

HANGAR ECHOES

JANUARY 2012



Balloon Fiesta 2011

By Klaus Truemper

It is 4:15 am. We—daughter Ingrid, friends Lynn and Philip, and I—drive into the Intel parking lot in Rio Rancho, a suburb of Albuquerque, NM. Two dozen school buses are lined up and waiting, as is happening at five other temporary bus stations in the Albuquerque area. Our tickets are scanned, we enter the first bus with other early risers. Twenty minutes later, the bus arrives at the makeshift bus terminal of Albuquerque's 78-acre Balloon Fiesta field. This is the 40th year of the fiesta. It is dedicated to the "Father of Balloon Fiesta" Sid Cutter, who started it all in 1972. This year's theme is "The Greatest Show Off Earth."



EAA Chapter 168 ★ Dallas, Texas

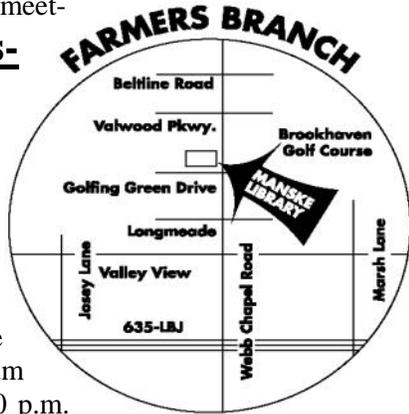
It is still dark. Some of the early comers line up for a breakfast purchase at the numerous vendor stands. But we don't waste time and walk right onto the dewy grass, toward the small group of balloons being set up for takeoff in the dark. These are the balloons of the "Dawn Patrol." They will assess wind conditions aloft for the massive takeoff to come shortly.

The winds are calm at ground level. The Dawn Patrol balloons rise into the night, with required white navigation light dangling from the baskets.

It becomes apparent that winds aloft are gentle. Together
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January 3rd Chapter Meeting

The January Chapter meeting will be on **Tuesday** January 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 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 7th Chapter Fly In

As has become our annual ritual, the January fly-in is more of a "drive-in" than a fly-in. I suppose you can fly to this one, but you might find a friendly officer of the law awaiting your arrival.

This month we're meeting at the C.R. Smith Museum, which is the museum of American Airlines, at 11am. The museum is located just south of DFW Airport off the FAA Road Exit of Highway 360.

From their web site: *The C.R. Smith Museum takes visitors on a flight through American Airlines history, with interactive exhibits that entice participation by all age groups. The museum features hundreds of historical artifacts, photographs, full-scale aircraft engines and a rare Douglas DC-3 airliner. In addition, the museum's state of the art digital theater features The Spirit of American, a film, featuring the history of commercial aviation as well as breathtaking aerial photography.*

You can get driving directions and other visitor info on the web site: <http://www.crsmithmuseum.org>

We plan to meet at 11am at the entrance to the museum.

January 10th Board Meeting

The BOD meeting will be held on Tuesday January 10th 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: Bruce Fuller, Frank Prokop, Sam Cooper, John Phillips, Norm Biron, and Pete Miller

Notes:

- The board discussed future fly-in locations, meeting speakers, and newsletter folding hosts. Possible fly-out destinations were listed as: Spitfire replica in Cisco, TX, Bugatti replica in Tulsa, OK, Red Bird Flight Simulators in Austin, TX, and the Southwest simulator facility in Dallas
- The Young Eagles even scheduled for Dec 3 was cancelled. The new date is TBD for 2012.
- The on-line meeting room request forms and our meeting schedule have been submitted to the Farmers Branch Manske library for our monthly membership and BOD meetings next year.
- EAA insurance paperwork is still pending, but Norm will follow up to get an update
- Norm is following up with EAA national to discuss chapter 168 hosting a grass roots pilot tour stop with Rod Hightower. Dallas is on the list of stops, but they need a "sponsoring" chapter
- The annual EAA chapter renewal packet for next year has not yet been received. Bruce will take care of this when it's received.
- San updated the BOD on the Cub refurbishing project he's been working on. He was asked to find out if Ken Whitehead would be willing speak at one of our meeting about the project.
- Frank suggested that an LSA update from Mel would be an interesting topic for one of our general membership meeting.

January Social Gathering

As of press time, we did not have a host for this month's get-together. If you'd like to volunteer your hangar or home for this monthly event in the future, please contact Michael Stephan.



From The Desk of the President

By Michael Stephan

Welcome to 2012!

As the new president of the Dallas Chapter, I am honored to be leading a great group of aviation enthusiasts.

First, I would like to thank Bruce Fuller for his leadership the last three years. He did a terrific job, and I enjoyed working with him. I wish he could be president for another three years. I hope I can fill his shoes.

When I first joined the chapter, I sat in the back and went to about half of the meetings. I didn't know anyone and got back very little from being a member. It didn't change until Jerry Mrazek called me and asked me to help edit the newsletter. That got me involved, and my participation grew. From that involvement, I got back much more than I put in, and it had nothing to do with my years as the Treasurer. I built an airplane with the help of Jerry, edited the newsletter, served on the board, and was an officer. I enjoyed every minute of it, and it would not have been possible if I didn't take that step to become a part of the organization. So, my challenge is to get more people involved. I want to find the people on the back-bench and get them more involved with the chapter.

Now, back to business.

This month we have our "Show, Tell and Sell" meeting at the library. At this meeting you can show something you have, tell the group about it, or sell something you don't need anymore. There will be items that have been donated and their proceeds will be given to the chapter. It is also a good time to visit with other members and ask them about what Santa brought them for Christmas. It is a fun meeting, and I hope to see you there.

Let's go flying!

Michael

Jack Brown's Sea Plane Training

By: Bill Bracken

In preparations for flying my Glastar on amphibious floats, Carl Walker (AA MD-80 pilot "retired") and I enrolled in sea plane training in Winter Haven, Fla. This took place in mid December over a 2 day period. Instruction was in two different aircraft, a 100hp Cub and a 235 hp Maule. The instruction included ground school and 5 hours of flight training with a check ride. I decided to take more training and return for my check ride prior to my flight in my Glastar in 4 to 6 months. I may even fly my Glastar down to Florida for those flights.

All types of water and wind conditions are practiced for take off and landing. Water work included idle, step and plow taxi, sailing, and docking. One of the most difficult efforts was determining the direction of the wind and staying oriented while doing 500 ft patterns.

In a nut shell, sea plane flying is not boring although crosswinds landing are seldom practiced or required.



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Show, Tell, And Sell - January Chapter Meeting

By David Buono

Our January chapter meeting will once again be the popular "Show, Tell, and Sell" event. If you've been to one of the last few we've had, you know how much fun they can be. If you haven't been to one yet, no problem. Just read below for information on the event.

The meeting is something we're doing for the fourth time. Consider this a "class participation" event. If you have something that even remotely has to do with airplanes, bring it to the meeting. Just about anything is fair game, including 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 the last few times, 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!

Christmas Party 2011

By Michael Stephan

At the end of every year, the Chapter celebrates together at the Christmas party. This year we had another great gathering. We gathered at the Richardson Woman's Club, which has been perfect for our group.

This year we made donations to a group that helps out active servicemen and their families, called Toys for Troops. The founder, Sgt. Patrick Sowers, attended the meeting with stories of the people directly affected by their charity. They do it anonymously, and they do not have requirements for their generosity. If you need help they will give it. It was a very touching presentation, and he thanked our members for their generosity. You can find out more about the organization and contribute online at www.operationonceinalifetime.com.

Dinner was delicious and afterward we had a bit of fun playing a few word games and a slide presentation that included a few pictures from the past. I hope everyone enjoyed it.

We thank all those who make this a special event, but especially to Ann Asberry who started the planning during those sweltering summer days. We would also like to thank Bruce and Mary Ann Fuller, who helped the event go smoothly. Brad Roberts also deserves some gratitude, as treasurer he has work to do at the event keeping tickets and donations accounted for. There are many more that contribute to make this event a success, and we appreciate your help.

We also thank all who attended the celebration to make it a most memorable event. I enjoyed seeing everyone there and hope to see you all again next year.



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Balloon Fiesta 2011

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with the clear sky and the 50 deg F temperature, we have perfect conditions for balloon flight.

Ingrid is an Intel employee and thus can invite us for breakfast served in the Intel hospitality tent at the south end of the field. The sun is still behind the Sandia Mountains as we return to the field, which by now has become covered with rows and rows of balloons in various stages of takeoff preparation for “Mass Ascension.”

First, the balloon hull is inflated with a fan driven by a small 4-cycle engine.



launched this morning; 345 of them in one hour, a new world record.

The field, huge as it is, is not large enough to simultaneously accommodate 345, let alone 500, balloons. So once a row of balloons has been launched, additional vans with balloon trailers in tow drive onto the now empty row, set up, and launch their balloons. This produces rolling waves of balloon takeoffs. It requires perfect preparation, management, and execution, a hallmark of the Balloon Fiesta.



Once the fan has filled the balloon with air as much as possible, the burners of the basket are intermittently turned on, blasting flames into the hull.

As the heated air expands, the balloon rises upright. Pilot and passengers climb into the basket, and off they go into the twilight sky. The chase crew takes after them in a van, using radio and GPS to keep track.



We return to the Intel parking lot with the bus, get lunch at Ingrid’s home, rest some, and in late afternoon return by bus to the Balloon Fiesta field. After a tasty dinner supplied by one of the numerous food vendors, we wait for dusk.

A small group of gas balloons is readied for takeoff into the night. Three trucks with huge helium tanks supply the
(Continued on page 6)



The closely spaced balloons of each row jostle for space as they take shape. Funny, whimsical, strange balloons surprise us.

About 500 balloons are

Balloon Fiesta 2011 *(Continued from page 5)*



Night descends rapidly. Coordinated by repeated count-downs of the announcer, the burners are fired in unison, producing glowing balloons of intense colors all over the field.

The day ends with beautiful fireworks. What a fiesta it has been!

Statistics for the Fiesta: 734,466 visitors; 563 balloons from 22 countries, including 98 special shapes balloons.

The message is simply this: If you have never been to the Albuquerque Balloon Fiesta, make sure to be there next time. It will be an unforgettable experience.



gas. Gradually, the balloons take shape. Once filled to capacity, they will take off in a distance race: Whoever goes farthest, wins the prize.

The main event is the "Twilight Twinkle Glow". The balloons are prepared as if for takeoff, but the burners are used just enough to keep the balloons filled and upright.

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WHATEVER IT TAKES TO KEEP YOU POWERED UP

Winter Flying

By Michael Stephan

The thought of winter flying seems not too appealing, but here in the south, it might be the best flying of the year. Other than the local chapter events, there isn't many organized fly-ins for the wintertime. But air, although a little cooler, is usually very stable.

In the summer, it usually takes an early morning flight to produce a smooth flight. Then there is that bumping flight home. In the wintertime, the days, although shorter, have more hours of good flying temperatures.

The last few flights I had were in a clear blue sky that was smooth as silk at 2500 feet. On the return flights, the air is still cool and stable. Even if the temperature is below 50 degrees, a light coat takes the chill out of the cockpit. I also have a good cabin heat system that warms my feet as well as the rest of the cabin. It also doesn't hurt to have on my RV-8 that big passive solar heat device know as the bubble canopy.

It does take a bit more preparation in getting the airplane ready. I like to preheat the engine for a few hours. I use a little ceramic heater aimed at the exit air opening at the bottom of the cowl. I plug the inlets to help hold the heat and use a movers blanket on top of the cowl to help hold in the heat. It seems to work well. At engine start, the oil temps are near 80 degrees. This lessens the amount of warm-up time with the engine running. I also put a battery maintainer on overnight to make sure the battery is fully charged. If my engine is cold, it takes all the battery I can muster to crank it.

But, all that work is worth it. With afternoon temperatures in the 60's, the flying during this time of year is a real treat. So, don't neglect that aircraft during the winter months. Go fly it for a while.



Low And Slow Over The Alaska Highway

By: Winnie D. Wackwitz

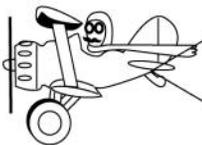
(editor's note: This article is reprinted from the March 1991 edition of Hangar Echoes. I thought it was a great article about an Alaskan Adventure in a C-140. After a little research, I found out Winnie was a member for quite some time and was also known to be adventurous. I don't know how many current members we have that were members in 1991, but I wonder if anybody knows anything about Winnie. 1991 was long before Google was a research tool, so if she didn't tell you, you probably didn't know. I put Google to work for me before publishing this article, and I found out the Ms Wackwitz appears to still be alive and living in Plano. She is 86 years young. I also found out that she had her first flight lesson in 1944 then worked as a flight instructor at LSU training GI's returning from war and taking lessons on the GI bill. She used that money to pay her way through college at LSU, where she graduated in 1952. She built a Bowers Fly Baby in 7 years and flew it for the first time shortly after her 65th birthday. She seems like quite the interesting person! If anybody knows how to get in touch with her, please let me know (david.buono@yahoo.com)

What else was Chapter 168 up to in March 1991? The officers were Brownie Seals, John Ivy, Paul Kepner, and Doug Vail. In Brownie's President's Message column, he thanked Ann Asberry for her help organizing the food for the previous month's fly-in. Some things never change! The speaker that month was Dr Don Christiansen. Some of the advertisers from that edition are still with us today: EVS, Tex-Air Parts, and ASOD thank you for 20+ years of support!

The following is Ms. Wackwitz's article from March 1991. From everything I know about flying to Alaska, not much has changed since her trip over 20 years ago. Thanks - Dave)

In today's over populated, fast shrinking, high tech world

(Continued on page 8)



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Alaska

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there are few opportunities left for real adventures in new and unexplored places. But, there are a few places left that can still tantalize the imagination. I have always dreamed of either a trip up the Amazon River where I might see "primitive" Indians, anacondas,

monkeys and beautiful colorful birds. Or even better, a trip to the far northwest. The Yukon Territory - what a romantic connotation that name has! The fact it is a territory and not "a province or a state adds to the mystique. Then there is the interior of Alaska with names like Klondike, Kodiak, Gulkana and Talkeetna. These romantic sounding names can still stir up deep seated feelings of excitement and wonderment in most Americans. I think pilots can be safely categorized as adventure loving types. For them, a cross country trip to Alaska can be a double adventure. Just imagine flying there in your own aircraft, or, even better, in one of your own construction. That would be the ultimate adventure a pilot could cherish and savor for the rest of her or his life.

I decided a perfect way to celebrate my 65th birthday would be to take off in my vintage 1946 C-140 and do just that - head for Alaska. A long time flying friend of mine, Dorchen Forman, another C-140 driver, had been thinking of flying to Alaska ever since she acquired her C-140 as a Mother's Day gift 16 years ago. Her faithful ole N4239N had crisscrossed the country many, many times to visit children and grandchildren living on both coasts as well as annual trips to Oskosh, Wisconsin and Sun-N-Fun, just to name a couple. Her ambition is to land her C-140 in every state except Hawaii. Alaska was one of the few remaining to reach her goal.

The departure day was June 16th. We were loaded with camping equipment and all the other required survival gear which included a two (2) week supply of food sealed in water tight containers, a rifle, and a flare gun. Just the

fact that Canadian and U.S. regulations required survival gear aboard made the adventure factor go way up. We enjoyed getting all that "exotic" stuff together. I never really believed I would ever use a snare line to catch a rabbit or shoot a 10 foot grizzly bear with that little 30-30 rifle, but I took it just the same. It had an interchangeable 16 gauge barrel which I thought could be useful.

June 16th dawned clear with a nice tail wind from the south - a good omen and a good start. We headed out in a northwesterly direction that would take us 4,000 miles over the western United States, Alberta, British Columbia, The Yukon Territory, and Alaska as far north as Fairbanks then south to Anchorage. Our pit stops in the

U.S. were Mooreland, Oklahoma, Goodland, Kansas, Sidney, Nebraska, Douglas, Wyoming, Sheridan, Wyoming, Lewiston, Montana, and Cut Bank, Montana. The snow capped Rockies stayed off to our left. We would not cross them until after we reached Fort Nelson on the Alaska Highway in far north British Columbia. At Cut Bank we were required to file flight plans to Lethbridge, Alberta where we went through Canadian customs. We managed to squeek in just before 5:00 PM when customs closed, so the officer was out and waiting for us. He directed us to park in a rectangular area on the ramp bounded by yellow lines. We were not allowed to step over the lines until the inspection was completed. I felt like I was in an invisible jail. Actually, all we had to do was answer one question: "Are you carrying illegal drugs or hand guns?" The officer checked nothing, not even the aircraft documents or ID's. I suppose he was in a hurry to go home, or maybe two vintage grandmothers in vintage aircraft posed no threat to Canada.

From Lethbridge we continued on our usual northwest track, landing at Red Deer, Alberta, and Whitecourt, Alberta. We skirted around the east side of Calgary. The snow capped mountains off to the west reminded me of the Winter Olympics held there. We also bypassed Ed-

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Alaska*(Continued from page 8)*

monton, keeping well west of that big city. At Whitecourt we began following highways for safety. We had left the flat agricultural land behind and reached what might be described as the great Northwoods where terrain was becoming more and more rugged. Thick forest stretched from horizon to horizon with no human habitation except along the road we were following to Grand Prairie. Once in a while we would cut curves in the road but always kept within gliding distance. Not having to worry about time or macho images, we had no problem with that safety precaution. Besides, navigation was greatly simplified. My brand new Loran had quit functioning way back in Oklahoma.

By the time we landed at Grand Prairie half way up the province of Alberta, it was nearly 10:00 PM. The sun was still above the horizon. I was fascinated by the observation that the sun set in the lower left hand corner of our motel window and a relatively short time later it rose in the lower right hand corner of the same window. By the time we would reach Fairbanks, dusk would sort of blend in with the dawn - not even getting completely dark. It had taken us three (3) leisurely days to make it to Grand Prairie. Our next stop was Dawson Creek, the beginning of the Alaska Highway.

The Alcan Highway (as it was called at first) was cut through unimaginable rugged wilderness in eight (8) short months by the U.S. Corps of Engineers during the beginning of World War II. At first it was a mere dirt and gravel track that only Army vehicles could negotiate. It meanders for 1,500 miles from Dawson Creek, B.C. to Fairbanks, Alaska. To call it a highway is somewhat a misnomer even though over the years it has been considerably improved. Now, it is mostly a two lane hard surfaced road with some rather long gravel segments. The sparse traffic consists mainly of trucks, a few tour buses, and a fair number of motor homes making summer vaca-

tion trips. Good government operated airports average about 275 miles apart at the few isolated towns along the way. Two or three emergency dirt strips are strategically located in between. These have no fuel or facilities. The Canadians maintain flight service stations at each airport and flight plans are mandatory. We were well looked after along the entire route.

At Dawson Creek we spent two (2) days; one sightseeing and the other waiting for Dorchen to recover from a 24 hour virus attack. Our next stop was Fort Nelson, British Columbia.

Until Fort Nelson, the weather had been exceptionally good with unlimited visibility. Our luck finally ran out. Flight Service advised us the mountain passes ahead were closed to VFR traffic. Even snow showers were reported. Our flight over the Rockies would have to wait. We were the first to tie down our planes on the ramp to wait out the weather. After two or three days, 15 more planes joined ours. A Super Cub with big tundra tires flew in from California. Inside was stuffed a young man, his wife, camping and survival gear, and a dog. Three CAF T-34's flew all the way from California in close formation and landed in close formation. Before long, everybody met everybody. We ate together and swapped stories. So the delay was not so bad after all.

One by one they all left. On the 6th day, Dorchen and I were the last to leave. The others took a short cut over lower but very remote, hostile terrain that bypassed the high mountain passes. Our wait paid off. We came all that distance to view spectacular scenery and that, indeed is what we saw. We crossed the great divide on a beautiful sunny day with unlimited visibility. It was a 315 mile hop over scenery I won't even try to describe. You'll have to see it for yourself from the cockpit of a light plane low enough to go between the mountains. Summit, a dot on the road, 100 miles west of Fort Nelson is the highest spot on the highway at 4,250 feet. I had never done any real

*(Continued on page 10)***JOHN H. PHILLIPS**

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Alaska

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mountain flying and was somewhat apprehensive. I need not have been. We had a light quartering tailwind - smooth as silk. 2.9 hours later, we landed at beautiful Watson Lake in The Yukon Territory. An attractive young lady topped our tanks.

After a quick picnic lunch, we continued on to Whitehorse where we spent the night and did some sightseeing. The first thing that catches the eyes at the airport is what must be the worlds largest wind -T- a DC3 sitting atop a tall swivel. It really works. We also got our first view of the famous Yukon River.

There are 106 years between me and ole 90175. I wondered who would hold up better on such a long trip. As it turned out when I started her up the next morning at Whithorse, I discovered two stuck exhaust valves on the front cylinders. We used the classic quick fix using a rope and lots of WD40. Before long, we were on our way to Northway, Alaska, another long 315 mile hop through spectacular mountains and over blue green lakes.

Northway is nothing more than an old military strip built during the 2nd World War for the purpose of ferrying aircraft to Russia. It is located in the center of a broad river valley filled with numerous lakes, ponds and streams. I came to realize that most of the Northwest is made up of either mountains or wet marshy river valleys unsuitable for agriculture and human habitation. That leaves it all for the fish and wild life with few humans to exploit them.

At Northway we went through customs, which was identified by a small U.S. flag atop a fuel pump, the top of which was used for filling out forms. We did not appreciate the \$25 customs fee charged for entering U.S. territory by air. No such fee is charged if entering via the highway.

Northway was intended to be a short pit stop before continuing on to Fairbanks, but when I attempted to start up 175, I found the valves stuck again. This time the rope trick did not work, so I was forced to do a more thorough repair job. There is no repair service on the airport, but I was very fortunate that Lud Larson owns the FBO. He also owns a small cafe, a bar, a general store, and a 22 room lodge right on the airport. He is a certified mechanic but only works on his own aircraft. He also possesses a big heart, because he agreed to remove my front two cylinders after he had already put in a hard days work. He cleaned the carbon deposits from the valve

guides and stems and reground the valve seats. He called it quits late that night only after they were ready to be re-installed.

Dorchen and I passed the time in the bar and met some fascinating locals - bush pilots, hunting guides, real Indians, and a young couple who owned and operated a hunting lodge 75 miles up in the mountains. They offered to fly us up to it - all free of charge. The only way to get there was by air. We reluctantly declined for lack of time, and I'm still kicking myself.

By the next morning ole 175 had her cylinders and her compression back, and we started on our way to Fairbanks. The broad river valley guided us all the way there. After landing at Fairbanks International Airport, we asked ground control to direct us to the Air Park for camping. He pointed us to the far north end of the airport down a gravel road into a beautiful wooded area with tie downs and all camping facilities. There was even a large pile of chopped wood ready to use in the stove and BBQ pit under a large pavilion equipped with picnic tables. The sky was blue, the air sweet and balmy - a beautiful place to camp.

The airport has two parallel runways, one used by airline jets and other large aircraft. The other is reserved for small General Aviation aircraft. In between the two is a long water filled barrow pit, perfect for a sea plane base. It was lined with float planes. The airport ramp was packed with light aircraft - most sporting big balloon tundra tires. One Super Cub even had a pair of huge, wide automobile racing wheels and tires. I took a picture of that one. Seeing is believing. After a while, our little 600 -6 tires began to look puny.

After a couple of days sightseeing in and around Fairbanks, we departed on our final two legs to Anchorage. We planned to stop at Mt. McKinley for a trip to Denali Park, but about 50 miles out we were forced to make 180's and return to Fairbanks. We encountered dense smoke from forest fires. Our only other choice was to back track as far as Delta Junction and take the longer route via Gulkana. The smoke was still a factor in the river valley until we reached the mountain passes between Delta Junction and Gulkana. After a brief gas stop at Gulkana, we continued on our final leg to Anchorage, flying through Copper Canyon with our closest views of glaciers. After rounding the last mountain the coastal plains and distant Anchorage came into view. The Merrill Field Tower gave us a straight in approach to runway 26. We were at the end of the line and what a line it was!

Classifieds

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: Slick Mags removed from O-360 Lycoming, #4371 Impulse (366 hrs), #4370 Non-Impulse (zero hrs), includes spacer and harness, will need drive gear for 4370. 4371 \$300 - 4370 \$750 OBF Marvin Brott pmbrott@sbcglobal.net 214-726-9117

For Sale: David Clark headset TSO \$100. Hydraulic Wing jack for RV aircraft (RV Easy Lift System). New condition – used once. \$140. Tail dragger dragger for RV or other tail wheel aircraft. \$125. Tools: Pneumatic and hand. Just about enough to build an RV or other sheet metal aircraft. 35 items, mostly from Avery Tools and all ready to work. New price for these tools is more than \$1850. Sell for \$700. Aircraft parts, 20-50% of cost: New UMA suction gauge , electric boost pump, tachometer, rod end bearings, aluminum tubing, Call or email for list and prices. George Kilishek (972) 250 2906 or s_kilishek@yahoo.com.

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

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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.

To place an ad: Submit requests for aviation related For Sale or Want ads to the newsletter Editors. Ads are free to Chapter 168 members. Ads from nonmembers will be run on a space available basis. Ads will be run at the newsletter Editors discretion.

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Experimental Aircraft Association

Dallas Chapter 168
PO Box 168
Addison, TX 75001-168

DALLAS CHAPTER 168 MEMBERSHIP APPLICATION/RENEWAL FORM

- New Member
- Renewal
- Info Change

Membership dues for EAA Dallas Chapter 168 are \$20/year.

Make checks payable to EAA Chapter 168

Mail application to:
EAA Dallas Chapter 168
PO Box 168
Addison, TX 75001-0168

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

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

Name: _____

Copilot (spouse, friend, other): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone (Home): _____ (Work): _____

Email Address: _____

EAA#: _____ Exp Date: _____

(Chapter 168 membership requires national EAA membership)

Pilot/A&P Ratings: _____

I am interested in helping with:

- | | | |
|---------------------------------------|-----------------------------------|---|
| Fly-Ins <input type="checkbox"/> | Programs <input type="checkbox"/> | Newsletter <input type="checkbox"/> |
| Young Eagles <input type="checkbox"/> | Officer <input type="checkbox"/> | Board Of Directors <input type="checkbox"/> |

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

