

HANGAR ECHOES

JANUARY 2011



Christmas Party 2010

By Michael Stephan

My favorite Chapter meeting of the year has to be the December meeting. The fact that it is our annual Christmas party might be the reason why. This year we moved the party from the Addison Conference Center to the Richardson Women's Club.

The room at the Women's Club is terrific. We had enough room for the nearly 80 people that attended. The room was nicely decorated, thanks to the help of many volunteers headed by Ann Asberry and Mary Anne Fuller.

After everyone spent some time enjoying each other's company, Bruce Fuller conducted a short business meeting followed

EAA Chapter 168 ★ Dallas, Texas

by dinner. The meal was delicious, and we appreciate those members who volunteered to serve the meal.

After dinner, Bruce gave a short summary of the highlights of the year, which included the first flights of Bill Bracken (Glastar), David Buono (RV-7A), Bruce Pauley (RV-7A), and Ken Krebaum (RV-8), followed by recognition of the Young Eagles Leadership Award given to Jim Quinn at Airventure last year. The Chapter had a real productive year in 2010.

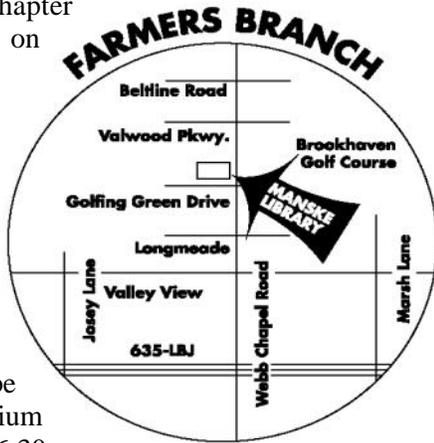
Following Bruce was the presentation of this year's theme, which was a tribute to Veterans, and not just any Veterans, but our Chap-
(Continued on page 6)



One of the many centerpieces made by our wonderful volunteers

January 4th Chapter Meeting

The January Chapter meeting will be on **TUESDAY** January 4th. It will be held at the Farmers Branch Library, located on the northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish by 9:00 p.m.



This month's meeting will not feature one speaker. The meeting will be a "Show, Tell, and Sell" event. This meeting requires YOUR participation to be successful. See more detailed info on page 4. This event is shaping up to be great fun and a unique way to get together with fellow Chapter members. We hope to see everybody there!

January 8th Chapter Fly In

This month is more of a "drive-in" event. We're gathering at the Cavanaugh Flight Museum on Saturday January 8th at 10am. You can fly in since the museum is located on the Addison Airport, but you should call ahead to check parking availability (972-380-8800).

The museum's address is 4572 Claire Chennault Dr in Addison 75001, and there are signs directing you towards the museum around the Addison area.

Admission is \$10 for adults, \$7 for seniors and military, \$5 for children and free to anybody under 3 years old.

We usually stroll through the museum for 1.5 to 2 hours in very loose formation, then the group usually heads to lunch.

The museum is home to the CAF's B-24 and B-29, but I could not find information on if the planes will be there on the date we're there, because both planes travel around the country regularly.

More info is available on their web page: <http://www.cavanaughflightmuseum.com/>

January 11th Board Meeting

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

Directors In Attendance: Ann Asberry, Brad Roberts, Norm Biron, David Buono, Michael Stephan, Frank Prokop, Sam Cooper, 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
- Several suggestions for speakers in 2011 were given to Frank for follow up
- The Christmas party debrief sparked a few suggestions for next year including signs directing members to the correct building
- The 2011 meeting schedule has been submitted to the library. Norm will follow up after the first of the year because the library is being privatized, and nobody really knows what will happen after that

January 25th Newsletter Folding And Social Hour

This month we'll be visiting the house of Glenn and Sandy Snyder. Glenn flies a beautiful Cessna 140 out of Aero Country.

Their home address is 1316 Chicksaw Dr, Richardson 75080. It is located close to the intersection of Arapaho and Coit Rd in Richardson. Call the house at 972-699-0962 if you get lost.

The gathering is from 7pm-9pm on Tuesday January 25th. We look forward to seeing you there!



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Know Your Limitations

By: Mel Asberry DAR

When you received the airworthiness certificate for your experimental amateur-built aircraft, you also received a document called "Operating Limitations". Do you have any idea what they contain? Have you read them? In far too many cases, this document falls into the same category as the operating manual for your family automobile. Bet you haven't read that either.

Believe it or not, the operating limitations are an integral part of your airworthiness certificate. It even says so on the certificate itself. Look at block "E". It states that "OPERATING LIMITATIONS DATED 01/32/2011 ARE A PART OF THIS CERTIFICATE". That means that in the absence of the operating limitations, your airworthiness certificate is worthless.

Why is it so important? Well in the certified world, the world of Standard Certificated aircraft, you are required to have a Pilot Operating Handbook, or "POH". Your experimental aircraft is not required to have a POH. Instead, the Operating Limitations provides that necessary information.

The information required to be contained in your operating limitations is spelled out in FAA Order 8130.2F, soon to be 8130.2G. There are 28 paragraphs. In the next few months we are going to attempt to de-mystify this too often ignored document.

Operating limitations must be designed to fit the specific situation encountered. The inspector may impose any additional limitations deemed necessary in the interest of safety. The inspector must review each imposed operating limitation to ensure that the operating limitations are understood by the applicant. Some inspectors may not emphasize this requirement enough, thereby possibly contributing to the lack of attention paid by the aircraft owner/builder. Let's take a look at these limitations one paragraph at a time.

"(1) No person may operate this aircraft for other than the purpose of meeting the requirements of 91.319(b) during phase I flight testing, and for recreation and education after meeting these requirements as stated in the program letter for this aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91 and all other limitations herein prescribed under the provisions of 91.319(i). These operating limitations are a part of Form 8130-7, and are to be

carried in the aircraft at all times and be available to the pilot in command of the aircraft."

Now, right off the bat we are told that this aircraft is to be used for recreation and educational purposes. i.e. not commercially. As far as meeting 91.319(b); that's the part that defines phase I flight testing rules pertaining to operating area and minimum testing requirements. The program letter basically defines the aircraft and the purpose of the experiment. We see that part 91 applies to the operation of this aircraft. 91.319(i) allows the inspector to add additional limitations in the interest of safety. We've already said that the aircraft will be used for recreation and education. This paragraph also emphasizes that this document must be kept in the aircraft at all times.

"(2) During phase I flight testing to meet the requirements of 91.319(b), all flights must be conducted within the geographic area described as follows:"

This area must be described by radius, coordinates, and/or landmarks. The area must be over open water or sparsely populated areas having light air traffic. The size of the area must be that required to safely conduct anticipated maneuvers and tests, as appropriate. The size should also reflect the speed of the aircraft being tested. While a flight test area of a 25 mile radius may be appropriate for a light-sport compliant aircraft, it would not be practical for a Glasair III or Lancair IV.

It should be noted here that flight testing may not be permitted from an airport completely surrounded by a densely populated area. If there is no reasonably safe corridor into and out of the airport, the aircraft must be moved to a more suitable location.

Let's take a break here and spend some time digesting these 2 paragraphs. Next month we'll look further into your operating limitations.

JOHN H. PHILLIPS

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Decisions

By Michael Stephan

When building my first airplane, I had a lot of decisions to make. Being a low time pilot, I was not sure what I needed, what I wanted, or what I wanted the airplane to be. Now that I've flown for five years and the aircraft has over 300 hours on it, I know what kind of flying I do, and therefore what kind of equipment and configuration I like.

But, I'm currently building a RV-9A. It is an airplane that will most likely have a different owner, so I have to change my thinking a little. I have to include the most common attributes others might like.

First, the RV-9 was designed by Van to be a docile handling airplane. It is not aerobatic. Its stall is very gentle. So it has qualities that a low time pilot would like. But those same qualities also make it a great cross-country cruiser. It handles like an RV, and most people will like that. It is also fast like the other RVs in the fleet.

The nose wheel makes it more attractive to the average non tail-wheel-rated pilot. I have built up my tailwheel time in my RV-8, and I like the looks of a tailwheel. I would prefer to have the RV-9 also be a tailwheel, but the nose wheel will be a good choice as well.

The next decision is to build the tip-up or slider canopy. I like the visibility and the looks of the tip-up. My RV-8 has a slider, so I am familiar with the mechanics of the slider. There would be less new ground to cover if I build it as a slider. I like the looks of it as well, so I think it will have a slider canopy.

I already have an engine for it. Van designed it to use a Lycoming O-320, which I happen to have as part of an RV-4 project that I bought. So I will put that on the RV-9. It has a solid crankshaft, which means fixed pitch prop. That is a good choice for the mission of this plane. That will help to keep it light and simple to operate.

The instrument panel might be the toughest decision. My plan is to get IFR training and my license in this plane. So, I will have to equip it for that mission. My checkbook will have to make the sacrifice. With technology changing by leaps and bounds, I will have to wait until the project is nearer to completion to make those final decisions. Once I have my IFR ticket, I will probably remove the IFR equipment and put it in my RV-8. I will change the RV-9A to a VFR equipped airplane. As little as I use my current autopilot, I will put one in the RV-9A. They are not hard to install and add safety and reduced

workload on long cross-county flights (which is why mine is rarely used).

The interior is a difficult decision. I like the finished look of the molded upholstered interiors. They really dress up the cockpit, but they are expensive and add weight. I would like to keep the plane light, so I will probably fly it with a painted interior and let the future owner add the interior.

I enjoy the building process, and making decisions is part of that process. Now that I have most of the important decisions made, it is time to get to work putting this plane together. I'll fill in more details as the project progresses.

Show, Tell, And Sell - January Chapter Meeting

By David Buono

We had so much positive feedback about last year's chapter meeting that featured the "Show, Tell, and Sell" theme, that we decided to do it again. Numerous people indicated they didn't really realize what it was going to be like, so we thought we'd give you a little more notice this time.

The meeting is something we're doing for the third time. 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.

Another driving force behind the theme of the meeting is social and talking time. One of the common comments we get from chapter members is there's not enough social time at the chapter meetings. This month since there is 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 around the room. 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, because I'm sure it will be a great time for all!

Fun flights

By David Cheek

Many of you may know that I have been going to Stephenville nearly every week to eat lunch at the Hard 8 BBQ restaurant (think I made it 24 times this year). I like being able to use the airplane while we still can. If I have the plane, it might as well be used. In this case, I like that an easy trip can be made to a place that is better than most I can drive to in the Dallas area, and that there are no ground transportation problems when I arrive.

There are a lot of other places to go, and my second favorite is Cedar Mills, but it is not open some days of the week. In general, eating places on airports tend to be pretty poor food, although I have not yet checked out the new Lancaster restaurant or the one at Redbird. The problem I have with the latter two places as regular visits, is that they are too close. The oil is barely warm in the plane before it is time to land. They are also close enough to consider driving as an alternative, and that takes it out of the category of a “real flying” destination, since there is another way to arrive.

There are two others which I should visit more often, but don't due to my slow speed in the skyhawk. Brenham has a good on airport restaurant that survives mostly due to motorcycle visits, and the restaurant at Hilltop lakes (sectional might have a different name). Both of these do not require using a rental or courtesy car to reach a destination in town. Admore Oklahoma used to be a good destination, and maybe it will return to the list soon.

So, the key to a good flying destination is the availability of something nice and the absence of ground transportation problems. We don't get paid to fly, so we are really looking for entertainment and lack of problems when picking a destination.

Online Flight Planning Up in the Air

By Michael Stephan

One of the websites that I view everyday is an online flight planning aid called *runwayfinder.com*. Built by Dave Parsons, it displays charts with METARS overlaid on the chart. Different weather conditions are displayed in different colors. So it is easy to tell visually what the current local weather conditions are. You can also use it to plot a flight path with waypoints included. It is simple to type in a few identifiers and quickly get a line drawn on the chart. I use it to get a quick distance measurement of a proposed flight. There are more features than those two, including airport information and other helpful tools. The best part about the service is it is free.

Last month *runwayfinder.com* was shut down due to a patent lawsuit filed by *Flight Prep*, another online flight planner that has a \$149 per year subscription fee. Flight Prep contends that they have a patent on a technology that plots flight plans on aviation charts. Flight Prep has been pursuing this patent since 2002 and just this year received the patent. After a licensing agreement couldn't be reached, the lawsuit against *runwayfinder* was filed, and Dave Parsons shut down the website to prevent further damages that Flight Prep was claiming, which were in the millions of dollars.

In true Internet fashion, the users of *runwayfinder.com*, angry that the website was shutdown, came to the support of *runwayfinder.com* developer Dave Parsons and his decision to fight the lawsuit. *Flight Prep* now is engaged in a lawsuit and a public relations fight.

No other lawsuit was filed against other online planning sites. *Skyvector.com* came to a licensing agreement with *Flight Prep*, and the larger online planners such as EAA, AOPA, and Jeppesen claim that they do not infringe on *Flight Prep's* patent. We won't know that for sure unless *Flight Prep* files suit against them. It appears that *Flight Prep's* strategy is to take on the smaller companies first.

I don't think the issue will be settled anytime soon, but it has caused a major stir in the aviation community. Several of the major aviation news reporters have reported on the controversy. Some have labeled it a “David vs Goliath” battle, even though Flight Prep can hardly be called a “Goliath”. But the passions are high for those who have enjoyed the free use of *runwayfinder.com*. It will be an interesting story to follow.

Runwayfinder.com is one of my favorite sites, and I hate to see shut down.



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Christmas Party 2010 *(Continued from page 1)*

ter's Veterans. The pictures that were given to me of our members in their service uniform were displayed on the big screen. The party goers were asked if they recognized the Chapter member. Surprisingly, only a few were guessed by the crowd, but we had a fun time figuring it out. I thank those who participated in submitting pictures. It produced an entertaining evening.

After the evening was over, we were responsible for cleaning the room. So many people pitched in that it was clean in little time. So, a big thanks goes to all those who helped in cleaning up the room.

We don't change locations very often, and when we find one we hope it works out. This year worked out so well, that I anticipate that we will be back there next year. We hope you join us there next December for the 2011 Christmas party.



Marvin and Pat Brott enjoying the festivities

Tracking David

By David Cheek

When David Buono and his wife took off for the Pittsburgh Pennsylvania area before Christmas, I was interested in following this journey. While the route was marked by high pressure, there were a lot of areas of cloud cover, both high and low, along the route. The flight looked like a doable VFR flight, but David had just re-established his IFR proficiency, so he had that option also.

The trip was first tracked on FlightAware™, the tracking site often used to track airline flights, because he left on an IFR flight plan. It was an easy follow up to his first stop in eastern Tennessee, when he must have flown below radar coverage. After that, flight aware didn't show anything, and the day got late.

Next, just on a whim, I checked his personal SPOT™ tracking site. It showed he was over an hour into his last leg, and just approaching Louisville, KY. Since at the time I am writing this, I have not had a chance to talk with him about this, I don't know why the radar derived tracking was not working. I had to leave my tracking behind when he was still 300 miles away from home, but he did get there, and FlightAware™ did eventually show that leg of the trip.

Many RV owners have tried another method of tracking that is more "builder oriented" and requires the pilot to obtain an amateur radio license. This uses an integrated GPS receiver and VHF transmitter that broadcasts your position at a selectable interval to a network of user supported (except for the pilot community, who are largely freeloaders) ground stations. This system is called "APRS," and even though I was around when it was born, I forget what it stands for. I find it kind of hard to use,

(Continued on page 7)

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Tracking David (Continued from page 6)

even if it provides better tracking than the other two methods.

I was most interested in how David was dealing with the weather, as he arrived just before the big east coast Christmas storm hit. David will give a good story about this 900 NM trip when he returns.

(Dave's side of the story)

On the way to Pittsburgh, I was only worried about one thing... Icing. After flying over a mostly solid cloud deck the whole way, our fuel stop outside of Memphis, TN was VFR, which was nice. Not far into Ohio, we were over a solid cloud layer again, and it would stay this way the rest of the trip.

Getting into KBVI was the tricky part. The VOR approach calls for a VOR crossing at 3000 feet then descend to MDA, which is 1580. Instead of 3k feet, I crossed it at 7k feet, which was just above the cloud tops. I set the descent rate at 1500 feet/min to get through the cloud layer as quickly as possible. We broke out of the clouds around 2500 feet and saw the runway almost immediately. I was so relieved to be out of the clouds that I al-

most forgot it was snowing! Landing was tougher than I thought. I think the snow covered runway fooled with my depth perception.

Coming back on Tuesday was the same flow. An easy start to the trip gave way to a challenging ending. I flew in VFR conditions to my fuel stop outside of Memphis, but I knew the DFW area was socked in. I then flew about an hour until I hit IFR conditions, so I landed and topped off the tanks to give me the most options once getting into DFW airspace. For the next 2.5 hours, I didn't see the ground.

I was vectored for the ILS 15 approach into Addison, and they were reporting overcast at 400 feet and visibility at 2 miles with rain, fog, and mist. About 100 feet above minimums, I finally saw the rabbit lights. They were a most welcome sight!

This was my first IFR experience with this airplane, and I have to say it performed flawlessly. I'm very happy with the decisions I made for the panel. I am excited for the next trip!



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Local Warbird News and Updates

By Glenn Snyder

Well, I finally got out to Ezell Aviation in Breckenridge again. This was for my annual Christmas fudge delivery and to see what was happening in Nelson's shop.

The hangar was full of war birds as usual. Rod Lewis' F7F Tiger Cat, *Boss Man/El Jefe*, was in for minor maintenance on its way back home from the Reno Air Races. Amazingly, the Tiger Cat, flown by owner, Rod Lewis, finished seventh in Sunday's Gold race based on its qualification speed of 364.981 MPH. As most of us know, the Sunday Unlimited Gold race was cancelled due to weather so the ranking of winners was based on earlier qualification speeds.

The CAF's Curits SB2C-5 Helldiver, the only one of its type flying, was having an annual inspection. A Seafury out of Canada came in recently for some minor work but ground looped on landing due to a strong crosswind, ripping off the left landing gear and bending the prop. Minor repairs have turned into major engine tear down plus a prop and gear rebuild.

The Temco Pinto jet, belonging to Lou Shaw out of Addison, was back again for repairs. It seems to live there a lot of the time. Also, the Cavanaugh's P-51 Mustang is nearing completion after being down for several years. It's on its gear now and the Shanholtzer built V-12 Merlin engine is hung. It should be finished and back at the Cavanaugh Museum in early 2011.



Lou Shaw's Temco Pinto jet

Of most interest was a rare Lockheed Electra (see photo) being readied for a ferry flight to Wichita Air Services in Newton, Kansas for rebuild. Although not in pristine condition, it's not too bad for being 73 years old. Un-

known to most, the Electra had spent a number of years in a hangar at the Denton, Texas airport. It was purchased by a group from the Czech Republic for their flying museum near Prague.



1937 Lockheed Electra

What other aircraft are stored in the out-of-the-way hangars that we don't know about? If anyone knows of something, please let me know.

December Young Eagles

By Michael Stephan

It seems like every month I'm writing an article about a Young Eagles event. This month is no different. We had another Young Eagles gathering in December. Unfortunately, the group we scheduled had fewer attendees than we anticipated; the ones who showed up had a really good time.

We had a great turn out of pilots, which is always encouraging. We are grateful for all they have contributed throughout the year.

We were done early enough, that I was able to make it down to Lancaster Airport for the grand opening of the new airport restaurant. It is in the same space as the old one with some renovations and a new operator.

I have to say this was a good year for Young Eagles. We had a good number of kids that flew with us this year, and the pilots did a superior job. We had no safety issues, and Conoco/Phillips awarded Jim with their Leadership Award.

We plan to build on this momentum and have an even better year in 2011.

Pilots N Paws Mission

By David Buono

When I owned a Cherokee, I really enjoyed being part of an organization called Angel Flight that uses volunteer pilots to fly patients to hospitals for treatment. Every flight I did as part of Angel Flight ranks towards the top of my most memorable flight list. They were, by far, some of the most rewarding flights I've been a part of.

Since Angel Flight South Central, which encompasses Texas, does not allow experimental airplanes, I had to find another way to feel like I was doing something good with my airplane. Young Eagle flights definitely qualify, but they are few and far between. A fairly new organization has been gaining traction over the last year in the home built community, and it's called Pilots N Paws. The organization brings volunteer pilots together with animal rescue groups all over the country via their easy to use web site. As a pilot, the sign up is pretty quick, and you will soon start getting emails about possible trips. You will be saving the life of an animal (mostly dogs), and you get to write off your flying expenses on top of that!

I finally got around to signing up for Pilots N Paws in late October. A few days after signing up, I got an email on a Thursday night about a possible rescue mission for the upcoming weekend. Friday was the only day I could do it, but I thought there wouldn't be enough time to put it all together. 4 phone calls later, and it was all set.

The plan was for me to pick the dog, a young Catahoula, up at a local shelter and fly her to Midland, TX (1hr 45min) for foster care. I started Friday morning getting the plane ready for my canine passenger. I removed the

passenger seat and seat belt, then covered the seating and baggage area with garbage bags, then pillows, then blankets and towels.

I picked up the dog as planned and she seemed a little nervous, so I walked her for almost 10 minutes in the grass. She showed no interest in going to the bathroom during that time. I put the back seat down in my truck and loaded her in. We weren't even out of the parking lot yet, and she decided to pee. No big deal... I stopped and sopped it all up with an old bath towel. I then spread that towel out in case she decided to do anything else. About 7 minutes later (halfway to hangar), she poops! It all went on the towel, but then, of course, she tracked it everywhere. Then to complete the trifecta, we were about 100 yards from the hangar when she starts throwing up. Did she hit the towel? Of course not! She managed to hang her head over the side of the seat, so the throw-up went between the seat and the door... Ugh...



My not-so-willing passenger

(Continued on page 10)



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Pilots N Paws Mission *(Continued from page 9)*

I tied her off to the truck while I cleaned it in front of the hangar. At least she'll be empty for the airplane, right?



She must have not liked the accommodations

It took a little convincing, but I managed to get her in the airplane. She seemed a little nervous, but she was asleep less than 10 minutes into the flight. She slept all the way to Midland and woke up just as my wheels touched down. I was taxiing over to the FBO, looked back to check on her, and I see her heaving like she's going to throw up again. No problem, though, I have everything lined with trash bags and towels. Guess where she threw up??? In the 3 inches I had NOT covered! Are you kidding me? Really? I had a little area right behind me not covered, because that's where I had a few random things sitting on the floor. Unbelievable! Look at the picture in the next column to see how she had her head, and you can see in that position, how the throw up got on my baggage carpet.

Even with all the "accidents", it was a very rewarding trip, and I look forward to doing it again! I learned a lot!



Where she slept most of the flight

I'm a dog owner x2, but I still was caught off guard. A little more time to plan would have been nice, but I will definitely be more prepared next time.

I strongly encourage any dog lovers out there with an experimental airplane to look into this organization. If nothing else, it's a great reason to get out and fly your plane!

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



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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.

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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
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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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