

HANGAR ECHOES

MAY 2010



First Flight for Ken Krebaum's RV-8

By Marvin Brott

On Thursday March 11 at 4:45PM, another RV took to the air for the first time at Aero Country. Congratulations go to Ken Krebaum for the tenacity and hard work to get this RV-8 built to his standards. His RV was about the 6694th to fly. As a point of reference, Richard Wingfield's RV-8 flew almost exactly one year ago and it was about 6136 on the completed RV counter. That is an increase of 558 in one year or about 11 per week. As another reference, shipments totaled 965 piston airplanes in 2009. This has turned into a real success story for Vans Aircraft.



Ken and Chuck shake hands after the first flight

EAA Chapter 168 ★ Dallas, Texas

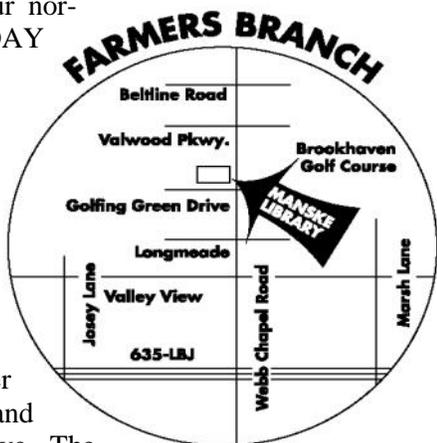
The first flight was about 45 minutes and yep it flies, no runs no drips no errors (first said by Jay Pratt for his *Borrowed Horse II*). This flight was done by the professionals, Chuck Wilson and Jeff Hanson, who have done many first flights. This time Chuck did the flight and Jeff, with Ken in the back seat of his RV-4, did the chase plane duty. This was a unique experience since most builders don't get the opportunity to see their airplane's first flight in "close up" formation. Everything went very well with only a low airspeed reading. How nice it is to have a chase plane read out the airspeed numbers and look for oil leaks and etc? In the 45 minutes, Ken got several hours

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May 4th Chapter Meeting

We are back to our normal FIRST TUESDAY meeting schedule!

The May Chapter meeting will be on **Tuesday May 4th**. 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.



This month's speaker is the chapter's own Mel Asberry, and he will be discussing the Light Sport Aircraft (LSA) world. Mel has quickly established himself as an expert in this area and often fields questions from all over the country about LSA compliance issues.

Come find out what LSA is all about!

May 8th Chapter Fly In

The last chapter fly-in before summer kicks in will be to Ardmore, Oklahoma (KADM). Lakeland Aviation hosts a great pancake breakfast from 8am-10am on Saturday May 8th.

We plan to meet under the traffic tower at 8am. The Lakeland hangar is just West of the tower. They don't charge you for breakfast, but there is a donation can so you can give what you want.

You may want to bring your own tie downs and/or chocks. I was there in April for the same breakfast, and there are no tie down anchors or chocks around the tower, which is where everybody parks. There is a patch of grass there if you want to tie down.

With the Blue Pig Barbeque now closed, this monthly breakfast gives us a reason to keep KADM in our fly-in rotation. Let's support them so they keep it going!

Hope to see you there!

May 11th Board Meeting

The BOD meeting will be held on Tuesday May 11th at the Farmers Branch Library at 7:00 PM. The minutes from the April BOD meeting recorded by Norm Biron are as follows:

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

Notes:

- Brad gave the financial report
- The board discussed the chapter's yearly tax filing requirements. The discussion was tabled until more info can be gathered
- The board talked about concerns over membership numbers. Brad agreed to dig into the financial data of the past several years so we can determine if there is a trend one way or the other
- The board discussed offering a lifetime membership option but decided not to pursue it at this time
- Christmas party location and dates were discussed. More discussion to be held at May BOD meeting
- Michael sent out letters to newsletter advertisers and will report next month on response for 2010 advertising
- Chapter 168 is now on Twitter (see more info elsewhere in newsletter)
- A decision on buying new scales for the chapter was tabled until next meeting. Current chapter scales do not handle the unique duty of weighing an airplane well

May Newsletter Folding And Social Hour

This month's newsletter will be folded at the home of Frank and Dorma Prokop in Lucas, TX on Tuesday May 25 at 7pm.

Frank is building a Foxtrot 4 made by Team Tango. It is a 4 seat composite airplane that cruises upwards of 200 mph. See more info at <http://www.teamtango.com/>

They live East of Allen, and their address is 1890 Sawmill Dr, Lucas, TX 75002. If you need directions, call Frank at 972-396-1168.

From The Desk of the President

There were 18-20 people that showed up for the April 10th fly out to Olney for the AirTractor factory tour. Although Mary Ann and I weren't able to make the trip we were told the event was fantastic. We really appreciate the many chapter members that participate in the fly outs.



On April 23rd Michael Stephan hosted the chapter at his hanger in Grand Prairie under the guise of the newsletter social. Bill Bracken and Bruce Pauly also had their hangers open and were proud to show off their airplanes as well. Bill has been flying his Glastar for about a month now, and Bruce should be airborne with his RV sometime in the near future.

Don't miss the May membership meeting on the 4th when Mel Asberry will talk about the current status of Light Sport Aircraft and will also give an update of the 51% rule for homebuilders. If it is food your looking for, then the May 8th flyout to Ardmore (KADM) is were you want to be. David Buono did a test run (of the pancakes) earlier this month while flying off some time on his RV and said the local FBO had a great spread that was worth the trip. We will plan to meet on the ramp at 8:00am.

As always,

Fly Safe and Love Life

Bruce

Ken Krebaum's RV-8

(Continued from page 1)

of testing, as Chuck checked out all aspects of flight including several rolls. Back on the ground, Chuck and Jeff gave Ken a complete report with numbers and suggestions.

Let me give you a quick impression of this RV-8. As you approach it from 20 feet away it looks like any other RV-8 out there. But as you get closer you begin to realize this is something really different. Every little item has been given maximum attention. You notice the base-coat clear-coat paint by Frank Waggoner, a noted car painter. Then you see that the spinner appears to have no screws holding it on. Next the details for capturing the hinge pins and all the gap spaces (cowl, spinner, etc.) are perfect. The sliding canopy, which is a tough build, is perfect with respect to fit and surface finish. And it continues right on down to the behind-the-scenes wiring. The fit and finish of Ken's RV reminds Michael Stephan and I of Lyle Hefel and his award winning RV-8s.

When you get the opportunity, check out what Ken has done with this RV-8.

Summer Picnic Reminder

By David Buono

Mark your calendars for Saturday June 5, 2010. This is the date of our annual summer picnic, which will be held at ShortStop Field in Farmersville.

For the eighth year in a row, Mel and Ann Asberry have agreed to host this great chapter event. If you've never been before, this year should be the year you make it. Who knows how much longer we can keep doing this before Mel and Ann come to their senses and say NO!

Start practicing your short field landing technique now, and look for more picnic details in the June newsletter.

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Hope One Takes Flight

By Michael Stephan



At our November Chapter meeting Michael Combs spelled out his Flight for the Human Spirit and his goal to fly and land in all 50 States in only 40 flight days. Yes, they are putting the airplane on a ship in Alaska and taking it Hawaii for the fiftieth state. The inspiration came to Michael while very sick in the hospital. He knew that if he recovered, he would no longer postpone his dream, which was to learn to fly. So the

Flight for the Human Spirit was born. But first, he needed to learn to fly.

When I heard his idea, I thought, "That is a very ambitious project for such a new, low time, sport pilot." But, that is what Michael Combs' flight is about... dreaming big!

With many sponsors on board and a Remos light sport aircraft dubbed "Hope One", Michael took to the air in Salinas, Kansas on April 4th. Almost a month into the flight, Michael has visited sixteen, mostly the northeastern, states.

You can follow the project online at www.itsneververtoolate.com. Now that website is as ambitious as Michael's dream. It sports many forms of media. You can track any leg in real-time with a flight tracking device made by Spidertracks. There are several video cameras in the plane, and therefore Youtube videos of certain operations can be viewed. There are a number of feeds from the social networks. Michael has a Twitter feed as well as a Facebook presence. All of these venues are updated regularly. And of course, there is a blog as well as a podcast. Michael is really working hard to share his dream. At many of the spots there are speaking engagements as well.

Michael will travel to Texas after flying the southeast states. I hope to be there and shake his hand. Maybe some of that energy will rub off. We are watching something pretty special. I will keep updating you as the flight progresses, but not as often as Michael Combs will.

Best of luck Michael.

EAA 168 on Twitter

By Michael Stephan

In trying to keep up with the latest technology, I have set up a twitter account for our Chapter. Our account is EAA168 (should be easy to remember). I did this quite a while back just to see what it could do for us. I haven't posted anything there since AirVenture of last year, but I thought about reviving it if there is any member interest.

Twitter is a messaging system that sends out one message to a group, and the members of the group can reply back. I thought this might be helpful for our fly-ins that encounter questionable weather. We could use Twitter to find out who is going and who is not, and also use it to remind members of upcoming meetings and speakers, etc.

If you are interested in following us just join at <http://twitter.com/eaal68>.

New Member Benefit: Free Admission to Hundreds of Great Museums

From EAA National



In addition to the annual pass to EAA's AirVenture Museum, EAA members now gain free admission to more than 300 museums throughout the world. To provide this new member benefit, EAA joined the Association of Science-Technology Centers and is now a member of the group's Passport Program.

Beginning May 1, 2010, your EAA membership includes a "passport" to such renowned facilities as Chicago's Museum of Science and Industry; the Intrepid Sea, Air & Space Museum in New York; or London's National Museum of Science and Industry. See the complete list here (<http://www.eaa.org/passport/>), plus look for a special insert in the May issue of *Sport Aviation*.

Some restrictions apply. Most participating museums allow free admission to two adults and all children living in the household under age 18.

Flying to Olney Texas

By Michael Stephan (pictures by Chris Pratt)

When the Chapter decided to fly to Olney, Texas for our April fly-in, I thought “where is Olney and why would I want to go there?” Well, Olney is a small town northwest of the DFW area about half way between Graham and Wichita Falls. The reason to go there: the Air Tractor factory. Air Tractor builds large crop-dusting (aerial applicators for the politically correct) and fire suppression airplanes.

I figured since Olney was so far we wouldn't have anyone drive there, but I was proven wrong when we saw John Phillips and John Peyton carpool there. We had a surprising number of people fly in as well. We had two Glas-tars, six RV's, and couple of certified aircraft. We had about two-dozen people interested in taking the tour.



Before the tour started, we all had to fill out forms and get badges. Then it was off to lunch in town in a few cars that the airport manager provided. Once back from lunch,

we walked from the ramp over to the factory to start the tour.

The tour started with a brief history lesson. The founder and designer, Leland Snow, moved the operation to Olney with city sponsored economic development funds, and they have been building Air Tractors there ever since. They build several sizes of aircraft there from 500 gallon hoppers to their latest 1000 gallon version. They are also turbine powered today with Pratt & Whitney PT-6 engines compared to the radial motors of the earlier designs. The initial aircraft were tiny compared to today's 1000 gallon behemoths.



Air Tractors are truly American made. They build, in house, nearly all the parts that go into the airplane. They CNC cut all the tubes and weld them in huge jigs. The welds themselves are pieces of artwork. They heat-treat the landing gear welded structure to increase its strength. Computer controlled punches manufacture the aluminum skins that attach to the steel frame. The dump door that is employed on the fire suppression models is a patented Air Tractor design. A computer controls the door and adjusts

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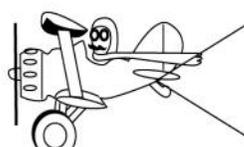


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Air Tractor *(Continued from page 5)*

the opening to produce a water drop that matches an operator-selected profile. Instead of the typical teardrop shaped pattern on the ground, which comes from the bulk of the water coming out first and then tapering off, the Air Tractor door can create a longer, straighter line of a constant width.

If yellow is your favorite color, you would love working there. Everything is painted yellow. I would hate to be a salesman pushing the color red there. They do make a few planes that are white and are used for fire suppression. There is a picture of a Canadian fire suppression company that had several Air Tractors on floats.



When we were there, in the assembly line was the two-seat trainer version. They also have a tandem two-seat version. Having built airplanes for the state department to do crop eradication in Columbia, they are familiar with strategically placed armor plating. That government work has led them to build a ground support fighting vehicle armed with machine guns and missiles that can operate off of small airstrips. That was worth the trip.

These airplanes were so impressive, I just wanted to climb in one and go flying. I imagined diving down on a field, pushing the spray button, pulling up at the end of the field, doing a steep slow turn and then diving back down in the opposite direction. That is my kind of office.

I really enjoyed the visit. We extend our thanks to the fine folks at Air Tractor for their hospitality!

ELT's: Are You As Safe As You Think You Are?

By: David Buono

A recent discussion at a chapter meeting between myself and several other members led me to do a little research on ELT's, and I was surprised at what I found. I thought I'd share the info in an attempt to set the record straight. If 4 members were easily confused about the fact vs fiction when it comes to ELT operation, I thought there might be other readers in the same predicament.

Background

Emergency Locator Transmitters (ELT's) have been required in most general aviation aircraft in the USA since 1973. As a result of a 1972 crash that killed U.S. Representative Hale Boggs and Alaska state representative Nick Begich in Alaska, a congressional mandate was passed. Their twin-engine Cessna 310 was carrying 4 people disappeared without a trace on a routine flight from Anchorage to Juneau. Despite the largest search in Alaska history, the plane was never found. Many thought at the time that an ELT would have allowed the plane to be found.

At the time, the ELT's of choice were manufactured to the specifications of an FAA technical standard order (TSO-C91) and had an activation rate of less than 25 percent in actual crashes and a 97 percent false-alarm rate. With numbers like that, it is easy to see why not everybody thought of them as required equipment. In 1985, a new TSO-C91A was developed, which addressed many problems found on earlier ELT models. It still broadcasted its distress signal on 121.5 MHz, but the activation rate jumped to 73 percent in actual crashes. More recently, a more advanced ELT was developed that uses the 406 MHz frequency to broadcast a digital signal. It is

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ELT Talk

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more accurate, and allows the signal to carry vital information about the pilot and/or the airplane.

The 121.5 MHz frequency used by older ELT's was first monitored by only aircraft and air traffic control. In 1982 a satellite based monitoring system was implemented to provide a more reliable receiving source. As of February 1, 2009, the Cospas-Sarsat satellite system stopped monitoring the 121.5 MHz frequency and now exclusively monitors 406 MHz.



Questions

FACT or FICTION: If I have a 121.5 MHz ELT, my plane is un-airworthy

FICTION: FAR 91.207 still allows the use of 121.5 MHz

ELT's in general aviation aircraft. With EAA and AOPA both having the stance of not making 406 MHz ELT's mandatory, it's reasonable to believe an aircraft flying with the older style ELT's will be legal for a long time.

FACT or FICTION: The 406 MHz ELT will broadcast information about me and/or my airplane to rescuers coming to find me.

FACT but not automatically. While the 406 MHz ELT's do represent an upgrade in search and rescue technology, they don't have eyes and can't determine if you repaint your airplane! In order for any information about you or your airplane to be included in the distress signal, the ELT must be registered. Registration is free and can be done at www.406registration.com, which is pretty easy to do. You'll have to have ELT Beacon ID number, which is a 15 character hexadecimal string that should be on the ELT itself. Other than that, the required information is minimal and includes the owner's name/phone number, N number, and an emergency contact name/number. The registration process allows for numerous extra pieces of data to be captured, all of which are changeable at any time. For example, you could put your flight plan in the "additional data" field. You could then update that field online before embarking on any long cross country.

FACT or FICTION: If I have a 406 MHz ELT, rescuers will know my EXACT position when the ELT goes off

FICTION: This is the discussion that prompted me to dig a little deeper. After doing the research for this article, I informally polled 10 pilots and asked them this question. 8 out of the 10 got the answer wrong. While the 406 MHz ELT's do provide a more accurate location signal, it seems many pilots get lost in the details and assume a latitude and longitude is broadcast. That is not the

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ELT Talk

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case!

Just how accurate is the 406 MHz signal by itself? The 406 MHz ELT will get rescuers within 5km, or about 3.1 miles. Compare that to 20km, or 12.5 miles for the older 121.5 MHz ELTs. Still not close enough for you? Most 406 MHz ELT's allow for an external GPS hook-up. With the proper setup, the GPS position will be broadcast out on the distress signal, which will get rescuers to within 100m, or about 330 feet. I

believe this is the source of the confusion. The 406 MHz signal has much more bandwidth, so it is capable of carrying more information to the satellites. But the ELT by itself is not position aware. For that capability, a GPS position must be relayed to it.

Should I Install A 406 MHz ELT In My Airplane?

There are way too many variables involved in making this decision for me to go into all of them here. The biggest variable is what kind of flying do you do and where do you do it. Long cross country flights and/or flying in mountainous terrain would cause me to lean more towards a newer 406 MHz ELT. However, more local fly-

ing would cause me to lean more towards the 121.5 MHz version. Even though the 406 MHz ELT's have been around for some time, the price difference is not insignificant. A quick look at Aircraft Spruce's web site shows most 406 ELT's priced at over \$1000 while most 121.5 ELT's are down around \$150.

Here is a quick comparison of the 2 technologies taken

	406 MHz	121.5 MHz
Signal	Digital: unique identification, registration data provides information on the owner/vessel or aircraft	Analog: no data encoded, higher false alert rate
Signal Power	5 Watts pulse	0.1 Watts continuous (typical)
Coverage	Global	Regional
Position Accuracy	Within 5 km (Doppler), 100m if GNSS (GPS) position is encoded in message	Within 20 km (Doppler only)
Alert Time	GEO alert within 5 minutes	Waiting time for LEO satellite pass 45 minutes average
Doppler Position Ambiguity	Resolution possible at first satellite pass	Two passes required to resolve position ambiguity

directly from the [cospas-sarsat](#) web page:

Some aircraft owners I've talked to are taking the best of both worlds. A cheap 121.5 MHz ELT can be installed in the airplane so that it's compliant and to have a mechanism for a crash activated distress signal. And to get the benefit of the 406 MHz technology, a **Personal Locator Beacon (PLB)** can be added to the dash or anywhere within easy reach of the pilot. A PLB is essentially a handheld ELT that has to be manually set off. PLB's can be bought for way cheaper than a 406 MHz ELT, yet all the advantages still apply. The biggest negative of this approach is, of course, you have to be awake and alert enough to manually set the PLB off. In other words, you have to know ahead of time that you are in enough trouble to send the cavalry for you.

There is no right or wrong answer, and everybody has different variables to consider based on their individual situation. For me, I chose to install the 406 MHz ELT. I fly a lot of long cross countries both VFR and IFR, so I treated the extra cost as insurance. And just like any other insurance policy, I hope I never have to cash it in!

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Upcoming Events

When: Saturday-Sunday May 1-2

Where: Central Texas Regional Airport (KTPL), Temple, Texas

What: Central Texas Airshow - Lots to see! Numerous war birds and aerobatic acts will perform all weekend. More info at www.centraltexasairshow.com

When: Saturday May 1

Where: McGregor Airport (KPWG), Waco, Texas

What: 1st Saturday Pancake Breakfast and Information exchange - Pancake breakfast and information exchange. Aviation videos, Demonstration on what is involved in an annual and what you can do to save money. On going Cub project nearing completion and near ready for raffle. Bring the family and have more fun than mowing the lawn! More info at <http://www.EAA59.org>

When: Saturday May 8 - 8:30am-3:00pm

Where: Corsicana Muni Airport (KCRS)

What: 12th Annual Corsicana Airshow - The Corsicana airfield was built as a training facility for World War II pilots, and the Coyote Squadron of the Commemorative Air Force celebrates that heritage. We'll have flying and static displays of aircraft from WW II through the Vietnam War including at least one Mitchell B-25 bomber and the last operational SB2C Helldiver. We'll also have formation flying demonstrations by two flying clubs, radio-controlled aircraft, a classic car show, and food. Gates open at 8:30, the flying begins at 10 AM, and the fly-off will be at 3 PM. \$5/person, \$10/carload, veterans admitted free. Bring the kids or grandkids—and lawn chairs and cameras—for an entertaining and informative day. www.coyotesquadron.org for more.

When: Saturday-Sunday May 15-16 - 8:00am-5:00pm

Where: Northwest Regional Airport (52F)

What: Air Fair 2010 Open House & Fly-In - Aircraft Displays - Vendor Booths (Space Available) - Bounce House for Kids - Car Show - Raffle being held for a 2010 Camaro - Event benefits the NWRAA (a Non-Profit) - Funds will be used for runway improvements

When: Saturday-Sunday May 22-23 - 10am-4pm

Where: Meacham Airport (KFTW), Fort Worth, TX

What: Cowtown Warbird Roundup - Free Admission with \$10 paid parking (\$5 walk-ups and motorcycles) to this Fort Worth event hosting over 50 aircraft with airplane rides, parachute jumping, F-18 and F-16 flight demos, C-17 flight demo, classic car show, helicopter and balloon rides, children's activities and more. An annual fundraiser for the Fort Worth Veterans Memorial Airpark. For more info, check out <http://CWR10.com>

When: Saturday May 22 - 8am

Where: Greenville Majors Airport (KGVT)

What: EAA Chapter 914 Cookout/Fly-in - We would like to extend this invitation to you to join us in our festivities. We aren't planning anything fancy or special. We are just trying to get as many like-minded aviation enthusiasts in the same spot at the same time to swap stories, rekindle old acquaintances, or share in the \$100 hamburger experience that got most of us involved in sport flying in the first place. Hope to see you there!

When: Friday-Sunday May 28-30

Where: Ranger Muni Airport (F23), Ranger, Texas

What: RANGER FLY-IN & AIRSHOW - After a very successful 2009 event, it's back! Annual Memorial Day Weekend Fly-In & Airshow at Texas' 3rd oldest airport. Note: International Biplane Assoc. will be holding their first fly-in event in conjunction with the Ranger Fly-In & Airshow. Weekend also includes meetings of the Antique Airplane Assoc. and the Shortwing Piper Club. Breakfast served to public Saturday morning by local Lions Club. BBQ lunch served to pilots and passengers Saturday 11:30am. Airshow Sat 1:00 (field closed 1:00-3:00) Great 3300 ft. grass runway. ALL aircraft welcome, RSVP appreciated. Show your support of the volunteer-supported field by bringing your aircraft and spreading the word. Showers available to campers. More info at: www.rangerairfield.org

When: Friday-Saturday June 4-5

Where: Pauls Valley Airport (KPVJ), Pauls Valley, OK

What: Oklahoma Antique Airplane Association 2nd Annual FlyIn - A huge gathering of antique and modern airplanes. Fly in and bring your camping gear. Fun for the whole family!

When: Saturday June 12 (rain date June 19)

Where: Pecan Plantation Airpark (0TX1)

What: Annual Fly-In Featuring VansAirforce.net - The Texas RV fly-in has joined forces with VansAirforce.net for the second year in a row. There will be book signings and autographs by author Conrad Netting IV, author of *Delayed Legacy*. Also cheap lunch, showcase of aircraft, fly-by's, kids bounce house, Young Eagles Program - For more info, email Doug Crumrine ftflyboy@charter.net

Classifieds

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

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

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

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:
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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: _____

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Fly-Ins	<input type="checkbox"/>	Programs	<input type="checkbox"/>	Newsletter	<input type="checkbox"/>
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Plane, Projects (% complete), and other interests:

