

HANGAR ECHOES

DECEMBER 2010



A Special Flight

By Jerry Alexander (editor's father-in-law)

I grew up in Fort Worth, and it was the home of one of the Consolidated Aircraft plants that built the B-24 Liberator during WWII. The government built housing for worker's families, Liberator Village.

More B-24s were produced in WWII than any other aircraft. Compared to the B-17, it could fly higher, faster, and carry a heavier bomb load. There were downsides, though. It was harder to fly and more susceptible to damage than the B-17. With all the good and bad, it was my favorite bomber of WWII.

EAA Chapter 168 ★ Dallas, Texas

It was used in the Pacific, European, and CBI theaters. It was instrumental in the Battle of the Atlantic.



Author thoroughly enjoying the B24 flight

I was a small child during WWII, but I can still recall the roar of the B-24s as one of my earliest memories.

This year I turned 69 years old. At a get-together at my son's house, I was handed a piece of paper. It said "Ride in a B-24", a gift from my family. A great gift!!

On Saturday October 16th, we met at Addison Airport, my family and my WWII B-24 gunner friend SSgt Jack Irby (38
(Continued on page 4)

December 7th Chapter Meeting

The December Chapter meeting will be on **Tuesday** December 7th. **NOTE: OUR MEETING IS NOT AT THE LIBRARY!!!**

In place of our normal chapter meeting, we will be having our Christmas party at the Richardson Woman's Club. Please come out and join us for a great time. More info is provided in this newsletter, and if your email address is on file with the chapter, you should have received an eVite invitation.

We hope to see you there!

December 14th Board Meeting

The BOD meeting will be held on Tuesday December 14th at the Farmers Branch Library at 7:00 PM. The minutes from the November 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, Glenn Snyder, and Bill Bracken.

Notes:

- Brad gave the financial report
- The board discussed future fly-in locations, meeting speakers, and newsletter folding hosts
- Bill B will contact Carter Aviation Technologies (maker of the Carter Copter) about the possibility of visiting their facility.
- Frank P will contact Vern Porter about the chapter holding a newsletter folding at his house
- Glenn Snyder will contact Armadillo Aerospace about touring their Caddo Mills facility
- New Young Eagles date planned for the Skyline A&P kids is December 4 at 9:30am with a rain date of December 18
- The board reviewed final plans for the Christmas party and developed a few action items: Dave B will create an Evite invitation for emailing out to the members - Ann will call members who attended last year's party but haven't signed up for this year yet
- The BOD reviewed the revised Chapter Articles of Incorporation and authorized Bruce to submit the paperwork, prepared by John Peyton, to the Texas Secretary of State
- A request to use the Library for our membership and BOD meetings next year was submitted.

- The annual review of membership dues was done and the board voted unanimously to not change the yearly dues
- A request was made to publish the list of chapter tools in the newsletter, and Dave B agreed to do it
- The chapter is in need of a volunteer to manage the cookies/coffee at the monthly membership meetings for 2011
- Bill B suggested we recognize chapter first flights with a cake at the general membership meeting. The board agreed and approved Bill to purchase cake for the next first flight

December 11th Chapter Fly In

For the final month of 2010, the chapter will be flying out to Air Salvage of Dallas's annual HUGE sale at Lancaster Airport.

This is one of those fly-in events that we don't set a specific time or meeting place for. The sale starts at 8am and goes till 4pm, so show up whenever you want. If you're looking for good deals, it's best to show up early. The restaurant is now open as well, so plan on grabbing a bite to eat while you're there and supporting the new owners.

There is more info else where in the newsletter.

December 28th Newsletter Folding And Social Hour

(editor note: Since this newsletter issue was released early, I'm going to take this time to remind everybody about the get together at the Fuller hangar at Grand Prairie on November 27. - Dave B)

This month, we'll be gathering at what has become an annual event at the Asberry's house in Farmersville on Tuesday December 28th at 6pm.

Driving directions to ShortStop Field/Asberry Home

East on highway 380 from McKinney approx. 18 miles to Farmersville, or travel north on highway 78 out of Garland to highway 380. Turn east. After you pass the Dairy Queen on highway 380, it is approx 1.8 miles to County Road 653, turn left. This road will "T" into County Road 655. Turn right. The house is 0.4 miles on the right. Address is 2464 CR 655, phone (972) 784-7544.

PLEASE do not park off the side of the driveway, but go all the way to the hangar and you will be directed to parking there.

How to Add Equipment and Lose Weight

By Mel Asberry

I had a gentleman call me a few months back asking about installing a mode S transponder in an ultralight type aircraft. My immediate response was, "Why in the world would you want to have mode S in that type of aircraft?" His answer was even more surprising; "Cost!" **WHAT?** He then proceeded to tell me about a mode S transponder that included the altitude encoder for \$2000. This obviously sparked my interest, so I did a little research.

It seems that Trig Electronics in Scotland, UK has a mode S transponder that includes the altitude encoder and is ADS-B compliant. I called Brian Wriston, "my transponder guy", and asked what he knew about it. He had never heard of it but said, "If it's TSO'd, it's good!" Well the unit is TSO'd. So far, so good.

Further research showed that it weighs less than 1 pound. I found an independent avionics guy in Ft Worth who has sold several. The unit has been selling in the UK for several years but is relatively new to the US.

Long story short; I got the unit, proceeded to remove my Garmin GTX 320A and my Terra altitude encoder then installed my new Trig TT21. Now I have a mode S transponder that has its own encoder and will put other traffic on my Garmin 495 screen. The traffic will show up on the screen showing me the direction, distance, and altitude relative to mine. It will also show me the direction the traffic is traveling. Of course this is TIS traffic, so it will not show traffic where there is no ground radar. I will certainly keep my Zacon MRX PCAS, but my biggest traffic concern is around busy terminal areas.

Now for the bonus. Because the Trig unit is so much lighter than the Garmin, my airplane LOST 3 pounds.

By the way, if you have been looking into the Dynon Skyview EFIS, they now offer a mode S transponder. Guess what; it's the Trig TT21!



Mike Ferrer owns and operates North Texas Avionics out of Stage Coach Hills Airport about 5 miles east of Ft Worth Alliance airport. If you buy from him, he will throw in the certification inspection. This

is his way of offsetting the cost of having to pay Texas sales tax.

Christmas Party Reservations

By David Buono

It's not too late to reserve a spot for this year's party. Tickets are 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 welcomed and encouraged.

You can buy tickets with a check or cash, but this close to the party date, you should call Brad or Michael if you plan to come. You can pay at the door, but getting your reservation in is the most important thing at this point.

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. Thank you for your cooperation!



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A Special Flight

(Continued from page 1)

missions in the Pacific). Needless to say I was excited. There was a long wait and then we, the six passengers, were briefed.



SSgt Jack Irby and I awaiting engine start

Finally it was time to board the aircraft and I was first in line. As we approached the Liberator the sound of the engines increased my anticipation. I found a seat and buckled in. Soon everyone was aboard, and we began to taxi. I was ready. As we rolled down the runway and lifted off, I began to think of the missions flown by the B-24.

Last year I toured the Abbey of Montecassino (rebuilt after WWII). While standing in center courtyard, I looked up and thought about wave after wave of B-24s above. Now it was easy to imagine Montecassino below or the Ploesti oil fields or the Ardennes.

Of over 18,000 B-24s built, I'm told that only two are flying today.

How did it feel to be in one of the last..... It was an honor.

Thanks, Alina, Dave, Aric, and Shannon for the gift of flight!



Airpark East

By Michael Stephan

Nothing says Halloween like a trip to Airpark east. For the last two years Mike Hoyer has kindly hosted a lunch gathering at his hangar at Airpark East the last weekend in October. Last year we had a great turnout and this year was another great group. Except for the tour of the Air Tractor factory, this was our most popular fly-in of the year. We had seven aircraft make the trip, and not all of them were RVs. Klaus Truemper brought the Zenair and Helen Biron brought Norm and the Cherokee. Many others made the drive for a Saturday lunch. It grew to be a pretty large group. After lunch, we sat around in chairs exchanging stories. Some spent time examining Mike Hoyer's new project. It is another "one-off" Poberezny design and looks very interesting.

The weather that day was perfect, other than the tricky crosswind. You know the weather is just right when it is cool in the shade and warm in the sunshine. I talked to Mike afterward, and he is willing to do it again next year. So next fall plan to make a trip to Airpark East.

Show, Tell, And Sell - January Chapter Meeting

By David Buono

Back for the third time, it's "Show, Tell, And Sell" time again. Consider this a "class participation" event. If you have something that even remotely has to do with airplanes, bring it to the meeting. Plans, parts, models, pictures, books, magazines, ideas, drawings, tools, and anything else you can think of that somebody else may be interested in buying or just looking at. You can even stock up at this month's fly-in to the annual Air Salvage of Dallas sales event (see page 2).

Another reason for this meeting is social and talking time. We hear from chapter members that there's not enough social time at the chapter meetings. With no speaker, you will have the full 2 hours to mingle with your fellow EAA'ers while doing something near and dear to all our hearts... talking about aviation!

Just like last time, we plan to have numerous tables set up. Feel free to set your stuff down wherever you find room. Please be considerate of the library's property when you are deciding what to bring. If you have something that is dirty or could spill fluids, you might want to leave that in the car.

We hope to see you there!

Operating Limitations

By Michael Stephan

When we first started flying, we learned that there are required documents to be in the aircraft on any flight. Those were airworthiness certificate, registration, radio station license (not required anymore), operating handbook (POH), and weight and balance (which is usually a page tucked into the POH). Those regulations still apply to certified aircraft, but in the experimental category things are a bit different. We still need the same documents but with a few small differences.

First remember that unlike certified aircraft that are all built to the same specification, each experimental aircraft is a unique aircraft. That is why each one has to be individually certified and receive an airworthiness certificate specifically for that aircraft. That document must be in the aircraft on every flight. A copy of the document is not acceptable. The original must be the one in the aircraft. So take care of it, and don't lose it.

Your operating limitations document satisfies the requirement for the operating handbook. Although it is a good idea, a POH is not required for experimental aircraft. I don't have one, because I built the airplane and I know how it operates, and since others are not insured to fly my airplane, I don't need a manual for them either. I do have the handbooks available for the radios, the EFIS and the navigation systems. I did not build those. Someday I will put together a handbook for a potential next owner.

Your operating limitations document is very important and contains a wealth of information. It dictates what regime that aircraft may be operated in. It also includes how the aircraft is to be maintained, and it defines all the regulations that pertain to that aircraft. That document is all encompassing for that aircraft.

Most of us were so excited to pass the airworthiness inspection that we really didn't study our operating limitations. But the answers to all questions pertaining to your aircraft are in there. I remember asking Mel about log-book entries, and his answers were always, "They're in your operating limitations."

So if you haven't recently, pull out your operating limitations, make a copy of them to study, and then put the originals back in the airplane.

Repairman Seminar

By Michael Stephan

They teach us how to fly them. They show us how to build them. But no one explains how to maintain them... until now. Lucky from Air Salvage of Dallas and our own Mel Asberry put together the first program for those of us with repairman certificates for our aircraft. The first class was held this past November, and five of us from the Chapter took advantage.

The 39 person class was divided into two groups for two separate sessions. One session was a hands-on demonstration of a condition inspection. The other session was a classroom explanation of the regulations that pertain to experimental category aircraft and how that differs from certified aircraft maintenance.

During the hands-on portion, we were given an inspection checklist and an aircraft to apply that checklist to. As we examined the aircraft, Mel answered many of the questions that came up, and there were quite a few. The attendees had a wide variety of experience, so we also learned from each other. Since we couldn't remove the wheels and check the brakes, there was an example set on the workbench. Mel walked us through the inspection and maintenance process. Once the ELT was removed, Mel

(Continued on page 6)



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Repairman Seminar *(Continued from page 5)*

showed us the proper way to check it and inspect the batteries. One thing I learned was that the ELT is not part of the airframe inspection. It is an inspection all its own and requires its own sign-off in the logbook. There were several eye-opening moments in the morning session.

After the first session, we stopped for lunch. Lucky was coerced into making jambalaya for the group, and it was

an authentic Cajun delight. Thanks Lucky.

The second session that Lucky taught was most productive for me. The regulations are not my strong suit, and Lucky did a great job presenting the applicable rules. One thing that worries me is an incident that causes damage to my plane and an insurance adjuster scrutinizing my logbook looking for entries that invalidate my airworthiness certificate and voids any claim. So making the logbook regulation compliant is an important part of being the aircraft's repairman. There were many notions that attendees had that had to be dispelled by Lucky. There is a bunch of misinformation out there.

The FAA had a representative who also attended the seminars that day. He was in the group that I was in and had questions of his own along with a few answers. In the classroom session, when there was a question that sparked a debate, the FAA representative pulled out the FAR's and read them to the group. It was helpful to have him around to get his input on the discussions.



Since this was the first year for such a class, there were a few rough spots. The attendees had a chance to give some feedback at the end to help improve future

classes.

Proper maintenance is an important part of our privilege of flying aircraft we built. We must be able to do it with professional performance. Else, the FAA will start increasing the pressure to make corrections, maybe even revoking our repairman privilege. So as a group we need to help each other get better at keeping our planes as safe as possible. Mel and Lucky are tremendous resources, and I am glad they put this seminar together to help the experimental aircraft community. Where else can you get 8 hours with two of the best mechanics with the most knowledge of the regulations and it only cost you a little over \$100?

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Local Warbird News and Updates

By Glenn Snyder

About two years ago in our newsletter, I spoke briefly about North Texas aviation legend Junior Burchinal and his Flying Tigers Field and Museum in Paris Texas.

My bride and I recently made the trip to Paris to see what the place now looks like and to photograph the Martin 404 transport which is still on the field.



Flying Tigers Field, a 5000 foot grass/dirt duster strip, is located about 100 miles northeast of Dallas on highway 82, just west of Paris, Texas. Back in the 1960's and 1970's, Burchinal was flying various surplus military trainers, fighters, and bombers out of this strip, even a Lear jet, T-33, F9F Panther, and F-86 Saber. Junior would give check outs in the Stearman, then the T-6, and finally the P-51 Mustang for \$ 1800. Sometimes, he would even throw in an extra hour in the B-25. All the warbirds are now gone and Junior went West a couple of years ago.

The dirt strip has been graded since my last visit and looks ok if any of you want to visit. The north end is the best, but far from pristine. A Citabria and Cessna 172 share one hangar, while a Cessna 170 and Cub share an-

other. All need lots of work. Junior's son, Sammy, takes care of the place and works on the planes.

As you can see in the photos, the Martin has seen better days. The weather has taken its toll on the airframe and interior. The Pratt R2800 engines haven't been run in over ten years, fabric is ripping off the rudder, and surely corrosion is setting in. It originally came from North Dakota about 30 years ago where it was going to be used with two other Martins for fire ant control. Junior purchased it and brought it to Paris. The other two Martins crashed a short time later.

Sammy told me that a potential buyer from Sheridan, Wyoming is interested in buying the Martin. However, it is estimated that it will cost about \$100,000 just to get it in condition for a ferry flight. It's sad to see such a rare old bird neglected and in such poor

condition.

Before we left Flying Tigers, Sammy loaned me a canister of 16mm movie film taken by "American Sportsman", a TV program from the 1970's, and a DVD of Texas rodeo star, Larry Mahan flying the Mustang.

I plan to convert the 16mm film to a DVD and clean up and copy the DVD of Mahan. Maybe we can have a movie night at our house for a future newsletter folding.

Before leaving the Paris area, we checked out some antique stores on the square and had lunch. A fun day in northeast Texas!

Chapter Tool List

In case you didn't know, the chapter has quite an extensive list of tools that the chapter either owns, or a chapter member has made available to the membership. And because you're a chapter member in good standing (you are, aren't you?), you can use these tools for your project. Here is a current list of tools and a brief description.

- Aircraft Scales - 3 digital scales - can not be checked out - must be used by Tech Counselor who will come to your project. Contact Michael Stephan
- BNC 58 Crimping Tool - Contact Bill Bracken for loan
- Borescope - Please do not touch the bulb. It's difficult to replace.
- Cable Cutter
- Camloc Installation Pliers
- Compression Tester - Piston compression tester with instructions
- Digital Level - 24" "SMART" level with digital read-out and instructions
- Drill Guide for Tubing - Accu-Drill with instructions
- Edge Roller - Creates rolled edge on sheet metal
- Flaring Tool - 37 degree flaring tool - sizes 1/8", 5/16" - 5/8"
- Fresh Air Respirator - HobbyAir Fresh Air Respirator with half-mask, 40' hose, belt, and painting hood. Please return cleaned and ready for use. User may purchase facemask or other accessories from www.axispro.com.
- Hole Cutter - Adjustable MALCO HC1 with instructions. Cuts holes in wood and sheet metal from 2" to 12" in diameter
- Hole Punches - Greenlee Punches, sizes 1 1/8", 1 3/8", 2", 2 1/2", 2 3/4", 3"
- Instrument Hole Template - Metal Template from Aircraft Spruce. Not to be used as a drill guide
- Instrument Panel Punches - 2 1/4" and 3 1/8" - Not for composite or fiberglass

- Kearney Swager - Hand-operated roll type swaging machine to swage MS-type terminals onto galvanized and stainless steel cables from 1/16" to 3/16" diameter. This swager belongs to Mel Asberry who has offered to let Chapter members use it at his workshop. Contact him at 972-784-7544 972-784-7544
- Magneto Synchronizer - Eastern Electronics Model E-50 with instructions
- Nicopress Swager / Cable Cutter - Swages Nicopress sleeves onto control cables. Swages sleeve sizes 1/16, 3/32, 1/8, 5/32, 3/16, and 7/32. Includes a cutter for 7x7 and 7x19 cables up to 7/32 diameter.
- Nicopress Swaging Tool - Economy style, sizes 1/16", 3/32", 1/8"
- Pneumatic Nibbler - Air nibbler for sheet metal
- Rivet Cutter
- Sheet Metal Dimpler - 3/32" vise grip dimpler from Avery's
- Sheet Metal Nibbler - Hand type nibbler
- Tach Checker - Tach checker with instructions
- Tube Bender - Sizes 3/16" - 3/8"
- Tube Cutter - Tube Cutter 1" max OD

Reminder To All Newsletter Readers

By David Buono

We have 11 companies and/or individuals that currently sponsor the newsletter each month. For a yearly fee, we print their business cards in each newsletter, much like you see at the bottom of this page. Printing and postage costs the chapter money every month, but these sponsors help defray that cost, which greatly helps the chapter.

I know it's easy to not notice them as you read the newsletter, but take note of these companies/people, and next time you need something for your project or a gift or a place to live, you may just find a local company that can help. Another important thing to remember, is when doing business with any newsletter sponsor, please tell them you heard of them through our newsletter so they know their advertising dollars are working!

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Last Month's Chapter Fly-In - F69

By David Buono

The November fly-in was to F69, otherwise known as Dallas Air Park, and more specifically, the Oliver family was our host. The father and son team of Gerald and David Oliver have started a business to produce home building DVD's from scratch, and have decided to start with a DVD on the RV-12. What's the easiest way to do that? You build an RV-12 in your garage and film it, and that's exactly what they're doing.



Their RV-12 is well into the build, and it's coming along great as you can see in the above picture. David showed us a few examples of their home builder videos, and they look great. The videos will certainly help a lot of future RV-12 builders.

After we enjoyed a great lunch provided by the Olivers, David said "who wants to help me attach a wing?" We all took one step back except Bruce, so he "volunteered" to assist. I think everybody there was bracing themselves

for a long, drawn out process, but wow would we be mistaken! Attaching the RV-12 wing took all of about 2 minutes for Bruce and David to complete the job... And that was with Norm Biron supervising, as shown in the picture on the left.



David lifted one end, Bruce lifted the other, and they slid it into the fuselage. It slid right in, and with 2 twists inside the fuselage, the two locking pins were in, and the job was done. It took me longer to type out

what they did than it actually took them to do it! Literally!

We had a great time at the Oliver resident and look forward to our next visit. A big thank you goes out to Gerald and Kathy, David and Christina, and of course little Elijah for hosting the chapter in November!

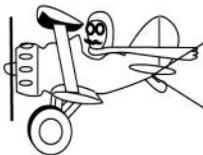


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November Young Eagles

By Michael Stephan

Last week the Chapter hosted another group of Young Eagles. This time it was a group of Girl Scouts that we had been trying to fly all year. The weather kept pushing the date back, but we finally had cooperative weather and had a real nice morning for flying.

We used Dallas Executive Airport as our base of operations. With the restaurant now operating, some had time for an early breakfast before the fun began.

At 8:30am the pilot briefing began, and the flying started at 9:00. We had eight pilots and ground crew. That was easily enough to handle the eager group of girls. Each pilot flew two flights, and we were finished around 10:30. That was early enough for some people to make the Chapter fly-in at Dallas Airport.

Of all the programs EAA sponsors, the Young Eagles program is very critical to the creation of a larger flying community. To create a larger community, we need to expose more young people to the world of aviation. We know they are out there, but when we put fences around airports it limits their access. So, the Young Eagle program is critical in getting kids started. The program also benefits from great sponsorship from Conoco/Phillips and Sporty's Pilot Shop. Sporty's has extended the experience in offering a free online Ground School Course. That is a great way to get students started early in aviation. So, the program gets better as it ages. Having been involved for over a decade, it is exciting to watch it mature. It is even better seeing Young Eagle participants become Young Eagle pilots, which has happened.

We have another event scheduled for Dec 4th, also at Dallas Executive. That group will be students from Skyline High School's aviation program. This will be an older group of highly motivated kids. We have flown them the past few years, and it is a real rewarding experience. Feel free to come out and take part in the fun.



Upcoming Events

When: November 27 - 11am-1pm

Where: Gladewater Municipal - 07F

What: EAA Chapter 972, is hosting a Runway Gumbo Lunch from 1100 to 1300 w/liquids and things. Close parking. Chatter and lies expected. Donation \$ 5.00. Come on Down, over or up. More info: <http://www.eaa972.org>

When: November 27 - 11am-1pm

Where: Grand Prairie - KGPM

What: This is a Chapter 168 event. We're meeting at the hangar of Bruce and Mary Ann Fuller. Bruce is building a Bearhawk and is well on his way to competing it.

When: Tuesday December 7 - 6pm-9pm

Where: Richardson Woman's Club

What: Chapter 168 Christmas Party - See more info in the newsletter

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

When: Tuesday December 28 - 6pm-9pm

Where: The Asberry House

What: Our annual year-end get together at Mel and Ann's house in Farmersville. Check page 2 for more details.

Mel Asberry

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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
PO Box 168
Addison, TX 75001-168

DALLAS CHAPTER 168 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
Renewal
Info Change

Membership dues for EAA Dallas Chapter 168 are \$20/year.
Make checks payable to EAA Chapter 168
Mail application to:
EAA Dallas Chapter 168
PO Box 168
Addison, TX 75001-0168

National EAA offices:
Experimental Aircraft Association
EAA Aviation Center
PO Box 3086
Oshkosh, WI 54903-3086
<http://www.eaa.org>

National EAA Membership:
1-800-JOIN-EAA (564-6322)
Phone (920) 426-4800
Fax: (920) 426-6761
<http://www.eaa.org/membership/>

Name: _____
Copilot (spouse, friend, other): _____
Address: _____

City: _____ State: _____ Zip: _____
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Email Address: _____
EAA#: _____ Exp Date: _____
(Chapter 168 membership requires national EAA membership)

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Plane, Projects (% complete), and other interests:

