

HANGAR ECHOES

NOVEMBER 2010



2010 Splash-In A Success

By David Buono

The 2010 Splash-In at Cedar Mills was held on the weekend of October 15-17, and it was once again a great event. The weather was perfect, and outside of one small taxiing mishap on Saturday night, the weekend was drama free.

This was my first year attending this fly-in, and I wasn't disappointed. I've heard Bruce Fuller, Michael Stephan, David Cheek, and Don Christiansen talk about how fun this event is for a few years now, but each year I had a conflict and couldn't make it. This year was different, however. The planning started many months ago at a chapter meeting when



Wheel pant from Rusty Morris' perfectly polished 1955 Cessna 170

EAA Chapter 168 ★ Dallas, Texas

Bruce mentioned to me that he and his wife MaryAnn would be towing their camper up for the event and camping all weekend. That got my wheels turning, and after some thought, I decided to do the same. The Cedar Mills marina and airstrip are only a little over an hour's drive away from my hangar at Aero Country. Drive an hour and sleep in comfort, or fly 15 minutes and tent camp. After a little deliberation, I decided on the drive/sleep in comfort option, because that would have the added benefit of my wife wanting to go, too, which is always a bonus!

(Continued on page 4)

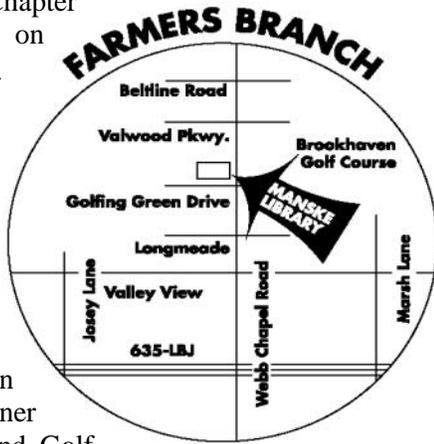
November 9th Chapter Meeting

The November Chapter meeting will be on

TUESDAY November 9th.

NOTE: THIS IS ONE WEEK LATER THAN OUR NORMAL MEETING!

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 David Oliver. He is half owner of a business called Hangar Workshop which, among other things, assists builders build and/or finish RV-12's. He will be talking about some of his adventures as a ferry pilot and many other aviation related topics. See below for more info.

November 13th Chapter Fly In

Dallas Air Park (F69) is the site of this month's fly-in, which will be hosted by David and Gerald Oliver. They have started a business called Hangar Workshop to, among other things, assist builders build and/or finish RV-12's. We plan to meet at their house at 10am.

The business is the brainchild of David & Gerald Oliver, a father son team that is passionate about experimental aviation. David, a talented A&P and professional pilot, combines his skills in video production with his love of building aircraft to create the best builder education videos on the market. They are currently building an RV-12 and you can preview their website at www.hangarworkshop.com

Their address is 6310 Douglas St, Plano, TX 75093.

Here are the directions to the house:

Airpark Lane is located on the west side of the runway accessible by Park Blvd. Come south on Airpark Lane and make a left turn on Douglas. We are the third house on the right. Park anywhere along the road or in the driveway. If flying in...Give David a call on his cell at 630-853-9624 for directions.

November 16th Board Meeting

The BOD meeting will be held on Tuesday November 16th at the Farmers Branch Library at 7:00 PM. NOTE: THIS IS ONE WEEK LATER THAN OUR NORMAL BOARD MEETING DAY FOR THIS MONTH. The minutes from the October 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, Mel Asberry, John Phillips, and John Peyton

Notes:

- Brad gave the financial report
- The board discussed future fly-in locations, meeting speakers, and newsletter folding hosts
- There is a Young Eagles event in the works, but no date has been set
- Christmas party update: Checks were given to Ann for the deposit and final payment for the facility and caterer.
- Christmas party update2: Michael continues to work on the presentation about chapter veterans, but he would like more pictures
- John Peyton has revised the Chapter Articles of Incorporation and prepared the necessary paperwork to submit to the Texas Secretary of State
- The following individuals were elected chapter officers for the coming year at the October membership meeting : President, Bruce Fuller. Frank Prokop, VP. Brad Roberts, Treasurer. Norm Biron, Secretary.
- Norm will submit a request to use the Farmers Branch Library for our chapter General membership and BOB meetings next year ASAP.

November 27th Newsletter Folding And Social Hour

This month, we're meeting at the hangar of Bruce and Mary Ann Fuller in Grand Prairie (GPM) at 11am. Bruce is building a Bearhawk on floats and is well on his way to competing it.

Directions: Hanger #115 in row 6N (north). Driving-Turn into the main entrance to Grand Prairie Airport and take an immediate right. Go north to hanger row 6N and we are the first hanger on the East end of the row. Flying-taxi toward the North East end of the airport and look for hanger row 6N, parking is available at the West end of the hanger row. We are at the East end of the row, hanger 115.

Upcoming Young Eagles Event

By David Buono

Jim Quinn, our nationally recognized Young Eagles Coordinator, has informed me we have a new event on the horizon.

The date is Saturday, November 13, and the place is Dallas Executive, otherwise known as Red Bird (KRBD). There will be a pilot's briefing at 9am, so plan on being on the ground by then. The plan is to fly 15-18 girl scouts. If all goes well, pilots should be done by 10:30-11am. That's just in time to make it over to Dallas Air Park for the chapter fly-in at the Oliver residence.

Young Eagles is a great way to give back. Be part of inspiring the next generation of pilots by flying a kid for 10-15 minutes. You won't regret it!

My Splash In

By Michael Stephan



October is my favorite fly-in month of the year due to the annual Splash-in at Cedar Mills. The weather cools off which means pleasant camping conditions. I've been to the last four events. Prior

to this year, I pitched a tent and camped by the airplane. This year, I decided to do something a little different. I drove the other RV (recreational vehicle) from the hangar to the camping area in Cedar Mills. I would be joined by Bruce and MaryAnn Fuller as well as David Buono, who also pulled their trailers to the RV park. I also started early and arrived by noon on Thursday, and then had nothing to do for the rest of the day. That was the best part. The area there is so nice, it is naturally relaxing. I did very little the whole weekend.

But there is plenty to do. Saturday has safety seminars during the day. Several members attended those. The banquet on Saturday was full of attendees.

The camping was terrific. The food was excellent. The only item on my agenda was to watch airplanes land and take off. After dark it was time to sit by the campfire and enjoy the open-air hangar talk. The night cooled off and the stars came out.

Having several members fly in on Saturday and join us for lunch was a great treat. I loved visiting with them.

One of the selling points of the whole weekend is how easy everything is. If you like camping, but hate all the planning, Cedar Mills makes it easy. Everything is already there. All you need is your sleeping bag and your tent. Having several of us in the camping area made for a real nice place to meet and relax. Bruce, Mary Ann and I are talking of a Chapter camp out for those who like to camp. Cedar Mills is a great place for that.

Every year I have two fly-ins penciled on the calendar. One is AirVenture and the other is the Splash-In. After an exhausting week in Oshkosh, I don't think I would ever go back (I always do). After the weekend in Cedar Mills, I can't wait to go back.



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2010 Splash-In *(Continued from page 1)*

As luck would have it, about 2 weeks before the splash-in, my wife's employer scheduled a software go-live for that same weekend. All of a sudden, I had an empty camper. Well, that didn't last long. That same week, I met Don Christiansen at Stephenville for breakfast and a little formation practice. I offered to share my camper with him, and he jumped all over it.

I rolled into my campsite Friday around 1pm to find Michael and the Fullers already in "relax" mode. Time to set up camp! I'm used to having my wife share in the setup duties, but since I was doing it solo, I took my time. I was just finishing up around 3pm when we heard "Yellow RV left downwind for 25 at Cedar Mills", which was Dr Don of course.

We all walked up to the flight line to meet Don and say



hello. By the time we got up there, he was already tied down with his bags out and ready to go. For those that know Don, you're probably not surprised! We headed back down to the campsite to get Don settled in and prepare for the night's activities.

Lucky's jambalaya cooking setup
 For the people that know about Friday night at the Splash-In, it really is a great night. Lucky Louque from Air Salvage, who was born and raised in the heart of Cajun country, cooks up a HUGE pot of jambalaya. It's a laid back, informal dinner

with nothing but great hangar flying taking place at just about every table. This year, something a little different happened. The man most responsible for the splash-in (and the Cedar Mills airstrip) is named Rich Worstell. If you ask anybody that knows him, Rich is a tremendous human being and just an all around great guy. Well, he was turning 80 years young, and some of his friends and family surprised him with a special video tribute to him. There were many tearful eyes in the audience after the 20 minute video finished. It was obvious there are a lot of people's lives that Rich has touched. It was great to be part of such a special occasion.

After a piece of birthday cake, we headed back to the camping area to get a fire started. By the time I got there, Bruce already had the fire going. Gee, that was easy! We all grabbed an adult beverage and took off together on a few hangar flying adventures... This is the only time you can drink and fly!

I woke up Saturday morning to the sounds of airplane engines. Is there any better way to wake up?!! A few of us walked up the flight line to watch a few landings, then it was off to breakfast at Pelican's Landing, which is the marina restaurant. They have a pretty good all-you-can-eat breakfast buffet on Saturday and Sunday's, so this day wasn't anything different other than the restaurant being a
(Continued on page 5)



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2010 Splash-In *(Continued from page 4)*

little more filled than normal. With breakfast out of the way, it was time to attend the first safety seminar of the day.

I attended 2 seminars that day. The first was on fatigue. Not metal fatigue, but MENTAL fatigue and how it affects your flying. Roger Shaw, from the FAA, was the presenter, and he did a good job of getting his points across. His main theme was so many pilots put a lot of time into making sure their airplane is ready to fly. But far too few put the time into themselves to make sure they're ready to fly. The second session I attended was presented by another FAA employee, JG Salazar, who is the regional flight surgeon for our area. He's part of the team of doctors that make decisions on medical certificate worthiness issues. It was informative, and by the end, he actually had me convinced that the FAA is there to help us!

After the aero-medical seminar, a few of us campers gathered at Camp Fuller for lunch. Bruce slow cooked a pork shoulder over the campfire and also steamed some vegetables. It was delicious! After lunch, it was time to head back to the flight line for some airplane browsing. We counted over 100 airplanes on the ground at that point in the day parked on both sides (north and south) of the runway. We walked the flight-line at a very un-Oshkosh pace, which was nice. Even though planes were coming and going in all directions, we didn't see anything I'd classify as a "close call." I saw a few ill advised runway crossing by pedestrians and one aborted takeoff by a Bonanza whose door popped open on the takeoff roll.

Late in the afternoon, Don departed for home and the rest of us worked our way back to the camping area to relax before dinner. Ahhh dinner... It was fabulous! Shiner and Bud Light were on tap along with a selection of wine for an all-you-can-drink setup. The dinner was served

buffet style, and the theme was German. The German potato salad was wonderful, but the highlight was the sausage and bratwurst with sauerkraut. It was mmm mmm good! After dinner, the speaker was Roger Mullens, who is an NTSB judge for our region. He spoke about his role in the certificate revoking process. He gave a lot of good information, and I think everybody came away understanding that process better, even though we all hope to never have to go through it. He intermingled some funny stories among the more dry info he gave us, which kept it entertaining. The story he closed with was the best. Ask somebody who was there to summarize it, because it's truly unbelievable!

After dinner, most of us headed back to the camping area to enjoy some more hangar flying around the camp fire. Sunday morning we awoke once more to the sounds of flying airplanes, which was awesome! 8am was the start of the free pancake breakfast, and I was hungry! Once again, good food, good stories, and good friends is a great way to start the day. In fact, it's an even better way to spend the weekend!

Mark your calendars for the 3rd weekend in October next year and try your hardest to attend the splash-in. It is a very unique event and shouldn't be missed. I'm already looking forward to it!



Bruce and MaryAnn pose in front of a Husky



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Fine Summer of Soaring

By David Cheek



This summer the soaring season was short but good. Things did not really get strong until mid August. At that time we saw high performance gliders reach turn points west of Stephenville and up around Breckenridge. We also went down to Hamilton and around the back side of the fort Hood

restricted area for a quick return up I-35. On a rare east wind day, some made a flight all the way out to Tyler and back.

Since I share a high performance glider with two friends, I get to fly it about once a week, so I didn't get to fly some of these days. My best flight was just southwest of Dublin, within sight of Comanche, while a friend continued on to Brownwood.

Each of these flights was conducted within reach of a runway that we could land on. The sport of cross country soaring, is based on this principle. For this reason, we need strong lift and high cloud bases that are typical of the summer season. The higher you can get when working lift, the more runways you have to choose from, and the more flexibility you have in picking your route. Most of us fly cross country with navigation and soaring instrumentation that allows a constant monitoring of which airfields are in range, and how much excess altitude we will have upon arrival. These instruments take into account, the performance of the glider, current altitude and speed, the current calculated wind and in my case, the local terrain, based on a pretty detailed terrain map of the world.

Repairman Seminar

By Michael Stephan



Something I struggle with is the maintenance of my airplane. I can turn the wrenches and grease the bearings, but doing things to the FAA's standards is a challenge. What is required to do in the condition inspection? What entry do I make in the logbook? How do I spot a fatigue crack or a worn

bearing? The FAA tests our ability to fly. They inspect our airplanes before the first flight. Then we get permission to maintain them and check their condition without any training.

Fortunately, Mel and Lucky Louque of Air Salvage have offered a solution. They have put together a one-day seminar that addresses these concerns. Similar to the SportAir workshops, you will leave the intensive workshop with the confidence to keep your airplane safe and legal. The price is well worth the benefit, and you'll be learning from two of the most knowledgeable people on the subject.

For more detailed information, check ASOD's web site in the events section for more info: <http://www.asod.com/>.

The workshop will be at Air Salvage of Dallas near the Lancaster airport. Space will be limited so be sure to sign up early.

I don't know if I will make the effort to get my A&P certificate, but I would like to know as much as I can about aircraft maintenance. This seminar is a much needed great solution.

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WHATEVER IT TAKES TO KEEP YOU POWERED UP

Christmas Party Prep

By Michael Stephan

With the Christmas party being held on Dec 7th, we thought it would be nice to do something to highlight veteran's service, but more specifically, those veterans who are members of our Chapter. What I am focusing on is a video presentation of veteran photos. But, I need your help. **I need photos.**

What I would like to have is pictures of members in their uniform. Don't go get your uniform and try to squeeze into it. The picture of you in your service days is what I would like to have (if you can still fit in your uniform, that would be OK too).

If you have these pictures in digital format, email them to me at mstephan@shr.net. Also, at the next Chapter meeting I will have my scanner there so I can scan your pictures and hand them back to you before the end of the meeting. If you can't make the meeting and still want to participate, you can mail me your photos, but you will be at the mercy of the US Postal Service. If you have other ideas, email me and we can make some arrangements.

I'm only going to use one or maybe two of your photos so pick the best ones. The more of your face we can see the better. The more people who participate the more fun it will be. Also, if you have a loved one, a parent, a child, or a close relative that served we can include them as well. A little history of the service would also be interesting.

We appreciate the service of our military men and women. I hope you can attend the Christmas party and share in the fun.



Photo courtesy of www.kerstencards.com

Christmas Party Reservations

By David Buono



Speaking of Christmas party prep... Tickets for this year's party are officially on sale now. The earlier you buy them, the less risk the chapter takes on. Knowing how many people are coming really helps the organizers plan for food, place settings, tables, and chairs. Tickets are \$15 per person, and that includes a wonderful catered dinner.

This year's party is at the Richardson Woman's Club (<http://www.richardsonwomansclub.com>) located in Richardson close to the intersection of Campbell Road and Jupiter Road. The location is easy to get to from either US75 or the George Bush tollway.

The chapter Christmas party gets better every year, and this year is sure to be no different. Come out and mingle with fellow chapter members. Kids and significant others are welcome and encouraged.

You can buy tickets with cash or check at the next meeting (Nov 9th). If you can't make the next meeting, you have several other options. You can send a check to the chapter PO Box, which is on the last page of this newsletter. If you have any questions about how or where to pay, you can contact either of the following people for help buying tickets:

Brad Roberts - 214-912-0329
Michael Stephan - 214-232-2405

If you know you're coming to the party, and you'd like to pay later, that's fine too. Email Brad Roberts (ber0101@swbell.net) and let him know you're coming and how many people to expect. Then you will owe the chapter the money. The most important thing is to get an accurate head count. We can collect the money later.

Have Scales Will Travel

By Michael Stephan

Ever since Owen Bruce handed me the scales and told me to bring them the next time he needed to weigh an airplane, I wanted to be able to load them in an airplane and fly them in. But those scales were pretty heavy and wouldn't fit in any airplane I could fly. Eventually the chapter bought lighter scales, but even those wouldn't fit in the small baggage spaces of my RV-8. Now that the Chapter has even smaller scales, I finally was able to load them in the RV and fly them to weigh an airplane.

Jim Walters called and wanted to redo his weight and balance numbers, so I loaded up the scales and flew to Mesquite. The heavy parts I wrapped in a moving blanket and gently maneuvered them into the rear baggage area behind the rear seat. The electronic box and the ramps went into the front compartment.



After pulling up in front of Jim's hangar, we unpacked the scales and rolled his RV-8 up the ramps and onto the scales. In a few minutes, we had the new numbers Jim wanted. I really appreciate

the simplicity the new scales provide.

I wrapped the scales back up, put them back in the airplane, and made the trip back to Grand Prairie.

Speaking of weight and balance, Lucky talked about the wisdom of having current numbers. Airplanes magically gain weight over the years, and having good numbers means accurate calculations. I took that to heart and weighed my airplane last weekend. My original weight did not include paint or the few modifications that five years of flying do to an airplane. The new weight was 35 pounds heavier than the original. Now my numbers are current.

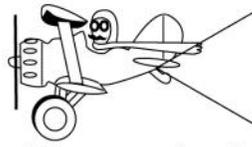
If you haven't weighed your airplane in a while, now is a good time to do that. The new Chapter scales make it a very simple process. It only costs \$30 if you are a Chapter member (to help defray the cost of the scales). Contact me if you are interested, and I will fly the scales to you.

A Full Hangar

By Michael Stephan

A few weeks ago, I moved my latest project into my hangar. John Phillips decided to sell his RV-9A project, and I couldn't pass it up. I love the way the RV-9 flies and always wanted to build one. I picked it up and put it into an already crowded hangar. But, it fit. With a little reorganization, I will have a bit of space to work on it. I'm very excited about getting started working on it. I spent the last weekend putting away all the finished parts so my flying airplane has room to move. That leaves just a few boxes of parts to put on before ordering the finish kits. I will keep you updated on the project.





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11th Annual Chili Cookoff

By Michael Stephan

Last month the McKinney Chapter hosted its 11th Annual Chili Cook-off at McKinney airport. Having been to most of these events, I can say it is a real good time. The weather was perfect this year. Several airplanes flew in, and those that live there were pulled outside for display.

Chapter 168 was well represented in the chili tasting. Ann Asberry, Bruce and Kathy Pauley, and Frank Prokop all had entries. Bruce Pauley won recognition, Kathy Pauley won third place, and Ann took top honors. Congratulations to our award-winning cooks.

There was a nice crowd of people there eating the variety of chili recipes. This event has a good turnout every year. The McKinney chapter does a real nice job hosting it. I hope next year's weather is as nice as this year's. I better get to work on my recipe if I am going to compete next year!

Panel Finished... Finally

By Michael Stephan

Marvin Brott explained to me the need to update your instrument panel to keep the airplane looking new. Well, I had a pretty nice panel in my five-year-old RV-8. But recently, the Blue Mountain EFIS started to have some intermittent issues. Since Blue Mountain closed their doors last year, I thought now might be a good time to make a change. Last year I saw Dynon's new Skyview system and was very impressed. So, I took advantage of their Blue Mountain trade-in offer and purchased a new 7 inch Skyview system.

Even though I received the system in May, I waited until after Oshkosh to begin installing it. I didn't want to have

a partial or untested installation for that trip north. Turns out that the weather didn't allow for a flight anyway. But after retuning in August, I began what I thought was going to be a simple one week installation. I finished it October 1st.

Like most projects there are those unforeseen obstacles that arise. With my project I also went in and fixed a few other issues that I wanted to update. Once I took things apart, there were changes I wanted to make. So my plane did get a freshening, and now the backlighting works on my radios.

The initial panel was not cut correctly, so I fabricated a patch for the current panel and will make a new one in the future once I have tested and debugged the installation. But, for now the patch is working just fine.

One thing that I didn't prepare for was that first flight. I have nearly three hundred hours on this plane, so I didn't think too much about flying it with a new panel. But, that was a very uncomfortable flight. Since the layout of the Dynon was different than the Blue Mountain, I hunted around the screen to find the parameters I was looking for. The airspeed felt different. The altimeter setting was

different than what I was used to. Working through the engine read-outs to make sure they were working. It was a tense flight. I would recommend doing some planning and organizing before such a flight in the future. Luckily for me, everything worked fine. An EGT and a CHT were the only non responsive sensors. The GPS signal wires also needed to be swapped and it came alive on the



next flight.

Now with my airplane's fuel senders calibrated to the new Dynon and the new weight and balance numbers, my airplane is ready for the next five years of flying.

Upcoming Events

When: October 30-31 - 9am-5pm

Where: Fort Worth Alliance (FAFW)

What: Fort Worth Alliance Air Show - The US Navy Blue Angels, the US Air Force F-22 Raptor and the US Army Golden Knights will be featured. Experience a full day of dynamic aviation performances, static display, interactive booths, Kid Zone and more. Admission is FREE. Parking is \$20 per vehicle. Gates are open from 9 am to 5 pm. The same show is held from approximately 10 am to 4 pm both days. The Fort Worth Alliance Air Show is a non-profit event with the goal of raising funds for beneficiaries in Fort Worth and Tarrant County. Take a few minutes to explore the website for details, FAQ's and aviation fun. - <http://www.allianceairshow.com>

When: November 6 - 8am-5pm

Where: Air Salvage of Dallas

What: Hands-On Re-Currency Training Seminar - For: AP, Repairman and Pilots. FOCUS: Experimental / Amateur Built Aircraft Condition Inspections. Objective: Improve safety and quality of condition inspections on Experimental / Amateur built aircraft. 8 hour seminar- 8:00-5:00. 4 hours Ground school training on: Applicable FAR's, Part 43 Appendix D, scope and detail for CI's, Inspection Equipment forms, Wt. Balance requirements, Paperwork required to be on board aircraft, AD's - Applicability - Where to access them - Proper sign-off, Log Book entries and Instructions for continued Airworthiness. 4 hours HANDS ON training on: Actual Condition Inspection - on an Experimental aircraft, Proper Maintenance procedures. LUNCH will be included. Space will be limited - please call to register now. Cost- \$150. The Lancaster Airport will offer a \$0.20 per gallon discount on fuel the day of the seminar. Instructors: Lucky Louque and Mel Asberry.

When: November 6 - 8am-4pm

Where: Coulter Field - Bryan, TX

What: The 8th Annual Great Southern Sonex Gathering - A great gathering of Sonex, Waiex, and Xenos aircraft. Good people, good aircraft, good fun. If you ever wanted to know about the Sonex line of aircraft, here is your chance to experience it first hand. - <http://gssg.robbarber.com>

When: November 13 - 8am-5pm

Where: Rusk County Airport - Henderson, TX

What: Come to beautiful East Texas for a pancake breakfast at the Rusk County Airport (RFI). We'll provide transportation to the Syrup Festival downtown and we'll get you back to the airport. Enjoy the day at the airport and/or at the Syrup Festival, celebrating the making of ribbon-cane syrup. Arts/crafts, car & antique tractor shows, kids activities, pioneer crafts, food, a melodrama at the restored 1885 Opera House. Call Johnny at 903-646-0921 for info about the Fly-In. We have CHEAP fuel! Come and stay for the weekend! We are in the beautiful Piney Woods of East Texas. Take a look! - www.depotmuseum.com/syrup

When: December 11 - 8am-4pm

Where: Air Salvage of Dallas - Lancaster, TX (LNC)

What: Air Salvage's Annual Fly-In and Sale - Everything is on sale! 10 to 50% off everything. Fly in or drive in. There will be a shuttle going from Lancaster airport to Air Salvage on a regular basis. Engines, engine parts, props, control surfaces, wheels, brakes, AN fittings, hardware, radios, instruments, and much more! Lancaster Airport provides a \$0.20 per gallon fuel discount. We accept all major credit cards



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Classifieds

For Sale - 1974 PIPER CHEROKEE WARRIOR with 180 hp Lycoming engine and Hartzell CS propeller conversion 4068 TT, 342 SMOH factory overhaul, 468 SPOH, IFR certified - New paint 3/08, Annual 5/10, Garmin 250XL GPS/COM, King 82A DME, and other extras, for details call Norm Biron at (972) 436-5144, Hangared at Denton Airport. \$44,999

For Sale: 1949 C-170A, 2880-TT, 370-SMOH. Gyros, KX-170B, 4PL ICS, xpdr./enc., shoulder harness, Sky-Tec, Slick mags, sealed battery. Many extras. Hangared DFW area. \$42,900 OBO. Mike, (210) 326-8065.

<http://tappix.com/853244>

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
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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:

