

HANGAR ECHOES

APRIL 2009



Half Car - Half Plane - FIRST FLIGHT!

By David Buono

When I saw this news story this past month, I casually skipped over the headline. There's been so much talk over the past 10 or so years about flying cars, I've become almost numb to news of the latest, greatest idea somebody has about making a vehicle street and air legal. A few days after nonchalantly skipping over the article, a friend of mine emailed me the link and said I should check it out. To my surprise, a vehicle called "The Transition" took to the air for the first time after enduring almost a year of road testing.

The Company, Terrafugia, was founded by 4 MIT grads all with private pilot licenses. Their goal from the beginning has been very clear. They set out to design a vehicle



EAA Chapter 168 ★ Dallas, Texas

that could legally be driven on the road as well as legally fly. Since founding the company, they have put together a highly experienced management team to help guide the company. Make no mistake, this is not a couple of college kids fiddling with design software in their dorm room.

Having a vehicle that can drive and fly is one huge step for aviation, but how marketable is the design? Will anybody actually buy this thing? The creation of the LSA pilot's license and airplane category is a big deal for this company. The Transition will be LSA compliant by the

time it's certified, which is their goal right now. They have no plans to offer an experimental version at this time. Their plans call for a 2011 date for the first cus-

(Continued on page 5)

April 1 Chapter Meeting

The April Chapter meeting will be on **WEDNESDAY** April 1st. 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 speaker for this month is Chapter 168's own Rich Graham. Rich is a retired SR-71 pilot and current CFI. Rich has spoken numerous times to the chapter about his experience flying WAY above the Earth in an SR-71 and has written multiple books on the subject. This month, though, he's going to be speaking about a subject scarier than flying at 60+ thousand feet over enemy territory... He will be speaking about his experience as a CFI and how it is sometimes scarier than facing enemy jets!

April 25 Newsletter Folding - SATURDAY

This month's issue of Hangar Echoes will be folded on **SATURDAY** April 25th at 9:30am at the hangar of Norm Biron at Denton Municipal Airport (KDTO).

Directions to Norm's hangar are as follows:

The Denton airport has a single runway 17/35, 5999 X 150. The tower is located at midfield on the east side of the airport. The 3 large hangars just south of the tower belong to Business Air. Business Air also has two rows of T hangars behind the 3 large hangars. My airplanes are in hangars 17 and 40 in those T hangars. The hangars are accessed from taxiway H located between the 3 large Business Air hangars and US Flight Academy. There is plenty of aircraft parking in front of the tower or in front of the US Flight Academy hangar adjacent to taxiway B. It's a short walk from taxiway H to the alley between the two rows of T hangars where my hangars are located.

If you're driving, take the Denton airport exit from 35E and drive west. The road will end at the airport between the control tower and Business Air. As you enter the airport, the two rows of T hangars are on your left but you need an access card to open the gate to get to them. You can park in the parking lot in front of the tower. Business air can open the gate for you or you can call me on my cell 469 964 6801.

April 7 Board Meeting

The BOD meeting will be held on Tuesday April 7 at the Farmers Branch Library at 7:00 PM. The minutes from the March BOD meeting recorded by Michael Stephan are as follows:

Directors In Attendance: Brad Roberts, David Cheek, Jay Bannister, John Phillips, Glenn Snyder, Sam Cooper, and Michael Stephan

Notes:

- Brad gave the financial report
- 2 new members joined in March
- Upcoming Young Eagles events were discussed
- Aerospace Airport in Dorchester, TX was discussed as a possible future fly-in destination

April 4 Chapter Fly-In

This month the chapter fly-in is heading "north of the border" to Ardmore, Oklahoma (KADM). Ardmore is home to the one and only Blue Pig Barbeque, which is a chapter favorite.

Ardmore is one of the larger airports we fly into for a chapter event. It has 2 runways with the smaller of the 2 being over 5,000 feet long and 100 feet wide. A control tower helps make sense of it all as they attempt to keep everything orderly. Ardmore is only 80 or so miles directly north of the Metroplex, so it's a short flight even for the low and slow guys. Fly your ultralight there!

The plan is to meet on the ramp at 11:30am for lunch at the Blue Pig. If you're curious as to what's on the menu or prices, you can check all that out at <http://www.bluepigbbq.com>



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From The Desk of the President

March was a busy month, but we were still able to get in some good flying time. Business took me to the West Coast during the first week, and our office in Newport Beach is just a few blocks from the John Wayne/ Santa Ana/ Orange County Airport. When flying in, I'm always amazed at the hundreds of general aviation aircraft parked on the ramp on both sides of the airport. I was talking to one pilot who has a Debonair, and he said hanger space is so scarce and expensive that there really isn't anything else you can do but tie it down outside. Hanger rentals of \$500 to \$1200 per month are not unusual. Also noticeable were the large number of "For Sale" banners hanging from the props. Go figure!

On the bright side, the second week of March took us to Lake Wales, Florida, where we had arranged with Adventure Seaplanes to rent a Cessna 172 on floats for 4 days of seaplane flying. Adventure Seaplanes is an outfit out of Lino Lakes, Minnesota, and they bring a couple of planes down to Florida for the winter and offer instruction, solo rentals, and for the non-pilot, seaplane rides. On Sunday, we were able to attend the 17th annual South Florida Seaplane Fly-in at the Sunset Grill on Lake Jackson, just North of Sebring. It was a picture perfect day, and as we taxied out after lunch Mary Ann counted 22 seaplanes on the beach.



Back at home, we hope you will join us at the April Chapter meeting on Wednesday, April 1st. Rich Graham, Col., USAF (Ret.) and local CFI will be our guest speaker. The Blue Pig BBQ in Ardmore, Oklahoma, is the destination for the April 4th fly-out so put it on your calendar and join in the fun, fellowship, and food, with your fellow Chapter members.

Love Life and Fly Safe
Bruce

Use Your Cell Phone for More Than Just Calling the Flight Briefer

By Michael Stephan

In the past I used a very simple cell phone (that is an oxymoron). Since AT&T was subsidizing the initial cost, I recently purchased an iPhone for some of its extra capabilities. Since then, I have been evaluating the expanse of third party applications. I want the capability that I have connected to the net at home to be available to me at the hangar and distant airport destinations. With my new phone, all that fits in my pocket.

Airport information and weather are the most important things to know before taking to the air. My choice for some of that information is a website called Navmonster.com. It has a format, navmonster.com/mobile, that is sized for mobile phones and uses the phone's web browser (you have to have a data plan for your phone to have internet access).

On your phone, navmonster gives you airport information as well as the metars and the local area forecast decoded. It also links to other sites for local hotels, eateries and the fuel prices. It also links to sectional charts of the area. The navmonster pages are formatted for your phone, but when it links out to other sites that are not formatted that way, scrolling around becomes somewhat cumbersome.

The standard version of the navmonster.com website has a very nice flight planner. It is very easy to use and although it doesn't have all the features of the EAA planner or the AOPA planner, it is very simple and clean for those wanting a quick way to plan a flight. My first pick for flight helpers is navmonster.com, so check it out.

My second favorite is one that only runs on the iPhone. I hate to exclude those without iPhones, but for those that have one this is a good one. It is called AeroWeather and can be found in the app store. AeroWeather collects and decodes the current metars at local airports and displays them on one screen. That gives me an instant summary of the local conditions on the surface. Many go/no-go decisions have been made with that handy bit of information. I like it because it is a quick and easy one button push.

So if your cell phone is used only to call the Flight Briefer, you are missing out on much of the capabilities that these devices offer. If you have favorites to add, let me know so we can share that one as well, or you can write it up and send it in.

Winds Aloft

By: David Cheek

Ever wonder how the winds aloft forecasts are produced? Most of you know that upper air measurements are taken twice a day at many locations. One of those locations is in North Fort Worth at the national weather service office, just south of loop 820 and west of the Beech Street exit on the north side of Fort Worth. Many years ago, when this regional national weather service office was in downtown Fort Worth, the upper air measurement was taken at the old Stephenville, Texas radar site. When the weather radar site was moved to Spinks airport, the upper air data measurements were moved to the main weather service office, which had moved to its present location in the 90's.

The process of measuring the upper air involves sending a helium filled "weather balloon" up with an instrument package that measures both wet and dry bulb temperature and pressure. The position of the package is determined by various methods. In the past, it was radar tracked, which is why the measurement was taken at an established radar site. A few years ago, the radar tracking had really advanced and could be separated from other radar operations. There is a separate two story building at the NWS site that contains all the balloon equipment. It appears that the radar tracking equipment is no longer used, because the packages have been redesigned to use GPS signals to determine location.

Twice a day, at 6 AM and 6 PM during daylight savings time, a person walks over to this building and prepares and releases a balloon with the telemetry package. The balloon is about three feet in diameter and the data gathering package is suspended from a 100 foot rope. The entire process takes less than 10 minutes. If you are there on the hour, you should see the entire thing. During south winds, the balloon drifts over loop 820 at less than 1000 feet. It should be easy to see if you look. On a normal day it is inside the class B airspace pretty soon, but it may drift over Alliance airport, Hicks or even northwest regional, depending on the wind. If you are flying through that area around 6 AM or PM during daylight savings time, or 5 AM or PM during standard time, watch out for the balloon and DO NOT fly under them, due to the package being 100 feet below the balloon on a rope.

This is one of the few weather data gathering processes that still require little human intervention. The surface observations, which for the majority of the raw data that we see as pilots during briefings, are taken by automated instruments. This upper air data is necessary to understanding the stability of the air and detecting and measur-

ing the strength of inversions that limit weak convection or vertical air motion. You should also know that smooth air is located above this inversion layer.

The data from many upper air observations are put together to produce many forecast products, one of which is the winds aloft forecast. This upper air data is also critical to forecasting convective weather or thunderstorms. It is interesting that the raw upper air data, unlike raw surface observations, is almost never seen by final users, but is processed in to forecast products. The most basic form of this observation is the "Skew T log P diagram", nobody outside of weather professionals see it. It predicts a lot about the potential for severe storms. Soaring pilots use a processed form of this data to estimate the quality of thermal lift such as strength and top of lift.

Some of the more advanced products (such as moisture and stability charts) are used to help show locations where thunderstorms may form. Other charts taken from these upper air observations are the constant pressure charts, which are similar to surface charts but plotted at constant pressure levels. The most common charts that we might use are the 850 millibar chart (about 5000 feet), 700 millibar (10,000 feet) and the 500 millibar chart (18,000 feet). These charts are still available on some weather briefing services, such as DUATS, but have not been taught to any except professional pilots for a few years.

If you are around north Fort Worth near 6 PM, consider having a look at the activity that leads to your wind aloft forecast. You can park on the side streets and watch the fun.

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Half Car - Half Plane *(Continued from page 1)*

tomers delivered vehicle, and that plan is realistic at this time according to the company.

In flying mode, the plane will cruise around 115 mph on about 5 gph. That is certainly respectable within the LSA category. With a 20 gallon fuel capacity, that will give it about a 460 mile range or about from Addison to St Louis. It has a useful load of 430 lbs, so with full fuel, you'd be able to carry about 310 lbs in the cabin. That calculation is assuming 6 lb/gallon for the fuel, but I auto gas is slightly heavier than aviation fuel I believe.

That leads us to how the vehicle performs on the road. It burns regular auto fuel, so trying to find leaded fuel with the vehicle is not an issue. It claims to get 30 mpg at 65 mph, which is obviously good for any car, no matter if it can fly or not!



The minimum recommended runway length for takeoff and landing is 2500 feet, and takeoff performance does not appear to be great. The listed takeoff distance over a 50 foot obstacle is 1700 feet. If you compare that with the popular Flight Design CT, which claims 762 ft needed to clear the same 50 foot obstacle, you see that the Transition isn't a stout climber. However, the wings fold in 30 seconds with the flip of a switch, and you can drive it on the road. I'd like to see the CT try that one!

It'll be front wheel drive with continuously variable transmission when on the road and will be powered by a 100 hp Rotax 912S engine. The power from the engine is directed to the wheels or propeller depending on what mode it's in.

So you say you want one? They are taking \$10,000 refundable deposits now to reserve a delivery slot. They estimate the final sales price to be \$194,000. You can find more info on their website <http://www.terrafugia.com>

Pictures and performance data from Terrafugia's web site

Cessna LSA Program Setback

By David Buono

Cessna's program to certify their entry into the LSA market, the 162 SkyCatcher, suffered another setback in early March. On March 19, they destroyed their second aircraft in 6 months, which leaves them with no prototype to test with.

Back in September, a SkyCatcher was destroyed when it couldn't recover from a power on spin test. The BRS parachute failed to deploy, so the test pilot managed to get out of the spinning airplane and parachute to safety. This event led to Cessna enlarging the tail surfaces of the airplane.

A different pilot was flying on March 19, when the plane got into an uncontrollable situation according to Cessna. The BRS parachute was deployed, and the pilot was uninjured during the landing. The cause of the crash is under investigation.

Cessna hasn't said what their plans are for building another test aircraft or what these 2 crashes will do to their planned delivery dates that are supposed to start later this year. Stay tuned for more info.



Flight Testing

By: Brad Roberts

So I finished my RV-7, received the airworthiness certificate from Mel, and made it through first flight. Now I'm ready to just climb in and fly to all those places that I built it to go in the first place. Wait! Not so fast. One of the most important phases of the homebuilding process must be accomplished first: Flight Testing. It is this phase of the process that takes the project from being a completed machine to being an aircraft that is safe, reliable, and predictable. It allows time to work out the bugs, break in the engine, and calibrate the instruments. And, it provides me the opportunity to become more proficient in this particular aircraft before taking friends and family as passengers.

Since the engine/prop combination on my airplane is not type-certified, the flight test period is 40 hours. The flight test area is a 75 nautical mile radius which must include Grand Prairie (KGPM), where the plane is based. After discussion with Mel, we established the center of the test area at Mexia (KLXY). This allows me to fly as far south as College Station (where my daughter is at A&M) and as far east as Tyler. Grand Prairie is well within the northern boundary.

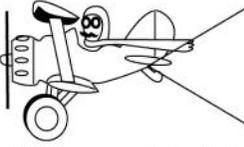
I am using two sources as guides through the flight testing process. The first is FAA Advisory Circular 90-89A, "Amateur-Built Aircraft and Ultralight Flight Testing Handbook". This was downloaded directly from the FAA's website and covers all the bases from selection of an airport, taxi tests, and first flight to the full flight testing program. It's actually entertaining to read and gives down-to-earth recommendations that are very helpful. It seems out of character for the FAA, being a governmental organization, to publish this type of document, but I'm glad it's available. The other source is Van's construction manual, which includes a section on flight testing. The recommendations here are more directly related to the RV series of aircraft and provide specific guidance on testing and correcting RV flight characteristics. The combination of these documents from the FAA and Van's make for a very complete guide to making sure the aircraft is thoroughly tested.

I am now about halfway through the flight test program. The instruments are calibrated, although a little tweaking is still going on. I have performed power-off stalls, but will put off the power-on stalls until I have a little more experience with the plane. I have tested slow flight characteristics as well as pitch and direction stability. By the way, the plane flies great! Van's aircraft are certainly designed well and display few negative issues, especially

for high performance sport planes.

So, what have I learned? First, plan the flight before making the flight. It's easy to get caught up in the enjoyment of flying and put off the testing. Make up test cards to predetermine the goal of each flight and then perform those tasks first. The rest of the flight can be used to relax and enjoy the experience. Second, correct any squawks before the next flight. The program goes a lot better if corrections are made as soon as possible. Third, rely on the resources of other EAA members and experienced pilots. I thought my plane was going to come apart this past week when I experienced a low frequency shimmy in flight. After talking to Mike and Mel, I discovered that my tires are out-of-round from sitting so long in my shop and the airflow will sometimes keep them turning in flight, causing the quiver in the airframe. Simply touching the brakes makes it go away.

My goal is that, at the end of the test program, I will be a more skilled pilot and will understand the flight characteristics of this particular RV-7. Even though there are many RV's out there and they all have similar flying qualities, I want to know mine really well. Then I can move on to the next phase of this homebuilding experience and enjoy traveling with family and friends to all those destinations for which it was built to take us.



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WHATEVER IT TAKES TO KEEP YOU POWERED UP

Local Warbird News and Updates

By: Glenn Snyder



Chris Keating (*above*) at Aero Country Airport, is seen running up his Yak 52 after having worked on it for over a year getting it back into flying condition. FAA airworthy inspection, taxi tests, and first flight may occur as this goes to press. Aero Country was once known for its large Yak population due, in part, to the late Les Crowder.

Many North Texas residents had the opportunity on the second weekend in March to see the Liberty Foundation's B-17G, *Liberty Belle*, flying locally out of Addison Airport. This surviving B-17 is owned by the Liberty Foundation in Douglas, Georgia. The foundation relies on donations and contributions to help defray the high operating and maintenance costs. Rides were available over the weekend. The Dallas stop was part of a nationwide tour.



Liberty Belle - Photo by Andrew Hughes

The Cavanaugh Museum's P-40N Warhawk was in Arizona recently for an air show and heritage flight. It is still

stranded there after metal pieces were found in the bottom end oil pan of the Allison engine. The metal pieces were discovered after the heritage flight and prior to its flight back to Addison. The Warhawk will probably be trucked back to Addison. Sounds like an engine overhaul is in the making.



Cavanaugh's P-40N Warhawk

Oklahoma City's Dr Brent Hisey, owner of the P-51 *Miss America*, got his Douglas AD Skyraider into the air for the first time at the end of January. A two year restoration was undertaken at the Wiley Post Airport in Oklahoma City. Brent also owns an L-39 Albatros.

Pacific Prowler, a B-25 owned by Jim Terry, is at Fort Worth Meacham Airport. This North American Mitchell is part of the expanding Veterans Memorial Air Park Museum. More on happenings from Meacham in a later update.



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Pacific Prowler - Photo by Vance Walton

Kezer Fly-In Last Month

By David Buono

Last month's chapter fly-in was to Kezer Air Ranch (61TE) in Springtown, Texas. The weather was far from ideal, as the low ceiling and high winds conspired against general aviation. One brave soul piloted a plane into Kezer that day, and that one person was David Cheek. Two other chapter members did make it that day. One was a passenger in David's plane (Jim Carney), and the other made it by land on his trusty Kawasaki (me). The Kawasaki handles the crosswinds much better than the Cardinal I've been renting, so I decided to take it instead of flying.



As you can see by the above picture, the winds were tricky to say the least. I took this picture of David Cheek's 172 on final when he was about 100 feet off the ground. It looks like I could be standing on the runway since his nose is pointed right at me. If I had to guess, though, I'd say I was about 30 degrees off the runway. I'm sure David was all over the controls to keep a stable approach, but his landing was picture perfect despite the high speed and variable direction winds that day.



You can see the windsock in the above picture straight

out and pointing about 30-45 degrees off the runway. Add to that Kezer's 2400x20 runway, and I'm sure it was a challenging landing, to say the least.

After David and Jim made the short walk across the runway, we headed through the field for lunch at the Wild Onion, which just recently reopened for business. The first thing I noticed as we started across the field, was that it's not just a field anymore. A house has been built there since the last time I was there. The house didn't look occupied yet, and there is still plenty of room to walk around it without trampling the yard.

We were seated in the mostly empty restaurant and started to peruse the menu. They were out of a couple of things, including the much talked about chicken fried steak. After a short debate, we all ordered. When our food arrived, it wasn't exactly right. A steak that was ordered medium rare looked more like well done. The new manager quickly apologized for the mix-up and offered to replace the steak. In the end, the steak was eaten, but the manager ended up taking it off the bill.

I, personally, was really looking forward to dessert. Peanut butter pie is my favorite, and I knew they made it there. When it finally came time to order dessert, I could barely wait for the waitress to finish her "would y'all like dessert" question before blurting out "PEANUT BUTTER PIE!" It wouldn't be this day, as they were out of that. I would settle for a piece of chocolate cake, which is not a bad backup plan, if you ask me. When the cake arrived, it felt like a brick. I'm not sure how long it was in the fridge, but it was far from fresh.

Although this trip to the Wild Onion wasn't the greatest experience, I'm willing to give it another chance. A lot of the staff and the manager all seemed pretty new. Maybe once they get a little more experience under their belt, things will improve.

Back to the airport we trudged, and off David and Jim went. They were airborne before the runway hump, and I watched them until they were out of sight. I jumped on my ride home, set the GPS for Hicks Field in Fort Worth, and off I went via the land route. As much as I enjoy the motorcycle, I can't wait to actually FLY to one of our fly-ins in my plane. Somehow, I think that would have made the food taste better!

Trip Report - Hot Springs, AR

By David Buono

This past weekend, my wife and I had a plane rented with no real destination in mind. We reserved it about a month ago and just thought we'd find some place to go. We looked at a few different options, but we ultimately decided on Hot Springs.

The plan was to be there in time for a late dinner on Friday night and return on Sunday. By the time my wife got out of work, we packed up, did one last weather check, got the kids (dogs) to the kennel, pre-flighted, and finally took off, it was about 4:45pm. An hour and 30 minutes later we were on the ground in Hot Springs.



The airport in Hot Springs sits right on Lake Hamilton and has 2 intersecting runways (5/23 and 13/31), and they are both plenty long (6595 ft and 4099 ft). Two of the runways have right hand patterns due mainly to

terrain. No tower in use, so what's the last thing you want to hear on the ASOS? How about "wind, light and variable"??? There were 3 planes announcing X miles

out, 2 on the ground trying to take off of 2 different runways. I had to do some non-standard maneuvering, but eventually I was lined up for final on runway 5. I landed and got out of the way as fast as I could!

By the time we got to the hotel and checked in, it was time for that long awaited dinner. We had a drink at the hotel before heading out on the town. Finally around 8pm, we were out the door. Within 100 yards of the hotel, we were greeted by a gentleman that tried to get a dollar from us to "help him buy eardrops for his kids." After that encounter, we joined a little crowd that was headed the same direction toward downtown.

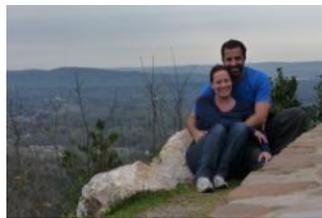
Upon arriving downtown, we were a little disappointed to find not many restaurant options. After picking one, we sat there enjoying some adult beverages while enjoying the unique and eclectic crowd. We finally called it a night.

After a quick breakfast at the hotel, we headed for downtown. We strolled through a few shops, a few "bath houses", then we started our 5 mile hike around the mountain, which we finished around 3pm. After getting back to the hotel around 3:30, we honestly felt like we had nothing else to do. So we decided to check out a day early and head home.

The flight back was uneventful, and it was great to be back home in our own bed. We weren't really that impressed with Hot Springs as a travel destination. Because we've heard good things about it, we're going to give it another chance at some point. But with all the great places to see, I doubt we'll make it back to Hot Springs any time soon.

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If you've been there and loved it, I want to hear from you! What did we miss? Email me at david.buono@yahoo.com or grab me at a meeting.

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Upcoming Events

When: March 26-28

Where: Addison, TX (KADS)

What: Parade of Planes - FLYING Magazine's Parade of Planes is a regional aircraft sales expo that showcases many airplanes. Exciting new aircraft ranging from light sport to light turbine will be on display. A Buyer's Resources team of finance, tax and insurance specialists is available to answer questions. To learn more and to pre-register for an event, visit www.paradeofplanes.com

When: March 25-27

Where: Palestine Municipal Airport. (KPSN)

What: Wings of Freedom Tour - B17, B24, and P51's - The Wings of Freedom Tour brings historic aviation to your community! Tour through the authentically restored aircraft or take a flight aboard for the ultimate immersion in history! To Reserve a Flight Experience Slot, Call 1-800-568-8924 Contact: The Collings Foundation 978-562-9182. More info at <http://www.collingsfoundation.org>

When: Tuesday March 31, 7pm

Where: Dallas Executive Airport (KRBD)

What: Garmin Aviation Seminar - Garmin aviation seminars are presented by Garmin Aviation Regional Sales Managers. These seminars focus on the operation of Garmin's latest generation of panel mount products, concentrating on their actual in-flight utility and culminating with an overhead projection of what you would see in your cockpit while shooting an IFR Approach. This

seminar will highlight the features & benefits of the G600 & G696 family of products. Refreshments and door prizes will be provided.

When: April 4-11

Where: Marfa Municipal Airport (KMRF)

What: Texas Glider Rally - Sailplane pilots from across the USA gather at Marfa Airport near the Davis Mountains in southwest Texas to attempt glider altitude and distance records by soaring in wave and thermal lift. Aerotows daily from MRF. Introductory glider rides and lessons available by appointment. More info at <http://www.flygliders.com>

When: April 21-26

Where: Lakeland, Florida (KLAL)

What: Sun n Fun

When: Saturday May 9

Where: Pecan Plantation (OTX1)

What: Pecan Plantation's spring fly-in. This event has grown in popularity and is always well attended. More info available soon.

When: Saturday May 9

Where: Corsicana Texas (KCRS)

What: 11th annual Corsicana Air Show - Sponsored by the Coyote Squadron, a unit of the Commemorative Air Force. The Corsicana airfield was built as a training facility for World War II pilots, and this year we celebrate that heritage with "A Gathering of Trainers." We'll have WW II trainers from all over the country, and we'll have static displays of, and flying demonstrations by, a variety of aircraft. Come by to see how your forefathers learned to fly their airplanes in WW II. There will be formation flying by flying clubs, raffles for airplane rides, demonstrations of radio-controlled aircraft, displays of classic cars, and food concessions. Be sure to visit the Corsicana Field Aviation Heritage Museum in the terminal. Kids love the show!! Gates open for static displays at 8:30 and the show begins at 10 AM. Admission is \$5/person or \$10/carload; veterans are admitted free. Bring your kids and your lawn chairs for an entertaining and informative day. More info at <http://www.coyotesquadron.org/>

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Grand Rapids EFIS - I have a Grand Rapids Horizon WS EFIS for sale. I also have a GPS module that will fit most GRT equipment and an ARINC module that will fit most of their stuff. Equipment has 6 hours on it, was in a minor accident, and has been "re-certified" and updated to current software versions by GRT. There is no AHRS included in this equipment. Make me an offer. New cost is \$2875 for all 3. Contact Dave at 214-986-4497 or 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.

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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

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