

# HANGAR ECHOES

## JUNE 2011



### **Down Under in New Zealand: Omaka Aviation Heritage Centre**

*By Klaus Truemper*

During a vacation trip covering the South Island of New Zealand, a visitor from Australia told us that he just had been at the Omaka Aviation Heritage Centre in Blenheim, in the northern part of the island. He highly recommended that we see that museum. So we did, and were hugely surprised.

The museum has sixteen displays covering planes, events, and artifacts of World War I. Everything is housed in one large and stylish building. The hall of exhibits has no overall lighting. Instead, each display is lit by spotlights that make everything stand out. The YouTube video gives a good overview of the museum and exhibits:

<http://www.youtube.com/watch?v=Bu9Brk0E9P0>

The website of the museum has lots of additional infor-

### **FAA Chapter 168 ★ Dallas, Texas**

mation: <http://www.omaka.org.nz/>

The famous film director Peter Jackson, multiple Oscar winner and creator of a long list of outstanding movies, among them the “Lord of the Rings” trilogy, used his influence to bring in artists of the movie industry for the design of the exhibits. Together, they created a number of stunning dioramas showing the exhibited planes in landscapes with life-size and lifelike people. We cannot cover all the displays here, but instead look at particular exhibits and facts that constitute a good sampling.

The Etrich Taube (Dove) is surely the most bird-like plane ever designed that actually flew. Created in 1910, it uses wing warping introduced by the Wright Brothers in 1903. It also can alter the angle of attack of the entire wing. It’s a beautiful bird, stylish and elegant. The display shows the Taube in a dive, away from attacking planes. *(see picture on page 5)*

*(Continued on page 5)*

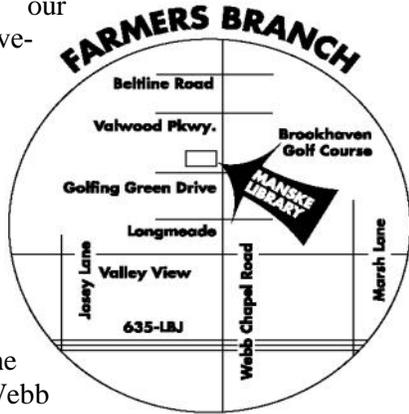
## June 7th Chapter Meeting

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

The June Chapter meeting will be on

### Tuesday

June 7th. It will be held at the Farmers Branch Library, located on the northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish by 9:00 p.m.



This month’s speaker is Bill Blackwood from Superior Air Parts. He will be mainly talking about Superior’s line of engines, but I’m sure he’ll touch on the company’s hectic past 2 years. Here’s a refresher: They closed their doors because their parent company filed for bankruptcy. Then they were almost bought by Textron before finally being bought by a Chinese technology group in partnership with the Chinese government.

How will their new ownership structure affect their product offerings? What engines are they currently offering? You’ll have to come to this month’s meeting to find out!

## June 11th Chapter Fly In

It’s that time of year again! If my calculations are correct, this is the 9th year in a row that the Asberry’s will be hosting the chapter’s summer picnic. We are doing it at the beginning of June again this year, and it promises to be a great time.

Their home is otherwise known as ShortStop Airfield. It’s named that for a reason, so if you’ve never flown in there, be sure to talk to Mel and be very comfortable with your short field landing and take-off technique.

If you have any doubt as to what it’s like to land your plane in such a short distance, please call the Asberry’s (972-784-7544) before flying in. See page 4 for more info on the summer picnic.

## June 14th Board Meeting

The BOD meeting will be held on Tuesday June 14th at the Farmers Branch Library at 7:00 PM. The minutes from the May BOD meeting recorded by Norm Biron are as follows:

**Directors In Attendance:** Bruce Fuller, Brad Roberts, Ann Asberry, Mel Asberry, David Buono, Michael Stephan, Frank Prokop, Sam Cooper, Norm Biron, John Phillips, Pete Miller, and Bill Bracken.

### Notes:

- The board discussed future fly-in locations, meeting speakers, and newsletter folding hosts
- Brad gave the treasurer’s report
- Young Eagles: June 11 at Meacham
- Norm spoke with Leann from the Manske Library about doing an aviation education session for kids at the library. Things are progressing nicely, so look for more info coming soon
- The BOD did not follow up the suggestion from the last meeting to coordinate our chapter fly in events with other local EAA chapters.
- The board discussed donating to Michael Combs’ flight. Michael agreed to contact Mr Combs for more info
- Pete Miller volunteered to do research the chapter visiting Southwest Airlines
- Frank volunteered to contact multiple people/organizations to inquire about speakers

## June 28th Newsletter Folding And Social Hour

Get out and enjoy some of the nicer temps before it gets TOO hot by visiting a fellow member’s project! We’re getting together at Pete Miller’s house in Plano at 7pm on Tuesday June 28.

This month we head to the north side of town again to visit Pete Miller’s RV-7 project. Pete is well into the wing and aileron construction. If you want to see a project early on, come out and see this RV project.

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

We hope to see you there!

## Know Your Limitations - Part 6

By Mel Asberry - DAR



Last time we left off with paragraph (18), which gave us the pilot requirements for our Experimental Amateur-Built aircraft.

Let's take a look at paragraph (19) and see how we deal with major changes.

**(19) After incorporating a major change as described in 21.93, the aircraft owner is required to reestablish compliance with 91.319(b) and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area. If the major change includes installing a different type of engine (reciprocating to turbine) or a change of a fixed pitch from or to a controllable propeller, the aircraft owner must fill out a revised form 8130-6 to update the aircraft's file in the FAA Aircraft Registration Branch. All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours. The FSDO may require additional time (more than 5 hours) depending on the extent of the modification. Persons nonessential to the flight must not be carried. The aircraft owner must make a detailed aircraft logbook and maintenance records entry describing the change before the test flight. Following satisfactory completion of the required number of hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with 91.319(b). Compliance with 91.319(b) must be recorded in the aircraft maintenance records with the following or similarly worded statement: "I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: Speeds,  $V_{so}$ \_\_\_\_,  $V_x$ \_\_\_\_, and  $V_y$ \_\_\_\_, and the weight\_\_\_\_, and CG location\_\_\_\_ at which they**

were obtained.

What a paragraph! That was long winded. Actually it's pretty simple once you understand it. It simply allows the owner of the aircraft to make major changes, place the aircraft back into Phase I, complete the testing, and then sign it off back into Phase II all without additional FAA inspection. Pretty neat, huh? You'll notice that this phase I is exactly like the original you flew when you first completed your airplane, except that now you will most likely have a more abbreviated time constraint.

One thing to be aware of; if you have done aerobatic maneuvers in your aircraft, they must also be proven again with the latest changes.

This paragraph was a welcome addition to the standard operating limitations. In the olden days, way back when, any time you incorporated a major change, even a change of a propeller, you were required to go through a recurrent airworthiness inspection.

**(20) This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.**

Paragraph 20 is pretty much self explanatory. And actually *it may* be amended by an FAA inspector.

I once sold a 2-seat ultralight type aircraft to a skydiver who got the FAA to amend the operating limitations to allow parachute jumping from that particular airplane.

**(21) This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code, as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another CAA before operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the CAA in the country of operation.**

Here we are reminded that U.S. Experimental Aircraft are licensed to be flown only within the United States. If we intend to fly the aircraft outside of the U.S., we must have written permission from that country. Typically, this permission is not difficult to get, but it has to be done.

Only 3 paragraphs this time, but they cover quite a bit of information. Next time we'll take a look at required inspections and who can perform them.

## June Fly-in/Picnic Details

By: Ann Asberry

Mel and Ann Asberry are hosting the ninth annual Chapter 168 Summer Picnic on Saturday June 11.

### Driving directions to ShortStop Airfield

Traveling east on highway 380 from McKinney, it's approximately 18 miles to Farmersville. If you are traveling north on highway 78 out of Garland to highway 380, turn right (east) onto 380.

After you pass the Dairy Queen on highway 380, it is approx 1.8 miles to County Road 653, where you'll 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.

This year we will have bratwurst for lunch. We will have buns, condiments, and drinks but will need others to bring a side dish, chips, or desert to share. Plan to arrive any time after 10am.

If you plan to fly in, PLEASE be up on your short field techniques. Unicom is 122.75, Run-way 17/35, left hand pattern. The field is only 1500 feet. The approaches are clear, no power lines or trees with a railroad on the south end. Observe the railroad east and west to see if a train is approaching. Do not land until the train is past the runway. Landing runway 17, watch for cars on the road.

This event is rain or shine as we have plenty of room inside for all. This is a family affair, so be sure to bring your significant other and kids. No pets please.



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## Carol's New Plane

By Michael Stephan

While flying around last month, I thought I would stop in at Midway Airport to visit with my favorite flight instructor, Carol Walker. After a short search, I realized that she wasn't around. I found her husband Pete and inquired. He said she was ferrying a plane back from the Midwest that they had just purchased. When I asked what kind of airplane, Pete replied, "A Great Lakes." He said she would be back later that afternoon. So, when I was flying the next day, I made sure to drop in again. This time Carol was there and so was the very nice looking Great Lakes.



Great Lakes bi-plane - Not Carol's actual plane

I asked Carol what her plans were for the open cockpit bi-plane. She will not use it for primary training, but is willing to do tailwheel instruction in it, as well as transition training. She also will use it to give rides to people wanting to experience the freedom of open cockpit flying.

I took a good look at the plane, and it is in great condition. The flying environment is something to adjust to. Carol remarked that on the flight back how much fun it was to have nothing between you and the surrounding hillsides. She flew back hugging the countryside like all bi-planes should. It sounded like a fun trip home for Carol.

I hope to fly the Great Lakes in the near future. When I do, I will post the results in the newsletter.

Carol is a supporter of the newsletter, and if you are looking for tailwheel instruction or glider instruction, I highly recommend her. Refer to her ad on page **XXXX** for contact information.

# New Zealand

(Continued from page 1)



*Etrich Taube*

aged and entered a flat spin. He moved halfway out of the cockpit onto the left wing and discovered that by holding his left leg into the slipstream, he could control the aircraft somewhat. Doing so, he returned back behind allied lines. Just before the aircraft hit the ground and crashed, he jumped off, rolled, and was still in one piece. Indeed, he survived WWI, and in the first half of WWII was C.O. of the RNZAF Base Woodbourne.



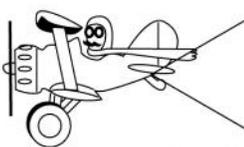
*Keith Logan "Grid" Caldwell*

New Zealand pilot Keith Logan "Grid" Caldwell was New Zealand's highest scoring ace with 25 aerial victories. An exhibit shows the amazing airmanship of the pilot. In a mid-air collision, his SE5a fighter was dam-

In the early years of WWI, forward firing of the machine gun was impossible since it invariably sawed off the propeller blades. To avoid this, the Airco De Havilland DH-2 had a pusher configuration. (see picture on front page)

The Fokker E.III "Eindecker" was the first aircraft equipped with a synchronizer gear that allowed reliable firing of the machine gun through the propeller arc. During the second half of 1915, the Fokker E.III was so effective

(Continued on page 6)



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## New Zealand

(Continued from page 5)

tive that the British press wrote about the “Fokker Scourge” and called the poorly armed reconnaissance planes of the Allies “Fokker Fodder”.



*Fokker E.III “Eindecker”*

A section of the museum is devoted to the display of various WWI artifacts. Some of the material is amazing. For example, the American pilot Frank Luke had his first solo flight December 1917, became Second Lieutenant January 1918, arrived in France March 1918, and became an ace with 18 kills during the time of March 1918 to September 1918. He was reckless to the point that he was grounded. On September 29, 1918, he ignored that order and took off. He brought down three German balloons and two planes, and dropped hand bombs, killing eleven German soldiers and wounding a number of others. He was wounded in the shoulder and had to make a forced landing in enemy territory. When the airplane came to a halt, he started shooting with his automatic and died in a hail of gunfire.

A large exhibit is devoted to Manfred von Richthofen, the record ace of WWI with 80 kills. The centerpiece is a display of the destruction of his downed aircraft after he had been shot down. Pieces of equipment, even the canvas covering the plane, are being ripped out and carried off as memorabilia. A continuously running movie created from vintage footage begins with that event, then shows von Richthofen with the pilots of his squadron, with the emperor, and finally taking off in the famous Fokker triplane. Von Richthofen comes across as supremely confident if not outright cocky. He had his plane painted red so that the opposition knew it was him. Eventually, he was beset by too many enemy aircraft. In response, he had all triplanes of the squadron painted red. When asked why he wanted to invite overwhelming attacks on his squadron, he answered something like, “It’s like in a business. You want the customers to come to you.”

For each kill, he had a jeweler make a commemorative silver cup, in my opinion a ghoulish process that reduced people to silver pieces. After the 60th kill and the corresponding 60th cup, the jeweler told von Richthofen that silver was no longer available for cups and proposed to substitute other material. Von Richthofen refused, so there are no cups for kills 61-80.

Interesting are engines and corresponding speeds of WWI aircraft. At the beginning of the war, engines output around 100 hp, and airspeeds were around 100 mph. The most impressive engine was the light-weight Rhone rotary engine, with stationary crankshaft and rotating cylinders for effective cooling. The fuel-air mixture was supplied through the crankcase and then with pipes to the top of the cylinders. Horsepower numbers climbed gradually, until at the end of WWI, very powerful engines emerged. A terrific example is the Napier Lion W12 engine, with three banks of four cylinders arranged in W-form, 25 liters (= 1,525 cu.in.) displacement, and 500 hp output. The engine had dual overhead cams for each row of 4

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## New Zealand

(Continued from page 6)

cylinders, driving 4 valves per cylinder. In the 1920s, the output was boosted to close to 900 hp, and the engine was used to set speed records in the air, on land, and on water. It was an engine with astonishing design and performance.



*Napier Lion W12 Engine*

The message here is: If you get to the South Island of New Zealand, don't forget to visit the Omaka Aviation History Centre in Blenheim. Last but not least: New Zealand is a wonderful place. As a friend of mine put it: "Every country has something beautiful. In New Zealand, EVERYTHING is beautiful." It's hard to believe, but it is so, as we discovered in four wonderful weeks of camping, hiking, and meeting the friendly folks of New Zealand.

## The National Cemetery

By Michael Stephan



Photo from <http://dallasfortworthcemetery.com>

I have spent some time recently volunteering at the National Cemetery near Mountain Creek Lake. It is a beautiful resting place for our veterans. But, it is also more

than that. They host several special commemorative events during the year. The first one happens on Memorial Day. They really do a great job preparing the cemetery for visitors. They have flags that line all the roads throughout the place, and it is spectacular. They put them up a week before the event. They repeat this on the Fourth of July and on Veterans Day.

If you have a chance, visit the cemetery during the week around these events. It is a very peaceful place in the middle of a busy city.

I appreciate the time and taxpayer dollars used to keep such a special place.

## Flight deal at Delta Charlie's

By David Cheek

The new restaurant at Dallas Executive airport is now offering a dinner and flight package deal. I have seen the restaurant advertised in the "Guide" weekly newspaper published by the Dallas Morning News, which used to be distributed at some DART stations and now is mostly near apartments.

The deal includes a three courses meal and a flight for two above Dallas, for \$200. The three course meal is salad, main course and a dessert. The flight is 30 minutes in a Cessna, between 6 PM and 9:30 PM. They just ran a "Groupon" deal and sold over 700 discounted flights. They may do another similar discount deal later in the summer.

I did not find out who handles the flying part of the operation. We had previously described this new Redbird restaurant before in the newsletter, so I won't repeat the contact info. They are easy to find on the field and on the web.



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## Flying to Olney Texas *(Continued from page 8)*

this ferry flight to Olney a more northerly route would provide friendlier terrain in case of an unexpected forced landing. I decided to take a more northerly, slightly longer route through Jacksboro.

I wanted a good tailwind for the flight. Calculating [www.duats.com](http://www.duats.com) flight plans for several weeks gave me flight times of as little as 1 hour and 19 minutes with a good tailwind to as much as 5 hours and 4 minutes with strong headwinds and, would you believe it, as much as a 40 degrees crab angle for one of the proposed flights. The problem was those rare southeast winds usually brought in accompanying low clouds. Rather than fly above the airspace at Carswell Field, I might have to stay south and fly to Weatherford to stay VFR and avoid clouds directly above Carswell airspace.

Interesting. Even though the two routes (Carswell and Weatherford) are never more than 20 miles apart, “duats” has, at times predicted the longer route would take a shorter time, even when both routes were calculated for the same altitude. I didn’t know they could calculate winds with such uncanny accuracy, especially since predicted winds would have to be interpolated between three reporting stations for a large part of the flight!

But after all this planning and finagling, I didn’t get my ultra-quick flight. Not only did I want good VMC with a decent tailwind, but I also wanted a ride back home! These three requirements were rarely met on the same day, and the best day Bill Bracken was available to pick me up—you guessed it—headwinds.

So, to minimize winds and wind gusts, I took off from Grand Prairie before sunrise. Turning west, I climbed to 2700 feet until clearing Lake Arlington, before turning toward Carswell and climbing to 3300, above Carswell

airspace as planned. The only problem was that the leg to Carswell took 1/3 longer than predicted by my “duats” flight plan. Not a problem fuel-wise, but oh yes, now what about that missing relief tube? It sure was nice to see Olney Airport appear in the windscreen. More wonderful still—the first couple of minutes after engine shut-down.

Shortly thereafter Bill arrived to pick me up for a quick flight to Stephenville for some good \$100 barbeque with several other members of the chapter. We skirted around the restricted airspace surrounding Possum Kingdom. The wildfires of the previous few days left strange, seemingly random patterns as they devoured some areas but skipped others. In one unscathed area I looked down and saw a paved road climb up into, and finally stop within what might pass for a canyon in this part of Texas. I wish we could have set down and explored that area. I could only imagine what it would be like going up a real canyon at high altitude and having to make a quick, tight 180 degree turn... Better to be here in Texas imagining it than to be in Colorado having to actually do it.

All in all, three nice flights on a nice day with a nice lunch surrounded by a bunch of nice people. What more could one ask for? Well, maybe seeing you in Olney on a 4<sup>th</sup> Saturday. Real soon you hear. That would be nice too.



# American Flyers

[www.AmericanFlyers.NET](http://www.AmericanFlyers.NET)

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## Upcoming Events

**When:** June 4 - 9am

**Where:** Collin County Airport (KTKI)

**What:** First Saturday Coffee and Donuts Fly-In - Chapter 1246 sponsors this event every month and is open to anybody. Fly or drive in for some good aviation fun and fellowship. Last month we had over 40 people there! It is held in the MOHAA hangars on the northwest corner of airport

**When:** June 4 - 8am-11am

**Where:** Mid-Way Regional Airport (KJWY)

**What:** Mid-Way Pancake Breakfast Fly-In - Breakfast tickets \$6, ages 3-7 \$3, 2 & under free, Event and parking free, Classic Airplanes and Fighters, helicopter and plane rides, remote control model flyers, The Classic Swing Band, Midlothian Classic Wheels, and other attractions.

**When:** June 11 - 10am-3pm

**Where:** ShortStop Airport (8TA5)

**What:** Chapter 168's Annual Summer Picnic - The Asberry's have graciously agreed to host again this year, so it should be a GREAT time! Brats and fixins will be served with plenty of soda and tea to quench your thirst. Please bring a side dish, chips ,or dessert, to share.

Shortstop runway (1500 ft.) was paved last year. If you are unfamiliar with this challenging runway, PLEASE call the Asberry's (972-784-7544) before flying in. CTAF 122.75

**When:** June 25 - 8am-10am

**Where:** Gladewater Municipal (07F)

**What:** Flap-Jack Breakfast Fly-In - EAA Chapter 972 is hosting a Breakfast Fly-In of Round 'Flap Jacks' w/fix-ins & Liquid from 0800-1000. Fly-In & take a short walk to the serving line. Donations welcome. Chatter and Lies expected. Come on up-down-or over and enjoy. More info: <http://www.972.org>

## Bahamas Bound

By David Buono

If this month's newsletter seems like it was put together haphazardly, I have a great excuse! I am finishing this issue up on Saturday May 28, and we depart tomorrow morning for the Bahamas. By the time you get this on Tuesday or Wednesday, we should already be in Florida or maybe even in the Bahamas. The best part is that we're flying ourselves!

It all started over a year ago before I was even flying my RV-7A. I met Paul "Rosie" Rosales, an avid RV'er from Southern California. He and his wife Victoria have flown their RV-6A over 3300 hours since July of 2000. That's over 300 hours per year! And he's not retired yet! They have done some great trips, including multiple over water trips. He is well known throughout the RV community as a great source for trip write-ups and pictures, because he documents all his trips very well. I met him at Stephenville at the Hard Eight when he was on his way to the island of Grand Cayman. He told me the next trip was spring of 2011, and it was going to be to Puerto Rico. I signed up on the spot. The trip changed to the Bahamas at some point, and here we are. You can read all of Rosie's write ups on his web site: <http://www.paulrosales.com/>. And if you're currently building an airplane that you envision using for long distance travel, his site is great motivation!

There are 16 airplanes going, and 14 of those are RV's. We are meeting in Homestead, Florida, on Tuesday May 31 then departing for Great Exuma the next morning. We are leaving a few days early and will be stopping in Destin and St Pete. This will be my first over water flight, so I'm a little nervous! You can follow our trip on our SPOT tracker page: <http://tinyurl.com/spotN517AD>. You can also watch Rosie's page for regular updates including pictures.

Look for a full report in next month's newsletter!



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# Classifieds

**For Sale:** Granbury Texas Airpark Home/Hanger For Sale \$269,900 - 3509 Nassau Ct., 76049 (Nassau Bay) Beautiful home with large hanger on Nassau Bay Airpark. Two story home with enclosed upstairs patio, two separate living areas, iron/brick fenced, covered RV parking. Hanger is 50x34 and has 2 electric automatic doors with direct access to hanger from house. Well maintained and move in ready. Website with pictures: <http://mysite.verizon.net/resy4wnc/index.html> Owner: bob\_myrick@me.com or 214-729-2260 Realtor: Pam Knieper at 817-243-8345 / [pam@knieperteam.com](mailto:pam@knieperteam.com)

**For Sale:** Sensenich fixed pitch aluminum prop setup for a O 360 (76" dia 65" pitch, spacer and 12" dia. spinner). Less than 60hrs since installed new. \$2750 - Bill Bracken 817-925-4699

**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@LevTech.com](mailto:Jim@LevTech.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

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<http://tappix.com/853244>

**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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New Member   
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City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
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