

HANGAR ECHOES

SEPTEMBER 2010



(l to r): Rod Palmer, Jeff Skiles, Jim Quinn, Andy Viens

2010 Young Eagles Leadership Award

By Michael Stephan

At the Young Eagles dinner at AirVenture, Conoco/Phillips honors a Young Eagles volunteer who has made significant contributions with the *Leadership Award*. This year that honor was awarded to our Young Eagles Coordinator, Jim Quinn.

Jim has been our coordinator for the last decade. He took over after Tandy Allen moved away. Jim has transformed a program that was difficult and taxing to one that is enjoyable and fun. Gone are the huge fly-all-day events that ended with telling kids that the pilots are going home. Now the events are smaller in scale with organized groups. Each pilot flies a few missions and each child gets a longer, higher quality flight. Usually the kids get a little stick time as well. This style of event has lessened the stress of the volunteers and as a result, pilots and volunteers return for future events. We still fly over 100 kids a year, but we use smaller events and have them more often. Also, the groups that Jim coordinates with are ex-

EAA Chapter 168 ★ Dallas, Texas

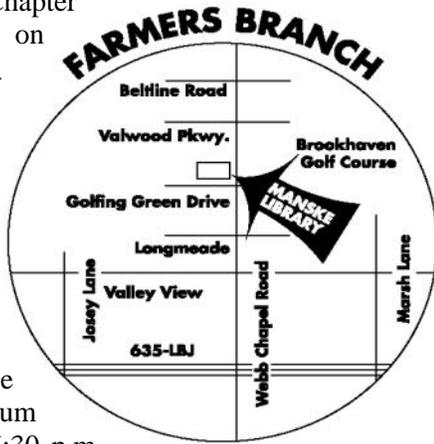
ceptional. The So Smaart Group (a group of high achieving inner city girls), church groups, home school groups, and even the children of deployed soldiers from the JSB are just a few of the types of groups Jim has brought us over the last ten years.

But not to be forgotten are all the volunteers that have helped Jim. We have a number of dedicated pilots that have donated their time and plane to fly the Young Eagles. Jane Quinn has been the point person for many of those events, keeping them running smoothly. All the ground volunteers have been crucial to the success of the program. Jim says, "It takes a team effort, and there is a lot of moving parts to make this work."

The Young Eagles coordinator toils away in the background. There is not much fanfare when an event runs smoothly, but that all takes preparation, hard work, and a little luck from Mother Nature. I am proud to see Jim receive the recognition he has earned over the last decade. Congratulations Jim!

September 7th Chapter Meeting

The September Chapter meeting will be on **TUESDAY** September 7th. 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.



Our speaker this month is Alfred Louque, better known as "Lucky" from Air Salvage of Dallas. Lucky's been working in general aviation for over 43 years and has been with ADOD for over 35. He was selected as the 2009 National Aviation Maintenance Technician by the FAA. He is an A&P with IA, a DME, a DAR, and a multi-engine pilot to name just a few of his credentials.

Lucky, with all his years in the salvage business, will be talking to us about how to keep your plane out of the salvage yard!

September 28th Newsletter Folding And Social Hour

Get out and enjoy some of the nicer temps in September by visiting a fellow member's project! We're getting together at Pete Miller's house in Plano at 7pm on Tuesday September 28th.

This month we head to the north side of town again to visit Pete Miller's RV-7 project. Pete is done with the empennage and has started working on the wings. If you want to see a project early on, come out and see an RV project in its infancy.

Pete is building at his house in Plano. The address is 3925 Medina Drive, Plano 75074. If you have any trouble finding his house, call him at 972-422-1577.

We hope to see you there!

September 14th Board Meeting

The BOD meeting will be held on Tuesday September 14th at the Farmers Branch Library at 7:00 PM. The minutes from the August 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, and John Peyton

Notes:

- Brad gave the financial report
- The board discussed future fly-in locations, meeting speakers, and newsletter folding hosts
- Young Eagles: Jim is working to schedule the So Smart group, but no date has been set
- Deposit has been paid to the Richardson Women's Club to hold Dec 7 for our Christmas party
- The theme for this year's Christmas party was discussed and following the lead from Oshkosh, "Salute to Veterans" was chosen as the theme
- Brad put together a membership report that shows membership numbers have been fairly stable since 2007.
- The board discussed updating our bylaws per EAA National's suggestion. Research into this matter is ongoing
- More discussion about buying a tension meter. Final decision tabled until further research can be done
- Ann volunteered to chair the committee for chapter officers
- The board voted unanimously to renew the PO box at the Addison post office

September 11th Chapter Fly In

This month the chapter will gather at Tyler Pounds Regional Airport (KTYR), which is home to the Skyline Café. We'll meet at 11am on the ramp for lunch.

Parking is available at their gate just below the tower. They can unlock the gate for us and we walk right in. The alternative is park at the Jet Center, then walk through the Jet Center and through the Café's front door.

Next door to the restaurant is the Historic Aviation Memorial Museum (HAMM). For anybody that would like to stick around after eating, a stroll through the museum is a good way to burn off a few calories before heading home.

From The Desk of the President



Have you ever had that sinking feeling? You know the one. When you are looking out the windshield and trying to discern the ever so slight increase in altitude, but in your stomach you know it ain't so.

Beads of sweat are forming and a couple are trickling down the side of your face. All you want is to get to an altitude where the outside temps are in the 60's, heck today you would settle for the 70's. You're almost afraid to look at the altimeter because you think it may sense you're insecurities and start unwinding. This is when you start to wonder if it was a good idea to top off the tanks this morning. But after all, you remember your instructor saying "the fuel you leave behind doesn't do you any good in the air." Then you remember someone else saying "altitude is your friend," and you wonder where your friend is now. I swear, density altitude will make you humble! I'm having thoughts of January.

We want to remind everyone about the upcoming events so you can get them on your calendar. The general meeting is September 7th with special guest speaker Lucky Louque talking about Aviation Safety and Aircraft Maintenance. Lucky is an award winning A/P and is best known locally for his association with Air Salvage of Dallas (and some would say for his red beans and rice with gumbo). The September 11th fly out is to Tyler Pounds airport for lunch at 11:00. Come on out and enjoy some time with you fellow chapter members.

It is getting time to fit the wings on the Bearhawk and as most of you know that just can't be done in the average garage. So this month Mary Ann and I bit the bullet and rented a hanger at Grand Prairie. We will be moving all Bearhawk production to the airport over the next month or so.

I grew up in Maine and for the life of me didn't know airplanes had wheels until I moved away. Now we go back

every so often to fly on floats and reminisce. So, next week we will be going to Greenville Maine for the 37th annual International Seaplane Fly-in. Which reminds me to remind you of the Cedar Mills Splash-in and camp-in coming up on the weekend of October 15,16,17. Several of us will be camping on the field or in the campground that weekend, so why not plan to come on up and see what's going on. Last year there were nearly 70 aircraft on the field.

Keep Flying, Fly Safe

Bruce

EAA's New President

By Michael Stephan

At Airventure this year, a new President of EAA was announced as Tom Poberezny steps aside. That new president is Texas-born Rod Hightower.

EAA can give you a better resume of Rod than I can, but after the Young Eagle dinner, we did have a chance to talk with him for a little while. First impression was he is a real approachable, nice guy. He enthusiastically talked about his aviation experiences. He spent time growing up in Mesquite and flies a Stearman that he meticulously restored. He was a roommate at one time with Jeff Hansen from Aero Country. He also has a pretty good sense of humor and was humbled by the honor of leading EAA.

Our congratulations go to Rod, and we look forward to his leadership as the new president of EAA.



Newly named EAA President Rod Hightower with EAA Founder Paul Poberezny (Photo from eaa.org)

Putting the Scales to Work

By Michael Stephan

Since the chapter purchased the new scales in June, I have been busy putting them to use. In the past month, I accompanied the scales to weigh four airplanes. Surprisingly, none of them were RVs. Well, one was a F1 Rocket, which has some RV-4 lineage.

The first was Ed Pitchers' VariEze project that he has toiled on for the past few decades. Being used to RVs, I did a double take when the empty weight was a little over 700 pounds. He is using the C-90 engine with the absolute minimum electrical system required to power the radio and transponder. With the new scales, the process took about 10 minutes. I scratched my head for 20 more minutes trying to think of what I was missing. The process never went that quickly with the previous set of scales.

A week later, the scales weighed an Acroport II and a Luscomb. Having an Acroport project, I was very interested in looking closely at this one. It will be a good project resource.



Aero Country F1 Rocket weighing in

Color Finally

By Michael Stephan

After spending over a decade as a bare aluminum airplane, Jeff Hansen's RV-4, *Sizzlin' Suz*, rolled out of the paint booth with new color. His plane now sports a P-51 inspired scheme and is named for his wife Suzy. Chuck and Jeff have flown their RV-4s for years together out of Aero Country. Chuck Wilson chose the polishing route and that airplane is also very nice. So, keep your eyes out for these RV-4s. You can't miss them they are usually only a few feet apart.



Acroport II on the chapter's new scales

Lastly, at Aero Country I helped Marvin weigh a nice F1 Rocket project. The six-cylinder speedster tipped the scales at just over 1200 pounds. Not bad for its category.

I have to thank the Chapter for the new scales. It simplifies the process tremendously. It also increases the accuracy over our previous scales. So far the new scales have done some good work.



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Warbird News and Updates

By Glenn Snyder

Well, Dave Buono asked for some warbird news for this months newsletter, and said “no excuses”. I’ve been so busy with the grandkids, the farm, flying and honey do’s, I kind of got a late start on this. Hope you like it!

Jimmy Leeward’s tricked out Mustang racer, “*The Galloping Ghost*” is just about ready. For those that don’t remember, *The Ghost* was rebuilt in Dave Buono’s hangar at Aero Country in preparation for the 2009 Reno Air Races. The plane made it to Nevada but came up just a few days short of being ready for the races. *The Ghost* spent the last year in Minden, Nevada, just south of Reno, where Rick Shanholtzer, Bo Case, and Eric Hokuf have been working on it on and off, and Jimmy has been test flying it on a regular basis. All systems are now GO for Reno 2010.

The plan at press time is to arrive in Reno on Sunday the 12th and qualify with the stock engine. Then the race engine that Rick is currently building will be installed over the next few days.

Racers qualifying early in race week don’t have to race again until Thursday. That gives the race team 2-3 days to pull the stocker and drop in the race engine (sounds easy, doesn’t it)! And then... There are always some unforeseen problems that have to be addressed. It should be an interesting week!

A few people have asked me about the modifications made to Reno racing planes. The following are some of the race mods that are sometimes performed on Mustang airframes and engines for the purposes of racing at Reno:

AIR FRAME

- Clip Wings
- Wing tip air dams
- Low profile canopy
- Smooth out wing for best laminar flow
- Add wing trailing edge strakes
- Change vertical stablizer offset
- Smooth out fuselage
- Tape or fill in all gaps
- Eliminate or reduce size of radiator coolant scoop

ENGINE

- Allison or Merlin Transport rods
- Roush pistons

- Piston coatings
- Roller cam followers
- Modified cam grind
- Balanced crank shaft with added counterweights for higher RPM’s
- .380 or .420 prop reduction gear (stock is .479)
- 620 or 500 transport heads and banks
- Tighter clearance on supercharger
- Different supercharger gears (-7 gears take less power away from engine)
- Beefed up engine and nose case
- Transport case or 1650-9 case
- Shorter prop or T-28 prop
- Cuffed Hamilton Standard prop
- Shotpeened and heat treated rods
- Stronger valve springs
- Light weight valves
- Modified or different carburetor
- “Tube Engine”- eliminate supercharger aftercooler and add ADI injection

OTHER

- “Boil Off” oil and engine coolant system
- Lightweight carbon fiber composite air induction tube

FUEL

- 160 octane racing avgas
- Nitrous Oxide

Be sure to catch next month’s Hangar Echoes to see how *The Ghost* faired at Reno. 2 Chapter 168 members will be on the crew supporting *The Ghost* when it takes to the skies over Reno, so look for some behind the scenes stories and pictures next month! Good luck Jimmy and crew!



The Ghost pictured prior to 2009 Reno Air Races

“Position and Hold” Soon To Be History!

From The FAA

You do it at the movie theater, the supermarket, as well as your favorite coffee shop on the way to work: You line up and wait. And, after September 30, 2010, you may also be asked to do it at your local towered airport.

Designed to help simplify and standardize air traffic control (ATC) phraseology, as well as to comply with International Civil Aviation Organization (ICAO) standards, U.S. controllers will use the term “line up and wait” in place of “position and hold” when instructing a pilot to taxi onto a departure runway and wait for takeoff clearance. Both current and future versions of the phrase are used when takeoff clearance cannot immediately be issued, either because of traffic or other reasons.

Why “line up and wait?” The phrase has actually been in use by a majority of ICAO contracting states for many years. It has proven useful with many non-native English speakers who can sometimes confuse “position and hold” with similar-sounding phrases like “position and roll,” “position at hold,” or “hold position.” Misinterpretation of this instruction can have serious consequences. Using “line up and wait” helps avoid ambiguity and keeps the global aviation community accountable to the same standard.

Here’s an example of the phrase in use: Tower: “Cessna 1234, Runway Three Four Left, line up and wait.” Pilot: “XYZ Tower, Cessna 1234, Runway Three Four Left, line up and wait.”

At press time, this change was expected to take effect September 30, 2010. The specific date and additional details will be communicated via updates to the Aeronautical Information Manual (AIM) and Pilot/Controller Glossary, both located under the Air Traffic section of www.faa.gov.

Other changes have also made their way into standard

ATC lexicon. Effective June 30, 2010, air traffic controllers no longer use the term “taxi to” when authorizing an aircraft to taxi to an assigned takeoff runway. Now, controllers must issue explicit clearances to pilots crossing any runway (active/inactive or closed) along the taxi route. In addition, pilots crossing multiple runways must be past the first runway they are cleared to cross before controllers can issue the next runway-crossing clearance.

As you may recall, previous “taxi to” clearances authorized pilots to cross any runway along the assigned route. One exception to the new rule is at airports where taxi routes between runway centerlines are fewer than 1,000 feet apart. In this case, multiple runway crossings may be issued if approved by the FAA Terminal Services Director of Operations.

The elimination of the “taxi to” phrase will apply only to departing aircraft. Arriving aircraft will still hear the phrase “taxi to” when instructed to taxi to the gate or ramp. However, controllers in these situations still will be required to issue specific crossing instructions for each runway encountered on the taxi route.

Remember, if you’re unsure of any ATC instruction or clearance you’ve heard, contact ATC immediately. It’s always better to check and be certain. And, remember to “line up and wait.”



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A New Look

By Michael Stephan

With a little bit of creativity and a pile of new metal, Mel's hangar door at Shortstop has a new look. I think there might be a message in there somewhere.

Jeff Hansen couldn't resist putting his new look RV-4 in front of it to get a picture.



FiFi Flies

By Michael Stephan



On August 5th, the B-29 known as *FiFi* returned to the skies. With a major contribution from Jim Cavanaugh to re-engine the airplane, the WWII era aircraft took to the skies after four years of being grounded in Midland, Texas.

Chapter members Gerald Oliver and his son David helped document the event for the CAF. If you have seen David's work, you would know that he has a talent for photography. His AirVenture photos are stunning. They are located at <http://www.bradoliver.com/Aviation/>

FiFi, when it is not on tour, will be on display at Addison airport as part of the Cavanaugh Museum's display. It will be accompanied by the CAF's B-24. Both airplanes are maintained and flown by the now local B-24/B-29 squadron of the CAF. I have been to several of their meetings at Addison airport and hope someday to be able to help keep these historical airplanes flying. They are a dedicated group.



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Airventure Tales

By Michael Stephan

As many have heard by now, Oshkosh this year was a little “wet and wild”. In fact, attendees had new creative names for it like “Sloshkosh”, “Galoshkosh” and “Aquaventure”. Some were even selling T-shirts with the new name. But to the credit of the organizers and the hundreds of volunteers, the field dried out by midweek and the show went on. But, my experience was a bit different than in previous years.

I agreed to meet Marvin at Aero Country, same as the past two years, and with Ken Krebaum in his recently completed RV-8, we were flying three RV-8s to Oshkosh. After I topped-off my tanks at the fuel pump there, I called Marvin for the preflight briefing. He said, “Taxi up to the hangar and we’ll talk about it.” When I reached his hangar, Ken and Marvin’s RVs were still in the hangar. The forecast was rain on Friday, more on Saturday. Dick Flunker, our advance scout, said the field was saturated and they were not allowing airplanes to park. So after rejecting “plan B”, we unloaded our planes into Marvin’s truck and began the Great Oshkosh Roadventure. Now I know how the other half lives. It did have its benefits. We had a nice air-conditioned hotel room with a comfy bed on Friday night and free breakfast before the second half of the drive on Saturday. When we arrived in Oshkosh, we did not need to wrangle a rental car. After splitting gas expenses it turned out much easier on the wallet than feeding avgas to the RV-8.

After arriving on the field, we walked the parking areas and sloshed with every step. The place was saturated. We also learned that the “north forty” was closed, and they were not allowing airplanes to land that didn’t have an assigned parking place or a place to park on the concrete. The ramps at the FBO’s were packed with planes. All of the mass arrivals on Saturday and Sunday were cancelled. The participants were told to tie down at the remote airports and they would send busses out to pick them up. It didn’t take long for Appleton and Fond du

Lac to fill up. On Sunday our group ran into Norm and Helen Biron, who were participating in the mass arrival of Pipers. Since they had a hotel room reserved for the weekend at the Hilton adjacent to the airport, they had a reserved space on the ramp in front of the hotel. So, in effect they were the piper mass arrival of one. We also ran into Tom and Bonnie Lewis who informed us that they recently purchased an RV-10 and flew it to Oshkosh and were lucky to get one of the few spaces available in the camping area. Every time we saw somebody we knew, we heard a different tale of how they were able to land and park. Monroe McDonald flew in on Saturday. Since he was a show plane, he was able to park along a taxiway until Sunday when a few places were dry enough to park. That is how it seemed to go. As the field dried out, they would let “show-planes” land and park. Once the dry spaces ran out the field was closed to new traffic. Despite the fact that the field on Sunday was closed to parking at 1 pm, Brad Roberts found a way to make it to the RV parking area and find a dry spot late in the afternoon. Chris Pratt and Danny King arrived before the Sunday 1pm curfew.



Brad Roberts’ RV-7 parked at “Sloshkosh”

On Monday morning, the opening day was surreal when looking at the “North Forty” void of airplanes. It stayed closed till late in the week. They did, however, allow people to camp there. A sparsely populated tent city grew during the week. By Monday afternoon most of the show-plane parking was dry enough to park planes. Camp Schoeller was a different matter, where Bruce and Mary Ann Fuller spent the week with their grandson Dillon.

Motorhomes were scattered throughout the city on every piece of concrete they could find leaving Camp Schoeller to the brave recreational vehicle drivers and the tent

(Continued on page 9)

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Airventure Tales

(Continued from page 8)

campers. Bruce and Mary Ann really had a nice setup, until a microburst Tuesday night scattered their shelter three rows away. They spent the rest of the rainy night in their only dry space... their truck. But they recovered the next day and were back in the camping business. David Buono flew in the day before and joined their campsite. He slept through the whole ordeal.

Despite rain in the previous week, most days were dry and hot. So hot, that air conditioning was soaked up when possible. The dorm rooms we stayed in took a long time to cool down in the evening and heated up like a microwave with the morning sun. After Tuesday night's storm, the temperature and humidity were much more comfortable for the rest of the week.

Despite all the difficulties, the crowds were pretty strong. The show did go on, and it was worth all the effort. Kudos to the Airventure staff that adapted and overcame the soggy conditions.

But there was more to Oshkosh than just our adventures. We had several members that brought home significant awards. Mike Hodge won a workmanship award for his Glassair III. If they gave awards for airplane covers,



Scott Carter's fuselage cover

Scott Carter would have one. The full fuselage cover for his Xtra-Eze was a work of art. It fit like a fine Italian glove and the color matched the paint scheme perfectly. Marvin and I

were lucky enough to catch him with the cover off and had a good look at last year's big winner. But, this year's big honor went to Jim Quinn, who was awarded the 2010 Young Eagles Leadership Award by the sponsor Conoco/Phillips.

The Young Eagles program is a high priority of EAA. On Wednesday night they host a dinner to honor a handful exceptional accomplishments by volunteers in the program. One of the museum's hangars was cleared and filled with tables for the dinner. Since Jim was receiving one of the awards, we had a table reserved for our Chapter members near Jim and Jane Quinn. The dinner was first class. Jeff Skiles, Young Eagle Co-chair, gave the opening inspirational speech before the awards. The award recipients all were inspiring and Jim did a great job accepting the award. He thanked all the pilots and ground volunteers that have helped him over the past ten years. He also thanked our chapter for all the support. It was really a special evening capped off by the final presentation of the telemetry and cockpit recordings of the "Flight into the Hudson" by Sully Sullenberger. The crowd was captivated and gave him a standing ovation when the plane was shown safely landing in the Hudson. That was a night to remember.

The whole week was memorable. Every year I see things I've never seen before and learn things I didn't know before. Every year at the end of the week, my feet, back, hips and knees hurt from all the walking. Trying to absorb all the aviation Airventure offers is exhausting. Every year I declare that I am never going back, and every spring, Marvin, Ken and I are making plans to go to Oshkosh. It is a once in a lifetime experience that happens every year.



Chapter 168 members celebrating with award winner Jim Quinn

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Chapter Notices and Requests

By David Buono

Officer Elections

It's that time of year again! The chapter needs volunteers to lead the chapter in 2011. We will be electing officers at the October meeting, so if you would like to "get your hands dirty", please contact Bruce at 214-693-3252 or talk to him at the September meeting.

Tools

Do you have a tension meter used in measuring the tension of control cables? The board is currently researching the purchase of one and would like to talk to other owners about their likes/dislikes. Please contact Brad Roberts if you have any info (contact info on page 12)

Calling All Veterans

If you are a veteran, please contact Michael Stephan or Bruce Fuller. Our Christmas party this year will be honoring all veterans. We are compiling a list of all the chapter members who are veterans so we can properly acknowledge you at the Christmas party.

Upcoming Events

When: September 18 - 7:15am

Where: Terrell, TX - KTRL

What: British Flying Training School Museum - Flights of Our Fathers - Flag Raising Ceremony, followed by a Pancake Breakfast from 7:30 – 10:30 am. Vintage planes begin arriving at 9:00 am and Tom Killebrew, author of "The RAF in Texas", lectures at 10:00 am. Opening Ceremonies and presentation of the flags by a Marine Color Guard Detail begin at noon to be attended by the public and local and State Dignitaries.

More info: <http://www.bftsmuseum.org>

When: September 17-18 — 9a-5p

Where: Bartlesville, OK (KBVO)

What: 54th Annual Tulsa Regional Fly-In - As one of the ten oldest and largest sport aviation events in the United States the Tulsa Regional Fly-In attracts 250-400 aircraft for the two-day event. The public can experience the best of sport aviation as well as aviation personalities, exhibits and other daily activities including biplane rides available to the public at a modest price. More info:

<http://www.tulsa-fly-in.com>

When: September 25 – 10am

Where: Greenville, TX (KGVT)

What: Fall Gathering And Cookout - EAA Chapter 914 is hosting. Like the Spring Gathering held this past May, the Fall Gathering is free and open to anyone with an interest in airplanes, so please invite your friends and families to come by. Lunch will consist of hot dogs, chips and drinks and will be free as well. Of course, we'll gladly accept donations to help cover the costs.

When: October 22-24

Where: Reklaw, TX (7TA7)

What: 26th Annual Flying M Ranch Fly-in - This fly-in is all about relaxing. Fly into their 4000 foot grass runway and be prepared for a 100% aviation weekend. There are typically over 500 aircraft and 2000 people at this yearly event. More info: <http://www.reklawflyin.com>



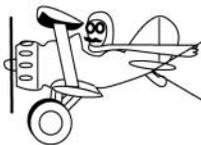
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PROP FOR SALE: McCauley 2A34C241/82PGC-6 two-blade variable pitch prop. It was bought new by the Mooney Airplane Company for their Ovation. It stayed in their warehouse and was never installed. It is still in the

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

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DALLAS CHAPTER 168 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
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Info Change

Membership dues for EAA Dallas Chapter 168 are \$20/year.
Make checks payable to EAA Chapter 168

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I am interested in helping with:

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

