

# HANGAR ECHOES

MARCH 2010



## 3 Years In The Making

By David Buono (photos by Paul Piepenbrok)

On a cold Saturday in February, my RV-7A took to the skies for the first time. I was at the controls that day, but it would be wrong to start the article there. To start to tell the story, I have to go back over 3 years.

It was June 2004, and I was the proud new owner of a 1964 Cherokee 235. For those not familiar with that airplane, it was Piper's answer to the 182. With the big O-540 up front, even topped off with 84 gallons of fuel, it could still carry almost 900 pounds in the cabin! It is one of the few airplanes that has a useful load greater than it's empty weight. It does all that while



## EAA Chapter 168 ★ Dallas, Texas

chugging 15 gallons per hour and cruising at a whopping 150 mph. Why would I need to carry all that weight? To go on trips with 3 of my friends, of course!

Those of you that have fallen into the same trap I did are probably already laughing. I owned that airplane for over 2 years, and I had 4 people in it exactly once! It was for a 30 minute sightseeing tour around downtown Pittsburgh.

Fast forward to November 2006, and I had already moved to Dallas. I was dating a girl (future wife) who loved

to fly, and we took that airplane on a lot of trips with just the two of us. Thanksgiving of that year, though, I de-

*(Continued on page 7)*

## March 3rd Chapter Meeting

The March Chapter meeting will be on **WEDNESDAY March 3rd. IT IS NOT AT THE LIBRARY**

For the first time in many years, we are having an off-site general membership meeting. The March meeting will be held on the campus of Skyline High School in Dallas at our normal time of 6:30pm. The kids of Skyline have a great program in store for us including a possible live engine run of a 300 HP radial engine.

The campus is located at 7777 Forney Rd, Dallas, 75227, which is between Jim Miller Rd and Buckner Blvd, south of I-30. Turn into the student parking lot off of Forney Rd, and park in the Southeast corner of the lot. Walk east on a gated sidewalk to get to the north/south service road. Heading north on that road, you will see the hangar on your right.



**NOTE:** This month's chapter meeting is on the first **WEDNESDAY** of the month instead of our normal Tuesday. And it is **NOT AT THE LIBRARY**

## March Newsletter Folding And Social Hour

This month's newsletter folding will be on **SATURDAY** March 27th at 9:30am in the hangar of David Buono at Aero Country Airport.

Dave will have his newly flying RV-7A there, but the other plane sharing the hangar will be sure to catch people's eye. *Cloud Dancer*, a 1944 P-51 Mustang with a long history at the Reno Air Races currently resides in the hangar while it awaits an engine rebuild from Rick Shanholtzer. The airplane was also part of a Hollywood movie back in 1980 by the same name. A couple of names you might recognize flew the stunts in that movie: Tom Poberzny, Charlie Hillard, and Jimmy Leeward, who is the current owner of the airplane.

Check page 6 for more info on getting to the hangar at Aero Country. We hope to see you there!

## March 9th Board Meeting

The BOD meeting will be held on Tuesday March 9th at the Farmers Branch Library at 7:00 PM. The minutes from the February BOD meeting recorded by Norm Biron are as follows:

**People In Attendance:** Brad Roberts, Ann Asberry, Bruce Fuller, Sam Cooper, David Buono, Glenn Snyder, David Cheek, John Phillips, Norm Biron, and Michael Stephan

### Notes:

- Brad gave the financial report
- The board discussed upcoming meeting topics/presenters, fly-in dates and locations, and hangar echo folding locations
- Brad gave a 2009 treasury recap report and the board discussed. Decision was made to do nothing at this time but to monitor the numbers as 2010 progresses
- Board of Directors upcoming elections were discussed. Sam, Glenn, Mel, John, Michael, and David all volunteered to run for a BOD position. A list of possible new BOD candidates was generated and volunteers agreed to call people from the list
- Proposal from Ann to make a donation to the library was tabled until more info can be gathered by David Buono about how best to donate
- Norm will check out Paul's Valley as a possible fly-out destination for the chapter
- A survey will be available at the next meeting to see if a different day of the week works better for our membership meeting.
- The board discussed an email received from a member requesting/suggesting the chapter send out more notice to members whose memberships may be or are soon-to-be expiring. This was a lengthy discussion about membership and how best to retain members. Decision was tabled until Dave Buono contacts EAA national about if they can help with some of this work.

## March 6th Chapter Fly In

This month's fly-in is to Hilltop Lakes (0TE4), which is about 120 miles south of the Metroplex. The plan is to meet on the ramp at 11am for the short walk to the restaurant.

The chapter hasn't been to Hilltop Lakes in quite a few years. The restaurant has gotten great reviews recently, so join fellow chapter 168 members in checking it out on Saturday March 6th.

## Letter To Chapter 168

*(We received this letter recently as a thank you for our donation of money and toys at the Christmas party to Toys For Tots)*

Dear Chapter 168,

Thank you so much for your generous donation of \$105 received on 12/23. And for your commitment to making the lives of less fortunate children a little brighter!

As you know, times are tough for many of us right now. To children living in poverty – and their parents, often struggling to make ends meet – a new toy under the tree at Christmas can bring so much joy. With each toy that you help provide, you remind a family that someone cares – and give them hope for the future.

In 2008, Toys For Tots delivered 16.1 million toys to 7.6 million children and we anticipate we will have helped similar numbers in 2009, once we have completed our final counts. That's a great accomplishment – one that would have been impossible without the support of caring folks like you! And with over 14 million children in our country still suffering from poverty and an unstable economy forcing more and more families to seek help, your continued support is extremely important right now.

As always, each gift you make directly impacts a child's life in a wonderful way.

Again, thank you for your compassionate support of Toys For Tots!

Yours Sincerely,

William J Grein  
Major, USMC (Ret)  
Vice President, Toys For Tots

## SportAir Returns To Dallas

By David Buono



EAA's SportAir builder workshops return to Dallas for 2010. If you've never been, want to learn a new skill, or maybe you're

just curious about a certain aspect of building and want to learn more, the SportAir workshops are a great place to spend a weekend.

The dates are March 6-7, 2010, and the location is once again the Aviation Institute of Maintenance on Lemmon Avenue in Dallas. The facilities at AIM couldn't be better for this kind of workshop. They have ample classrooms for teaching and more than enough shop space for the hands on classes.

I've took a class with them 2 years in a row, and I couldn't be happier. I took Electrical 3 years ago and Composites the year before last. It's a great way to get an introduction to different areas of building. Other classes include Fabric Covering, Sheet Metal Basics, and a Saturday night discussion titled What's Involved In Kit Building.

All the classes are taught by experts in their respective fields with most having multiple builds under their belt, so you'll have first class instruction. The classes run Saturday and/or Sunday all day with a break for lunch. Classes are \$259 for fabric covering or composite construction and \$289 for electrical or sheet metal basics. Check out their web site at <http://www.sportair.com> for more information.

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## Winter Cross Country

By David Cheek

Is there really anything different except for the cold weather? The winter weather changes everything including runway, taxiway and ramp friction. There is also icing and freezing rain to complicate the flying. In 40 years of flying, I had never taken a winter trip unless it involved family and friends in Texas, where I had a free place to stay. I never went north of the Red River during a winter trip.

This past January I had an opportunity to attend a soaring convention in Little Rock Arkansas. I had a pilot/builder member of chapter 1246 encouraging me to fly this trip, and we were going bad weather or not (but we might not be able to fly). We wanted to fly up there VFR to explore two ridge systems in Oklahoma and Arkansas. We could tolerate the cold, but we could not tolerate low clouds and visibility. The actual weather included 5000 foot overcast ceilings with 10 mile visibility and strong south winds aloft with near calm winds on the surface. This turned out to produce perfect wave conditions on the ridges we were checking out, which is pretty magic. There were very complex and sharp shapes on the undersides of the cloudy overcast. We saw smooth 500 to 900 FPM lift in the wave. We arrived at Adams field in Little Rock at noon in good weather and started having a great time at the convention.

Since ice and snow were coming, I thought about putting the airplane in a hangar. At \$40 a night, even after prime fuel prices (\$5.05), I decided to play chicken with the weather. I called to have the airplane put inside for just the bad days. That saved one day of hangar rent, but they included all of it on the bill, so I had to get them to correct it on departure. The FBO was Central Flying Service, a very old local company, and I was happy with their service. They helped us get out on schedule, even if they were expensive. It's just the way of the future; there is less and less flying to spread the expenses over.

The winter weather was ice pellets turning into snow with almost 2 inches of accumulation. My plane was in a non-heated hangar, but it kept dry, ready to go when we were. I had brought my economy engine pre-heat gear (hair dryer and 100 foot cord). The planned departure day, Saturday, the morning forecast called for high marginal VFR at noon and VFR later in the day along the route. NEVER ever trust the morning forecast. It actually stayed overcast, low MVFR all day, but we rushed to the airport only to find this out there. I was too cheap to call flight service. We waited for things to improve, but they

never did. The day's weather required passing an area of 1100 to 1200 foot overcast in east Texas and landing at Addison (or McKinney for that matter) with a 1400 foot overcast and good visibility. There were also charter pilots coming and going all afternoon, reminding us it was clear on top all the way to Dallas at 4000 feet, with just a tiny bit of ice in the clouds. That was the problem, even though I am trained, equipped, and current for flight in instrument meteorological conditions, my plane is not "approved for flight into known icing". With the overcast and icing reports, I had to take the low road home. The FAA will consider revoking the pilot certificate if you make an incorrect flight into known icing without the correct gear, even if there is no bad outcome.

We consulted a local photo plane pilot that had been up. He was not encouraging. We decided to spend the night again (the convention was not over yet, but we did need to get new hotel rooms). The FBO also moved our airplane into a closer heated hangar for a quick morning departure, for no extra cost.

The next morning the forecast and actual reports were better. The plane was a little warmer, still dry, and I could start my engine warming (did I say my engine was just back from major overhaul, running aeroshell 80 mineral oil and still in the break-in stage?) When you warm with a hair dryer, 1800 watts maximum, you need to take at least an hour and distribute the heat between both halves of the engine. After that, I was able to roll the airplane to the edge of the hangar in the sunlight to complete the warming. It started easily, but then it always has.

Our big concern was very slick ramps and taxiways. The clouds became broken early and the ice started melting and getting very slick. Luckily, by the time we taxied, the dark ramp had warmed up though the ice and it was breaking up as we moved on it. The air temperature remained below freezing as we left.

The weather showed some high IFR near hot springs and close to Little Rock but also showed promise of clearing at Texarkana. We took off in a big clear patch (the runway, cleared for the airlines, had no ice and taxiways on our side of the airport were not so clear, but useable). We climbed VFR over the clouds and monitored AWOS along the way (more current than any XM weather reports). We soon saw our big East Texas ARK-LA-TEX VFR clear hole and felt better. The weather was clearing fast and we planned to stop for cheap fuel at Greenville Majors. We ducked under a 1700 foot broken ceiling just past Sulphur Springs and landed OK at Greenville.

*(Continued on page 5)*

## Winter Cross Country *(Continued from page 4)*

The return to Addison was more difficult, the 1400 foot overcast did not lift until nearer to ADS. I would not have wanted to make the entire flight at that low altitude, even though a friend did it the previous day. I've flown from Greenville to Addison many times; I had a moving map GPS with an obstacle database, and this did not seem like a big deal.

So, I think we lucked out a bit. We had a couple of days to play with on the return to get acceptable weather. That is important; usually 48 hours will allow winter weather to clear. The long range forecast called for the winter storm, and we knew what we were getting into. It happened mostly as forecasted. In the end we spent more money on the hotel rooms than we did on fuel, oil, charts and hangar rent.

Just be sure you have plans for the winter weather, and you are realistic in evaluating the weather and deciding to stay or go. The weather you actually see is more important than the weather in the forecast. Make your plan based on real weather and not your need to get home. One last point, be sure and have a backup plan to get home or to get key passengers home if there are plans and schedules that make their return critical.

## Sully's First Solo

*By David Cheek*

Many of you have been to the Sherman municipal airport for bargain fuel. When you are on a left downwind pattern for runway 16, the airport and runway that captain Chesley "Sully" Sullenberger first soloed at, is on your right just one mile from SWI. It was an old crop duster strip used by L. T. Cook in the 1950's and 60's. Sully learned to fly from "LT" at that strip and soloed on June 3, 1967 in an Aeronca 7DC with no radio, after less than 8 hours instruction. He passed his private pilot check ride in October 1968. He completed the rest of his training as a USAF undergrad and was assigned to fly the F4 Phantom.

He grew up northwest of Dennison in view of Lake Texoma on Hanna Drive. The street is in the database of most every auto GPS sold. The airport of LT Cook was never charted on any sectional that I can find. The last time I looked, a few months ago, the runway grass was cut, but it does not appear to have been used in a long time. There is a large, round-top hangar to the west of the runway and a house on the property. I have never seen an airplane on the ground at this place, but it still looks like an airport.

## Ken Krebaum Is Airworthy

*Notes by Marvin Brott*

Okay, maybe Ken's not airworthy, but his airplane is!

DAR inspection was Feb 6 on Sunday.

We turned it into a party sort of, with Ann, Pat, and Janice (Ken's Wife)

It passed as we all knew it would (need to label gas switch for usable gallons)

He's in the process of putting it all together for first flight. Plan is for Chuck Wilson to do first flight and Jeff Hansen to fly chase if possible.

Ken has taken a couple of RV 6 training hours just to get familiar with the RV feel. He has about 400 hours in his Skyote and many hours in a Pitts single hole-er. So he is well prepared, needless to say.



# March 27 Social Hour At Aero Country

By David Buono

Getting to my hangar is pretty simple, especially if you've been to Marvin Brott's before. These driving directions assume you already know how to get to Aero Country airport.



Turn North onto Aero Country road from Virginia Parkway. At this point, keep your eye out for airplanes, because you are driving on shared roads/taxiways. The road turns 90 degrees right heading East, then 90 degrees left turning back to the North. A few hundred feet North of that, you have to veer right, and now you're on the taxiway heading North.



Cloud Dancer

The hangars will be on your left and the grass runway will be on your right. Make the 3rd left, which is Phantom Lane. My hangar is blue, and it's the second-to-last hangar on the left side. It comes just after a field with a Bonanza parked in it and just before another North/South road. The address is 10065 Phantom Lane, and if the weather is nice, I will have the door open.

**PARKING:** Parking is always a challenge at Aero Country. Whether you drive in or fly in, we'll find a spot for you. If you drive or taxi down Phantom Lane towards my hangar somebody will guide you to a spot. I will have a radio and my cell (214-986-4497) if you need directions.

Coffee and doughnuts will be served, and a group may head for lunch around 11am. Hope to see you there!

## Spy Picture At GPM

Recently, a Hangar Echoes super secret spy photographer, who we'll call "Boomer", happened to catch this shot of Bill Bracken doing taxi tests in his Glastar. Bill must be getting close to flying!



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### 3 Years In The Making *(Continued from page 1)*

cided to fly it from Dallas to Pittsburgh, PA for Thanksgiving. I was going there to see my family, and taking the Cherokee would sure beat flying the airlines.

I was somewhere between Dallas and Pittsburgh at 7000 feet when it finally hit me... This was stupid! Here I am solo, burning 15 gallons an hour, cruising at 150 mph. I could be in an RV going faster burning less and having more fun doing it... That's it... I'm building an RV!

It was a looong flight to Pittsburgh and back, because that's all I could do was think about how much better the trip would be if I was in an RV. 2000 miles (roundtrip) is a long time to dream!

The Cherokee was put up for sale when I returned to Dallas. By February, it had sold. And by March, my living room looked like this:



Obviously, I was single! The living room made a great shop after a few "upgrades". I ran an air line from the

garage, put up a few lights, built a workbench, and I was ready to build an airplane!

Marvin Brott came over to give things a once-over before I actually started riveting. In the process, I'm proud to say he squeezed the very first rivet on my airplane.

Not long after Marvin squeezed that first rivet, the tail was done. Next thing I know, my living room and dining room looked like this:



Yes, I was still single! But that would soon change. In November of that year (2007), I proposed to my girlfriend, Alina, and we were married 7 months later. She didn't love the airplane in the living room, but she was ok with letting it stay!

About the time her house sold, I was starting to get into the systems part of construction. It was at that point, I decided to take the project to Jay Pratt's over at Hicks for some steady oversight.

After removing the sliding glass door and enlisting the *(Continued on page 8)*



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### 3 Years In The Making *(Continued from page 7)*

help of a few friends, I was able to get the project moved to T67, otherwise known as Hicks Field.

The next 16 or so months would be a complete blur. Money was flying out the door so fast, I was sure there was a leak in our bank account. There is a lot of stuff Vans' cost estimator doesn't account for, especially when building an IFR airplane. For example, I never expected to pay almost \$1000 for antennas!!! And I bought the cheap ones!

There were a few snags along the way... 1 week before I was supposed to get my engine from Superior, they went bankrupt. I had a great experience building my engine with Barrett, but that cost me almost 6 months of delay in getting my engine hung. Jay's red tagged O-360 case helped with fitting stuff before my engine showed up, which was a big time saver.

The second huge snag was my panel. I had my panel built by Avionics Systems in Leesburg, VA. Putting it nicely, he didn't deliver what I expected. Not only was he 3 months late on delivery, the panel was full of wiring errors and oversights. It cost me a 3 month delay because of his delivery problem, then another 3-6 months of delay just fixing all the problems and mistakes with the wiring. I would have been on my own if it wasn't for Jim Vroom helping me sort through all the issues. We spent many hours just talking through things and drawing diagram after diagram.





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The 3rd snag was my intake system. When building my engine, I chose to mix and match. I have a Lycoming engine with a Superior cold air sump. This created problems with the mixture and throttle cables/brackets/connections. In an attempt to make things easier, I switched fuel injection systems and bought a fairly new product from Bower Aviation that allows for ram air instead of using the Vans "snorkel". The intake scoop Bower sent me did not fit my setup, so it wouldn't work without major modification. Enter Troy Thompson. When I first sat down with him, I couldn't envision how it was going to work or how things were going to fit together. Troy is an expert "glass man" and a patient teacher. Before I knew it, I had a scoop to fit the intake system.

Soon after that was done, it was a cold day in February, and Mel was in the hangar doing the airworthiness inspection. After adjusting a few loose jam nuts and labeling the fuel tanks, the plane was airworthy!

Time to start planning the first flight. From early on, I wanted to be the one at the controls for that first flight. I flew 4 hours with Alex D, but I felt that I needed a little more time in an RV before soloing, and I really wanted it in a fixed pitch airplane. Enter Roy Geer. Roy is a CFI with an RV-6 at Hicks. I flew with him for an hour and I felt ready. He is a great teacher, talks through all the maneuvers, and knows his airplane all the way around the performance envelope. Anybody looking to explore the full performance of the RV line should fly with Roy.

Saturday, February 6, 2010. The day has finally arrived for me to do the first flight. It's a cold day, but the wind was calm. I had my wife and her parents with me. Roy was going to be flying chase with Paul Piepenbrok on photo duty. Jay Pratt, Carol Baird, and Jim Vroom were the ground crew. After a long, thorough, preflight briefing, we were ready.

*(Continued on page 9)*



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### 3 Years In The Making *(Continued from page 8)*

Roy took off ahead of me, so he could come around and get me taking off. I taxied to the end of the runway, gave it full throttle, and before I could even remember to look down at my airspeed, I was in the air! No time for smiles or celebration... I had an airplane to fly!

After the nerves settled, I was able to complete a successful 28 minute flight. Roy and the ground crew really helped me stay calm and focus on the task at hand. The plane had a slightly heavy right wing, which has since been corrected with a little elevator pinching.



I think I might have picked the worst time in the last 10 years to finish an RV in the metroplex. Mostly due to weather, I have been only able to fly one other time after

that first flight. I did a 2 hour flight last week, and it felt great.

Looking back on the whole experience, I learned a ton! I learned a lot of "how to's", but I also learned a lot of "do not's". If I ever build again, I will make every effort to stick to stock parts. Every modification adds time and complexity (read money) to the project, which leads to frustration.

This is where I get to thank the people that made it all possible. My wife Alina has been patient and understanding through the whole process. As any married builder can attest to, it would be miserable to do a project of this magnitude without the support of your spouse. Jay Pratt and Jim Vroom spent so many hours with me, they'll be claiming me as a dependent on their 2009 taxes. They were patient while teaching a computer geek how to do things like use a torque wrench or wire up a keep alive bus. All the members of chapter 168 that answered a question along the way... Just knowing I had a network of builders in my own backyard was what gave me the comfort level to take on this project to begin with! THANK YOU to all of you!

We have so many places we want to go, the shoe box of magazine articles is just about full. We are really looking forward to joining in on chapter fly-ins, but also criss-crossing this great country. Look for lots of trip reports coming from us starting soon!

**ONLINE BONUS:** Click [HERE](#) to watch my first flight



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## Upcoming Events

(With spring around the corner, flying events are starting to pop up)

**When:** Saturday March 13, 9am

**Where:** Air Salvage of Dallas

**What:** Legal but Fatal - A walk through the bone yard and in depth discussion on five different types of accidents and their causation from start to finish

**When:** Saturday March 20, 8-11am

**Where:** Cookson, OK - Tenkiller Airpark (44M)

**What:** 21st Annual Wild Egg & Onion Breakfast Fly In Best breakfast in Oklahoma! Rain or Shine so fly in or drive in from 8 to 11am. Fuel available with cash or a check. Contact: Val 918-457-4774, [veedster@aol.com](mailto:veedster@aol.com)

**When:** Saturday March 27, 11am-1pm

**Where:** Gladewater, TX - Gladewater Muni (07F)

**What:** Runway Gumbo Lunch Fly-In - EAA Chapter 972 is hosting a "Runway Gumbo" Lunch Fly-In with fix-ins, hardware & drink. Donations welcome. Chatter & lies expected. Very close expanded tarmac parking. Come on down/over/up to see us. Contact: Bob Tippens [bjtippens@embarqmail.com](mailto:bjtippens@embarqmail.com)

**When:** Saturday April 17, 10:30am-3:30pm

**Where:** Cannon Field (53TX)

**What:** The Alamo Liaison Squadron's annual picnic flying and fundraiser. All are invited. There is no gate fee, only a donation for the barbeque. Events will likely include the traditional "L-bird" demo as well as the flour bombing and spot landing contest. We hope to host a related movie as well. The Alamo Liaison Squadron extends a particular welcome to pilots bringing in their L-birds. More info <http://www.als-cannonfield.com> Contact Ryan 210-902-0372 [ryan@lbirds.com](mailto:ryan@lbirds.com)

**When:** April 13-18

**Where:** Lakeland Linder Regional Airport (LAL)

**What:** 36th Annual Sun N Fun

**When:** Saturday April 24

**Where:** North Texas Regional Airport (GYI)

**What:** Third Annual Texoma 100 Air Race - Open course timed speed event open to all pilots and all propeller driven aircraft. Fun. Fair. Safe. Lots of awards, prizes and good food. A Sport Air Racing League Championship Point event. <http://www.sportairrace.org/> Contact: Patricia Purcell 903-564-9410 [ppurcellk@aol.com](mailto:ppurcellk@aol.com)

## Still Flying With A Paper License?

From the FAA

Pilots who have not yet traded in their paper pilot certificates have until March 31, 2010, when the paper certificates are set to expire. If you're still using paper, don't delay. Pilots can no longer exercise the privileges of their paper pilot certificates after the March 31 deadline. Student certificates are not affected and certain non-pilot certificates, such as those issued to AMTs, are still valid for three more years before they need to be replaced.

Renewing a certificate can be done online or through the mail, and instruction can be found at: [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/certificate\\_replacement/](http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/). Requesting a replacement certificate online requires creating an account with Airman Certification Online Services, which only takes a few minutes. Being registered can help you in the future with quicker processing of an address change or a replacement certificate request.

To process a request by mail, fill out and send in Form 8060-56 (10/09)—see above link—along with a \$2 replacement fee. Make your check payable to FAA. New certificates will take four to six weeks to arrive with mail processing and seven to ten days for online processing.



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**FOR SALE:** Mid-Continent "LifeSaver" Series 4300 Electric Attitude Gyro, new price \$4770. Optional Inclinator/Slip Indicator, new price \$215. Remote Backup Battery, new price \$70. Buy all for \$3000 - Contact Jim Quinn - [jquinn3@gmail.com](mailto:jquinn3@gmail.com)

**FOR SALE:** New, never installed RCA15 AK-2 Electric Directional Gyro New Price \$1989 From Aircraft Spruce - Buy for \$1400 - Contact Jim Quinn - [jquinn3@gmail.com](mailto:jquinn3@gmail.com)

**FOR SALE:** Garmin 496 Excellent condition, all accessories, original box, manuals, etc. - \$1200 - Contact Jim Quinn - [jquinn3@gmail.com](mailto:jquinn3@gmail.com)

**For Sale:** Rocky Mountain micro-encoder, Features: air-speed, true airspeed, altitude, vertical speed, OAT, altitude encoder. All in a single 3.125" instrument. Updated to the latest software and hardware. \$500. Mel 972-784-7544

**PROP FOR SALE:** McCauley 2A34C241/82PGC-6 two-blade variable pitch prop. It was bought new by the Mooney Airplane Company for their Ovation. It stayed in

their warehouse and was never installed. It is still in the box. There is no serial number and no log book for this prop. \$1000 OBO - Call Weldon Rowan 830-431-0367

**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

**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](mailto:david.buono@yahoo.com)

**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.

**To place an ad:** Submit requests for aviation related For Sale or Want ads to the newsletter Editors. Ads are free to Chapter 168 members. Ads from nonmembers will be run on a space available basis. Ads will be run at the newsletter Editors discretion.

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**Experimental Aircraft Association**

Dallas Chapter 168  
PO Box 168  
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  
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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:  
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