

HANGAR ECHOES

MAY 2009



RV-8 N122MR First Flight

By: Marvin Brott

On Saturday March 21 at 9:25, another RV took to the air for the first time at Aero Country. Congratulations go to Richard Wingfield for the tenacity to get this RV-8 built and making the first flight. The engine ran very smooth according to Richard (he compared it to a turbine) and the plane flew straight and level. Jeff Hanson did not get the opportunity this time to make the first flight since Richard was more than qualified. But, Jeff did fly chase in his RV-4 with Mary Wingfield in the back seat. This was unique experience since the wife rarely gets to see her husband up really close on his first flight. Thank goodness we got Jeff that formation training in the Air Force. There have been a few issues since the first flight, but all have been resolved quickly. His

EAA Chapter 168 ★ Dallas, Texas

RV was about the 6136th and 869th RV-8 to fly. What a success story for Vans Aircraft and also for Richard. Let me provide you with the story of N122MR.



Richard (l) and Marvin (r)

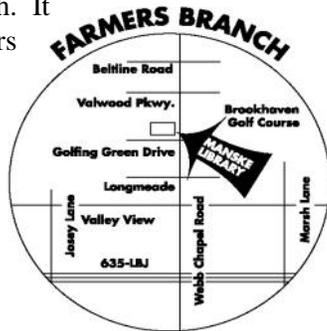
It all started, at least for me, at lunch time in the check out line at the McKinney Market Street's food court. This guy comes up to me and asks, "Are you Marvin Brott with the RV-8?" He introduced himself as Richard Wingfield, and he had just received his tail kit for an RV-8. While on my way to the table, I remembered the name Richard Wingfield, but could not figure out from where. Then it donned on me that

Don Christiansen was always talking about Richard as they shared a hangar at Lancaster. Late in 1990, Richard

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May 5 Chapter Meeting

WE ARE BACK TO OUR “NORMAL” TUESDAY MEETING SCHEDULE! The May Chapter meeting will be on **TUESDAY** May 5th. 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 David Buono. David is a licensed skydiver and will be talking to the chapter about what it's like to jump out of an airplane. There will be lots of video and pictures to go along with gear demonstrations. Learn how skydiving started, where it is today, and where the sport is headed.

If you've ever wanted to jump out of an airplane or wondered why in the world somebody would do such a thing, come out to our May meeting and find out!

May 23 Newsletter Folding - SATURDAY

The chapter's next newsletter folding will be held on SATURDAY May 23 at the Ron and Sue Bonnette hangar on the field at Mesquite (KHQZ). The plan is to meet around 9:30 at the hangar for coffee and doughnuts. As has been the case on previous Saturday morning get-togethers, a group usually piles into a few cars and heads for lunch somewhere around noon also.

Their hangar is number 60 and is located south of the FBO just before the newly constructed hangars.

The hanger door faces south, and the hanger is on the end closest to the runway. Ron will push his RV-7A outside so it can help everyone locate the hanger. There is lots of space for parking planes or cars.

If driving, enter the airport and drive south past the FBO, continue until you reach the new hangars and turn left before dead end. There are no locked gates to go through, so you should be able to drive to the hangar with no problem.

If you have any questions or need directions, call Ron on his cell 214-908 4916.

May 12 Board Meeting

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

Directors In Attendance: David Buono, John Peyton, Bruce Fuller, Mel Asberry, Ann Asberry, Norm Biron, Frank Prokop, Brad Roberts, David Cheek, Jay Bannister, John Phillips, Sam Cooper, and Michael Stephan

Notes:

- The chapter received a thank you letter from the Friends Of The Farmer's Branch Library for our recent donation
- Brad gave the financial report
- Future chapter meeting programs were discussed
- Future fly-in destinations were discussed
- Future newsletter folding hosts were discussed
- There were 26 people at our April general membership meeting

May 9 Chapter Fly-In

The weather has been warming up lately, so that can only mean one thing: It's flying season again! Now if we can just get a day with manageable wind speeds, we can actually fly!

This month's chapter fly-in coincides with Pecan Plantation's spring fly-in, so we are making that our destination for May. The fly-in goes from 9:30am to 4pm. This fly-in is always well managed and well attended.

As with any busy fly-in, use good pattern entry and flying techniques, have your radio tuned into the CTAF early, and of course, keep an eye out for other airplanes. Once on the ground, they usually have "ground controllers" that will help you get parked.

Hope to see you there!

Carol Walker
 FAA Designated Pilot Examiner



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From The Desk of the President

The aviation fly-in season is well under way now that the 35th Sun-N-Fun is in the books. Although attendance was down a bit this year, attendees had a near perfect week to enjoy everything aviation. There are no less than three more major fly-in events leading up to AirVenture 2009 to be held July 27th-August 2nd in Oshkosh.



It is understandable if pilots are flying less these days, due to the economy, but for those who feel they need a little motivation to break the surly bonds, you really need to read the story of Jessica Cox in the April 2009 issue of Sport Aviation - enough said!

Join us May 5th at the Membership meeting as our own David Buono presents Adventures in Skydiving, or something like that, and fly-out to our next fly-in to Pecan Plantation on May 9th. Don't forget to mark your calendar for the June 6th picnic at Mel and Ann Asberry's. This is a fly-in or drive-in annual event that draws a great crowd.

In the mean time, Love Life and Fly Safe.

Bruce

Notice To CH-601XL Owners

By Mel

The NTSB has recommended that all CH-601XL aircraft be grounded until the designer can determine if the aircraft is subject to aerodynamic flutter. There have been six in-flight structural breakups killing a total of 10 people.



Aerodynamic flutter -- a phenomenon in which the control surfaces of the airplane can suddenly vibrate, and if unmitigated, can lead to catastrophic structural failure -- is suspected as the cause of the in-flight breakups.

The board also found two other areas of concern. The NTSB says stick force gradient -- a measure of the force applied to the control stick and the increase in lift that results -- was not uniform throughout the range of motion, particularly at high vertical accelerations or G forces. "The lessening of the gradient at high Gs could make the airplane susceptible to being inadvertently over-controlled by the pilot, which could create a condition in which the airplane is stressed beyond its design limits leading to an in-flight structural failure."

The NTSB also noted problems with the airspeed indication system were identified.

"Errors with the correlation between the actual airspeed of the airplane and that shown on the instruments in the cockpit could result in the airplane being piloted at airspeeds exceeding design limits, which could compromise the plane's structural integrity. While the airspeed indication issue has not been linked to any accidents, the Safety Board believes that this is a safety-of-flight issue that should be corrected."

Even though this is primarily aimed at the S-LSA 601XL, the basic problem is with the design so it is applicable to the amateur-built versions as well.

Let's be SAFE out there!



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**Tammy Roberts
Warehouse Manager**

N122MR First Flight

(Continued from page 1)

gave up a 1952 Cessna 170 and purchased the first RV-6 built in Texas (N320TX). It was an award winning RV that many of us remember. Early in 1997 he sold it to Gary Green in McKinney. Richard went on to restore a beautiful M model Bonanza, and sold it in December 2001. He had to have another Bonanza, so he got a G model the next year. By 2005, he had experienced most of the down sides of owning certified airplanes, so it was time for another experimental. Not an uncommon story today. When Richard got to the table he asked if I would come by and take a look at the tail-kit. I was thinking inspection once he had built it, but he was thinking about me answering some questions on how to build it. Anyway, the next day I went over to his house to take that look. Yes indeed it was an eight tail, and I started answering questions and helping. Before I knew it most of the day had passed away. It was the beginning of the so-called "perfect set-of-conditions" for getting this RV-8 into the air.

The first domino in the chain was our personalities and interests matched, and what he wanted in an RV matched my idea of an RV. Second, I had just finished a 66 Ford restoration, so I had time on my hands. Third, Richard lived just minutes from my house and Aero Country airport. Over the next three years we built this RV-8 together. Richard jokes today that maybe I should have gone home for lunch that fateful day.

Spending so much time at his house gave me the opportunity to really get to know his wonderful family. His wife, Mary, was always providing cookies and drinks to keep us going. I suggested that their daughters Natalie and Claire could baby-sit my grandchildren who live just down the street. Now what is the significance for the N number, 122MR? The MR is for obviously for Mary and Richard and 122 represent their birthdays respectively. Of course when I first saw MR, I thought it meant Marvin and Richard.

The time to build was just over 3 years, which is almost exactly what it took me for my RV-8. Most of the tasks we completed had incredibility high productivity, sometimes by a factor of two over mine. We had my airplane for a pattern and it didn't take long to remember what I had done right and wrong 8 years earlier. Yet, due to schedule conflicts there was a lot of dead time. Richard was still flying for American, so he would disappear for a few days at a time. I disappeared for several months while working on a 61 Chevy. We also waited 4 months for the quick-build kit. So in the end, I am sure the num-

ber of hours to build was considerably less for Richard's RV. In mid August 08, we towed it to Aero Country and the work effort really kicked into overdrive with Richard recently retired. Final assembly, a complete paint job, and all the details of getting ready for Mel's DAR inspection were done by early March. Jeff Hanson and Chuck Wilson helped with getting some of final details completed.

Another domino that had a timely fall was paint. For two years we talked endlessly about when and who should paint this eight. As it turned out there is a professional painter on our airport who does award winning work on show cars and motorcycles. His name is Frank Waggoner. Chuck and Jeff had been grooming him to try his hand at painting airplanes. In early 2008, they succeeded by taking Chuck Wallace's RV-8 apart so Frank could paint it in his car paint booth. It turned out great. By mid December the timing was right so we rolled Richard's fuselage, wings, and other parts down the taxiway to Frank's place. By mid February, we had a PPG base-coat clear-coat painted airplane. Now all of you need to take a close look at the paint on this RV. It is spectacular.



Also during those two endless years, we talked about color and paint schemes. Richards first RV, the RV-6, was red. He also liked what I had done with mine, so a lot of discussion centered on its color and paint scheme. So he selected red as the dominant color. It is interesting to note that in the car world, if you are doing a custom car to sell, you want to paint it in what they call "resale red". Also, do you remember the hit song "Something in Red"? But he wanted a different scheme than mine, if for no other reason than he didn't want to copy what I had done. Yet, an alternate scheme never developed. It made no difference to me, so I encouraged him to copy the basic scheme if he wanted. Poplawski had already suggested and painted the scheme for others. As they say, copying is the sincerest form of flattery. So now there are twin

(Continued on page 5)

N122MR First Flight (Continued from page 4)

eights at Aero Country. Like with most twins, if you look close there are a fair number of differences.

- Garmin Transponder GTX 327
- Garmin SL40 radio
- Van's engine instruments plus JPI 700
- Trutrak autopilot
- Dual electronic P-Mags



So what does the future hold for us? Well, Ken Krebaum now has his RV-8 at Aero Country for those final few months before first flight. Frank will also be painting this RV-8. Richard will get those 40 hours flown off so he can go to Oshkosh. In addition, Ron Bonnette and Sue, Brad Roberts and Deia, Dick Flunker and Barbara, Michael Stephan and myself are signed up for Oshkosh with their RVs. We need more to sign up.

One final note on paint, I have always heard to not let a car painter paint your airplane because they put on too much paint. It will weight too much. Richards eight, with paint, weighed 1115 pounds. That is almost identical to my RV. The bottom line is you don't have to put on as much color as a single-stage to get the flow out. The final clear-coat in the two-stage process will resolve the flow out issue and provide the shine.

As I mentioned, Richard and I had very similar goals for this eight. Yet, I think he humored me with some things I wanted to try out. For example, we did a hidden hinge, like with furniture doors, for the front baggage door instead of the piano hinge. He let me put end-plates on the ailerons and flaps. We put a lot of attention to fit and finish into the canopy, cowlings, and tail. Translated, that means a lot of fiberglass work. Richard has said he never-ever wants to work with fiberglass again. This RV was able to benefit a lot from the maturity in available material (kits, engine, avionics, etc.) and building techniques. So in the end, we built an RV-8 to solve some of my passions and enjoyment for building RVs. Michael Stephan and I have talked endlessly about building a second "eight" and what we would do different. I got to do it, but this trip was done with Richard's money.

This will give you an idea of the ingredients that went into Richard's RV-8:

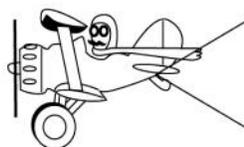
- Mattituck TMX IO-360
- Hartzell Constant Speed Propeller
- Grove Aluminum gear (saved 11 pounds)
- Dynon EFIS-D100
- Garmin 496 GPS/XM Weather

EAA Homebuilders Videos

By Michael Stephan

All builders of experimental airplanes know the benefits of EAA. But, the website (www.eaa.org) is really growing into a great source of building tips for the plane crafter. I have spent many mornings watching various videos of building tips that are there. They have a whole section of videos that help with fabric, metal, tube, and composite airplanes. To find it go to the [eaa.org](http://www.eaa.org) website and look for the *EAA Videos Gallery* picture and click on the *Hints for Homebuilders!*

There also is hours of other really good aviation videos there. You might even find Mel in one of them. So, check 'em out. You'll be glad you did. Disclaimer: EAA is not responsible for lack of production at work while viewing aviation related videos.



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More XM Weather Trivia

By: David Cheek

During April of 2009 I was using the Garmin 496 and XM weather combination to check for clearing of IFR weather on the morning of the McKinney Fish fry. The weather was mostly IFR and low IFR (Yellow and Red on the METAR flags) and the Garmin/ XM was working fine, but the weather was not clearing up like the forecast had suggested it would. There was rain, some lightning, and storm cells to the East, as close as Greenville, but they were moving north, not threatening the short flight to McKinney. When I had to leave for the airport, I transferred the Garmin to the car, where I plugged it into the power point (had been on batteries for almost 45 minutes, lots of battery left). I wanted to be sure the history and animation of the weather was preserved.

While driving to the airport, about 25 minutes, the weather continued to be updated. Just before arriving at the airport, I noticed that the Garmin 496 had restarted. It was sitting on the "lawyers page" where it holds on the "I agree" button for you to read the "fine print" before it really starts working. This is at least the second time I have noticed this. After pressing the "enter" key, most of the weather is not on the display and the position is normally correct. Weather and I think, animation of the NEXTRAD display resumes faster than I would have expected, if all data was lost.

I don't think it is caused by a power failure, because you get a different screen display when the external power is lost. I got an operating system update last summer, to version 3.6, even though there were no bugs or problems I was trying to fix. This appears to be a problem with the Garmin platform, not the XM weather receiver. It is not a big problem, but it makes me wonder if anyone cares about reliability or product performance. Let me know if you observe a similar problem on your system.

Newsletter Fun

By Michael Stephan

If assembling the newsletter sounds like a chore, then you don't do it the way we do it. First, the work takes four people about fifteen minutes to accomplish, which leaves a few hours of eating and talking airplanes for the rest of the time. Oh and on occasion, pour over the details of the airplane project out in the garage.



Frank & Mel look over the Foxtro 4 Project

Recently, we had two very fun "newsletter assemblies". Two months ago we visited Frank Prokop, and got a first look at a four seat aircraft, called the

"Fox Four", from the same producers of the "Tango Two" line of homebuilt airplanes. When you see the size of this airplane, you know it is a big project. The single piece spar required nearly the full length of his huge garage. Frank is making pretty good progress on the plane, but there is plenty there to do. Should be a real nice airplane when he is done. We appreciate Frank and Dorma for their generosity hosting our newsletter assembly crew.

Last month, we put the newsletter together at Jim and Pat Walters house in Garland. They are veterans at hosting one of these gatherings. Jim's RV-8 was finished years ago, but the airplane conversation was still very lively. We thank Pat and Jim as well for their hospitality.

To kind-of change things up a bit, I started scheduling a few Saturday newsletter events at local airports. It is a little misleading since the actual folding and taping happens in my hangar on the regular Tuesday. But, I wanted to put another flying event on the monthly calendar and get a chance to see more members' airplanes at their local airports. Putting it on Saturday hopefully will include the people who can't make it out on Tuesday nights. It won't be an every month thing, but in the milder spring mornings it sounded like a good idea. We just had one at Norm Biron's hangar in Denton, and next month we go to Mesquite Muni (HQZ) to see Ron and Sue Bonnette's RV-7A. Hope to see you there.



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SportAir Classes Coming To Waco

By: David Buono

The EAA SportAir Workshops are bringing 2 classes to Waco in June with the help of Chapter 59. The first will be a *Van's RV Assembly* class to be held June 13-14, and the second will be *Repairman LSA Inspection-Airplane* to be held June 26-28. Both classes will be held at McGregor Executive Airport (KPWG).

The very popular Van's RV Assembly course is full of hands on sheet metal and riveting exercises that will teach the student the very basics of building a metal airplane. The students will also learn about FAR's pertaining to amateur-built aircraft, tools required, workshop layout and setup, engine and propeller selection, weight and balance, rigging, painting, insurance, flight testing, and much more. It is a 2 day course and the discounted price for current EAA members is \$319. The class project will be an airfoil section patterned after the RV wing. After completing this class, you will definitely have the confidence to get started on your very own RV project. We don't have enough of these in the chapter, so take the class and get started!

The *Repairman LSA Inspection-Airplane* course is an FAA approved course that allows the student to obtain a repairman/inspection certificate for an Experimental Light Sport Aircraft (E-LSA). This certificate allows you to perform all repairs and the annual condition inspection on any E-LSA that you own in the same class and category as your certificate. The course is two and a half days, and the EAA member discounted price is \$299. If you are considering the RV-12 as your next airplane project, this would be a perfect class for you. If you have any questions about E-LSA or any other FAA acronym, talk to Mel as he can surely clear it up.

If you are interested in registering for these classes or would like more information, you can call 1-800-967-5746 or go to <http://www.sportair.com/schedule.html> and look for the Waco dates.

Mel Asberry 

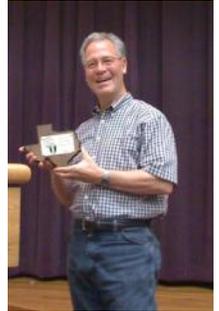
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First Flight Plaques Awarded

By Michael Stephan

The most rewarding thing our chapter does is award plaques to members who accomplish that first flight of their project. Last month we were lucky enough to have two members who did just that.

The first was Brad Roberts who actually flew a few months prior, but this was our first meeting in which we could put that award in his hand and hear about his experiences of that first flight in his RV-7 and the subsequent "phase I" flight testing. Brad is one whose first flight was in a painted airplane. So, there will be no down-time in the testing phase to finish up those fiberglass parts before the paint shop. Well done Brad.



Brad Roberts

The second plaque went to Richard Wingfield, whose exploits grace the cover of this month's issue. Richard built a beautiful RV-8 and I did a double take when I saw it the first time. The scheme is so similar to Marvin's RV-8. Like Brad, Richard's RV was also in its final color for the first flight. We enjoyed hearing Richard's tales of the work he and Marvin did to create such a well-built aircraft. Great job Richard.



Richard Wingfield

I believe both are committed to flying their new airplanes to Airventure this year, and I am looking forward to being there with them. There is nothing that makes a builder more proud than answering questions about their own project. I hope they enjoy it, because they earned it.

We have several more members with project nearing completion. I hope we can give out a few more first flight plaques this year. Keep building.

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Bobby Westbrook

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BUY A NEW CT

Spring Flying

By Michael Stephan

Spring is the most anticipated time of year for me. Our miserably long two-week winter is past and things are warming up. Temperatures in the 50s to 70s make it most enjoyable to pull the airplane out and do some recreational flying. Yet, this year it seems that the winds are seeking revenge on my flying, trying to discourage me. But some days I relish the challenge, and other times I know that better days are in the future and I would like to be around to take advantage of them. But, I love the spring.

Last month the Chapter fly-in was to the Blue Pig BBQ restaurant in Ardmore, OK. It was low ceiling and windy that day, which stymied our turnout. That has been our typical Saturday this spring. But David Cheek and I flew IFR in his Cessna, and were surprised when we heard Norm Biron contact the tower just as we were nearing Ardmore. Turns out that Bill Bracken was also along for the trip. So, the four of us had a very long lunch solving the world's problems over a plate of delicious BBQ.

Between the weekend events, there is always a few airport rats that hang around during the week (weather's usually better). One day the wind was calm and the sun shinning and Henry Foster pulled out a Gyrocopter for a little afternoon flight. The rest of us were checking on the progress of Bill Bracken's Glastar project next door. A short while later, Henry made it back with all the pieces he took off with and a big grin. That is why I love the flying in the spring.



David's 172 with Norm's Glastar in the background

The next week was the McKinney Chapter's annual Fish Fry. Once again, another IFR Saturday. Again I hopped in the Cessna with David Cheek and flew some real IFR from Addison to McKinney. Ceiling was 800 ft at McKinney. No problem for David, and we thought we might be the only fly in attendees. We were, which meant David had the longest and the shortest flight of all those who flew in that day. The weather cleared up and became quite a pleasant day for enjoying a delicious feast of fish, fries, hushpuppies, coleslaw, beans, cake and cookies. They do it right in McKinney. If you didn't make it, it is your loss.



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2009 Texoma 100 Air Race

Friday May 29 Arrivals:

All day - Parking, early check in – Terminal
 6:00 pm – Racers social gathering - TBA

Saturday May 30

7:30 am Check in/parking/Continental Breakfast-Terminal
 9:00 am Mandatory briefing-Terminal
 10:00am Race Start - GYI
 Awards immediately following race – Terminal
 12:00 pm – Complimentary luncheon – Terminal

Sunday May 31/Saturday June 6

RAIN DATES

RACE COURSE

GYI-NORTH TEXAS REGIONAL, SHERMAN, TX

F00-Jones Field, Bonham, TX	25.4 nm
HHW-Stamper Field, Hugo, OK	40.6 nm
DUA-Eaker Field, Durant, OK	42.8 nm

THE RACE

This is an open course timed speed race open to all propeller driven aircraft. Aircraft launch in speed order, fastest first. The Sport Air Racing League classes will be used and offer racing for experimental and factory aircraft.

Flying will be VFR only with race minimums 1000' ceiling and 3 miles visibility. On course MEA is 500AGL or FAR's if higher. All FAR's are to be strictly adhered to.

HOTELS/TRANSPORTATION

A limited number of courtesy cars will be available. Email ppurcellk@aol.com for a courtesy car.

Hotels in Sherman, TX closest to airport:

La Quinta, Hampton, Comfort & Holiday Inn Express

AWARDS

There will be awards given in each class that has an entry. Trophies will be given for top speeds overall for both experimental and factory models. Additional special awards and prizes will be given.

QUALIFICATIONS

Pilots must be legal to fly and qualified to fly the aircraft they are racing. Aircraft must be airworthy and in annual. Insurance is required.

ENTRY

There will be a \$25 check-in fee (cash or check only). \$10 of this fee goes to the Sport Air Racing League for sanctioning and League expenses.

Electronic entry: www.sportairrace.org, Click on Calendar of Events, Texoma 100 Air Race.

You do not need to be a Sport Air Racing League member to race. If you wish to receive championship points you must join the League. Upon signup, racers will receive a complete briefing packet via email or regular post. Information and entry over the telephone or email: Pat Purcell, 903-564-9410, 903-815-4959(cell), ppurcellk@aol.com

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Upcoming Events

When: Saturday May 2 - 8am-12pm

Where: Cleburne, TX (KCPT)

What: Spring Fly In And Pancake Breakfast - There will be a pancake and sausage breakfast, raffle, static aircraft display, and Bell JetRanger Helicopter rides (\$50) - More info at <http://www.cleburne.net/files/pages/airport/flyer.pdf>

When: Saturday May 9 - 9:30am-4pm

Where: Pecan Plantation (OTX1)

What: Pecan Plantation's spring fly-in. This event has grown in popularity and is always well attended. This year, it has also become the RV spring fly-in that used to be at Midway. There will be plenty of RV's along with tons of other aircraft. There will be Young Eagle flights along with activities for small children. Spot landing contest for arriving aircraft (must radio intentions) and a raffle provide you with a chance to win

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.covotesquadron.org/>

When: Saturday, May 16, 2009

Where: Mt Vernon, TX (F53)

What: Annual Fly-in and Poker Run. EAA Chapter 834 is sponsoring a Fly-in and Poker Run. Participating airports are Sulphur Springs (KSLR), Cox (KPRX), Winnsboro (F51), Mt. Pleasant (KOSA) and Franklin County (F53). Lunch served at noon. Contact: Steve Garrett 903-855-2411

When: Saturday May 23

Where: Ranger, TX (F23)

What: Ranger Airport Airshow at the 3rd oldest airport in Texas - Brisket lunch served to pilots and passengers at 11:30am in original 1928 hangar - Airport closes at 1pm for air show featuring David Martin, Mike Gallaway, and the Texas Twisters.

When: Saturday, May 23, 2009 10am-2pm

Where: Jefferson, TX (24F)

What: Cypress River Airport Fly In. 4th Annual Fly In and Open House. Antiques and Warbirds encouraged all Aircraft welcome. Diamond Don's Airport Diner (open one day a year) serving Bar-B-Q with all the trimmings FREE to Pilots and Crew who Fly in. For food & aircraft parking planning purposes, let us know you are coming. E-mail: raymarykeasler@att.net. Great opportunity to visit Historic Jefferson, Texas. B&B's, historic hotels, museums, restaurants, antique shops, gift shops, steam train rides, riverboat rides, carriage rides, and much more. For more information, www.jefferson-texas.com or 888-467-3529.

When: Saturday May 23 - 9am-5pm

Where: Shepherd, TX (XS99)

What: 4th Annual Lake Water Wheel Fly-in & BBQ - Come enjoy the sights, fun and good food which will take place during this Memorial Weekend fly-in. Mickey will again serve his world famous BBQ. (Donations accepted) The homemade sides and desserts are generously provided by the residents of this very friendly airpark community. Bring the whole family and your swimsuit too! Overnight camping permitted if you're having too much fun and don't want to leave. 5 miles due East of Shepherd, Texas; 2600' grass; Monitor 122.90; state intentions and watch for back taxi traffic. Contact: Bo Hopmann - bhopmann@pdq.net - (713) 818-6234

When: Friday - Saturday, Jun 5-6, 2009

Where: Bartlesville, OK (KBVO)

What: Biplane Expo 2009. The National Biplane Association will host their Grand Finale Biplane Expo on June 5-6, 2009. This nationally recognized aviation event attracts historical and unique biplanes from across the U.S. including some of the best restorations in the world along with new custom-built and replica biplanes. Don't miss the Grand Finale Biplane Expo with aircraft displays, aviation personalities, educational forums, exhibits and many daily activities. Arrive on June 4 to enjoy "An Evening with Dick Rutan" at Bartlesville's Hillcrest Country Club. More info available at www.biplaneexpo.com or (918) 622-8400

Classifieds

Sorrell Hiperlight Stagger Wing Ultralight Bi-Plane with Two Stroke Rotax 377, 35 Hp engine. Flight & Engine Instrument Panel & Hydraulic Brakes. Asking \$7500.00. (This airplane belongs to Brownie Seals). Contact Bill Wisley, 972-494-4153 (Home) or 972-998-1096 (cell).

For Sale: Contact Ross Richardson 903.893.4221

- FlightCom Nighthawk headset. \$70.00
- Oil filter housing and screen from Lycoming O-360-A1A \$80.00
- Walter Gagorrian "headset" The \$39.00 special: \$5.00
- 5 each Metal Check® prepaid oil analysis kits. \$12.00 each

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. 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 combined \$2400. 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.



Brenda Shults

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

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

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.

EAA CHAPTER 168 OFFICERS

President Bruce Fuller
president@eaa168.org 214-693-3252

Vice President Ann Asberry
vicepresident@eaa168.org 972-784-7544

Secretary David Buono
secretary@eaa168.org 214-986-4497

Treasurer Brad Roberts
treasurer@eaa168.org 214-912-0329

Flight Advisors

Mel Asberry metro
n168tx@flytx.net 972-784-7544

Michael Hoye
972-771-8162

sailntss@sbcglobal.net

Technical Counselors

Mel Asberry metro
n168tx@flytx.net 972-784-7544

Don Christiansen
214-729-6187

Marvin Brott
pmbrott@sbcglobal.net 214-726-9117

Michael Stephan
214-232-2405

Board of Directors

Ann Asberry	Bill Bracken
David Cheek	Glenn Snyder
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Associate Newsletter Editors

Sam Cooper sam.cooper@comcast.net 972-242-1544
Marvin Brott pmbrott@sbcglobal.net 214-726-9117
Michael Stephan mstephan@shr.net 214-232-2405
David Buono david.buono@yahoo.com 214-986-4497

Data Processing

Michael Stephan mstephan@shr.net 214-232-2405
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Advertising

Sam Cooper sam.cooper@comcast.net 972-242-1544

Librarian

Michael Stephan mstephan@shr.net	214-232-2405
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Tool Custodian

Brad Roberts	214-351-0475
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Meeting Refreshments

Sue Bonnette

Safety Officer

Mel Asberry metro n168tx@flytx.net	972-784-7544
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Web Site Editors

Michael Stephan	214-232-2405
Clay Romeiser	

Young Eagles Coordinator

Jim Quinn jquinn3@gmail.com	972-788-2593
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Membership

Michael Stephan mstephan@shr.net	214-232-2405
Clay Romeiser	

Web Site Address
www.eaa168.org

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:

