

HANGAR ECHOES

AUGUST 2008



Local Warbird News and Updates

By: Glenn Snyder



1952 Harvard MK IV

1952 has been in storage at the large WWII hangar at Durant/Eaker field in Durant, Oklahoma for over 10 years. The Canadian built Pratt & Whitney R-1340 engine was recently removed and taken to Tulsa for rebuild. The Harvard has mostly all original instruments and the traditional British shovel/spade control stick. Prior to it's long stay in Durant, it was at Aero Country Airport in McKinney. The Harvard is owned by Jon Staehling, who also owns a North American SNJ kept at Aero Country. It will be good to see this Harvard fly again.

RCDAF Harvard MK IV serial number CCF4219 number 20428 American registration N7554U manufactured by Canadian Car Foundry in November

EAA Chapter 168 ★ Dallas, Texas

One of Stallion 51's TF-51D Mustang trainers out of Florida, Crazy Horse, was forced to land at Wiley Post Airport in Oklahoma City in June due to engine problems. The Reno racer, Miss America, is sharing hangar space with Crazy Horse while repairs are made.



Harvard MK IV's Original Instrument

Miss Marilyn II (pictured above) out of San Antonio, a P-51D two-place conversion Mustang by Ezell Aviation, was back in Breckenridge for Stewart Dawson to check out a new pilot.

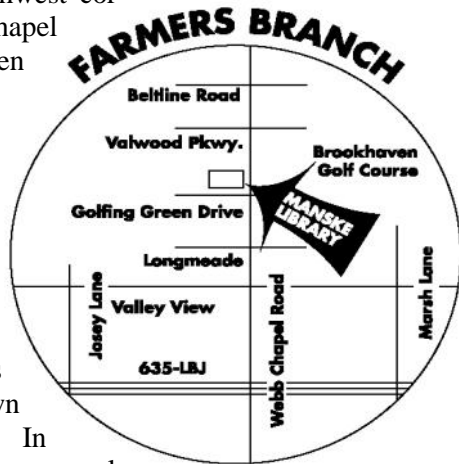
Stewart, a local pilot, has a hangar at Aero Country, a nice grass strip and home just East of Celina, and he owns and flies Reno racer Spirit of Texas, an R-3350 powered Sea Fury.

August 5 Chapter Meeting

The August Chapter meeting will be on **TUESDAY** August 5. It will be held at the Farmers Branch Library, located on the northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish by 9:00 p.m.

This month's speaker is our own Marvin Brott. In what has become an annual event, Marvin (with help from Michael Stephan) will be briefing the chapter on all things Oshkosh. If it's anything like years past, the presentation will be filled with great photos and tidbits about this year's Airventure.

We hope to see you there and bring a friend.



August 12 Board Meeting

The BOD meeting will be held on Tuesday August 12 at the Farmers Branch Manske Library at 7:00 PM. The minutes from the June BOD meeting recorded by David Buono are as follows:

Directors In Attendance: David Buono, Michael Stephan, David Cheek, Ann Asberry, John Phillips, Mel Asberry, John Peyton, Sam Cooper, Jay Bannister, Jim Quinn

Notes:

- Michael volunteered to chair this year's nomination committee for new chapter officers
- The slate for new officers must be set by the printing of the September newsletter
- Voting for new officers will occur at the October general membership meeting
- Michael and Dave B will work out how to print newsletter in Michael's absence
- No financial report was given
- Dave B will add chapter 1246's poker run and chili cook-off to our chapter's online calendar

August 26 Newsletter Folding

Next month's newsletter will be folded at the home of Bruce and Kathy Pauley on Tuesday August 26. They are building an RV-7A at the house. Last time I checked with Bruce, things were moving along pretty good. If I remember right, he was starting construction of the wings. This is not a quick build kit, so if you're interested in seeing more detail than you'd see in a quick build kit, this is the place to be.

Bruce has been building the RV-7A for a little over 2 years now. He keeps an online builder's log, which can be found at: <http://www.mykitlog.com/bpauley>

Their home is located in Rowlett, which is northeast of the Metroplex. The address is 8901 Edinburgh Lane, Rowlett, Texas, 75089. If you have any trouble finding the house, Bruce can be reached on his cell at 214-435-0432 or the home phone is 972-463-0551.

Also, we are looking for willing parties to host a newsletter folding for the remaining months of the year. Give Michael a call if you are interested (214-232-2405) or email him at mstephan@shr.net. First in line gets their choice of month.

August 9 Chapter Fly-In

The chapter fly-in is heading to Cedar Mills for the first time in a long time on Saturday August 9th. We'll try and beat the summer heat by meeting on the ramp at 8:30am for breakfast.

In case you've been living under a rock, Pelican's Landing restaurant on Lake Texoma was destroyed in last summer's flooding. The airfield opened shortly after the flooding subsided, but the restaurant had to be demolished. They operated the "Snack Shack" until the restaurant could be rebuilt. The new and improved restaurant opened in late June of this year, and this will be our first trip there since it reopened.

You can get more info (hours, location, etc) on their web site at www.cedarmills.com



From the Desk of the President

Picked up the engine for the bi-plane yesterday. Whoo Hoo!

Well I guess the new proposed rulemaking for amateur-built aircraft is on everyone's mind. I'm getting phone calls from all over wanting to talk about it. Marc Cook from Kitplanes called and we talked for about an hour. Actually there's not much to talk about at this point except to say that everyone needs to read the proposal, write down what you like and don't like about it, and send your comments to the FAA. There are some things that I don't like. But my dislikes are a bit different from others. I actually think that the basis for the change is good. The biggest problem to my way of thinking is that they have let the problem get too far out of hand before doing anything. Did you know that you can buy a Rans kit that is covered and painted and still listed on the approved 51% list? These kits, since they are already on the list, get grandfathered. How are new kit manufacturers going to compete with these grandfathered kits?

There are some things on the list that were not on the old list. For example, under the proposal, if you buy a manufactured propeller, it will count against your 51%. Another thing is the required 20% fabrication rule. Who defines "fabrication"? For example; the kit manufacturer stamps out your wing ribs. You still must de-burr, flute and drill them. What percent of fabrication did you do?

This new rule will undoubtedly make the inspector's job more difficult. We inspectors are going to have to get a lot of guidance on many of these points.

Please read the proposal and make your comments. You only have 30 days. This is what causes the end result. But think before you respond. Make your points in a positive light. Negative comments like "You don't know what you're talking about!" don't carry weight. More to come on this subject.

Don't forget, officer elections are coming up. Be thinking about what office you would like to hold.

Mel

[Keep building and flying those Experimental Aircraft.](#)



Airports of Yesteryear

By: David Cheek

Here is a great little web site that gathers information about old airfields. There were at least five airports that I remember from my early days of flying. My old sectionals have most of these airports, but the web site also includes some photographs and text. That is more than I can usually find. Try it out and consider giving the author some support if you find it enjoyable.

http://members.tripod.com/airfields_freeman/

Changes to DFW class B

By: David Cheek

Soon you will see a proposal to increase the amount of class B airspace in the DFW area. The main changes will lower a segment of the southeastern part of the area near Lancaster airport and further out. This will make it more difficult to cut around the southeastern side below the 4000 MSL ring.

The other change will "round out" the far north section around lake Ray Roberts. It is presently a flat east to west section and the proposal is to extend it to the 30 mile radius like most of the other sides of the Class B. There is a counter suggestion to make that segment follow the Ray Roberts dam so there would be some visual clue to the edge.

There is another proposal that lowers the ceiling over Addison airport but most VFR pilots will not be affected by this.

Keep your eyes open for this, as it is part of a national "quality improvement" effort by the FAA to keep traffic inside the Class B airspace once it has entered it.



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Oil Temperature Gremlins

By George Kilishek

My RV-8, N57GK, had its first flight in December 2006. It flew through the hot summer of 2007 without incident, but in the spring of 2008, after about 65 hours of flight time, I encountered problems with high oil temperatures on the Lycoming O-320-E3D. This issue required me to reduce power settings on very hot days to keep oil temperatures in the green.

By the time these problems were “solved” three months later, I had been reminded once again of the wonderful, helpful people in our aviation community. I had also gained a solid education in troubleshooting and fixing oil temperature problems.

I had help and guidance from so many people it’s risky to try to name them all, but special thanks are due to Lucky Louque of Air Salvage of Dallas, Mike Swick, Steve Ells of AOPA and our own Mel Asberry. All contributed time, ideas, suggestions and knowledge.

The following checklist is a distillation of the things they and others imparted to me.

Is the temperature gauge accurate?

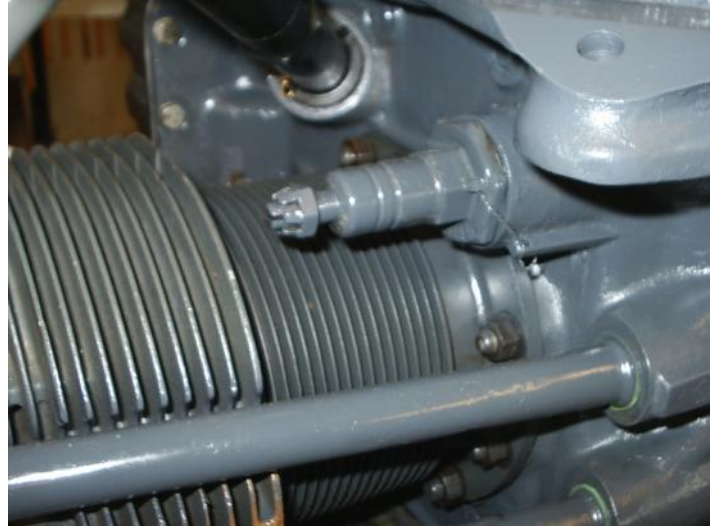
Does the temperature indication go down when the nose is lowered and the power reduced? Does the oil pressure go down as the oil temperature rises? If so, the gauge and sending unit are probably okay. If not, check these things further.

Is the engine producing too much heat?

Check engine timing and correct if required.

Check for low oil pressure or oil level. If oil pressure is low, check the oil pressure relief valve. On my engine, this is mounted on the top starboard side of the crankcase, near the #3 cylinder. It is easily removed. There is a

spring and steel ball inside. Oil pressure can be regulated by adding AN washers (up to 9) behind the spring or by adding a heavier spring. On newer engines, there is an external adjusting screw. Also check that the seat and ball inside the relief valve are undamaged.



Oil Pressure Relief Valve

Check the oil color on the dipstick: if black and there’s lots of oil on the belly, do a compression check. There may be a cylinder with leaking piston rings, allowing hot combustion gases into the oil sump.

Is the oil cooling system operating effectively?

Are cylinder head temperatures high as well as the oil temperature? Check the cooling baffles minutely for proper sealing.

If your engine has an oil screen instead of a filter, check to make sure that the screen is not dirty or obstructed.

Check to see if the oil cooler is hot. Immediately after running the engine, put your hand near the oil cooler (but not on it at first). If you can put your hand on the oil cooler, hot oil from the engine isn’t passing through it). If this is the case, check for a bad Vernatherm valve if your engine has one (most do). Remove the valve and place it in a pan of water. Heat the water. Somewhere between room temperature and boiling (the exact temperature is stamped on the valve) the valve should open. If not, replace it (about \$300 from Lycom-



Vernatherm Valve

(Continued on page 5)



Oil Temp Gremlins *(Continued from page 4)*

ing, or used about \$125 from Air Salvage of Dallas). If the valve is okay but the cooler isn't getting hot, the seat for the Vernatherm may be bad.

The oil cooler and/or hoses may be defective. The oil cooler could have trapped air, sludge or varnish. The cooler and hoses can be removed and flushed out. On Continental engines, the oil cooler has a gasket which, if defective, can allow oil to bypass from one side of the cooler to the other without going through the cooler itself. Oil cooler repair is beyond the scope of most experimental aircraft do-it-yourselfers. Either replace with a new unit or have the old one repaired at one of the shops that specialize in this service.

After I had slogged my way through these checks I was still not satisfied with my oil temperature. Lucky Louque (who deserves sainthood for the way he supports his customers) let me borrow two airspeed indicators and had me run tubes from these instruments in the cockpit to two pitot tubes in the engine compartment. One pitot was placed in front of the oil cooler and the other was placed behind the oil cooler. I then flew at various airspeeds from 90 knots to 160 knots and recorded the difference in readings at 10 knot intervals. Sure enough, there was only a 10-20% pressure difference between the front and rear of the oil cooler at all airspeeds, indicating that the air pressure behind the oil cooler was too high. In other words, the air wasn't getting out of the cowling fast enough.

I installed a small (3/4") flap on the cooling air exit from the cowling to create a low pressure area behind the lip, hastening the outflow of air. This produced some improvement, but not enough.



Bottom Cowling Louver Installation
in the green even on a 100 degree day.

I then did what Dr. Don Christiansen pioneered on his RV-8 about 10 years ago: louvers in the bottom of the cowling. When I installed these, I was able to fly with oil temperatures safely

My oil temperatures are now safely in the green, but I believe that I can get them lower with a higher capacity oil cooler. Maybe next year.

I still have no explanation for why my oil cooling seemed fine last summer and the problem appeared abruptly this spring. I believe it might have been the Little People (as they're known in Ireland) or Gremlins (as the aviation community calls them).

Local Warbird News

By: Glenn Snyder

Due to a mistake by me, the editor, this column was left out of last month's newsletter. Although a month old, I think it's good info and thank Glenn for keeping us all up to date on the local warbird scene. - Dave

Steve Hinton, "Planes of Fame" museum director in Chino CA and famous warbird and Reno race pilot, was at Ezell Aviation in Breckenridge, TX June 9 & 10 to test fly Lefty Gardners' P-38 Lightning now owned by Red Bull. After a crash and a three year total rebuild, the P-38 flew again for the first time in many years on June 9. Nelson Ezell and Stuart Dawson will fly off the required time before the Lightning goes to the Red Bull Museum in Austria. There are now 6 flying P-38's. For more information, check out the Ezell Aviation web site www.ezellaviation.com

The Cavanaugh Museum's P-51 Mustang is still undergoing a rebuild at Grayson County Airport in Sherman. All four longerons had to be replaced due to major corrosion. The rebuilt Rolls Royce Merlin engine is at Rick Shanholtzers' Frontier Aviation shop at Aero Country Airport in McKinney.

The Cavanaugh Museum has added several new aircraft

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Local Warbird News *(Continued from page 5)*

lately. A Seafury, T-28, Skyraider, and Cessna 185 are among them.

The Breckenridge airport is trying to get back to normal after a tornado struck in early April. Several hangers sustained major damage. Howard Pardue's museum, Ezell's hanger and others took hits. The P-38 was slightly damaged and a hanger door fell on a Cessna 172. The tornado struck on a work day. Luckily, though, there were no injuries at the airport.

Young Eagles at Meacham

By: *Michael Stephan*

On July 19, about 20 more kids received their first airplane ride courtesy of the Young Eagles program.

We found this group through the ACE program that we assisted with in June. Some of the parents involved with the ACE program mentioned to Jim Quinn that their Baptist Church had a group of youngsters that were

eager to get a chance to fly. With about 20 kids to fly, we were set for another morning at Meacham Airport.

The Vintage Aircraft Museum was eager to host the event and let us use the ramp area, which we are very thankful for. The ramp area was large enough to have several airplanes operating and not conflict with other airport traffic. There is also a fence that separates the group of enthusiastic kids and their families from the aircraft operating area, which is also very helpful. Overall, the Museum was a perfect place to have a Young Eagles event. We hope to do more there.

The group of kids were great. The parents were very well organized and the kids were well behaved while waiting for their turn. We started flying around 8:30 a.m. and were finished by 10:30 a.m.

We also had a great group of pilots. David Cheek and Don Christiansen are constants at most Young Eagle events. We also had David Buono, who used his new club privileges to bring an airplane and fly a few kids. Don Pellegreno returned and took

several into the air with his Piper. Picked up from the ACE event a few weeks earlier, Mike Clark flew several in his beautiful RV-8. We thank these guys for giving their time and airplanes to the cause. We hope they had as much fun as the kids did.

If you haven't participated in a Young Eagles event as a pilot or a ground support helper, you are missing out on a great experience. The participants' excitement is contagious. The work is light and smiles are priceless. I guess that is why we keep coming back for more.



Pilots (clockwise from top left): David Cheek, Mike Clark, Don Pellegreno, David Buono

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Ever Consider Running For Office?

By: David Buono

If you've ever considered running for an officer position within chapter 168, there is no better time than the present. We are currently recruiting people to become an officer and help run the chapter.

Don't like how things are done? Have a great idea that's not being heard? Becoming an officer is a great way to have a say in how things are done and how money is spent within the chapter.

The voting will take place at the October general membership meeting, so nominations must be in soon. You can nominate yourself or somebody else that you think would be great for a chapter leadership position.

If you get a call from Michael Stephan or another member of the nomination committee, please seriously consider the request and help make the chapter better than it already is!

Chapter Christmas Party

Mark your calendars for Friday, December 12, which is the date for our wonderful event. The location is the same as the last two years, which is the Addison Conference Center.

Bruce and Mary Ann Fuller did such a wonderful job chairing the event last year and have graciously agreed to do it again this year. This year's theme is "Aviation In The Movies".

If you have any suggestions or would like to help plan this annual event, contact Bruce and/or Mary Ann at 940-498-9735.

Aviation In The Movies Trivia Question

Sent in by John Phillips

Q: Identify the famous British postwar airplane in the picture below.



A: You'll have to wait until next month to find out the answer

Sirius and XM Radio Are Merging

By: David Buono

The merger of XM and Sirius has been given the go-ahead from the FCC and the Justice Department, so there are no more major hurdles to clear. If you're like me, you're worried about what this means to you as a current or prospective subscriber to either service for music and/or weather in the cockpit.

Details are sketchy at best, but things look good for the immediate future. As part of the merger, the companies had to agree to certain terms, one of which is that the combined company will offer a la carte options. A few that have been mentioned are \$17/month for access to stations from both companies, just talk radio for \$10/month, and 50 channels for \$7/month. And of course, you can just opt to stay with what you have because they

(Continued on page 8)



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Sirius and XM Merger *(Continued from page 7)*

aren't allowed to up the price for 3 years and possibly longer at the discretion of the FCC with the exception of a few specific cost pass-throughs.

Another stipulation they had to agree to that favors consumers is in the area of equipment. Currently each company has deals with a select few radio manufacturers. This obviously limits the competition. As part of the new deal, they cannot partner with any specific manufacturer for an exclusive deal. To strengthen this piece of the merger, they also had to agree to make their intellectual property open to any device manufacturer that wants it. They also cannot demand that device manufacturer make a radio that is incompatible with other technology such as iPods.

The one area that was of greatest interest to me was the one I couldn't find any information about, and that was weather services. Both companies offer a weather package, and outside of the blanket statement of "we will continue to support our customers and their existing services and equipment", I can't find any direct statement about plans for post-merger weather services. With all the talk about a la carte services on the audio side, I would love to see that kind of subscription option with the weather. Pilots have been clamoring for the "pay per use" pricing structure, but neither company offers such a thing.

So for now, it doesn't look like much will change. In fact, you shouldn't notice anything if you're an existing subscriber except maybe different letterhead on your bill. I will be in Oshkosh in a few days and plan on talking to XM about it. Although, I have a sneaky suspicion that the answer will be "we don't know any more than you do." Hopefully that's not the case and I have good news to report next month.

More info at <http://www.xmradio.com/> and <http://www.sirius.com/>

Aviation's Ten Commandments

Author Unknown. Submitted By Bruce Fuller

- 1) Thou shalt not linger on active runways lest thou become like unto potted meat.
- 2) Ignorest not thy checklists for many are the switches, handles, gauges and other demons awaiting to take cruel vengeance upon thee.
- 3) Thou shalt cast thine eyes to thy right and also to thy left as thou passeth through the firmament lest thy fellow pilots bring flowers to thy widow, and comfort her in other ways.
- 4) Thou shalt not buzz, for this shall surely incur the wrath of thy neighbors and the fury of the authorities shall be called down upon thy head.
- 5) Thou shalt be ever mindful of thy fuel lest there be nothing in thy tank to sustain thee upon the air and thy days be made short.
- 6) Trust not thine eyes to lead thee through the cloud lest the Archangel Gabriel await thee therein.
- 7) Thou shalt not trespass into the thunderstorm lest the tempest rend the wings from thy chariot and cast thee naked into the firmament.
- 8) Put not thy trust in weather prophets, for when the truth is not in, then they shall not accompany thee among thy ancestors.
- 9) Thou shalt confirm thine airspeed often on final lest the earth rise up and smite thee.
- 10) Thou shalt abstain from the intersection takeoff for, verily, the runway behind thee, as the altitude above thee, cometh not to thine aid when thou needest them.

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Shaking Off The Rust

By: David Buono

After almost 19 months since my last flight as PIC, I joined a local flying club and signed up for a checkride in a Cherokee 180. For those that have taken time off from flying like this, it seems to vary as to how long it took to shake the rust off the ol' pilot skills. Some feel like they never left and yet others take many hours to get back in the groove.

I didn't think I'd be nervous, but as the day of the check-out neared, I had more questions than answers floating around in my head. Which numbers do I add up on the weight and balance? Will I remember how to talk on the radio? Will I remember how to control the airplane? I wasn't sure I'd remember how to taxi, let alone fly. All these questions would be answered the night of the check-out.

When the night finally arrived, I showed up at the plane early so I could do a PRE-preflight. I knew the instructor would be watching my every move during the preflight, so I wanted some "alone time" with the airplane to re-familiarize myself with a flying machine. I only had a chance to do a quick walk around before my instructor showed up.

The first question out of his mouth was "Do you have a current sectional?" Hmm... Are those the map thingies? So I started off on a bad note. It never crossed my mind to pick up a sectional or a Airport Facilities Directory. After an unsuccessful trip to Monarch Flight School, my instructor was able to dig one out of his trunk that was still in date. Okay, one hurdle crossed...

The checklist in the airplane was done pretty well, so that made the preflight outside and then inside the plane go much smoother.

CLEAR PROP!!! Wait... Did I remove the tow bar? A

quick glance into the backseat confirmed that I indeed did remember to remove it from the nose wheel. Ok, now I'm ready to crank 'er up. After cranking for just a few seconds, the engine came to life and I had a good oil pressure reading. Okay, now the radio...

The ground frequency was congested so I knew I had to be quick and to the point. I rehearsed the words in my head a few times before finally picking my spot and clicking the push-to-talk button. "Addison Ground, Cherokee 8-5-5-0-Whisk..." Oops... That's not my tail number any more. Old habits die hard. A few stuttering words later, I finally got it all out and was given permission to taxi "via alpha" to runway 15. Good thing they told me to go via alpha, because I was thinking of taking Addison Road to West Grove. ☺

My trip down to the end of 15 was uneventful as was the run-up. We had to wait (what else is new) to take off because of landing and departing traffic. So 10 minutes later, we finally got our take-off clearance. It felt good to push the throttle in, roll down the runway, and gently ascend into the blue sky above.

We headed East to McKinney for some pattern work and some touch and go's. It turns out I DO remember how to fly and land an airplane! YAHOO! I guess it helped that prior to stopping cold turkey 18+ months ago, I had 300 hours in a similar Cherokee over the course of around 2 years. After 4 landings at TKI, the instructor was happy and we headed for home. A few unusual attitudes and a touchdown at Addison later, I was a pilot again!

In just 2 weeks, I've already flown a Young Eagles event, twice to practice at Commerce (2F7), and for dinner at the Hard Eight in Stephenville. I feel like a 16 year-old who just got their license... Need me to go for milk? I'm all over it!


The only bad thing is the plane does not have a GPS... Hmm... Now about those sectional thingies... Gotta run... I have some catching up to do!



Brenda Shults

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Upcoming Events

With the flying season upon us in Texas, look for an expanded "upcoming events" section in the newsletter. There's so much going on, I hate to cut anything out!

When: Saturday August 2 - 12:00pm

Where: American Flyers At Addison Airport (KADS)

What: You and a friend or family member are invited to a free barbeque lunch where you can enjoy great food, while spending time at the airport hanger flying with pilots of all experience levels. Lunch begins at noon. The Optional Pilot Seminar follows lunch. For more info, contact Mitch McCormack (972-407-0295)

When: Saturday August 2 - 11am-1pm

Where: Fayette Regional Air Center (3T5)

What: EAA Chapter 1347 - Central Texas Squadron Monthly BBQ Luncheon. BBQ lunch consisting of Brisket, Sausage, Salads and all the condiments. \$7.00 donation requested and all proceeds go to aviation related scholarships. Come out & see some airplanes, talk to some pilots & eat good BBQ!!

When: Saturday August 16 - 10am-2pm

Where: Northwest Regional Airport (52F)

What: TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION monthly Fly-In, Meeting and Lunch. Noon Lunch is pot-luck and members bring favorite main dishes, salads and desserts to share. Jim and Betty Austin will be our hosts. Visitors are welcome. More information on the Texas Chapter website at www.txaaa.org

When: Saturday August 23 - 9am-4pm

Where: Lake Whitney (F50)

What: Chapter 34 (Arlington) Lunch At Lake Whitney. Bring your lunch and a chair. Meet at the covered shelter on the north end of the paved runway.

When: Saturday August 23 - 8am-10:30am

Where: Granbury Regional Airport (KGDJ)

What: Granbury Airport Monthly Pancake Breakfast. Monthly prizes given out. Event is on rain or shine.

When: Saturday September 20

Where: Meet at McKinney (KTKI)

What: Chapter 1246 Poker Run. Details will be announced soon.

When: October 10-12

Where: Santa Teresa Airport (5T6), Santa Teresa, NM

What: Land of Enchantment RV Fly-In. If you can spell "RV", you should not miss this event. The nation's premier "hassle-free, gentle pleasures" fly-in for RVs. It's all about rest, visiting with friends and relaxation.

When: October 11-12 - Gates open at 9am each day

Where: Alliance Airport (KAFW)

What: Ft Worth Alliance Air Show. This is the 19th year for the air show. Admission is free and parking is \$20 per vehicle. Proceeds benefit the USO of Dallas/Fort Worth. More info at www.allianceairshow.com

When: Saturday October 25 - 11:00am

Where: McKinney (KTKI)

What: Chapter 1246 Chili Cook-off. These are some of the best chili's in Texas! Everybody is welcome. Prizes for the best chili. For more info, contact Bob Rogers (972-761-2280) or check their web site: www.eaa1246.org

When: Friday December 12

Where: Addison Conference Center

What: Chapter 168 Annual Christmas Party. If you've missed this great chapter event in the past, we'll forgive you. But you can't miss this year! Every year gets better and better, and co-chairs Bruce and Maryann Fuller are working on a great program for this year. Look for more info in upcoming months here in the newsletter.



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Classifieds

Hangar Space At Addison I'm looking for potential partners to buy a hangar at Addison Airport. Construction on the new hangars is due to begin around July of this year and finish in mid 2009. I have a guaranteed hangar, but payment to keep my spot will be due around July of this year. Hangar size is 50x44. If interested, call me at 214-986-4497 or email me at david.buono@yahoo.com

Rotax 503 SC with type B gear box and Rotax electric start kit installed. 25 hrs since major overhaul at 325 total hours (Manufacturer recommends major overhaul at this time). The engine was running great before overhaul and is running great now. \$4000, call Jerry Mrazek at 817-265-0834.

Garmin 190 GPS COM handheld radio. Still works great, data base was updated 4 years ago. Package includes charger, owner's manual, and headset and push-to-talk interface. \$700, call Jerry Mrazek at 817-265-0834.

For Sale: RV8 Tail Kit - I have lost my FAA Medical and probably will not get it back. I am selling the empennage kit, recommended tools, and a great work table. I

live in North Dallas. Kit barely has any work done to it. Included in the sale are the following: RV8 empennage kit with electric elevator trim, pre-drilled variety, all plans and parts from Van's, all rivets, bolts, drill bits, etc. in plastic compartment boxes, RV tool kit and accessories recommended from Cleaveland Tools (call me for details), and a recently built 8' long x 4' wide wooden work table (w/ 2 shelves) on rollers. I'd prefer to sell everything as a package. If that doesn't work for you, we can work something out. Here are the approximate values: Empennage Kit new (with Preview Plans) from Van's: \$1600. My price: \$1200. Cleaveland RV tool kit new approximately \$1200. My price: \$800. Work table: negotiable. John Rollow - 972-503-3611 - johnrollow@sbcglobal.net



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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 nonmembers will be run on a space available basis. Ads will be run at the newsletter Editors discretion.

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Experimental Aircraft Association

Dallas Chapter 168
PO Box 168
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DALLAS CHAPTER 168 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
Renewal
Info Change

Membership dues for EAA Dallas Chapter 168 are \$20/year.
Make checks payable to EAA Chapter 168

Mail application to:
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Addison, TX 75001-0168

National EAA offices:
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EAA Aviation Center
PO Box 3086
Oshkosh, WI 54903-3086
<http://www.eaa.org>

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Copilot (spouse, friend, other): _____
Address: _____

City: _____ State: _____ Zip: _____
Phone (Home): _____ (Work): _____
Email Address: _____
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Pilot/A&P Ratings: _____

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