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EXPERIMENTAL



Bassett Hound Rescue Mission

By: David Buono

FAA Chapter 168 ★ Dallas, Texas

Another Pilots N Paws mission presented itself to me for Friday April 15. I was off work that day, so I rearranged some personal appointments and agreed to do the trip. It was a multi-leg trip from Waco to Denver. There were 4 Bassett hounds in a kill shelter in Waco. They had a ride to Denver from Oklahoma City if they could just get there. Enter Pilots N Paws.

When I got the email about the trip, there was already another pilot signed on. That pilot turned out to be Ken Volk with his Bellanca 14-19-3 Cruisemaster, who's based at Bar V-

K just north of Denton. Some of you might remember running into him and his wife at Cedar Mills one day. The airplane attracts attention where ever it goes because of it's unique look. It has a "triple tail" like the Lockheed Constellation, otherwise known as the "Connie". Ken is a retired airline pilot, and he and his wife also own a Stearman.



Ken Volk's 1959 Bellanca Cruisemaster

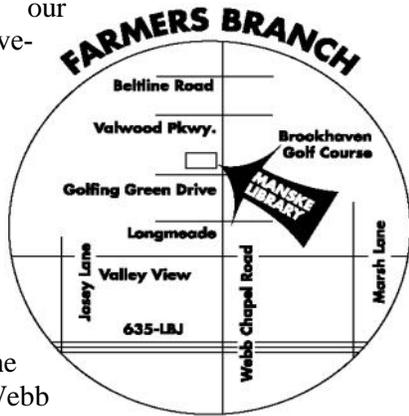
His Cruisemaster could only hold 3 of the hounds, so they needed another airplane, and that's how I got involved. I would have to go without the crate, because the only crate small enough to fit in my RV is way too small for a 40-50 pound
(Continued on page 4)

May 3rd Chapter Meeting

We are back to our “normal” Tuesday evening meeting schedule!

The May Chapter meeting will be on

Tuesday May 3rd. 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 Chapter 168’s own Jim Canniff, who will be detailing the craziness that was Sun-n-Fun 2011. He won’t be talking from a attendee prospective. Jim has volunteered at Sun-n-Fun for many years and was a volunteer this year when disaster in the form of tornados rocked the fly-in.

He also has a lot of pictures and will be showing them to the chapter along with his behind the scenes look at Sun-n-Fun 2011.

May 7th Chapter Fly In

It’s been over a year since the chapter has been to Area 51, the burger joint across the street from Grayson County... errr... umm... I mean “North Texas Regional/Perrin Field” as it’s officially called now. How about we just call it “KGYI”, that way there is no mistaken which airport we’re talking about! We plan to meet on the ramp at 11am for lunch on Saturday May 7th.

Area 51 is the name of the restaurant, and they make a seriously good burger, and their fries are excellent as well.

The restaurant is located on the southeast corner of the airport. You have to walk through a gate and across a road to get to it, so it’s not actually ON the airport. The tower should be open during the day, so you can ask them for help on where to park if you need to.

May 10th Board Meeting

The BOD meeting will be held on Tuesday May 10th at the Farmers Branch Library at 7:00 PM. The minutes from the April BOD meeting recorded by Norm Biron are as follows:

Directors In Attendance: Bruce Fuller, David Buono, Michael Stephan, Frank Prokop, Sam Cooper, Norm Biron, John Peyton, Pete Miller, and Bill Bracken.

Notes:

- The board discussed future fly-in locations, meeting speakers, and newsletter folding hosts
- Young Eagles: No events planned at this time
- The chapter aviation program planned for the library is on hold until after tax season
- Michael is still soliciting advertisers for our newsletter. The board suggested that the vendors who donated items for our Christmas party should get free advertising for a year in the newsletter.
- The board discussed coordinating our chapter fly-in dates with other chapters to give everybody the chance to meet members from other local chapters. Michael is going to put together a list of these events in order to plan our events accordingly. Norm reminded the board that if the dates for the Chapter Fly-Ins are changed, we have to update our insurance request with the EAA insurance office.

May 21 Newsletter Folding And Social Hour

This month’s newsletter folding and social event will be held at the HANGAR of Brad and Deia Roberts on Saturday May 21. We’ll meet at the hangar at 9am.

Their hangar is at Grand Prairie Municipal (KGPM). If you drive, enter the airport and make an immediate left through the security gate, you can follow the service road that parallels Great Southwest Parkway. Take the service road south to row 21. The hangar is “H”. For those of you who might know where Michael Stephan’s hangar is, Brad and Deia’s is 2 rows south of that.

Brad and Deia will have their recently completed RV-7 on display. Brad is one of the few chapter members in recent years to paint his own airplane. If you are considering taking on this task, come out and talk to Brad about what it takes to get it done. If you get lost, or need help getting through the security gate, call Brad’s cell (214-912-0329). See you there!

Know Your Limitations - Part 5

By Mel Asberry - DAR



Continuing on with our Operating Limitations explanations, let's look into aerobatics and pilot requirements.

“(15) This aircraft is prohibited from aerobatic flight, that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or an abnormal acceleration not necessary for normal flight.”

Wow, this sounds like we could be cited for a high speed pass down the runway or even a “pull-up go-up”. You have to be careful with this one. Obviously, this paragraph is used for non-aerobatic aircraft. Note: If the amateur builder states that the aircraft is capable of aerobatic flight, limitation 16 will be used in lieu of limitation 15. If the particular aircraft you are presenting is not normally considered to be aerobatic, you may be asked to supply data to show how the aircraft was modified to make it meet aerobatic standards.

“(16) This aircraft may conduct aerobatic flight in accordance with the provisions of 91.303. Aerobatics must not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable and in compliance with 91.319 (b). The aircraft may only conduct those aerobatic flight maneuvers that have been satisfactorily accomplished during flight testing and recorded in the aircraft logbook and maintenance records by the use of the following, or a similarly worded statement: ‘I certify that the following aerobatic maneuvers have been test flown and that the aircraft is controllable throughout the maneuvers' normal range of speeds, and is safe for operation. The flight-tested maneuvers are _____, _____, _____, and _____.’”

The first sentence here tells us that we should not attempt aerobatics until the end of phase I. After all, the purpose of phase I is to show compliance with 91.319(b). You may ask, “Must I accomplish all aerobatic testing before going into phase II?” No! We will introduce a

paragraph later on that will allow you to reinstate phase I for further testing. This way you will be able to fly the aircraft for an unlimited amount of time in phase II, getting comfortable with the aircraft, then place the aircraft back into phase I and accomplish the aerobatic testing. BTW, The FAA may request to witness aerobatic maneuvers, if deemed necessary.

“(17) The pilot in command of this aircraft must hold an appropriate category/class rating. If required, the pilot in command also must hold a type rating in accordance with part 61, or a letter of authorization issued by an FAA Flight Standards Operations Inspector.”

Note: Limitation (17) applies to any turbojet/turboprop-powered aircraft, any aircraft with a maximum takeoff weight exceeding 12,500 pounds, and any other aircraft when deemed necessary. The Flight Standards Service inspector should refer to the FAA Order 8700.1, General Aviation Inspector's Handbook, for further guidance.

“(18) The pilot in command of this aircraft must hold a pilot certificate or an authorized instructor's logbook endorsement. The pilot in command also must meet the requirements of 61.31(e), (f), (g), (h), (i), and (j), as appropriate.”

Limitation (18) will apply to most amateur-built aircraft as a standard operating limitation (reference 61.31(k)).

Let's take another break here. Next month we'll get into incorporating major changes, glider towing, intentional parachute jumping, and operations outside the United States.

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Bassett Hound Rescue *(Continued from page 1)*

Bassett hound.

The day arrived and the winds were forecasted to be pretty nasty. Less than a week earlier, I had landed in some pretty fierce crosswinds, so I felt like I could handle it. Besides, they were right down the runway now and were going to be slowly changing direction. So if I could get back to Aero Country sooner rather than later, I'd be less impacted.

I departed Aero Country and landed at CNW down by Waco to pick up the dog in a very short time with a nice tailwind. Ken and I planned our departure times so we'd be landing in Waco around the same time. We landed at CNW within 10 minutes of each other, so that worked out great. The 2 women that were bringing the dogs to us were wonderful. They wanted lots of pictures of us and the dogs. They made sure the dogs had gone to the bathroom and were ready for the trip. Everything seemed to be in order.



Ken with the dogs and the women who delivered them in Waco

We took off from Waco and the plan was to go around DFW airspace to the west en route to Goldsby, OK (1K4). If you'll notice on the picture below, my Grand Rapids EFIS calculates the wind velocity and vector and displays in the lower right part of the screen. At 4500 feet, I was flying into a 70 knot headwind! My ground speed was below 100 kts.



Speed is one thing, but it started to get BUMPY. I climbed to 6500 until over the red river, and then that started to get bumpy. Up to 8500 for a little before finally starting my descent into 1K4. The wind was really moving, but it was still mostly down the runway at close to 40 kts. Drop the dogs, a quick top-off while holding the plane from blowing away, and we were on our way home.

My XM weather was not working this day, so I didn't know what the winds were doing at Aero Country until I could get in range of McKinney's AWOS. When I heard the wind report, I was a tad worried. 24 gusting to 39 out of 290, and Aero Country has runway 35. Well I guess I'll give it a shot! I turned final for RW 35 and had a huge crab angle in just to hold the center line. Every time I reduced the throttle, I drifted right. I was managing okay until about 200 feet AGL. I started getting the burbles from the hangars, and I thought the wings were going to come off the airplane. After the 3 head-to-canopy collision, I decided to go around.

I powered back up, climbed to 2000 feet, and turned the autopilot on. I had 3 hours of fuel, so there was no danger there. The first place I thought to go was Cedar Mills because of their east/west runway, but that seemed kinda far. My next best option was Love Field, so I dialed them up and got a clearance to land on RW 31. After tying down at Landmark, I joined 2 Cirrus drivers who tried to land at Addison but thought better of it. Landmark let me take their crew car overnight, which helped me a ton!

Another dog delivered safely to an adopting family. 4 more hours in the logbook. But most importantly, a more healthy respect for crosswinds was gained on this trip!



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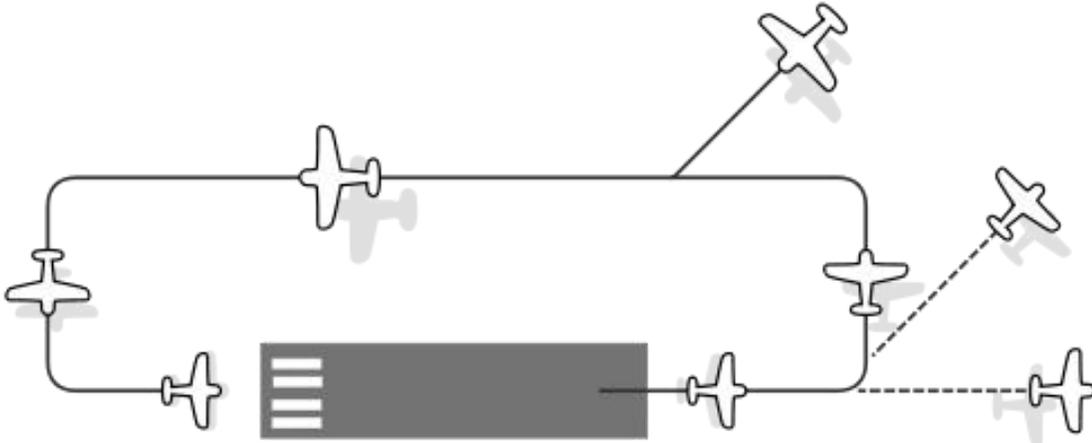
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WHATEVER IT TAKES TO KEEP YOU POWERED UP

The Pattern Police

By Michael Stephan



Is there a right way and a wrong way to enter the pattern at an uncontrolled field?

Since I have had some recent close encounters of the pattern kind, I have been interested in articles that discuss the traffic pattern. AOPA had a recent article on the “overhead approach” which seems to be growing in popularity (in proportion with the number of RV completions). Avweb.com mentioned an online discussion that got very heated. Some argued common sense and others quoted regulations and then others interpreted those regulations for the rest of the group. They had a better chance ending the “primer wars”, or the “nose-wheel vs. tail-wheel” discussions.

The latest article I read about patterns was in the February issue of *Sport Aviation* written by Lauran Paine Jr.. He gave a very real and sensible summation on pattern safety. Read it. It was good.

The traffic pattern is designed to be simple and efficient, the only problem as Lauran Paine Jr. put it, “It is flown by people.” I thought I did a good job using the traffic pattern, but even I was called a “pattern crasher” with my straight in downwind entry that I usually use at GPM. Lauran went as far as calling the pilot who uses that entry a “jerk.” Oh, my! I better rethink my pattern credentials. Although, he gives the different entries into tower controlled patterns a pass. My experience is there are multiple patterns going on at the tower-controlled airports I frequent, especially if there are helicopter operations. Since the towers control the pattern at those airports, his discussions are mainly aimed at the uncontrolled fields.

Several things from the article struck a chord with me.

Be aware of what is going on in the pattern before you get there. Monitor the radio and get a picture of the traffic, and be looking for the cub without a radio (happened to me for real one evening). If it is too busy for your comfort, loiter away from the area and enter when you are comfortable.

Be prepared. “Push those buttons before you enter the pattern,” as the article said. You need to be looking for

traffic, not at your expensive glass panel.

Be considerate. Not everyone is at the same skill level, so make allowances for us beginners. Being faster does not give you superiority or priority.

Be Patient. Cutting someone off in the pattern to save a minute or two doesn’t seem prudent, safe, or considerate.

Be predictable. Concise communication on the radio, giving your location in the pattern, makes separation much easier. Some people using the overhead approach use terms that confuse us standard pattern novices. And, don’t “crash” the pattern with a freelanced entry, unless you are the only one in it (with that no-radio-cub of course).

Check final approach. Do it before entering the runway. Check the extended final before turning from base leg to final. That one almost got me last October.

Sometimes, I am the person being infringed upon and sometimes I’m the “pattern crasher” (but not on purpose). The AIM (Airman’s Information Manual) recommends the standard pattern, but it is not *required*. But what is required is to be safe, and that requires everyone’s participation.

PS: this is written by a low time pilot who is trying not to make all the mistakes in aviation, but keeps plugging away at them.

Recycling Old Charts

By Michael Stephan

As I stare at the pile of expired charts sitting on the corner of my workbench, I wonder if there is a second life for those navigation aids. It is a shame to throw them out, some of them have never been opened. I always have current charts in the airplane, but my Garmin does so well with the information, I don't always pull them out on a flight.

Then at one Young Eagles event, I thought of a way to give those charts a second chance. The kids we fly are very enthusiastic about flying, and it would be nice to give them one of my old, barely used charts to study. It would equally be nice to have one where a flight was planned, with the course line marked and notes made.

So, I ask if you have any charts (preferably the DFW Sectional and Terminal Area) that are headed for the waste basket, hold on to them and bring them to a meeting or other Chapter event, and I will make sure that they make it into the hands of one of our Young Eagles.

Chart Costs

By Klaus Temper

The cost of sectional charts has climbed steadily over the years and typically is just shy of \$10 per chart. But there are still suppliers who offer charts at low cost. One such company is [chartdude.com](http://www.chartdude.com). They have been reliable and charge \$5.88 per chart, plus actual cost of shipping. This is the rate I paid for charts 30 years ago. You may want to give them a try.

(editor's note: After getting this article submission from Klaus, I went to [chartdude.com](http://www.chartdude.com) and purchased a subscription for IFR approach plates for the North Texas area. It was easy to find what I was looking for, and the checkout process was painless.)



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More Electric Aircraft

By David Cheek

Just after last month's newsletter closed, news of several new European electric aircraft appeared. Most of these appear to be small and purpose designed, therefore offering better performance than anything seen so far. Still, all of them are just prototypes or concept designs with promise of production to follow. We also have not yet resolved the electric motor issue for light sport aircraft, and I bet all designs will defer completion until those are completed.

One of the new designs is the Pipistrel Taurus Electro. I'll just let you look at the web site, since it is just a prototype, although a delivery date of June 2011 was mentioned. This design is a motor glider with a retractable engine.

http://www.aopa.org/aircraft/articles/2011/110418leap_names_best_electric_aircraft.html?WT.mc_id=110422epilot&WT.mc_sect=gan

The German designed Elektra One is another contender. It is more of a cross country cruising airplane, with design for speed instead of soaring. This appears to be the best contender for the German concept of the Green aero park. That is a broad concept of hangars whose roofs are covered with solar cells that charge the airplanes battery during the week. So, your first flight is free. Since the technology is still evolving, there is no word on how long the recharging for the second flight might be. Here is the news article from AOPA;

http://www.aopa.org/aircraft/articles/2011/110325german_electric_airplane_completes_first_flight.html

So, this is not our concept of sport aviation, but it is producing many more products than I ever expected, and I was an electric airplane pessimist. The planes may be expensive, but watching is free.



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Warbird (and local race) News

By Glenn Snyder

Those of you familiar with Lewis Shaw's "Toy Barn" at Addison Airport will be sorry to hear that Lou's P-51 Mustang, *Thunderbird*, is going west, to a new owner in Northern California. Lou had originally purchased *Thunderbird* from Lefty Gardner, one of the founders of the CAF. Over the past years some of us have seen this Mustang at Addison or at Nelson Ezell's shop in Breckenridge, Texas. Maybe Lou has plans to replace it with something interesting.

Well, the following might not have much to do about Warbirds, but I must mention the recent Texoma 100 Air Races at Sherman's North Texas Regional Airport on April 16th. Those of you who have participated in Sport Air Racing know what a blast it is. I flew right seat with my son, Paul, in his stock 1975 Cessna 182P. The race began at North TX Regional with pylon turns in Oklahoma at Madill, Falconhead, Pauls Valley, Sulphur, and finishing up at Lake Texoma for a distance of about 158 miles. Paul flew a perfect course with tight pylon turns all the way. I was really just along for the ride. Running the entire race at 27 inches MP and 2700 RPM, we won first in class at a blazing 161.78 MPH. Not bad for a 35-year old stock Cessna.



Ken Krebaum's RV-8



Paul Snyder's C-182

Another chapter member, Bruce Pauley, ran the course at 201.58 MPH in his RV-7A, *Miss Marie*.

Breakfast and lunch was put on by the North Texas Regional Airport Fire Department. A great time was had by all. The next local race will be held at Mesquite Airport (HQZ) on May 28th. Try it and you'll really like it! And, you don't have to be a professional to compete.



The Biron's

The stock P-51 Mustang, *Sarah Jean*, flown by Claude Hendrickson, out of Birmingham, AL, took the Unlimited class and overall top speed at 304.32 MPH followed closely by a Lancair and SX300 at 298.50 and 299.11 MPH, respectively. Our own chapter member and secretary, Norm Biron and his wife, Helen whipped their Glasair into first place in the formula blue FX class at 161.50 MPH. Also representing EAA chapter 168 was Ken Krebaum in his beautiful RV-8, *Sandbagger*, at 205.55 MPH.



To the victor go the spoils... Or cheap trophies!
 Left: The Biron's Right: Paul Snyder

Warbirds Over Love Field

By David Cheek

A few weeks ago while returning from a day at the soaring airport, good fortune gave me a great view of two classic World War II bombers. This was during the weekend that the Collings Foundation was giving rides in their three aircraft from Frontiers of flight at Love field. My return from a day of soaring took me over Love field at just the correct time.

When I passed over the center of the airport, the controller called traffic at my lower left, a B-24 on final approach to runway 13L. This was just for my benefit as this positioning did not cause a traffic conflict. After turning toward Addison, additional traffic below me and to the right was a Boeing B-17. I didn't see it until it passed under the aircraft nose, when it was making a base leg to runway 13L over Royal Lane. Two classic war birds in flight in less than 5 minutes was a pretty good way to end the day.



Handy Tool

By Michael Stephan

I was talking with a fellow pilot about the amount of baggage that we could carry in our baggage areas. At what weight would we still remain in the CG range of the airplane? Then the conversation turned to how much is 50 pounds of baggage. Recently I found a tool online that could quickly answer that question. It is a small luggage scale made by Travelon. You can find it online for around \$20. It is a "T" handle with a hook on the bottom. After turning on the power, simply pick up your bag with the hook. Once the weight stabilizes, it will turn an indicator light on and the weight can be read in the display. Hit the clear button and weigh the next bag. A small cargo net could be used to weigh boxes and things without handles. It can weigh objects up to 100 lbs. It is a very simple tool that is light enough and cheap enough to carry in the airplane. That way there is no more guessing the weight of the bags on the return trip home. Mine is going into the tool bag I carry on every flight.



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How Much Is Too Much?

By David Buono

Money? I think I know the answer to that one... It's easy. But I'm talking about a question much harder to answer. How much WIND is too much for you and your airplane?

There are many variables a pilot must evaluate when deciding to fly or not fly on any given day. The biggest one, and the one that gets most of the attention is weather. With VFR-into-IMC accidents killing way too many people every year, it rightfully sits atop the decision list.

What makes the wind variable harder to evaluate is there are no rules to help govern the decision. When it comes to weather, there are rules/guidelines to determine if the weather is considered VFR or IFR. There are convective forecasts to show thunderstorm activity. And if you're IFR rated, you can go VFR and switch to IFR if the weather deteriorates. If the weather ahead of you looks ugly, you can turn around and go back where you came from. You can even use ATC to help guide you to clearer skies, and of course a good autopilot can save your life if you blunder into IMC and aren't equipped to handle it.

I know what you're saying... Every airplane has a max crosswind component number. Yes it does, but how many pilots can rattle that number off the top of their heads? And that number doesn't mean the plane can't be landed with a crosswind greater than that, it just means

that's all the testers did. It's called "max DEMONSTRATED crosswind" component for a reason. The wind gusts also need to factor into the go/no-go decision, and that gets even trickier. On top of all that, depending on landscape and manmade obstacles, all 10 kt crosswinds are not created equal from one airport to the next.

I recently landed my RV-7A at BKN (northern Oklahoma) when the surface winds were 240 at 24 gusting to 29. RW 24 would have been great, but that wasn't an option. I landed on RW 17, so that gave me winds at 70 degrees off runway heading, almost a direct crosswind. If my calculations are correct, that's about a 22.5 kt crosswind. It was one of my more challenging landings, but considering the circumstances, it was ok.

That landing almost got me in trouble a week later when I tried to land at Aero Country with winds out of 290 @ 24 gusting to 39. I thought I could handle it since the crosswind component was about the same. The difference was a higher gust factor, and Aero Country has hangars on the west side where BKN had nothing for miles. At 200 ft AGL, I decided to go around and ended up landing at Love Field RW 31.

I learned that all 20 kt crosswinds aren't created equal. I also learned even under the best circumstances, 20 kts is a LOT of crosswind in an RV. I lived to tell about it and didn't bend any metal, but I have become a more conservative pilot when it comes to winds!

Carol Walker
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Upcoming Events

When: April 30 - 8:30am-11:30am

Where: Hidden Valley Airpark (5TX0)

What: Hidden Valley Fly-In/Open House - Join the residents of Hidden Valley Airpark for a pancake breakfast and tour of the airpark. We will have food and drinks for breakfast. There will be plenty of time for hangar flying talk while you eat, and if you desire, we will give you a golf cart tour of the community so that you can see what Hidden Valley Airpark is all about. Hidden Valley Airpark 5TX0 has an asphalt 2,650 x 35 foot runway surrounded by beautiful homes and open space. If you are someone that has always wondered what it is like to live in a residential airpark community, April 30th is your chance to find out. Remember, our roads are shared taxiways, aircraft have the right-of-way at all times. All Aviation Enthusiasts are Welcome! More info: Steve Aughinbaugh 972-989-6770 or <http://hiddenvalleypark.org>

When: May 7 - 9am

Where: Collin County Regional Airport (TKI)

What: First Saturday Coffee and Donuts - EAA Chapter 1246 hosts a get together on the first Saturday of every month at Chuck Roberts' hangar in the McKinney Hangars Association area. It's free and you don't have to be a member to enjoy the event. More info: <http://www.eaa1246.org/coffeeanddonuts.asp>

When: May 7 - 11am

Where: North Texas Regional (GYI)

What: Chapter 168 Monthly Lunch Run - Join your fellow 168 members for lunch at the Area 51 restaurant just across the street from the airport. They make a great burger! See page 2 of the newsletter for more info.

When: May 14 - 8:30am-4pm

Where: Corsicana Municipal Airport (CRS)

What: Annual Corsicana Air Show - Waivered air show; B-17 'Texas Raiders,' B-25 'Devil Dog,' P-51 Mustang; Tora! group; O-2; Soviet and US Cold War era helicop-

ters; 2 formation-flying clubs; 2 RC aircraft clubs; 2 aerobatic acts; Blue Skies Parachute Team. \$5/person or \$10/carload; veterans, AD military personnel, and their families admitted free. Bring lawn chairs and cameras. More info: <http://www.covotesquadron.org/airsho2011flyer.pdf>

When: May 21 - 10am-4pm

Where: Collin County Regional Airport (TKI)

What: EAA International Learn To Fly Day - This free event is to invite people interested in aviation to learn more by meeting local aviators and hear about the initial steps toward "living the dream" of personal flight. The event is from 10 am to 4 pm, with special presentations by local instructors at 1 pm about what's involved in learning to fly. Cavanaugh Flight Museum will also have some Warbirds and Vintage Aircraft on display, plus offering rides. Hot dogs and drinks will be on sale along with a drawing for free flights in an airplane. More info: <http://www.eaa1246.org/learntoflyday.asp>

When: May 21 - 9am-5pm

Where: Curtis Field Airport - Brady, TX (BBD)

What: Morgan Military Museum Fly-In - Museum Tours Aircraft including WWII training aircraft on display Lunch served at noon. Fun and Fellowship Vintage Mooney Fly-in. More info: Contact Stan Amyett at stan.amyett.qdr0@statefarm.com or 325-456-3105

When: May 27-29

Where: Ranger Municipal Airport (F23)

What: Ranger Fly-In and Air Show - After a very successful 2010 event, it's back! Fly-In & Airshow at Texas' 3rd oldest airfield. Fish Fry and Airshow Fri. evening (Field closed 7:00-7:30) Lions Club breakfast Sat. morning. BBQ lunch served to pilots and passengers only Sat. 11:30. (Field closed 1:00-2:30 for airshow) Texas Antique Airplane Assoc. meeting Sat. Great 3300 ft. grass runway. Show your support of the volunteer-supported field by bringing your aircraft and spreading the word. Showers available for campers. RSVP appreciated. More info: <http://www.rangerairfield.org>



Lanny DeFoor
Branch Manager

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(972) 407-0295
(972) 407-9850 Fax

Mitch McCormack
Director
(800) 433-0808
E-mail: mitch_m@af.tv

Classifieds

For Sale: 6 pieces of 6061-T6 aluminum. They are all 4'x12'. 5 of them are .025 and I have one .032 sheet. I'm asking \$50/sheet for the .025 and \$55 for the .032. Contact Jim Ley at 214-703-9144 or Jim@LeyTech.com if you are interested.

For Sale: Fiber Glass Cloth For Sale Bi directional 8H satin Weave Aeronautics/Aerospace grade, 13.3 mils thick, 50" wide, warp strength 562 lbf/in, fill strength 518 lbf/in, 14.43oz/sqyd, compatible with all resins, in original packaging 125 yard rolls. Comparable price at Aircraft Spruce, over \$9/yard. \$400 per roll, that's only \$3.20 per yard to EAA members. Cut lengths \$7/linear yard 50"wide with a \$50 minimum. Call Jim Carney 214-763-6784.

For Sale: Factory built Earthstar Gull 2000, ELSA, 24 ft. wing, HKS-700E 4-cycle engine, 312 hrs. T.T. 3 blade IVO prop with ground adjustable pitch, BRS chute, backup electric fuel pump, Garmin GPS mount, internal mounted battery charger, always hangared, \$19,900. Dale Medlin, 972-424-6802

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

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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Meeting Refreshments

***** VOLUNTEER NEEDED *****

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Experimental Aircraft Association

Dallas Chapter 168
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Addison, TX 75001-168

DALLAS CHAPTER 168 MEMBERSHIP APPLICATION/RENEWAL FORM

New Member
Renewal
Info Change

Membership dues for EAA Dallas Chapter 168 are \$20/year.
Make checks payable to EAA Chapter 168
Mail application to:
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EAA Aviation Center
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<http://www.eaa.org>

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

City: _____ State: _____ Zip: _____
Phone (Home): _____ (Work): _____
Email Address: _____
EAA#: _____ Exp Date: _____
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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:

