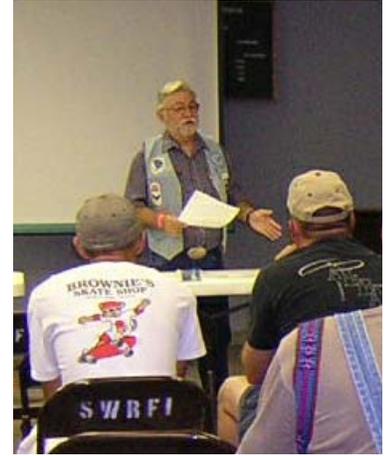
One of the many improvements made to the fly-in was the food. For campers on the airport, finding food was a chore if you didn't bring it with you. The directors wisely decided to have evening meals catered on the airport, and that idea worked well. Starting on Thursday night, after the fly-in shut down, most everyone wandered over to the hangar where a casual meal was served. This was a great way to meet someone and sit down for dinner and a little conversation. I really enjoyed the addition of the evening meal. Also, for campers, the mornings brought out the breakfast taco wagon. When you heard it come by, you rolled out of your tent and breakfast was served. The taco vendor also sold ice, so you could have those drinks in your cooler cold for the rest of the day. What a wonderful service.



Most of my time was spent in the camping area, but I did get a chance at the end of the day to walk the flight line and visit with a few vendors. I saw Tony Munday in the SafeAir booth. I also saw Lucky from Air Salvage on the ramp. Bob and Judy Avery were there, as usual, selling tools to eager builders. Most of the vendors were geared toward the aircraft

owner and builder, and there were quite a few of them. The kit vendors were also abundant. Lancair, Rans, Velocity and many others were there. Van's Aircraft brought the RV-10 and the RV-9A. Scott Risen was one the crew sent to promote Van's designs.

The best place to be during the hot days was in the air-conditioned forums building. Mel, who led a forum on Friday and Saturday, said that his program was very well attended. He was just before Van's RV forum given by Scott Risen, which was also well attended.



This year brought back an airshow, but in a more abbreviated form. Four pilots were chosen to entertain, and one of those was our own Jan Colmer in his Fina Extra 300. I have seen video tapes of his performances, but seeing it in person was really special. I'm glad he chose to perform this year, and watching him fly was one of the highlights of the weekend.

Last but not least, the winners. Builders put their hearts and souls into their projects and the best ones take a commitment to excellence. Congratulations to the 2005's winners.

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DISTANCE AWARD
YAK-52TW ROBERT TILL
CODY, WYOMING

Overall, I thought the first year in Hondo turned out great. We adapted to the new facilities and have a good idea of what to improve on. There is no doubt that there is plenty of room for

growth at the huge facilities there. In the future, this will be one of the best of the regional fly-ins. So start thinking about plans to attend the event next year. If you are camping, I will be there wandering around.

News and Notes

By Michael Stephan

June Newsletter Assembly/Picnic Details

From Ann Asberry

Mel and Ann Asberry are hosting the Fourth EAA Chapter 168 Picnic and newsletter folding, Saturday June 25. Driving directions to ShortStop Airfield: East on highway 380 from McKinney approx. 18 miles to Farmersville, or travel north on highway 78 out of Garland to highway 380. Turn east. After you pass the Dairy Queen on highway 380 it is approx 1.8 miles to County Road 653, turn left. This road will "T" into County Road 655. Turn right. The house is 0.4 mile on the right. Address is 2464 CR 655, phone metro (972) 784-7544. PLEASE do not park off the side of the driveway but go all the way to the hangar and you will be directed to parking there. Hot Dogs, fixins' and drinks are provided. Please bring a side dish, chips or desert to share. Plan to arrive by 11a.m. Lunch will be served about noon.

If you plan to fly in, PLEASE be up on your short field techniques and call if you have not previously landed at ShortStop, have any questions or if we've had rain within the previous three days. Unicom is 122.75, Runway 17/35, left hand pattern. The field is 1500 ft, packed white rock surface with considerable grass encroachment on the sides and ends. Please go ALL THE WAY TO THE END, TURN AROUND AND BACKTAXI ON THE RUNWAY. The approaches are clear, no power lines or trees with a railroad on the south end. Observe the railroad east and west to see if a train is approaching. Do not land until the train is past the runway. Landing RW 17, watch for cars on the road.

This event is rain or shine as we have plenty of room inside for all. This is a family affair, so be sure to bring your significant other and kids. No pets please.

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Haire Aviation.

While helping Robert Cullinan do those last finishing details on his RV-9A, he needed some hardware. He found on the internet a local supplier in the area. It was called Haire Aviation, which is a little place north of Ft Worth and west of Sanger with it's own private grass strip. Robert asked if I wanted some time in the Champ and I said, "Sure." So we took a little trip to pick up the hardware we needed. It is a private field, so you need to call before you land there. You will need to call anyway to place your order. The runway is very well kept. Haire Aviation is a great place to get aircraft hardware at a good price. So if you need some hardware, give them a call. Of course, they can ship your order as well, but what's the fun in that.

Hombuilders dinner at Oshkosh

As mentioned last month, Mel Asberry will receive the Tony Bingelis award for being an outstanding tech counselor. This will happen Thursday, July 28, at Airventure at the Homebuilder's dinner.



The Homebuilder's dinner is a casual affair, held at the Nature Center Pavilion - begins around 5 p.m. (can catch the tram at Homebuilder's Headquarters to get there). Dinner is actually at 6 p.m. Cost is generally \$10 - tickets need to be purchased ahead of time at Homebuilder's Headquarters. The dinner is usually done around 7:30 - 7:45 p.m. We'll try to save some tables at the front. If you plan to attend Airventure this year, be sure and make this event. It is rare that someone from Chapter 168 gets this kind of recognition, which makes it very special.

70 MPH in an RV-10

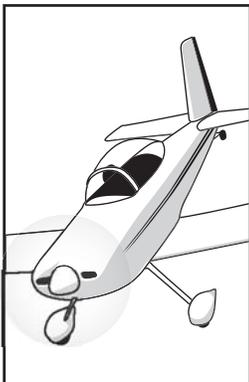
By David Jones

So, you want to quit your job and move your airplane project half way across the country! Well, step right up and let me, ah, slap some sense right back into you!

When Vicki and I joined the chapter, it was to make sure that people who knew something about building airplanes were looking over our shoulders. We have learned something from every Chapter 168 member that we have had the pleasure of meeting. We never expected to have to lean on members to help us pack up the wings, fuselage, tail, and all the rest of the parts of our RV-10 project, so that we could drive them 700 miles to Tennessee. Life is what happens while we are making plans!



To tackle the task of moving our project, we started out by picking the brain of Chapter 168's very own Mel Asberry to determine what kind of truck or trailer to use, and how to prep the project. You know, tail on or off, gear on or off, fiberglass top on or off? We are very near to having a completed fuselage, but had the option to break it apart into many pieces. We settled on a 26-foot long box truck from U-Haul. We had



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access to a 20-foot trailer, but the RV-10 is a big airplane and we figured the extra 6 feet of depth and an extra foot of width would come in handy. The down side was the wheel wells. When we reserved the truck, we measured the inside of the box so that we would know exactly what we had to work with. The wheel wells were only three inches high. We would be able to roll everything into the truck without having to worry about clearing the wheel wells. Can you hear all the planning going on in my head? Remember what I said about what happens while you are planning? Unfortunately, the truck we picked up on moving day had 10-inch high wheel wells, not three! All of my wing and fuselage cradles had to be redesigned on the fly.

This is when things started getting shaky (literally). I knew the wings were long enough that they had to hang over the wheel wells. But just getting them in the truck was more than Vicki and I could handle, much less actually getting them in the newly redesigned cradles. I was about to blow the proverbial gasket, and was contemplating getting a new job in Dallas and living here until we got the plane finished. A less polite way to say it is that Vicki might have been learning some new words. That is about when 168's Brad Roberts suddenly appeared in the back yard. Are you getting the mes-

sage that Chapter members are handy to have around yet? Brad had packed and shipped the first airplane he rebuilt and came with a whole new perspective, and refreshed sense of can do! First, he helped figure out a way to get the wing cradles to stay in place so that we could get the wings in them. Then, he jumped right in and helped me figure out a way to get the fuselage into the truck, and over those now "Mount Everest" sized wheel wells. First, we had to "call all airmen", or at least enough to pick the fuselage up and lift it over the wheel wells. Second, as soon as they showed up we had to stop long enough to fortify their strength with some Picasso's pizza! This assured no slippage. Once we had the fuselage over the wheel wells, we devised a way to tie it in place using a large piece of foam to keep from torquing it. We then wrapped all the parts, vertical stabilizer, rudder elevators, widows, ailerons, and fairings in moving blankets. Then we stuffed (ah, placed them gently) into the fuselage. About this time, Mel and Ann Asberry turned the corner and helped us get the wings into the cradles. We used a lot of egg crate bought at Wally World to cushion the leading edges, and keep the side of the wings off the wood that made up the cradle. Mel inspected the entire truck, adding some straps, clamps, and some magical bungee cords to hold the wings steady without putting stress on them or pulling them so tight that they would rub. I have to admit, I thought the bungees would be gone after our first stop, shot half way across the truck, maybe even embedded in the side of the fuselage! We then wrapped the horizontal stabilizer and put it under the wings. When I turned around, I suddenly realized there were no more airplane parts in the garage! I told Vicki I never had a doubt, and was promptly punched.

Vicki and I pointed the old International truck east on a Sunday evening and hoped for the best. We stopped every hour or so to check the load, making sure nothing had shifted or fallen. We stopped in Texarkana for the night to rest, just far enough from Monday morning rush hour traffic in Dallas. By Monday afternoon, we pulled into the driveway in Tennessee. Exhausted, and knowing that we would need a



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few country boys to help us get the fuselage back over Mount Everest, we waited until Tuesday to unload everything. By 1 PM on Tuesday, everything was unloaded in a new garage in rural Tennessee. The three farmers we recruited to unload the fuselage did not believe we had an airplane in the truck, until I opened the back gate and showed it to them. Everyone in Carroll County Tennessee, now thinks Vicki and I are certifiable. News travels fast in a small town. The airplane had made it to seventy miles an hour at least three times (down hill with a tailwind), and had made it to Tennessee with no damage. Those magical bungees were still in place, as were all the clamps and straps.

Chapter 168 has been one of the best parts of becoming a builder! The access to good people with lots of airplane knowledge is amazing. The members of 168 are always willing to pitch in and help, and that is rare in this day and age! That has left Vicki and me with a really great feeling! Without Brad, Mel and Ann, Vicki would still be in the driveway trying to figure out what all the new words meant! When the 10 is flying, expect to continue seeing us at some of the 168 events! And for crying out loud, if you find yourself anywhere near west Tennessee, about half way between Memphis and Nashville, 5 miles North of I-40 at exit 108, give us a call and spend the night! Vicki is going to need all the company she can get to survive with all my country friends.

A Terrifying Tygon Tubing Tale

By K. Truemper

My Zenith 601 HDS (N314LB) uses clear, flexible tubing as sight gauge for the center tank. Two years ago, the original tubing had become dark brown, and I decided on replacement. I looked through the Aircraft Spruce catalog, talked with several people, and decided to use Tygon tubing. Tygon is clear, flexible, and supposedly resistant to many chemicals. Thus, an excellent choice. At least, that's what I thought.

Immediately after the installation, all was well. But after a few months, I noticed that the tubing had become a bit yellow.

Also, I apparently had installed the tubing a bit tight at two 90 degree bends. A bit of rearrangement solved the latter problem. A few months later, the tubing seemed tight again at the 90 degree bends. Once more, a bit of rearrangement produced enough slack for a proper fit. You would think I would have noticed that something was amiss. But no, I thought everything was okay.

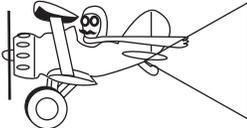
A serious wakeup call came six months later. I was working in the cockpit and bumped against the Tygon tubing. That little bump pulled the tubing from the connecting fitting, and gas gushed out. I quickly grabbed the tubing and pushed it back on the fitting. Whew! Suppose this had happened in the air!

Would you believe that I still did not realize what I was up against? I blamed the problem on the fitting, bought another one with more barbs, installed it, and thought all was well again.

Fast forward to the present. There has been a small but irritating fuel smell in the cockpit when I first open the canopy on the weekend. Not much of smell, but unacceptable. It turns out that all three (!) tanks, the center tank and the two wing tanks, show small leaks in portions of the welds. I had noticed some discoloration of the welds two years ago and had tried to seal the tanks at those spots with Pro-Seal. At that time, I also replaced all fuel lines with high-quality tubing and introduced Tygon for the sight gauge.

I decide to replace the tanks. This is a big job. Fortunately, Chuck Wilson and Jeff Hanson have their hangar almost next to mine at Aero County Airport. They produce beautiful auxiliary fuel tanks for the entire RV series and agree to construct new tanks for my plane, using heavier material and a different welding approach. This solves the leak problem of the tanks. The two-year old fuel lines are in excellent condition and do not require replacement. The Tygon tubing has yellowed quite a bit, but after 2 years it should still be perfect, right?

Chuck and Jeff have pressure-tested the three tanks. Thus, there should be no more leaks. But when I open the canopy after one week, there still is a small amount of fuel



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odor. I crawl around in the cockpit to find the source, and for the first time notice that the odor is strongest next to the point where the Tygon tubing connects with the fitting. I drain the main tank, remove the Tygon tubing, and discover the following. The portion of the tubing that is continuously exposed to fuel has a smaller diameter than the portion that rarely comes in contact with fuel. In fact, the exposure to the fuel has drastically reduced the wall thickness and has hardened the tubing to the point where it can hardly be bent.

At long last, I get the message. Tygon shrinks dramatically when exposed to autogas. This does not just affect the diameter and wall thickness, but also the length. The tightness at the 90 degree bends was not due to improper installation, but due to shrinking. That effect also caused the tubing to pull away from the fitting. In fact, the tubing still tries to do that and, due to that fact, leaks a small amount of fuel. I am lucky that the tubing has not disconnected again!

I call the Zenith factory and learn that they have found a high-quality Nylon tubing that they have used for 5 years with excellent results. By the time you read this, that tubing has been installed in the plane.

The message is this. Never, ever, use Tygon tubing in connection with gasoline. Leave this to builders of model airplanes. They love Tygon tubing. But if their creation bursts into flames due to a tubing failure, they sit on the ground and say "Oops!" We would not be so calm if Tygon tubing failed in flight.

"CLEAR PROP"

By Mel Asberry

Here's the scenario. You are standing on the ramp at a fly-in and hear "CLEAR PROP." Immediately you hear a starter engage. Only a second later you hear a "whomp." You turn around to see blood splattering a cowling and windshield. Someone was kneeling down to inspect the cowling of a home-built. He heard the "CLEAR PROP" but did not have time to respond. Of course this couldn't happen to you

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because you always wait for a response between yelling "CLEAR PROP" and engaging the starter, Right? What's wrong in this scenario? First, if it is a fly-in, there should be a "flag man" or at least some person of authority monitoring the starting activity. The person in the aircraft should never hit the starter until given the "IT'S CLEAR" signal from the monitor. And if it is a congested ramp (which is usually the case) the airplane should be pushed out away from the crowd before beginning the starting process. This not only protects people, but keeps the prop blast from possibly damaging control surfaces and canopies of other airplanes. The next time you start your airplane, even if it's at your home airport and there's no one around, yell "CLEAR PROP" and then think about this scenario. By the time you've finished that thought, enough time has elapsed that now it's probably safe to turn the prop.

Texas RV Fly-In

By Michael Stephan

I know that this publication doesn't need any more highlighting of Van's Aircraft, but when over 80 airplanes gather at a



small airport in the suburbs, I will spill a little ink, or in this case a little toner.

On a beautiful Saturday morning the sun rose and the RVs started arriving at Midlothian/Waxahachie airport, also known as Midway. Little did we know that the still morning would soon turn into a scorching day. At midmorning a cool

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spot out of the sun was at a premium.

The event was hosted by the local RV community, which meant that much of the help came from Chapter 168. Doug Reeves is the focal point in the local RV community with Alex DeDominicis and Don Christiansen assisting. Don was in charge of parking all the aircraft on the ramp area, and he tapped many 168 members to help point the airplanes in

the right direction. Everyone was very willing to help, even in the sweltering heat. Our appreciation goes out to all those who helped.

One of the notables that attended was Jim Younkin, founder of the TruTrak line of autopilots and more recently attitude instruments. He was out there in the sun answering questions and demonstrating his products.

Other than looking at some very nice RVs, the event featured a BBQ lunch served by the local First United Methodist Church. They did a great job feeding the crowd. After lunch,



pilots started heading for home. Several of us headed over to the Young Eagles event at Mesquite scheduled for 4 o'clock. We were all pretty wary of flying kids in the sweltering heat in the late afternoon, but our luck held and we had a good group of pilots and only a small group of kids. All the kids loaded into the airplanes and the pilots only needed to do one flight. So, another successful Young Eagles event to pile on top of a very enjoyable RV fly-in.

Mesquite Young Eagles

By Michael Stephan

We took a chance when we decided to have a Young Eagle event in the afternoon, and that short little heat wave tested our resolve. But pilots still showed up, which proves how important the program is to them. The number of kids was less than expected, possibly due to the weather or that this was a rescheduled date. It



worked out well, and nobody got sick or exhausted. And even though the temperature was very uncomfortable, everyone came back smiling. That's a good thing.

We appreciate everyone who came out that day. I know the parents and the kids did.



Carol Walker

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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 dis-assembled 0320B Lycoming engine, need pistons, rods and small parts. Asking \$5000 for either project. Located in Dallas, TX area. Contact john.austin@ntpcug.org

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