

HANGAR ECHOES

SEPTEMBER 2008



My Flight to Airventure

By Michael Stephan

Airventure 2008 was my second show. Last year I flew with Monroe and David Cheek in the Mooney, and experienced Oshkosh for the first time. This year had a few more firsts. Although it was my second time to OSH, it was the first time to fly my RV-8 there. Marvin asked me last year if I was going to fly my RV this year, and I replied, "If you fly yours up there, I will fly with you in mine." So this year, Marvin, the three-decade veteran, and I flew together to Oshkosh.

We planned to leave on Saturday morning before the show started and come back a week later. I met him at Aero Country and off we went. I had over 80 hours flying the RV-8, but this was the first time I had ventured out of Texas. So, this was to be the farthest I have ever flown in one day, and to end that day with the arrival into OSH was a huge leap. I was a little nervous to say the least, but I was with Marvin - no problem.

The forecast leading up to the departure was for rain in the plains from Kansas to Tennessee, but that morning gave us a little gap that fortunately happened to be on our course. It predicted fog in the morning near KC but clearing by noon. In the air, Marvin and I were both equipped with Garmin 496s that we bought at last year's show with the XM weather. With the auto-pilots doing the flying, we were working the GPS investigating the changing weather. Flying at 5500 ft, the clouds got thicker below us, but we knew that it was getting better near our fuel destination of Moberly as the sun dissipated the morning overcast. I never saw Marvin most of the day, since he was always about 5 to 10 miles ahead of me, but we had

EAA Chapter 168 ★ Dallas, Texas

radio contact, and he would scout the weather conditions and relay them to me. If I saw him, I was turning back too. With Moberly VFR, we made our way through the broken layer and headed for that much welcomed first stop. On the approach to Moberly, we heard two other aircraft in the area heading there as well. One of them I recognized as David Cheek and Monroe in the Mooney. I recognized their tail number. The other airplane I didn't recognize, but since they identified themselves as an RV I figured it would be interesting to meet another RV pilot.

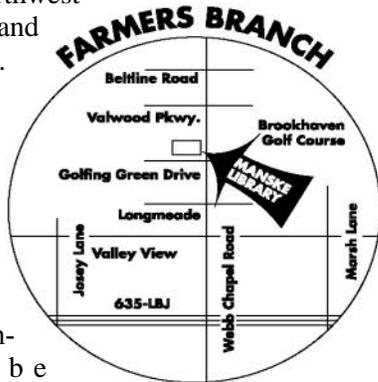


David & Debbie Jackson Marvin landed about 2 minutes before me. As I taxied up to the fuel pump, I saw Marvin, Monroe and David Cheek, and the crew from the other RV. Turns out that it was David Jackson and his wife traveling to OSH. So, we had a little impromptu Chapter fly-in in Missouri. After paying the fuel bill, it was back in the air with Ripon in the GPS. Once again, it didn't take long for Marvin to disappear from sight again. Our courses to Ripon, the starting point for the arrival into OSH, were different to avoid some unfriendly airspace. So once at Ripon, I was on my own. Having seen the arrival last year with Monroe was a great comfort. I knew what to expect. The beginning of the approach at Ripon is the most intense. Everyone from every direction is heading there at the same altitude. The entire distance from Dallas to Wisconsin, I saw two other

(Continued on page 3)

September 2 Chapter Meeting

The September Chapter meeting will be on **TUESDAY** September 2. 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.



The topic of this month's meeting presentation will be "Gyroplanes" conducted by Bill Bracken and Henry Foster. Bill and Henry both have enclosed cockpit gyros at the Grand Prairie airport. Henry is one of the few Gyroplane CFI's in this part of the US and the only one in Texas. DVD's on the history of the autogyro and the Fairey Rotodyne will be presented followed by a discussion of their evolution.

We hope to see you there and bring a friend.

September 27 Newsletter Folding

This month's Hangar Echoes folding will take place on **SATURDAY** September 27 at the hangar of Marvin and Pat Brott. We will meet at the hangar at 9:30am.

There is more info, including a map, on page 4 of the newsletter.

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.



September 9 Board Meeting

The BOD meeting will be held on Tuesday September 9 at the Farmers Branch Manske Library at 7:00 PM. The minutes from the August 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, Bruce Fuller, Brad Roberts, and Glenn Snyder

Notes:

- Michael gave an update on Hangar Echoes advertising
- Brad gave the financial report
- Options for upcoming fly-ins were discussed
- The board had a brainstorming session about possible speakers for the chapter meetings for 2009. Dave recorded and will turn over to new Vice President to assist in lining up speakers
- October and November fly-in destinations were set
- Michael volunteered to collect aviation DVD's for the chapter Christmas party

September 6 Chapter Fly-In

This month's fly-in will be to Hicks Field in Fort Worth. We will meet at RV Central, which is housed in Jay Pratt's hangar, at 8:30am. Jay always has multiple projects and flying airplanes in the hangar, so there is never a shortage of things to look at and talk about. Hope to see you there!



From the Desk of the President

Well, there's still time to comment on the proposed rule changes for amateur-built aircraft. Time was extended to the end of September. Get those letters in.



Officer nomination time is here! Call any one of the officers or board members to get your name in the pot now. The elections will be at the October meeting. Don't miss out on a **golden** opportunity. Don't leave everything to the old fuddy duddies. We need new blood.

I had the unfortunate task of assisting the FAA with an accident investigation about a mile and a half from Short-Stop last week. Jay Bannister, who just got his Zodiac signed off a short time ago, was getting transition training in a factory built Zodiac SLSA when the canopy came open and control of the aircraft was lost. Jay escaped with cuts and bruises but the instructor broke both of his ankles and was pinned in the wreckage. EMTs had to cut the airplane from around him. Last I heard, he was doing OK.

The wings are on the bi-plane and all the landing and flying wires are made. Now to take it all apart, finish the fuel tanks, install the leading edges and tips. then it's back to the fuselage, painting, installing wiring, designing and building the engine mount and cowling, etc, etc, etc..... 90% down and 50% to go. Or is it 50% down and 90% to go? I forget. BUT, I've never had so much fun. Everyone should build an airplane from plans. With a kit, you get frustrated with statements like, "This thing SHOULD fit!" With plans building the statement becomes, "I wonder it this will work."

Chuck Wilson is coming over next week to help me with the engine mount. I still don't know what I'm going to do about the cowling. Any of you fiberglass experts interested in helping. I'm completely open to ideas.

Just got an e-mail announcing the Hill Country Fly-In at Kerrville. It looks like they are trying to start over like the original fly-in at Georgetown. Unfortunately they picked the weekend of the big RV fly-in in New Mexico. That will put a large dent in their attendance.

Mel

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

Airventure *(Continued from page 1)*

airplanes in the air. At Ripon, I was in a mix of half a dozen. My first attempt to join the line had me closing in on the plane in front of me. So, I exited the line and did a 360 degree turn to find a better space. During that turn you get to see the other half dozen airplanes coming towards you. I made a quick determination of which ones I was faster than and found a nice space in line. The NOTAM called for half-mile spacing, but I'm sure the spacing was smaller than that. I had no problem controlling my speed and altitude on the flight up the railroad tracks into the pattern at OSH. The RV is as great at slow speeds as it is at the higher ones. Makes it easy for a pilot like me. The intensity of the arrival increased as they stopped using the north runway and sent everyone to the west one. That made things bunch up pretty quick and the base leg started stretching out. I was well over Lake Winnebago before turning base. The controllers' frustration increased as they tried to clear the congestion. I was fortunate to be on the ground before the "go-arounds" were handed out. I didn't have a great landing, but I was safe on the ground and began the taxi to the homebuilt parking, which turned out to be a long way mostly in very rough ground. When I arrived at the RV parking area there was Marvin waiting for me with a Texas flag to stick in the ground in front of the plane. I parked in the same row one airplane away, and shut it down. I made it.

That was quite an experience. Now to enjoy the show.

The departure a week later was much easier, but still pretty interesting. The dorms at the college were equipped with a computer lab, which allowed us to check the forecast during the week. By Thursday, it was pretty clear that Saturday's return flight was going to be void of bad weather, and it was. After getting the briefing earlier in the week, I was prepared for the morning departure. Pretty simple, just get into taxi line with the help of the parking volunteers and make your way to the runway. You have to get your run-up done before that taxi or do it on the go. Marvin was eight planes in front of me, but I

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September Newsletter Folding

Below is a map to the Brott hangar located at Aero Country airport in McKinney. Their hangar is located on the north end of the field on Rearwin Lane.

Marvin's beautiful RV-8 will be there, of course, but there will also be an RV-8 project to look at. Richard Wingfield's almost-ready-to-fly RV-8 is currently parked in the hangar next to Marvin's flying RV-8. It will be a unique opportunity to see a flying and under construction airplane of the same model side-by-side.

Since airplane parking is scarce, we will have somebody directing airplanes to available places. If you're driving in, you can park near the hangar or find a place nearby. While driving on the field, remember you are driving on ACTIVE taxiways, so be aware of moving airplanes.

I drove there just a few weeks ago, and coming from the East, Virginia Parkway is under construction and you are forced to detour through some neighborhoods. It would probably be easier to take 380 to Preston Rd and come in from the West.



Airventure *(Continued from page 3)*

didn't plan on seeing him in the air anyway. The controllers loaded the runway with four aircraft, two on each side, and alternated take-offs. They can put quite a few planes in the air very quickly. Once in the air, it is keeping it at 1300 ft and holding a heading that keeps you west of the railroad tracks that run southeast. Once out of OSH's airspace, head for home. In our case that was Neosho for our last fuel stop. The sky was beautiful all the way back. Once again the auto-pilot did the flying while I concentrated on the engine and the navigation. At 8500 ft the temperature was pretty nice as well. But, that ended on the descent to Neosho, where the temp was 103 degrees. OUCH. Just south of the Red River Marvin and I parted ways, and an hour later I had safely landed at GPM and completed my excellent Airventure.

The trip to Oshkosh is really unique. To be a part of something so rare and involved is really a treat to experience. I'm sure it was old hat to the veterans, but it made me proud to be able to say that I did it. I'm not sure what I will do for next year. Every year I have done something different. I'll just have to wait and see.



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Oshkosh 2008

By David Cheek

Each year I try to get a sense of the biggest items at EAA Airventure. This year the biggest item had to be the single engine very light jets. Three of them flew in and Piper flew its first flight during the event in Florida. Next year at least one of them should be available for purchase. I will not be on that list since they are way over my budget. While these are historic aircraft, they just don't seem to be a part of the core of the EAA spirit, which is home built aircraft.

Another point was the change in status of the Light Sport aircraft. They were no longer center stage near Aeroshell square, but over behind the old NASA hangar (now the affordable flying building) near the forums. LSA's are still very much there, but they are required to stand on their own I guess. No more free ride from EAA. The Van's RV12 LSA was there but seems to be waiting on decisions on revised LSA rules and the "51%" rules.

Electronics such as big screen EFIS and synthetic vision were pretty big. These are items that are generally subcontracted to avionics shops that build panels for homebuilts. This is one area the FAA allows to be outside the "51% rule".

There were lots of show planes on hand of all types. The classic parking was almost full, and the "north 40" spam can parking was nearly full, but several hundred planes worth of parking was placed off limits due to rain soaked soft ground.

I don't know how to say this, but there is more influence from Ford each year. Maybe in a few years it will be re-named the "Ford/ EAA Airventure". When I first attended "Oshkosh" in 1982 I was very impressed with how "grass roots" and individual inventor oriented it was. Now days it seems to be a trade show for larger companies. There is still room for the small guys, but they really seem to be "off on the sides", compared to the companies that can get funding from the parts of the world that have money to speculate with.

Oshkosh 2008 Wrap-up

By Marvin Brott

Once again the big event that brings thousands of aviation lovers to Oshkosh is now history. Well by now I am sure you have seen hundreds of photos, read countless reports, and talked to many people who attended the big event. So let me wrap-up with just a few comments. As always, those who attended enjoyed a week filled with looking at all kinds of airplanes on a 5.2 mile flight line, reviewing new products from the world's biggest trade show, attending interesting forums, and for some, watching the air shows.

When compared to years past, this was a good year. First the weather was outstanding as it was not too hot and it did not rain. Although, I was worried that gas prices would cut into attendance. It didn't happen. It seemed that the number of airplanes, vendors and people were on a par with years past.

I am sure that Michael Stephan has given his impression of our flight up to Oshkosh and back. I must say that flying with Michael and his RV-8 up to Oshkosh was an added dimension of fun for me. For nearly two weeks before we were to leave, I watched the weather and the outlook was really poor. We could have made it, but it would have been a struggle. Saturday came and the weather was just great, but only because we had XM Weather. As we made our way to Joplin the clouds under us closed up, yet we didn't worry, because we knew that our planned stop at Moberly was scattered and getting better. The end result, with XM Weather, it was an effortless trip. I spent \$429 on gas which was less than expected, logged 10.1 hours on the airplane per the 496, and had some good tail winds. How good can it get?

As I have mentioned in previous years, it seems like the same people and airplanes make the convention every year. A couple absent this year was Barite and Mary

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Oshkosh 2008 Wrap Up *(Continued from page 5)*

Coyle, who had a sudden family issue. During the first two days, as Michael and I stood by our airplanes, we had a constant stream of Dallas and Fort Worth friends come by for some conversation. I can't tell you how great it is to be standing in the middle of aviation and seeing all your friends from years past. My world of aviation friends over the past number of years is large, and it got bigger when David Buono introduced me to his dad. In fact the social aspect of Oshkosh for me is the biggest reason I make the trip each year. After all, if you really just want to know the sanitized news of Oshkosh, log onto the internet and stay home.

So what was the star event for the show? It seems like there was no one big star event, and there was no big theme set forth by EAA. LSAs and VLJs continue to march on with new announcements. I did not see any astonishing new announcements from any of the vendors. Yet, we all really enjoyed attending the forums, looking at all the vendor displays and airplanes.

Aircraft of interest to me were the Boeing Dream Lifter, the Bell V-22 Osprey, the Spitfire Mk. V flown to Oshkosh by Stewart Dawson, the Rocket Racing planes, the F-22 Raptor, the ElectraFlyer-C, Roush's P-51B, the Boeing Model 40C, and finally John Travolta's 707B.

I would have to say this was one of the better Oshkosh fly-ins for me. And I have attended a lot of them, 35 to be exact. The weather up on Saturday and back on Saturday could not have been better. The time at Oshkosh was sunny with a breeze, not too hot, not too humid. I had a good time with a number of friends from Dallas, and as you have guessed, Oshkosh is addictive for me. No matter how hard I try, it's impossible to experience it all. I am looking forward to repeating it next year.



(left to right) Michael, Marvin, Jay, and Carol

Local Warbird News and Updates

By: Glenn Snyder

Marvin Brott and Michael Stephan covered the Oshkosh event at the August chapter meeting, but for those of you not there, several of our own local warbird pilots participated at Oshkosh Air Venture 2008.



Stewart Dawson with the Mk V Spitfire

Stewart Dawson flew Rod Lewis' newly restored Mk V Spitfire in from San Antonio. Due to the plane's limited fuel capacity of 85 gallons, Stu had to make several fuel stops in

Kevin Raulie with the Cavanaugh Museum in Addison, who is now type rated in the P-51 Mustang, brought Lewis Shaw's immaculate P-51D Mustang, "Thunderbird".



Kevin Raulie (left) with Thunderbird

Kevin has sort of come up through the ranks at Cavanaugh having flown the Stearman and T-6 before getting into the Mustang.

Corkey Fornof was in his element again telling all about his movie and stunt pilot work. He captivated the standing room only audience at Thursday's forum for over an hour. Corkey also performed a daily aerobatic demo of the Lopresti Fury which is kept at McKinney's Collin

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Local Warbirds *(Continued from page 6)*

County Regional Airport.

Another Mustang, “Miss Marilyn II” owned and piloted by Ed and Connie Bowlin, came in from San Antonio. Connie, with her long ponytail blowing, was flying the Mustang.

The latest news on Red Bull’s P-38 Lightning, which recently completed rebuild at Ezell’s in Breckenridge, is that it made a couple of passes at Aero Country airport and was at Addison the second weekend of August. Stewart Dawson checked out Lewis Shaw in it and some short cross country check flights were made.

I went over to Paris recently... Paris, Texas that is, to check out Flying Tigers Field, a duster strip just East of Paris off Highway 82. I thought about landing my Cessna 140 on the dirt strip but decided that Cox Field in Paris would be safer. This was my third visit to Flying Tigers Field, which is Junior Burchinal’s duster strip, and where he had his collection of warbirds back in the 1960’s and 70’s. His Mustangs, Corsairs, Lightnings, Warhawks, and B-25’s are long gone... Some destroyed and some still flying either in museums or with private owners.

Issac Newton Burchinal, AKA Junior or Burch to most, passed away on January 30 of this year. Junior was a heck of a pilot, giving warbird checkouts, doing stunt work for the movies, and... Hew was an ordained Baptist minister!

The field looks worse, if that’s possible, than when I was there in 2005 to meet with Junior. The museum stuff is locked up in a storage shed, but the Martin 404, N255S, is still parked out front off Highway 82 and CR33010. I was told there are plans to re-open the museum and grade the runway... Just takes time and money!

Back at Cox Field after driving over to Flying Tigers Field, I ran into Sammy Burchinal, Junior’s son. Sammy and I talked about old times, and he showed me around some hangars. He takes care of several classic and antique aircraft kept at Cox Field. He still lives on the Flying Tigers Field property.

Terry Rogers’ A-1 Flight Support restoration company located at Grayson County Airport in Sherman just North of the control tower has several interesting ongoing projects; the Cavanaugh Museums P-51D Mustang, CAF P-47 Thunderbolt, a Staggerwing Beech and an F-86 Saber Jet.

Aviation In The Movies Trivia Question

Sent in by John Phillips

Last month we asked you to identify the aircraft pictured below and name the movie it was from.



The airplane is from a 1951 movie called “No Highway In The Sky” starring James Stewart as Theodore Honey. If you don’t know the movie, you can read more about it here: <http://www.imdb.com/title/tt0043859/>

Ron & Sue Bonnette’s RV-7A’s New Paint

After 2 years of flying, the plane is finally painted. Grady O’Neil of GLO Custom at Northwest Regional Airport did an excellent job, and Sue and I couldn’t be happier. We love the colors and the design. I feel like its finally DONE!!



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***Lil Bruiser* Prepares for First Flight**

By Michael Stephan

I first visited Jay Bannister's project in Midlothian to put it on the scales. Recently, I went back to Eagles Nest to see the first flight of *Lil Bruiser*. Since Jay had no experience flying a Zodiac XL, he asked Scott Severen, of Indus Aviation, to do the first flight.

Shortly after I arrived, Scott and Ed Bandy landed and taxied up to the hangar where Jay was preparing the airplane. Ed Bandy is the demonstrator pilot for Indus, and flying chase for the first flight.

As an observer, this was the second first flight I viewed. My RV8 being the first. Scott and Ed did a thorough study on Jay's plane. It was nearly another airworthiness inspection. They checked engine control linkage, control movements, avionics checkouts and a whole lot more. It took nearly two hours for Scott to get a full understanding of the inner workings of the Corvair-powered Zenair. Then Jay showed Scott the POH explained what rpm to expect at different power settings, weight and balance etc. Once, Scott was satisfied that all things were in order it was time to do some static run-ups.

Jay pulled the airplane outside and tied it down. Scott climbed in and started the Corvair engine beginning the tests. That engine really ran smooth. Next, they tied the tail low and did a few nose high static run-up tests. Everything looked pretty good. The next phase was a few high-speed taxis and a few crow hops.

Out on the runway, Scott fed in the throttle and *Lil Bruiser* accelerated nicely. Then he pulled it back and slowed it down. The airplane tracked nicely. A few more runs and it was time to go to the next level. At the south end of Eagles Nest, Jay's *Lil Bruiser* accelerated, and after a short distance, Scott lifted it off the runway and flew in ground effect for about 500 ft. Then pulled the power and landed softly. He taxied back and repeated it one more time. *Lil Bruiser* could fly.

Scott taxied it back to the hangar area and shut it down. He reported that it was stable and controllable on the short flight. It also tracked straight and was controllable during the rollout as well. But, he chose not to fly it any more that day, because the cylinder temps were near red-line. He did not want to damage the engine. He wanted Jay to investigate and make sure that the cooling was sufficient before he stressed the airplane anymore. Jay agreed, and after a post flight briefing Ed and Scott jumped back in the Indus T-211 and flew back home to Dallas Executive.

Jay is now set to get those temps to stabilize in the green, while at the same get some transition training for his first flight. Then Scott and Ed will return for more flight testing.

Even though the airplane didn't go far, *Lil Bruiser* did prove it could fly. Next month we should have even more information on how the Jay's Bannister's Zenair flies.

UPDATE

On August 14, the day after the initial testing of his Zenair 601XL, Jay Bannister was involved in a crash of the Zenair 601XL that he was getting transition training in (not his). It had a hard landing in a field just east of Shortstop Field in Farmersville. The canopy came open in flight causing the plane to become very difficult to control. Both Jay and the instructor were treated at local hospitals. Jay suffered a serious sprain and some cuts and bruises.

Please keep Jay in your thoughts as he works towards a speedy and full recovery.



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Cedar Mills

By Michael Stephan
 Pictures by George Kilishek

Summertime flying is usually about beating the heat. That is why most of our summer Chapter fly-ins are in the morning and usually to a place for breakfast. The August fly-in was one of those breakfast stops to the new restaurant at Cedar Mills.

On my flight there, I was surprised to find out in the air that I was a few miles ahead of Mel and Ann Asberry. I don't know how I got up that early. But, they did remind me as I passed the Grayson County

airport that they had a new tower frequency. That was helpful. The runway at Cedar Mills was in good

shape, as it always is. I was the first to land, but not the first one there. That honor goes to Charlie Kearns and his girlfriend, who drove in from Lewisville. I was barely out of my plane when Mel and Ann arrived followed by George Kilishek in his RV-8 and then Chris Pratt in his RV-8. That makes all four airplanes RVs and three of those RV-8s. This is my kind of fly-in.

The weather was nice that morning. Not too hot, and the air was smooth. We waited for a few more minutes, met Jon Burns and his son, then headed down to see the new restaurant. I enjoy that little walk through the hills down to the water.



The new restaurant is terrific. It is much bigger than the older one, and very nicely designed. There are two large eating areas and a bar area. There is also a patio area for those wanting to eat in the fresh air. They were also serving a breakfast buffet, which several of us enjoyed. The food was delicious. Cedar Mills is on my short list of places to fly to for good food.

As the temperature outside started to rise, we knew it was time to fly back. It was a nice ride back. I detoured over Shortstop in time to see Mel land. Then I flew back to Grand Prairie. I put the airplane in the hangar and cleaned the summer bugs off. Looked at my watch and it was time for lunch. Nice timing. I really enjoy those early morning summer fly-ins.



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WHATEVER IT TAKES TO KEEP YOU POWERED UP

Upcoming Events

September is one of the busiest aviation months in Texas. The heat is declining, so pick out a few events and make sure you attend. Better yet, go to numerous events then write an article about it for the newsletter!

When: Saturday September 20

Where: Meet at McKinney (KTKI)

What: Join us for a day of Fun, Food, Flying... and a chance to win some great prizes! TKI-?-?-?-TKI Prizes for 1st, 2nd, 3rd, and worst hands! Hamburger Cookout after the Poker Run! Registration at Pete Huff's MHOA hangar on the Northwest corner off Taxiway C 9:00 AM – 9:30 AM \$5 per hand – Play as many hands as you wish

When: Friday-Saturday September 19-20

Where: Sulphur Springs Municipal Airport (KSLR)

What: Surf and Turf - Overnight camping, cookout, meals, and a movie. This event coincides with the famous Hopkins County Stew Contest.

When: Saturday September 27

Where: Greenville Municipal Airport

What: Chapter 914 is trying to restart the chapter and can use some support. They are having a pancake breakfast. Enjoy pancakes, sausage, coffee, juice, and one of the lowest av gas prices in North Texas.

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: 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.

New Info Not So Easy To Find

By David Cheek

How do you know if a new control tower is operating at an airport such as Grayson county? It will be shown on the new sectional when it comes out, but the tower is operating now and has been for several months. I knew sectional was not yet showing it, and my Garmin GPS with current database, 2008 cycle 8, showed the tower frequency and a class D airspace ring. How confusing.

The first place to check is notices to airmen NOTAMS. I just checked this morning August 25, and could not find any notams on the Grayson county control tower. NOTAMS are normally canceled when the information is published. So, the information must be published somewhere.

The airport facility directory is the usual place you look for this information. The individual airport entry for Grayson county airport has the correct Common Traffic Advisory Frequency (CTAF) but does not really say anything about a control tower or class D airspace or operating hours. It turns out there is another part of the facilities directory that describes changes to Sectional charts. This is called sectional updates and changes and is near the end of the book, after the individual airport listings. There you will find, under the "Dallas Fort Worth sectional" section, the location and size of the new class D airspace that was created for this new obstruction. Who knew?

The Great SPOT Giveaway At Oshkosh

By David Buono

SPOT Inc was giving away a free device (\$150 value) to anybody that signed up for a year of service (\$150). I made my way over there on Saturday and picked up my SPOT tracker, and the deal was as advertised.

I've used it on one flying trip and a few motorcycle rides so far. It is nice to have and can be used in a variety of ways. Even though it's a first generation device, it works as designed and there are no bugs that I've heard anybody complain about. With that said, I feel like this technology has so much room to grow, it could become an exciting field to watch as competition is sure to come about and major companies like Garmin get into the game.

I will do a more comprehensive review once I've had more experience with it. More info at <http://www.findmespot.com>

Classifieds

Hangar Space At Addison I'm looking for potential partners to buy a hangar at Addison Airport. Construction on the new hangars began earlier this year and finish in mid 2009. I have a guaranteed hangar, but payment to keep my spot is due soon. 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



SafeAir1

Extended Range Tanks	Monte McDavid
Trio Autopilots	Tony Munday
Dynon Avionics	817-939-2695
Pitot-Static Kits	www.SafeAir1.com
Installation Services	

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

Experimental Aircraft Association

Dallas Chapter 168
PO Box 168
Addison, TX 75001-168

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:
EAA Dallas Chapter 168
PO Box 168
Addison, TX 75001-0168

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

National EAA Membership:
1-800-JOIN-EAA (564-6322)
Phone (920) 426-4800
Fax: (920) 426-6761
<http://www.eaa.org/membership/>

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

City: _____ State: _____ Zip: _____
Phone (Home): _____ (Work): _____
Email Address: _____
EAA#: _____ Exp Date: _____
(Chapter 168 membership requires national EAA membership)

Pilot/A&P Ratings: _____

I am interested in helping with:

Fly-Ins	<input type="checkbox"/>	Programs	<input type="checkbox"/>	Newsletter	<input type="checkbox"/>
Young Eagles	<input type="checkbox"/>	Officer	<input type="checkbox"/>	Board Of Directors	<input type="checkbox"/>

Plane, Projects (% complete), and other interests:

