

# HANGAR ECHOES

August 2005



Experimental Aircraft Association ★ Chapter 168 ★ Dallas, Texas

## First Flight - N2756C

By Robert Cullinan

On July 14th, my airplane project, a Van's Aircraft RV9A, took to the air on its first flight. As those of you who have constructed or restored an aircraft know, the first flight marks a major milestone in your aircraft project and your personal life. For me, it was the end of a nearly 3-year project that began with the purchase of a partially constructed kit from the original builder. Over the past few years, I learned more about airplane systems and construction than I thought I would ever know and was reminded of the adage that says "don't let the fact that you don't know all the steps keep you from starting a large project." That certainly applied to me as the construction of a airplane kit was something much larger than I had ever undertaken before.

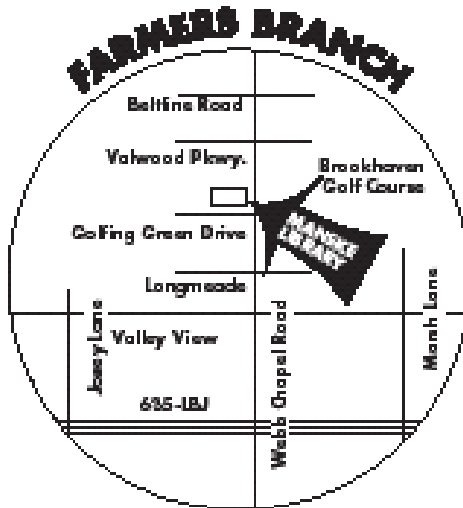
Having owned a few other airplanes, I had some very specific items on my "wish list" for this project. A few included a decent Map/Com (I chose the Garmin 430), an autopilot with altitude hold (the TruTrak Digiflight 2), an

electric gyro panel (the Dynon EFIS) and a good graphical engine analyzer (the E.I.SmartAnalyzer). For power, I chose an ECI 0-321-D1A engine and MT constant speed prop combination with one Slick magneto and one Light-speed electronic ignition.



## Aug 2nd Chapter Meeting

The August Chapter meeting will be on Tuesday August 2nd. It will be held at the Farmers Branch Library, located on the northwest corner of Webb Chapel and Golfing Green Dr. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish by 9:00 p.m.



This month our speaker will be our own Don Christiansen. He will show us pictures from his latest trip to Idaho. Last year's trip was so enjoyable that he went again this year. Not only will we be viewing spectacular scenery, but Don will also discuss Idaho mountain flying. I'm also sure there will be interesting stories as well. This will be a good presentation. So make plans to attend and bring a friend.

*-Michael Stephan*

## Aug 6th Chapter Fly-In

Our monthly will be Saturday Aug 6<sup>th</sup> to Cedar Mills airport on Lake Texoma. We will have breakfast at the restaurant in the Marina, which is a short walk down the hill from the airport. This will be another breakfast/early morning/beat the heat fly-in. We will meet at the runway at 8:00 A.M., then make the short walk down to the marina.

I know we were at Cedar Mills just a few months ago, but the weather kept many away. So, since Cedar Mills is such a fun place to fly into, we are going to try it again. So, get up early and join us for breakfast, you might just see my RV-8 there.

*-Michael Stephan*

## Aug 9th Board Meeting

The BOD meeting will be held on Aug. 9th at the Farmers Branch Manske Library at 7:00 PM. The minutes from the July BOD meeting recorded by John Peyton are as follows:

Directors in attendance: Mel Asberry, David Cheek, Don Christiansen, Sam Cooper, Bruce Fuller, Monroe McDonald, John Peyton, John Phillips, Jim Quinn, and Brad Roberts.

- The meeting opened with a discussion of locations for the August fly-in. Ardmore OK was the choice with Cedar Mills as a back up.
- Michael Stephan gave the treasurer's report with 12 membership renewals and 4 new members in June.
- Sam Cooper, John Phillips, and David Cheek agreed to serve on the nominating committee for 2006 officers.
- Michael Stephan made a plea for more newsletter articles from the members so as to broaden the viewpoint of the newsletter.
- The acquisition of a new video projector for the chapter was discussed. No decision was made regarding the projector.
- Monroe McDonald reported briefly on his new home in Arizona.
- There being no further business, the meeting was adjourned.

## August Newsletter Assembly

This month we are going to do something a little different. We are not going to meet to assemble the newsletter. Instead, I will handle that little chore. With so many getting the newsletter via the internet, that assembly chore is pretty easy and can be done simply with a few people.

Don't worry. We are not going to get rid of this event. It is one of my favorites. We are just going on hiatus for a month. I already have someone to host the September folding, but if you are interested in hosting the newsletter crew, then let me know and I will put you on the schedule.

*-Michael Stephan*

## A Message from the President

By Sam Cooper

As I write this column, we are coming up on a very special part of the summer for sport aviation enthusiasts, AirVenture in Oshkosh! For those of us who can attend, it's a great boost to our enthusiasm, and something to remember for the rest of the year. For those of us who can not attend, I hope you can take advantage of the daily electronic press coverage for the next best thing to being there. The AVweb coverage the last couple of years has been great, and is as timely as one can get at the moment. And, even if you do go to AirVenture, a quick review of the coverage of the event will highlight things you were not aware of.

More First Flights! Wow! As noted elsewhere in this issue, Robert Cullinan's RV-9A and Greg Stout and Tom Clore's RV-8 both recently flew for the first time. Congratulations to Robert, Greg and Tom! Two more aircraft have taken to our local skies. I know that all of these builders have worked hard to complete their projects. Using their own skills and determination, and their fellow Chapter members for expertise, advice and inspiration has allowed them to complete such a large and complicated project as an experimental category aircraft. Congratulations gentlemen! I am looking forward to seeing your RVs at one of our local events soon.

After logging these First Flights in my database, I updated the statistics as well. This fifth First Flight of 2005 now means that Chapter 168 members have had 64 First Flights in the 16 years from 1990. That averages out to 4 First Flights per year. Pretty impressive. This can only happen because of our builder's skills and determination, and the support, expertise and advice of our other members, Technical Counselors and First Flight Advisors. Our Chapter has a tremendous amount of expertise and experience in building aircraft. Please use that expertise for your own projects!

On July 28 during the annual Homebuilders' Dinner at EAA's AirVenture, Mel Asberry will have been recognized as the 2005 recipient of EAA National's Tony Bingelis Award! Hopefully you saw the notices in EAA's e-Hotline (July 8 issue), or in AVweb. I hope that a number of Chapter 168 members were able to attend this event to show our appreciation for all of Mel's contributions to our projects over the past two decades. This is a tremendous honor for Mel. The standards for this award are very high. Just review the articles on the previous award winners. All of the award winners have made significant contributions to their local sport aviation scenes. Congratulations Mel! And many thanks for all of the time



you have contributed to help us all build and fly safer and better aircraft.

Even though it is the middle of the summer, we are starting up our 2006 Officer nominating committee. Yes, we need to have volunteers step forward to run for our elected officer positions: President, Vice President, Treasurer and Secretary. John Phillips, David Cheek and I are the committee this year. Michael Stephan has already graciously agreed to run for Treasurer in 2006. These days, everyone is busy with multiple demands on their time. Despite this, each year several members have carved out some of their precious personal time to help run a portion of Chapter 168 as one of its elected officers. If you have not done so in recent years, I hope that you will consider volunteering for one of Chapter 168's elected officer positions. If you are interested, please contact one of the committee members to volunteer. Or, say "yes" when one of us gives you a phone call. Rotating the officer positions among different members helps bring in new ideas and enthusiasm to our leadership and helps us move forward and adapt to our changing sport aviation environment. Please consider volunteering for 2006!

I hope that everyone is having a good summer. It certainly has not been a cool one! I look forward to seeing everyone at our August 2 Chapter Meeting. Our guest speaker, fellow member Don Christiansen, will have an interesting story on his recent flying trip to Idaho in his RV-8. That is a great way to see some spectacular country.

Remember to participate and enjoy the journey!

## First Flight - N2756C Continued

I chose this specific model of airplane for a few reasons. I liked the large network of builders familiar with Van's kits and the simplicity of the "matched hole" kit design. I didn't particularly want an aerobatic aircraft and liked the RV9A's combination of cruise speed (170-185 mph) and low landing speed (44 to 50 mph). Having flown both tailwheel and tricycle gear airplanes, I decided on tricycle gear and liked the sliding canopy for the ease of access and the safety of an overhead roll-bar. What I didn't realize at the start was the tremendous amount of documentation available on the internet from other RV builders that made construction somewhat easier. I never had to call the Van's help line but rather spoke with other builders or researched issues on-line.

My first flight took place without a lot of fanfare. After receiving the airworthiness certificate in late June (thanks Mel!), it took a few weeks to finish up some minor items and begin a series of ground tests of all systems. The final step included some taxi tests that uncovered a problem with the airspeed indicators. When that was fixed, a subsequent taxi test revealed all was good so the taxi test became the first takeoff. After circling the airport and vicinity for 45 minutes, I returned to land and check over the aircraft for any discrepancies and found nothing unusual.

So far, with just 10 hours on it, the airplane is performing great. The engine and prop add a tremendous amount of performance that presses you into the seat on acceleration. The climb rate, control balance and feel, cruise speed and low speed performance are everything Van's says about the aircraft and then some. With some tweeking of the leg and intersection fairings yet to go, I'm seeing airspeeds of 150+ knots at cruise power settings and expect a few more knots as I finish up the fairing work.

Looking back on the nearly 3 years and 1500 documented hours (who knows how many more undocumented!?!), a few things that made the process easier was the support of my lovely girlfriend Birte Pflieger, the builders network on the internet, our EAA Chapter 168 and specifically, the assistance of other local builders like Clay Romeiser, Michael Stephens, Don Christiansen and Mel Asberry. Having these resources made the project not just attainable but much more satisfying. I appreciate their support and everyone in our Chapter for helping make the process very satisfying. Fly Safe!

Alvin Boyanton  
Manager/Vice President



214-637-3598 • Fax 214-688-0549

### AIRCRAFT SUPPLY COMPANY

7204 Parwelk  
(Anson & Hines, near Boy Scout Building)  
Dallas, Texas 75235

AN MS NAS Hardware and Accessories

## News and Notes

By Michael Stephan

### First Flight for Greg Stout and Tom Clore



The RV-8 built at Eagles Nest by Greg Stout and Tom Clore flew for the first time earlier this month. It is already painted and ready for the airshow tour. This is a very interesting airplane, with an EFIS screen for the backseater. I don't want to give all the features away. I will let them do that in a future issue.

**ADDISON  
PILOT SHOP**

**Brenda Shults**

4653 Westgrove Dr.  
Addison, Texas 75001  
(972) 735-8710  
(972) 735-8711 fax

Mon-Fri	9am-5pm
Saturday	9am-3pm
Saturday	Closed

## Ralph Capen Moving Away



Ralph Capen, who has been a Chapter member for many years, is relocating to Maryland. I visited him a few weeks ago and his stuff was being packed up for the move. This included his RV-6 kit that he has been working on for a few years. He has most of the airframe finished with only the firewall forward and the fiberglass fairings left to do. The move will slow progress, but he will be finished before long. The workmanship is very good and he will have a very nice airplane.

We will miss having him in the Chapter, but he promised to come back and visit. The RV-6 will make that an enjoyable trip.



640 James Drive  
Richardson, TX 75080  
(800) 776-5267  
info@evssupply.com

### BATTERIES FOR YOUR PORTABLE WORLD

Nicads • Nickel Metal Hydride • Test Equipment • Camcorders  
Laptops • Cell Phones • Lithium • Custom Battery Packs  
Sealed Lead • Chargers • and More

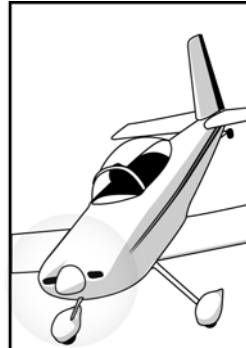
WHATEVER IT TAKES TO KEEP YOU POWERED UP

## JOHN H. PHILLIPS

BOARD CERTIFIED • ESTATE PLANNING AND PROBATE LAW  
TEXAS BOARD OF LEGAL SPECIALIZATION

BOONE, BOONE, & PHILLIPS, L.L.P.  
LAWYERS  
4313 W. LOVERS LANE  
DALLAS, TEXAS 75209

PHONE (214) 902-8036  
FAX (214) 904-8338  
jphillips@swbell.net



## D.E. Christiansen, D.O., P.A.

FAMILY MEDICINE  
AVIATION MEDICAL EXAMINER

222 S. Cedar Ridge  
Duncanville, Texas 75116

Office **972-298-6174**

Office hours by appointment.



## Judge John B. Peyton COUNTY COURT AT LAW NO. 2

509 Main Street  
3rd Floor, Records Building  
Dallas, Texas 75202

(214) 653-7366

## Alpha Aviation Supply Co.

Homebuilding and Sport Aviation Supplies



Russ & Terry Chambers  
903-455-3113

P.O. Box 8641  
70 Majors Rd.

Greenville, Texas 75404

www.alphaaviationsupply.com

## Another First Flight

By Michael Stephan



I know we have had a few first flights this month. Robert Cullinan's RV-9A and Greg Stout and Tom Clore's RV-8 flew for the first time. But, I want to tell you about a first flight very special to me. That would be my first solo flight in my RV-8. The airplane made its first launch in March. Since then, the airplane's Phase I test time has been flown off. All the while, I was getting mountains of instruction as required by my insurance company. On July 17th, a day that will live in my mind forever, I climbed into the front seat of my airplane and took it around the pattern. The first landing wasn't the best I ever made, but it was decent. It was a wheel landing with a small little hop preceding it. Wow! Then, I went around and did it a few more times. The third landing was smoothly rolled on.

I don't want to say that it was a long road to get here, but it was. Looking back at all the time spent the past five months flying and getting instruction was well worth the result. My first solo ride, while somewhat terrifying, was exactly what I trained to expect. When asked how it went, I replied, "It was very uneventful." Exactly how a first flight should be. That is not to say it wasn't exciting, as the picture shows, I was pretty excited. But, everything that happened was anticipated, which I can only attribute to good preparation.

And several people are to thank for that. Carol Walker taught me how to fly a tailwheel airplane. I enjoyed all 40 hours flying the Citabria around the Metroplex. David Cheek accompanied me on many of those hours helping perfect my navigation and communication skills. Once I had the required tailwheel hours, it was time to get some transition training. So, I spent the next 15 hours with Alex DeDominicis for some RV training. He flew my airplane for a few hours getting a feel for how the airplane behaved. He then tailored my instruction to meet the demands that my airplane would require. We practiced the

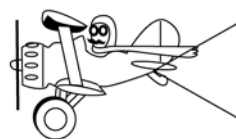
techniques I would need to have that "uneventful" first flight. He did a great job. I think he was as proud as I was excited.

Looking back at the whole process, I can't say it was the fastest or the cheapest way into the front seat of my RV-8, but it was for me the correct way. Thanks to everyone who supported me and took an interest in my project. It kept me positive through the long wait. I now look forward to the fun, which has already started. I won't fly it to Oshkosh this year, but the next best thing would be flying it to a Chapter fly in. So, I will see you there, in N991MS.



## Mel Asberry

Designated Airworthiness Representative  
A & P Mechanic  
Annual Condition & Prepurchase Inspections  
Specializing in Amateur-built & Light Sport Aircraft  
Technical Counselor  
Flight Advisor  
2464 County Rd 655  
Farmersville, TX 75442  
972-995-0372 (weekdays)  
972-784-7544 (evenings)  
n168tx@ev1.net



**Live with your plane  
at beautiful  
Hidden Valley Airpark**

- 300-acre residential airpark near Lewisville Lake
  - 101 homesites, 62 with homes/hangars on paved roads
  - 2,650 foot paved runway with 500' sod overrun (5TX0)
  - 25-acre horse pasture, private entrance road and lake
  - 30 minutes from Dallas or Fort Worth, 5 minutes to mall
  - For info on lots and homes, call 940-321-5758
- [www.airporthomes.com/hm0233.htm](http://www.airporthomes.com/hm0233.htm)**



## The Summer Picnic

By Michael Stephan

It is becoming a growing Chapter 168 event, which started as and remains a newsletter folding session. Yet every year it becomes a bigger and better picnic at Short Stop. This year's picnic had a few surprises. The first surprise was the Schweizer glider that David Cheek flew in earlier in the morning. It sat in the shade during the picnic. Many wondered how David was going to return to Caddo Mills with the glider. He said he could get towed out, and later that afternoon he proved it. It did, however, require the assistance of Howard Hughes.

Mel also had a surprise of his own. We learned last Christmas that Mel had started a new tube and fabric mini SkyBolt bi-plane. At that time he had just finished the tail pieces. At the picnic, Mel rolled out the fuselage now with the landing gear attached. This attracted many on-lookers. Mel stated at the beginning of the project that it was a retirement type of project that he would work on during his retirement days. Well, he is still working, and the mini Skybolt is well on its way to becoming an airplane. I guess it shows that the airplane-building bug is hard to ignore.



The picnic also had a few things that were very predictable. The food was so good that it required two plates just to sample all the different dishes, which became quite a problem when most of it was so good that you wanted a second helping. That didn't help my already forward CG. It also had many Chapter members, who I enjoy spending time with. Another comforting feature of the summer picnic is how well Mel and Ann host the event. Short Stop is very well maintained, and Mel and Ann make the event run as smooth as any event I've attended. I can't wait till next year. Thanks Mel and Ann for another enjoyable picnic.



Aircraft Retrieval,  
Damaged Aircraft  
Storage

Used Parts  
Buy & Sell Problem Aircraft



www.asod.com  
airsal@asod.com

972-227-1111  
800-336-6399  
Fax 972-227-6176



## Engines

**Bobby's Planes 'n' Parts, Inc.**

9061 F.M. 1885  
Weatherford, TX 76088-1445

Bobby Osborn

940-682-4220  
fax 940-682-4264

## Look Mel, No Motor!

By David Cheek

Pictures By Mel And Ann Asberry



Since my airplane was having its cylinders inspected during its annual inspection before the June newsletter folding/picnic at Short Stop, it seemed like a good idea to commemorate this by arriving in an airplane that never had an engine. This would be a Schweizer 1-26B glider, one that I have flown for the last seven years.


It was necessary to complete one pre-flight planning item, determining the runway requirement for the flight. For most aircraft, this is not an issue since the available runway is two or three times that required and is well documented in the POH. There are no published takeoff charts for a glider, since the performance depends on the type of tow plane. It was necessary to gather some actual data. I have both flown and towed this glider many times and we have always used less than 1900 feet of paved runway, even in the summer heat. To be completely sure before the June meeting, I went to Caddo Mills airport, and with a tape, carefully measured some landmarks along the runway. When we took off, we lifted off in 800 feet, including the length of the tow rope (200 feet).





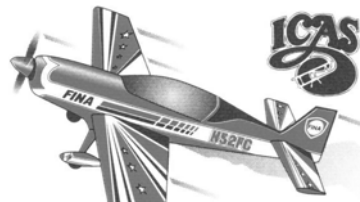
**SafeAir1**  
The intelligent approach to flying safe.

[www.SafeAir1.com](http://www.SafeAir1.com)

Monte McDavid	1540 Keller Parkway	Tony Munday
817-939-2695	Suite 108, Box 317	817-821-4957
	Keller, Texas 76248	



FINA  
presents:  
**Jan Collmer  
Aerobatics**



EXTRA 30CL  
Low Level Acro Performance

- Torque Rolls
- Lomcevak
- Snap roll on take off and final approach

A Real Crowd Pleaser

www.collmer.com

Jan Collmer  
P.O. Box 700577  
Dallas, TX 75370  
972-713-8812  
Fax 972-713-8812  
email: jan@collmer.com

On the trip over, we stayed down at about 2500 feet above ground. I released from the tow plane about three miles south of highway 380 and arrived over Short Stop about 1000 feet above the traffic pattern. This gave me a few minutes to review obstructions that might have become larger since my last takeoff. The landing was easy, and I turned off before the taxi way with normal use of the spoilers. The entire trip from the start of takeoff roll to the end of landing roll was just over 16 minutes.

Owen Bruce told me that he had made the first flight of a kit version of this type of glider, the Schweizer 1-26. Because this was a kit version of a certificated aircraft, Owen's successful flight produced an aircraft with a normal instead of an experimental airworthiness certificate. These early versions of the glider have metal wings with a tube and fabric fuselage and control surfaces. This was a very popular and low cost glider of the 50's and 60's.



I had to wait until about 3:50 PM before we could get the tow plane to come get me. The actual takeoff provided no excitement. It was routine. We stayed below 2500 AGL again on the return. I released very close to Caddo Mills airport, and at about 1500 feet AGL I caught a thermal that started a two-hour flight that reached 8000 feet above ground. I came home before the lift was over, so the flight could have been longer.



The difference between a glider ride and a soaring flight is simple. During a soaring flight you rise above your release altitude and you significantly improve your flight duration by finding lift and climbing as necessary. So, Short Stop airport can be considered a soaring center, since both the altitude and duration goals were met in a flight that originated there.

It was great fun.



## More Mesquite Young Eagles

By Michael Stephan

A few months ago I reported on a Young Eagles event at Mesquite that we did on a scorching hot afternoon. Shortly after that, Jim Quinn, YE coordinator, announced that he would be shutting down the Young Eagles activities until the fall, so we could have the cooler weather. Well, it didn't last long. Last month we were back at Mesquite with a small group of 4-H kids eager to taste the sky. Jim wisely got everyone there early in the morning, so we could take advantage of the more accommodating morning temperatures. Things were looking pretty good until multiple cloud layers formed around the Metroplex.



Several pilots took off from their home airport only to realize that there was no going back, since the airports went IFR once they were in the air. It even trapped Jim Quinn in Gainesville for most of the day when he tried flying to Mesquite from Addison. Once at Mesquite a short wait gave the pilots enough sky to give the youngsters a bit of time in the sky. Fortunately, we had as many pilots as kids, so the rides were not hurried. All the kids had a real good time, thanks to the dedicated summer Young Eagles crew.



**SOUTHWEST  
SECURITIES**

Member of SWS Group

Southwest Securities, Inc.  
8333 Douglas Avenue  
Suite 400, LB 82  
Dallas, Texas 75225  
MEMBER: NEW YORK STOCK EXCHANGE

E. G. "Bo" Bauereis  
Vice President  
Financial Advisor  
Private Client Group

(214) 987-5222  
(214) 987-1405 (Fax)  
(80) 767-4397  
ebauereis@swst.com



A side note from the last two Young Eagles events is how nice the new terminal is at Mesquite. They really have a first class terminal. Fuel prices are reasonable, so if you get a chance stop in at Mesquite and cool your heels in style.

<p><b>Carol Walker</b>          FAA Designated Pilot Examiner</p> <p>Flight Instructor          Single &amp; Multiengine Airplane          Instrument &amp; Tailwheel</p> <p>214-948-0440</p>	
	<p>walkercl@aol.com</p>

## Upcoming Events

### Local

**Aug 2** Soaring: 15-Meter Nationals Uvalde, Texas FFI:  
 Noreen E-Mail: [Noreen@sjjet.com](mailto:Noreen@sjjet.com)

**Aug 6** - Palestine, TX. **Hamburger Fly-in** 11:00am-1:00pm. Palestine Municipal Airport (KPSN). All proceeds will go to support Cadet Programs and Cadet Orientation Flights for Anderson County Composite Squadron of Civil Air Patrol. Contact: Toni Graser 903-723-0111, [Tiger@dctexas.net](mailto:Tiger@dctexas.net)

**Aug 13** - Lufkin, TX. **East Texas Fajita Fly-In**. Angelina County Airport (KLFK), Come tickle your taste buds!! Free fajita's and reduced fuel prices. Sponsored by EAA Chapter 1219 and Angelina County Airport. See ya' there!. Contact: Randy Carswell 936/634-7511, [airport@angelinacounty.net](mailto:airport@angelinacounty.net)

**Sep 10** - Sherman, TX. **Breakfast Fly-in** - [http://www.cityofsherman.org/airport\\_dept.asp](http://www.cityofsherman.org/airport_dept.asp), Sherman Municipal (KSWI), from 8:30AM to 10:30AM the City of Sherman will host a fly in breakfast for it's airport reconstruction completion. EAA Chapter 323 will be doing the cooking; serving pancakes, bacon, sausage, coffee, and juice. Other activities are in the planning stages. Please check the city airport website, for updates and additional information or call 903.891.4035. Please come pay us a visit and enjoy the breakfast. Our fuel prices vary, but are generally the lowest around.

**Sep 23-25** - Abilene, TX. **Big Country AirFest 2005** - <http://www.bigcountryairfest.org>, Abilene Regional Airport (ABI), We are hosting our third annual Big Country AirFest Sept.24 in Abilene. We have young Eagles rides in the morning, flybys by many outstanding planes, a wild airshow, an Air Race, a formation flying clinic and tons of great food. That evening, we have a live country western band with mesquite grilled steaks and plenty of drinks. ALL FOR FREE (Free transportation to motels that evening) Come and enjoy this weekend in Abilene. Contact: Jim Snelgrove 325-676-5983, [jims@icf-texas.com](mailto:jims@icf-texas.com)

**Friday - Thursday, Sep 23-29, 2005** — **Mesquite, TX.** ([Local Weather](#)) **National Cross-Country Air Races** - <http://www.us-airrace.org>, Mesquite Metro (KHQZ) ([Airport Data](#) - [Sectional](#) - [Weather](#)), National Cross Country Air Races: 1800-mile Marion Jayne, Cowhand 300, Carolinas 300. Mesquite, TX to Monroe, NC. Speed racing open to all pilots. Test pilot skill with piston powered planes equalized with handicaps. Cruise option. Awards. Free entry kit at [www.us-airrace.org](http://www.us-airrace.org). Contact: U.S. Air Race, Inc. at 903/564-9410 or 817/491-4055. Contact: Pat Purcell 903/564-9410

### National

**Oct 7 – 9** **EAA Southeast Regional Fly-in**  
 Middleton Field, Evergreen, AL (GZH)

**Oct 6 – 9** **COPPERSTATE Regional EAA Fly-In**  
 Casa Grande Municipal Airport (CGZ) **NEW LOCATION!**



**Experimental Aircraft Association**

Dallas Chapter 168  
P.O. Box 168  
Addison, TX 75001-0168

**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.

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

Name \_\_\_\_\_

Copilot (spouse, friend, other) \_\_\_\_\_

Address 1 (or business name) \_\_\_\_\_

Address 2 \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_ Zip \_\_\_\_\_ Mapsco \_\_\_\_\_

Phone homework \_\_\_\_\_

e-mail address \_\_\_\_\_

EAA # (168 membership requires National EAA membership) \_\_\_\_\_

Pilot/A&P Ratings \_\_\_\_\_

EAA office (past or present) or additional notes \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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	25	%
(Example) RV-6	flying	%
_____		%
_____		%
_____		%