

HANGAR ECHOES

OCTOBER 2009



Racing For Reno

By David Buono (pictures by Glenn Snyder)

If you've never been to the Reno Air Races, mark September 15-19, 2010 on your calendar and plan on being in Reno, Nevada. It's excitement on a different level than your "normal" air show.

This year I was fortunate enough to be involved with a P-51 Reno racer named *The Galloping Ghost*. By "involved", I mean I lent our hangar for its transformation from boxes to airplane over the past few months. A very capable team worked on the airplane for untold hours, especially in the last month, trying to get the bird ready to carry its owner/pilot Jimmy Leeward to victory in Reno. They came oh-so-close to achieving their goal, but in the end, time was not on their side as they missed the deadline by just a few days. With a year to prepare for the 2010 races, I expect big things out of the team at Reno next year.

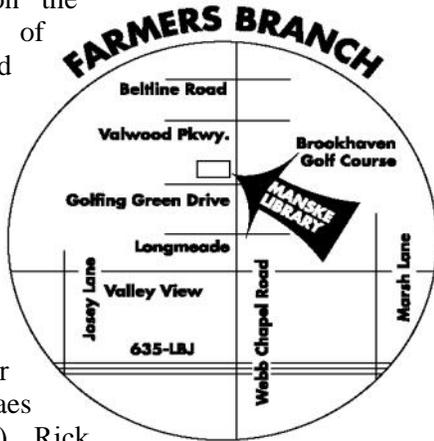
EAA Chapter 168 ★ Dallas, Texas

While the crew was busy working on the plane (read more about that on page 4), I was busy soaking in all the Reno had to offer. I started off my first day (Thursday) by relaxing in the grandstands and taking in a few races. After grabbing a bite to eat, I started to wonder through the myriad of vendor booths. I was surprised at how many vendors there were. It reminded me of a mini Oshkosh, which I wasn't expecting. Some of the major airplane manufacturers were there such as Cessna and Beechcraft, along with many other aviation vendors. Aircraft Spruce and American Aircraft Engines are just 2 of the many that I talked to. Food, of course, was also very plentiful. Mexican, barbeque, fried whatever, Chinese, Polish, and Italian are a few options that I remember in the food department.

As I made my way through the venue, I was starting to wonder where the planes were. I soon saw a sign point-
(Continued on page 5)

October 6th Chapter Meeting

The October Chapter meeting will be on **TUESDAY** October 6th. 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.



October's speaker will be Rick Raes (pronounced "race"). Rick is an air show and air race pilot who lives in DFW area. He is one of the founders of Trojan Phlyers Racing Team, which started in 1991. He started racing in 1995 and took home a championship in the T-28 class at Reno in 1998.

There is plenty of info throughout this issue of Hanger Echoes about the Reno Air Races from two people that just attended as spectators. If you're interested to hear first hand what it's like to race there, come out to this month's meeting to hear the exciting details from the racer's point of view.

Oct 31 Newsletter Folding And Social Hour (SATURDAY)

This month's newsletter folding and social event will take place on SATURDAY October 31 at 11am at Airpark East (1F7). Mike Hoyer has agreed to host the chapter at his hangar on the field.

It's not very often you can fly to a newsletter folding, so take advantage of it and come out to talk all things aviation, enjoy some food, and fold a few newsletters.

Mike has a truly unique flying airplane in his hangar that you have to check out if you've never seen it. His Pober Pixie II is a beautiful work of art!

Mike has been trying to get the chapter out to Airpark East for some time now. Let's have a great turnout for this fall Saturday event!

October 13th Board Meeting

The BOD meeting will be held on Tuesday October 13th at the Farmers Branch Library at 7:00 PM. The minutes from the September BOD meeting recorded by David Buono are as follows:

Directors In Attendance: David Buono, Mel Asberry, Ann Asberry, David Cheek, Bruce Fuller, Norm Biron, Sam Cooper, and Michael Stephan

Notes:

- No financial report
- Future meeting speakers, newsletter folding hosts, and fly-in destinations were discussed
- Officer elections were discussed - Norm Biron "volunteered" to run for secretary
- Nov 5-9 chapter 34 is hosting the EAA B-17. Michael will follow up with them after the event to find out more details about what's it like to be the host chapter for the airplane

October 10th Chapter Fly In

This month's fly-in will be on Saturday October 10th and will be to Stephenville (KSEP) for some Hard 8 barbeque. The Hard 8 is a favorite Texas fly-in spot, because of the delicious food and the restaurant's close proximity to the airport. After tying down on their huge ramp, the restaurant's about a quarter of a mile away just across the road.

The plan is to meet at 11am on the ramp in Stephenville to start the walk over to the restaurant. Beating the lunch crowd on a nice fall afternoon is a must if you want to eat before dark. Pilots come from all over Texas to eat there, and there are plenty of locals to compete for open seats. Come out and enjoy some great barbeque!



From The Desk of the President

We are always looking for interesting programs for our members, and the Board of Directors seek ideas from the membership that will appeal to a majority of the membership. A couple of our members had suggested an event where members could bring items like tools or parts that they want to dispose of or display a set of plans for something they are building. So, the September meeting was designated as the "Show, Tell, and Sell" meeting, and tables were placed around the room for everyone to set up there wares. Gascolators, fuel valves, pitot tubes, an Avery riveting /dimpling tool, defroster vents, even a VOR antenna and a parachute were up for grabs. Mel and Ann announced that the proceeds from the "paper weights" Mel was selling were being donated to the chapter. All in all, everyone had a good evening, and there were some great buys to be had. After hearing the positive feedback from the members in attendance, the Board has discussed holding this event annually as the January meeting. So start sorting through those boxes of unused or unneeded tools and parts and be ready for the next Show, Tell, and Sell.



Fall is officially here and what a treat it is to finally have some cooler temperatures for a while. Fall also signals the beginning of a busy event schedule for those that enjoy the camaraderie of the aviation community. Not counting the monthly pancake and fajita fly-ins all over North and Central Texas, we can visit the Cedar Mills Splash-In (October 16,17,18) and the Reklaw Fly-In (October 24, 25). As always, wherever you go...

Enjoy Life and Fly Safe,

Bruce

Weather Reality And Radar

By: David Cheek

When your XM weather service is working fine, it can be surprising to fly right past an intense rain shower that is NOT SHOWING UP on your display. This happened Saturday September 19 when a quick intense rain shower without lightning appeared over northeast Fort Worth. It was very easy to see and visually avoid, but it never showed up on my XM NEXTRAD display. The display was working, other rain in the area was showing, but for some reason, this one storm never appeared.

Was this just looking like a rain shower but was really something else? No, the evening weather programs mentioned it as a quick pop up shower, so somebody else saw it. Since there was not much severe weather in the area, the NEXTRAD system may have been operating in a "blue sky" mode that causes it to take longer to finish a complete sweep of the sky. I doubt the problem was in the delivery service.

There was also a situation on arrival to Oshkosh where the weather display showed a rain shower right over Rippon. I worried about it all the way up there, but when I arrived, there was rain but not quite in the locations I expected from the display. Not really a problem, but an interesting display of how difficult it can be to detect and communicate weather details that are changing all the time.

This just highlights the idea that all types of in-flight NEXTRAD weather display are better used as long range weather avoidance tools, not close-in tactical avoidance tools. The information is valuable, just remember that the picture is changing, and you are always looking at slightly old data. The answer is to do VFR flying and visually avoid the bad looking stuff. This is what VFR flying is all about, keeping your eyes out of the plane and on the sky outside looking for weather and traffic. Have fun and be safe out there!

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Local Warbird News and Updates

By Glenn Snyder

Pre Reno – Due to the secrecy of the project, I wasn't previously able to write much about the highly modified P-51 Mustang, *The Galloping Ghost*, owned and flown by Jimmy Leeward. The *Ghost* was being worked on in David Buono's hangar at Aero Country in McKinney by Rick Shanholtzer, Jimmy Leeward, and crew.

The secrecy was because of the unusual oil and engine cooling system. All stock and modified race Mustangs use air cooling radiators for both oil and engine temperature control. The *Galloping Ghost* will be using a unique boil-off system similar to what was previously used by *Stiletto*, a race Mustang in 1992. The boil off concept is not something new since, it is believed that the Germans experimented with the idea in the 1940's on an ME-109. The limiting factor is the amount of water/alcohol mixture that can be carried in the airplane. In the *Ghost's* case, it can carry about 92 gallons, which limits flight time to about 1.5 hours.

The benefit of the boil off system is the elimination of the radiator/oil cooling scoop under the fuselage, reducing drag and therefore, increasing speed. After all, Reno is all about one thing... SPEED!

Two weeks before qualifications started at Reno, the *Ghost* was still three weeks from being completed. Arrangements for taking the racer to the McKinney airport for test flights were scrubbed. On Friday and Saturday, September 11 and 12, the *Ghost* was prepared for shipment to Minden, Nevada, just south of Reno, for final completion by the crew.



Work continued in Minden almost around the clock until Saturday when everything was completed and all systems

go. That was the good news. The bad news was that high cross winds prevented the first test flight, and the extended window for qualification at Reno expired on Thursday morning. We were all disappointed that the *Ghost* missed Reno 2009, but we will be ready for Reno 2010. Jimmy and the entire crew took Sunday off and made it to the races for the grand finale. The *Ghost* did finally successfully fly for the first time in 20 years on Monday afternoon.



The Ghost during the first run up in Minden

The Races – All the race classes (biplane, formula one, sport, super sport, T-6, jet, and unlimited) were well rounded with a good mix of veterans and rookies alike. Speeds in all classes were up from previous years. Reno is the air show of all air shows with some activity going on all the time. Most of the big name aerobatic and air show performers were present, including the Blue Angels.

Texas and Oklahoma were well represented with racers. *Miss America* from Oklahoma City, Stewart Dawson's *Sea Fury Spirit Of Texas*, and Howard Pardue's *Bearcat* and *Sea Fury* (flown by Nelson Ezell) were all there. Also, Rod Lewis of San Antonio had a few of his toys in Reno. His racer *Rare Bear* competed in the unlimited class and took second. He also had his P-38 *Glacier Girl* and F8F *Bear Cat* on static display in the pit area.

Keep a look out for a future issue of Warbird Digest. Editor Scott Germian spent the week with the *Ghost* crew in Minden taking notes and lots of photos.

The highlight of the week was Sunday's championship Gold race in the unlimited class. 22 year old Steve Hinton Jr, son of legendary race pilot Steve Hinton, showed all the old guys how to fly with a near perfect race in *Strega*, a tricked out P-51D Mustang. With a winning average speed of 492 MPH, he never really had any challengers. This was Steve's second year racing at Reno, and on top of being a top notch pilot, he's a great guy!

Racing For Reno (Continued from page 1)

ing me to the pit area and found myself in line for a pit pass soon after that. This is the area you have to pay a little extra for, but I don't think attending the air races would be worth it without a pit pass. This is what gets you up close and personal with the airplanes and their crew as they ready the birds for each race. Most of the crew are accessible enough to ask questions or take pictures. I passed a few pilots that had 10 people deep waiting for autographs and pictures.

Make no mistake, everybody wants to win and the competition is top notch. But there is also a sense of camaraderie between the teams. As I walked through the pits, I noticed there would often be a member of one team visiting with another team or borrowing a hand or a tool from the team in the pit next to them. This only increases the laid back atmosphere in the pit area. However, every once in a while I would see a team working fast and furiously to ready their team's airplane for a race or to fix a broken which-a-ma-call-it. Whether you like to casually stroll around looking at multi-million dollar airplanes, or you're a gear-head who loves to watch a team tear down an engine, I think a pit pass is a must.

One thing that made the air races that much more enjoyable for me was having a place to go to get out of the sun and relax. A guy by the name of Bob Mills, who has a hangar on the field, posted a note on VansAirForce (the place to go for all things RV) in the weeks leading up to the races. His note said that his hangar would be open, and everybody was welcome to come by and hang out. Starting Friday, that was my hangout between each race. I'd grab a bottle of water and head that way to relax in some comfortable seating and to meet other RV'ers from around the country. THANKS BOB!

Although I didn't see any of the *Ghost* crew during the day, I did see them and eat dinner with them each night. I'd give them an update on the day's happenings at the races, and they'd give me an update on the progress of the *Ghost*. It was Thursday night, which was my first day at the races, when I told them I didn't think it was all that exciting. I thought the Red Bull Air Races were much more intriguing. One veteran of the group named Russ told me to be patient. He told me to report back in after Sunday to see if I felt the same way. Fair enough. I'll do that.

Thursday and Friday were much the same as far as the intensity of the racing and the activities going on around the airport. Saturday and Sunday would be a little differ-

ent.

As I got to the airport on Saturday morning, I could already tell this was a different day. The line was longer getting in the gate, and there was a buzz in the air. Excitement was starting to build along with the number of people that filled the grandstands. As the early races got started, the stands were already filled with spectators. The pit area was also more crowded as people clamored to get a view of their favorite plane or pilot. The star of the show was clearly young Steve Hinton Jr, pilot of *Strega*. At 22 years old, he's the youngest pilot to ever compete in the unlimited class. Whose record did he beat? Hid dad's! I think it's safe to say racing runs in the Hinton family blood. With movie star looks and a resume that would make most pilots jealous, he was definitely the star of the show. You couldn't tell by talking to him, though. He was as down to earth as any spectator in the crowd of 200,000 plus.

Sunday started the same as Saturday, but it wouldn't end the same, because the races today were for all the marbles. Each class finished their racing with the Gold class race, which represents the best planes/pilots from each class as determined by their times all week. Nobody holds anything back, so the speeds are higher, and the pilots are pushing themselves and their planes to the absolute max.

The unlimited class is the climax event, so the gold race would be the last race of the day. It starts with pilot introductions in front of the crowd as the excitement starts to build. The planes are towed out to their starting areas, and the sounds of airplanes starts to fill the air. One by one, they take off and form up on the pace plane's right wing. They do one big square to get all lined up, and as they come "down the chute", you hear the pace plane declare "you have a race!" The racers don't waste any time opening the throttle up as they easily surpass 500 MPH at the first pylon. Around the course they go, flying fast, flying low, and turning left as the saying goes. The while flag comes out signaling one more lap to go... The crowd is on their feet cheering as the racers make one final lap. They cross the finish line to loud cheers and chants from the now rowdy crowd. Another year of Reno Air Races in the books.

Even though the *Ghost* didn't race this year, I'm already looking forward to attending next year to see what she can do. See ya there!

Air Race Coming To North Texas

The Grace Flight Air Race is being held at North Texas Regional Airport (KGYI) in Sherman this weekend October 3. If reading all the stuff about Reno got you fired up, this is your chance to get in the racing game. It's not too late to register!

The following is an excerpt from their web site:

Open course timed speed racing open to all pilots and all propeller driven aircraft. This is a Sport Air Racing League Championship point event with Double points in all Factory Classes. Challenge classes are offered for 3 or more aircraft of the same model. Course B is available for aircraft with limited range and speed. Trophies, awards and prizes. Fun, Fair, Safe. Race at 9am and stay for the afternoon Grace Flight Air Show.

Information and entry: Patricia Purcell, 903-564-9410
ppurcellk@aol.com - www.sportairrace.org/

Florida, Seaplane Flying, and More

By: Mary Ann Fuller

Since Bruce added his seaplane rating 5 years ago, we have ventured both to the north and to the south to find a week in our schedules to experience the low and slow flying that seaplanes offer. This year we looked early and found ourselves in Lake Wales, Florida in March for his checkout the first day and then flying about 10 hours over 4 days to look over the central Florida lakes and the west coastline and visit friends as well.

The business that enticed us employs 3 flight instructors in Florida for the winter months then they take the planes and the instructors and go back to their home base in Minnesota for the summers. We were very pleased at the service they offered and the attention given by Matt, our instructor.

We arrived into Orlando and drove about an hour south to Chalet Suzanne in Lake Wales. What a beautiful, quaint and secluded hotel! Obviously, the inn had been there for many years (75, I believe), refurbished several times to include bungalows with a B & B type flavor and friendly enough to make us feel like we were special guests invited to share their beautiful setting. The courtyards outside each room just added to our relaxation. The grass airstrip behind the inn was quiet the day we were there but 2 or 3 planes landed to eat at the restaurant on premises. (Is there any better reason to fly anywhere?) Can I just tell you how great the food was that night? We so enjoyed the atmosphere, the beverages and the most delicious food served on table settings that were all beautiful but different at each table creating an eclectic, comfortable setting as we looked over their lake at sunset. There is a gourmet soup cannery on the premises and our waitress suggested a soup for our appetizer. Delicious was the word---gone was the goal! The bottom of the bowl came too soon. The entrees were equally mouth-watering.



Bruce and Matt went up to get checked out the next morning in the Cessna 172 while I got up leisurely, had great coffee outside and walked the entire 2300' airstrip. I hurried
(Continued on page 7)



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Seaplane Flying

(Continued from page 6)

ried across at one point to one of the groves bordering the north half of the strip. I thought Bruce was going to make me put it back when he discovered my shoplifting escapade but finally agreed that I could pack it for a snack later. I bought every other piece of fruit instead of picking it for the rest of the trip, I might add! To complete our stay there, we both walked through the cannery with the general manager of their operation guiding the tour. They only can when they are shipping orders amounting to 10,000 cans of the same kind of soup and they still ship worldwide. Very impressed, we of course had to come home with 6 cans of various flavors. Yummm.

That afternoon the 3 of us (Matt came, too) flew northward and landed on Lake Dora. The only thing nearby to tie-up to was a sign that indicated we were in an alligator habitat and warned that it was illegal to feed them. We walked with eyes peeled as we secured and untied the seaplane! What beautiful temps in the 70's, no wind and clear blue skies. From there, we flew directly west until the coastline appeared and we flew the coast down past Clearwater and Tampa Bay, then inland again and finally back to our base. Wow! People actually live right out to every square foot of coastline all along that coast. No



wonder they get so nervous about the hurricanes. I know I would be headed inland at the first hint!

Later, we parked our belongings in a cute little motel on a lake in Winter Haven for our next 3 nights stay. Just a few miles from the world famous Jack Brown's seaplane base, it had a full kitchen, dining room, and a screened porch that overlooked their pool and sunsets over the lake. Could hotels.com come up with anything better? Not for us. The Inn owners invited us to come for their annual steak and shrimp dinner they put on for their winter guest before they head back North. We did make that and it was great food and fel-

lowship with all the guests there.

Sunday, Matt was anxious to go with us to Sebring to a fly-in advertised in the area. We counted 23 seaplanes, most of which were Lakes, which Bruce knew much about because they were originally built in Maine. The outdoor setting of the Sunset Grill overlooking the lake was picturesque with all those seaplanes in one panoramic view. You bet we got some photos there. We dropped Matt back at the seaplane base and then flew to Lake Dora again to visit a longtime friend of mine and her husband. Since we had done the dry run the day before, we knew exactly where to moor the seaplane--yep, tied to the Beware of Alligator sign again! When I lived in Orlando area in 1974-78, I met Sue. We agreed, as we've aged

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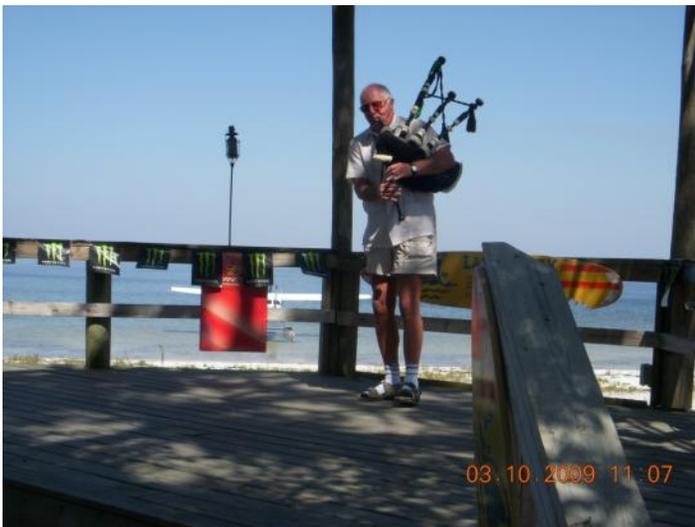
Mon-Fri	9am-5pm
Saturday	9am-3pm
Sunday	Closed

Seaplane Flying

(Continued from page 7)

some from then, it's always good to renew old and I mean OLD acquaintances! We brought the plane back again and just loved the sighting of alligators in some of the lakes as we returned that afternoon.

Get the picture? Florida was great in March. Monday, we decided to play tourist and go to Bok Tower and Gardens for the morning. Really a historic tower built by a journalist for the Ladies Home Journal by the name of Bok. Go figure. Anyway, beautiful tower built of granite with surrounding grounds that were really majestic. We really enjoyed walking leisurely, taking photos and reading about the origins.



Our trip ended with a Tuesday flight for a couple hours to savor the morning views for one more time. Flew back to Sebring for lunch and enjoyed a guest who had stopped in for a noontime performance with his bagpipes. My gosh! We can just hit the right moments sometimes and we're so blessed as we savor our low and slow times in a seaplane and where it takes us. Just ask us --- we love it.

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Got Fudge?

By: Sue and Ron Bonnette

Combined with our first ever trip to AirVenture in our RV -7A, Sue and I decided on a side trip to a totally unique and picturesque destination in the straights between Lake Huron and Lake Michigan, not far from the Canadian border – Mackinac Island.

For those of you who have not been there, Mackinac Island has banned automobiles since 1898, and the only way to get around on the island is by foot, bicycle or horse drawn carriage. Arrival on the island is either by ferry from the mainland or by airplane. The State Park maintains a 3500 ft runway on the island and is in excellent condition.

After three fun filled days at AirVenture, we departed Whitman Field on 36L. Departure procedures required a 150 degree turn towards the south to exit the area – exactly opposite the direction to Mackinac. No sweat! We continued past the Sea Plane Base and around the southern shore of Lake Winnebago, then north along the eastern shore, avoiding all of the incoming traffic.

We took on fuel in Clintonville and leisurely proceeded up the shore of Lake Michigan, enjoying the sights and avoiding a direct flight over a large expanse of water. It took us a little longer, but soon the island came into view. We could see ferry boats making their way to the island with large “rooster tails” cascading from their sterns. The view was striking – bright blue water, bright white rooster tails, lush green island with a pristine airport in the center.



A horse drawn “taxi” was waiting to drive us the 2 miles to town as soon as we unloaded and tied down the plane. I felt like we had landed in a different century! We traded the sound of round engines, P51 Mustangs, and the smell of Jet A burners for the “Clip, Clop, Clip, Clop” of horse hooves and the exhaust of two “hay” burners. During this short ride, I could feel my body powering down from the

(Continued on page 9)

Got Fudge? (Continued from page 8)

excitement of the last few days. By the time we reached our hotel, I was totally relaxed and ready for a short nap.



During my short lapse of consciousness, my fudge loving co-pilot had not only located, but also purchased and consumed a large quantity of fudge.

Little did I know that the island was famous for its fudge! The locals even refer to tourists as “Fudgies”. Not wanting to be left out, I sampled more than my share of their delicious fudge.

The island has a charm all its own and was the vacation playground of the very rich during the late 19th and early 20th Century. The most famous destination is the Grand Hotel which sports the longest veranda in the universe. Admission is charged to tour the hotel if you are not a registered guest. The rooms are very expensive, so Sue and I stayed at the Main Street Inn right across from the ferry docks and in the middle of the town.



All the shops (including fudge) are within walking distance, but bicycles are available to rent if you want to further explore the island. To circle the 8 mile island takes a leisurely 2 hours of biking with many stops for pictures or snacks. Sue and I had a fun time relearning our bike riding skills without injury. Thanks Jim Walters!

The more adventurous can hike the island or rent horses to explore the interior.

After two fun days of exploring, shopping, biking and relaxation, we were reluctant to leave this island paradise. Our weight and balance figures suffered an increase due to the delicious fudge, but the RV performed flawlessly on take-off and the trip home.

Lessons learned:

- 1) Weather in the cockpit is essential for safe and timely cross country flight (thanks Brad and Deia Roberts for flying with us on our first ever trip to AirVenture)
- 2) An experienced guide is needed for first timers to AirVenture (thanks Bruce and Mary Ann Fuller for taking us under your “Bearhawk” wings)
- 3) Good times are best when shared with good friends (lunch at the Budweiser tent) Sue is still laughing about Marvin!
- 4) Exhaust fumes from a horse drawn taxi can be far worse than a DART bus.



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Christmas Party Planner

By Bruce Fuller

NASA Flight Director and RV 8 builder, Paul Dye, to be guest speaker at December 11th Christmas Party.

It's that time of year when we have to get the word out about our annual Christmas Party and encourage everyone to RSVP so we can plan the food and seating arrangements. Over the past couple of years our Christmas parties have been themed events, and this year we will continue with that format. The Board has arranged for a special guest speaker, Paul Dye, to entertain us for the evening. Paul, an RV 8 builder/ flyer gave a presentation to our chapter at Redbird Airport several years ago, and is a popular speaker.

Paul Dye has been an avid pilot since the age of 13, he soloed at 16, got his pilot's certificate at 17, and headed for the University of Minnesota aeronautical engineering program at 18. "At the airport, we found a couple of wrecked J-3 Cubs when I was a kid. We rebuilt them and then we got to fly in them for (only the cost of) gas and oil. I was going to build airplanes," he says. "I thought I'd go to work at Bellanca up in Alexandria. But they went out of business during my junior year in high school." Instead, he helped build the space shuttle program. Dye has directed more than 25 missions in his time at NASA – over 25 years.

When the space shuttle completes a mission, Dye will engrave the name of the mission on the head of a railroad spike once used by the Duluth, Messabi, and Iron Range Railroad. It's one of the few sentimental traditions the Roseville, Minnesota native allows himself in a workplace dominated by science and engineering. Dye has a box full of Iron Range spikes, each marking a successful mission, on his desk. "The Iron Range is my ancestral home," he says. "My NASA call sign of 'Iron Flight' was chosen to honor my grandfather, who worked in the iron mines that have generated so much of the industrial might of our nation."

The Christmas party will be held on December 11th at the Addison Conference Center. Doors open at 6:00pm. Dinner will be served at 7:00. We expect a capacity crowd for this year's event, so please make your reservations soon. The per person cost is \$15.00, and reservations can be made by contacting any Board member, or you can pay with PayPal on the Chapter website as well as at the monthly meetings. We will be collecting "Toys for Tots" again this year, so please plan on bringing an unwrapped toy or two for those children that are less fortunate.

Chapter 1246 Chili Cook Off

Time: Chili Setup: 10 AM

Place: Collin County Regional Airport (TKI)

Pete Huff's Hangar, #2529. If you are flying to TKI, ask ground for directions to the west MHOA (Mow-a) hangars. If you are driving in, turn left just before the fire station, which is the first building on your left as you enter the airport. There will be signs.

We invite you to try your hand at fixin' a "Bit of the Red". The more cooks, the merrier!! All chili should be cooked at home and brought to the event. There is electricity for crock pots, but if you have a camp stove or the like, bring it to keep your chili warm. Remember to bring a big serving spoon or ladle too. Be sure to name your chili; it adds to the fun part. Cooks should plan to make at least 12 - 8 oz. servings (2 to 2 1/2 quarts). We never know exactly how many people to count on attending. All chili must ready by 11 AM. You will also get to be a judge and vote for your favorite chili. Prizes will be awarded around 12:30. We furnish the utensils, condiments (crackers, Fritos, cheese, chopped onion, etc.) drinks, dessert and even antacids. We need volunteers to bring some dessert! Call Andy Cowan at 972-363-2517, or email him at treasurer@eaa1246.org, to volunteer to bring a dessert. We also need volunteers to help with setup and cleanup, before and afterwards. This is an all-weather event, rain or shine, flyin' or not. Looking forward to seeing you there!!

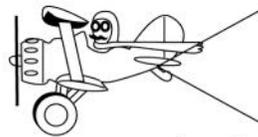


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Classifieds

For Sale - PITTS SPECIAL –PRICED TO SELL -- \$25,500 -- Pitts Special S1C completed in 1982 and recovered in 2004. It has a 180 HP Lycoming Engine and 500 Hours on the engine. The plane is to be sold ‘As is’ ‘Where is.’ For details call John Abitz at 817-491-9378. Hangared at Northwest Regional Airport

For Sale, CGS Hawk Arrow single seat taildragger, Rotax 503 DCIDI, Oil Injection, Exhaust Flanges(no springs), Cabin Heater for seasonal comfort. Original Sails, New Tires, New 8" Wheels, Heel Brakes, Detailed Logs. Registered Experimental/ Amateur built N523DK. 192 TTAE. Based @ Rockwall Airport (F46). Flown Regularly. MUST GO!!! Priced to Sell \$5000. Fresh Condition Inspection Accomplished. For more info, contact Chuck Cawthon home - (972) 276-0902 or cell (972) 979-6096

- 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



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Experimental Aircraft Association

Dallas Chapter 168

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- New Member
- Renewal
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Membership dues for EAA Dallas Chapter 168 are \$20/year.

Make checks payable to EAA Chapter 168

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