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(Above: Van reunited with the RV-1 at SnF - photo courtesy of [www.vansairforce.net](http://www.vansairforce.net))

**EAA Chapter 168 ★ Dallas, Texas**

## RV-1 Arrives At Sun-N-Fun

By: David Buono

On Monday March 26, the RV-1 flown by Paul Dye arrived at Sun N Fun escorted by 12 other RV's known collectively as Team RV. After a few overhead passes, they landed and Van (full name - Richard "Dick" VanGrunsven) was reunited with the RV that started it all, the RV-1. Dick is, of course, the owner of Van's Aircraft and designer of the line of aircraft than many chapter members fly. His impact, along with the line of planes that share his initials, goes far beyond just the people that fly RV's. The influence Van and his airplanes have had on, not just experimental aviation, but on all of general aviation cannot be denied.

There are currently over 7,000 RV's flying around the world with more being completed every year. If you were building a family tree of RV's, the RV-1 would be sitting at the top. Because of the numbers involved and the "this is what started it all" tag, the RV-1 carries much more weight with it than it's small wings could ever get off the ground. The restoration team took the responsibility seriously knowing how many people would be "watching" the process to return this aircraft to flying

condition and getting it around the country for all to see. The RV-1 spent 6.2 hours in phase 1 testing around the Hicks area. Not long after "graduating" from phase 1, the RV-1, accompanied by an escort plane, took off from Hicks on March 12 headed east towards Alabama, where it would reside for a week or two before continuing on to Sun-n-Fun.

While in Alabama, the pilot there was attempting a take off to fly the airplane to another airport for a fly-in when the engine gave a giant cough and stumble. The cool-headed pilot was able to come around and land without incident. A team of RV'ers went to work trying to figure out what the issue was, but they couldn't reproduce the problem on the ground. No combination of engine RPM and plane attitude would cause the engine to do anything out of the ordinary. They started working through the fuel system looking for a blockage, and that's exactly what they found. A blue piece of silicone rubber was found in the fuel line between the tank valve and the fuel pump that when oriented a certain way, it could easily block the fuel supply to the engine. This was the "smoking gun" they were looking for, and after a test flight confirmed no problems, everybody was relieved.

*(Continued on page 3)*

## April 4th Chapter Meeting

The April Chapter meeting will be on

### Wednesday

April 4th. It will be held at the Farmers Branch Library, located on the north-west 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.



Our speaker this month will be Joe Santee. Joe is a retired Delta Captain who put in 29 years. Before that, he flew F-4s out of Ubon, Thailand during Vietnam. Joe has many stories and a great presentation about his time in Southeast Asia.

## April 14th Chapter Fly In

We're heading south this month for a special treat. The Commemorative Air Force Bluebonnet Air Show in Burnet, TX (KBMQ) is the destination for our monthly fly-in.

It's always tricky flying into an airport the day of an air show, so make sure you check NOTAM's before launching. The air show web site says there will be no airplane movement on the ramp between 11am and 4pm unless you're part of the show. That means you have to be on the ground and parked by 11am or you'll have to land somewhere else.

Being a CAF air show, there will be plenty of war birds, including a P-51, T-28's, T-6's, F8F Bearcat, P-40, and a Mi-24 Hind Helicopter. Civilian acts include the Texas T-Cart (based at Aero Country), Falcon Flight (RV formation flying team), and Scott Lane (Pitts Acro).

Their web site says the gates open at 10am, so that would be a good time to plan on being on the ground there so as to not risk being late and not being able to land. Monitor 122.75 on the way there to see if any fellow chapter members are on their way as well.

For more info, check out their web site:

<http://www.bluebonnetairshow.com>

## April 10th Board Meeting

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

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

### Notes:

- The board discussed future fly-in locations, meeting speakers, and newsletter folding hosts.
- The treasurer's report was given by Brad
- Very soon there will be only one Chapter website, the one that's been developed by Pete Miller.
- The Asberry's have again offered their residential/airport resort for our annual chapter picnic on Saturday June 9. Stay tuned for details.
- This NTEAACO in Terrell will be a focal point for a September 15 fly-in at their airport. Discussions are underway among local chapters to see what their participation might be (volunteer work, booths, chapter promotions, forums, etc.). This could be a great future fly-in for the Northeast Texas area.
- A safety seminar, hosted by Lucky Luke of DAS, together with other chapters, could be planned for late Spring or the fall. This could be done on a Saturday, 9am to noon.
- Again, we re-emphasized that EAA168 membership is dwindling. Norm Biron will be getting with modelers clubs to try to bolster membership in our chapter.
- A new BOD will be presented in April and voted on.

## April 28th Social Gathering

Michael Stephan offered to host the chapter this month at his hangar in Grand Prairie (KGPM) on Saturday April 28th.

His hangar is row 20 hangar A at the south end of the airport. Since our last meeting, the city has closed all the security gates. To gain entrance, you have to use the main entrance at the terminal. We will gather at the new terminal at 9:30 am and head to his hangar together, or if you call (214-232-2405), he will come get you at the terminal and escort you through the gate. The terminal is a nice place to visit and a great place to meet up before heading to his hangar.

# From The Desk of the President

By Michael Stephan



March was a pretty good month for flying other than the rainy, cloudy weather pattern that seemed to last for more than a week. Last week made up for it, and I rolled the RV-8 out for several flights

around the metroplex.

I attended the Granbury monthly pancake breakfast. That was fun. Then I spent a few hours the next day checking out the new terminal upgrade at Midway. The weather was perfect and the airplane felt great.

The month of April starts the fly-in season with the first major fly-in at Sun-n-Fun in Lakeland Florida. The RV-1 has started its tour that will end in Oshkosh at this year's Airventure. There is plenty of local fun as well. On April 21<sup>st</sup>, the McKinney Chapter will host it's annual Fish Fry at McKinney Airport. Our chapter's monthly fly-in will be a long one to the Bluebonnet Fly-In in Burnett (BMQ). So, get your planes ready and join in the flying.

Last month the North Texas EAA Chapter officers held another meeting in Terrell. We had good representation, as Norm Biron, Frank Prokop, Mel and Ann Asberry, and myself attended the meeting. A result of the work so far has yielded a website that contains the progress we are making bringing the North Texas chapters together. The address is [www.nteaaco.org](http://www.nteaaco.org).

Next month at the Chapter meeting we will elect a new Board of Directors for 2012. I thank those who served last year and look forward to working with the new Board. It is a great way to get involved and make a difference in the workings of our Chapter.

I started a twitter account for my airplane. If you are interested in where I'm flying, you can follow it @n991ms. The Chapter also has an account and you can follow it @eaa168. My goal is to increase communication, and twitter is a pretty easy tool to use.

I hope to see you at the Chapter meeting on April 4<sup>th</sup>. In the meantime, let's go flying.

## RV-1 *(Continued from page 1)*

After a few more days in Alabama, the plane was readied for it's trip to Sun n Fun to be introduced to a much larger audience.

Then...



And now...



*Top: Van in the RV-1 taken around 40 years ago. Above: Roy Geer at the controls over Hicks with Danny King on his wing taken a few weeks ago. Photos courtesy of www.rv-1.org*

The update from Sun n Fun is that the RV-1 is attracting a lot of attention. I'm sure the story will be similar from every stop the plane makes between now and it's final resting place, the EAA museum in Oshkosh.

## New FAA Medical Application

By David Cheek

Starting in October of this year, you will no longer be able to walk into an aviation medical examiner's office and walk out with your certificate unless you have prepared beforehand. The paper application form is going away. In its place will be an application that will print the form for you through your computer and provide an authorization code when you are ready to go see the Aviation Medical Examiner. None of the medical standards will be changing. Only the method of application will change. Look for official announcements soon. There is plenty of time to prepare.

## Midway's New Terminal

By Michael Stephan

Midway had a few projects that were "shovel-ready." The runway extension finished last year. More recently, the renovation of the terminal building was completed. So the RV and I took a little trip there last weekend to check it out.

The first thing you notice is the huge observation deck on the outside of the building. The best part of this huge deck is the copious amount of shade that lies underneath. They have an assortment of rocking chairs and benches to sit and talk airplanes.



The major addition is the lounge upstairs. You can get there by taking the outside stairs or the rare airport elevator in the lobby. Originally the plans showed a restaurant of some kind up there, but I didn't see any accommodation for that. Instead, there is a spacious lounge area with leather couches and hardwood floors. It had a full view of the ramp area to the east and south. The lounge is a great place to cool down after one of those hot summer flights. Since I was there on a Sunday, there was not much activity, but it is a nice space.

Go outside the upstairs doors and you can walk across the large deck area to lean up against the railing and take in the operations on the ramp. My little plane was resting comfortably down below waiting for the short trip back to Grand Prairie. Carol Walker was moving gliders around in preparation for the next tow.

That was a nice way to kill a few hours on a pleasant Sunday afternoon. I like the new terminal at Midway. Can't wait to go back and spend a few more hours.





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# Tower Trepidation

By Michael Stephan



Towers are popping up at many of our local airports. I heard a rumor that Mesquite is scheduled to get one before the end of the year. I don't mind communicating with ATC when necessary, and I like the added safety of

someone talking to area aircraft around me. But most of these towers don't have radar contact with the aircraft they are giving instructions to. Hence, they are not able to give separation services, only runway sequencing. They basically are managing the runway and taxi areas, which they can visually see. So don't assume that the tower has the ability to make your arrival to the runway any safer, since they are not sure where you are or the speed in which you are approaching. Here are a few examples that happened to me recently.

When nearing the airport, I was instructed to make a straight in approach to Runway 35, which is typical for that airport. Meanwhile there was a Cessna training in a right-hand pattern. I checked in at two miles as instructed, and the Cessna made a base-to-final turn less than a 1/2 mile in front of me. I notified the tower that a "Cessna had just turned in front of me." The tower replied, "It's OK. He is cleared for the option." That makes it better?

I slowed my approach and gave the Cessna as much room as I could, all the while having my hand on the throttle

ready for a go-around. The Cessna landed at nearly mid-field and I put it on the numbers, a little something I experienced in Oshkosh. Everything worked out fine, but it was not an ordinary approach.

One day later on my return to the airport, I'm instructed to make left traffic and report midfield on the downwind leg. At the same time a Cessna requested an extended base-leg approach from about 5 miles away. I reached mid-field about the same time the Cessna reached an extended downwind. Tower clears the Cessna to land about the same time I'm abeam the numbers. I asked if I could be cleared to land in front of the Cessna and was told, "No. You are number two behind the Cessna. Extend your downwind." So I did for about 2 miles before I spotted the Cessna making a huge base-to-final turn right in front of me. I stepped to the right and let him pass, then I turned in behind him and made my extended approach. I was very close to the class B airspace, which was less than a mile in front of my base-leg turn. Once again, being able to "slow-fly" the airplane made things work out, but it did add some time to my approach.

In contrast, while flying to Granbury for pancakes, I heard on the CTAF that there were four RVs breaking formation and entering the downwind leg of the pattern. The lead pilot called out a bi-plane (misidentified as a Stearman) that was on a crosswind leg and wasn't making any radio calls. When I neared the downwind leg, I spotted the 4 RVs, spotted the bi-plane making the turn to downwind, and spaced myself out behind him. In a few minutes all of us were safely on the ground and taxiing to park. No tower required. We accepted the responsibility of making a safe arrival even with an airplane without a radio.

I'm not making judgments for or against tower-controlled airports. I like talking with the towers. But be aware of their "blind spots," and don't let them force you into a dangerous situation and if they do, be prepared to adjust.

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## Breakfast in Granbury

By Michael Stephan

At the end of every month, the Granbury airport hosts a pancake breakfast fly-in. It takes a break during the winter months, and last month was the first one for 2012. So I flew there to check it out.

I learned something that morning. If you serve pancakes at an airport, a car-show breaks out. There was a long row of Corvettes on display. Even with that impressive display, the aircraft that flew in outnumbered them.



There were so many planes that parking places were at a premium. I had to park at the south end on the ramp area in front of the Skytec building. Next time I will have to get an earlier start. There were some very nice planes that stopped in. One was a beautiful blue Stinson and parked next to it in the grass was a highly polished Cessna 140.

After eating my allotment of delicious pancakes, I saw Jay Pratt, who also flew his RV-8 to the breakfast. We admired some of the other planes that made the breakfast

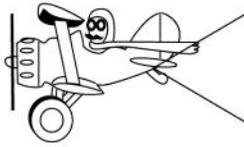
hop. One was a nicely crafted Wag-Aero Cub. We talked with the builders and I learned something new. During the welding process, a steel tube fuselage can become magnetized. Jay confirmed that his Northstar Cub had similar issues. I had never heard of that before.



So I am appealing to anyone who knows how that happens and how do you go about demagnetizing the frame. Write me an article on it and we will put it in the newsletter. How do you degauss something that large?

I didn't have time to ponder it too long. It was getting close to lunch, and I still had some flying to do. But, it was a beautiful morning for my first Granbury breakfast of the year. I hope to make more in the upcoming months. I'll keep an eye on the calendar.

I love the morning flights. So when is the next breakfast event? Isn't McKinney serving donuts?



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## N517AD Goes Through It's 2nd Inspection And Gets A Few Upgrades

By David Buono

During the month of March, I took my RV-7A out of service for the annual condition inspection. This was the second one for me and the airplane. So in 2 years and 330 hours of flying, what have I learned?

With my lack of background in maintaining aircraft, I have enlisted the help of Chuck Wilson and Jeff Hansen for both of my annual condition inspections. They have been working on RV's for many years, and coupled with their background in military aviation and their current jobs as professional airline pilots, they offer a guy like me a tremendous source of knowledge for flying and maintaining a safe and fun airplane.

I spent the better part of a Saturday prepping the airplane for the inspection in my own hangar. All the interior, flooring, external fairings, inspection panel covers, the cowling, and just about anything else that could come off the plane did. It looks kind of naked in that condition! First thing Monday morning, I taxied it down to their hangar a few rows north of mine to start the inspection process.

Jeff was running late that day, so Chuck started on the firewall forward inspection right away. I had my list of things I wanted them to check out along with little things I had put off during the year. So while Chuck was busy doing that, I was splitting time between looking over his shoulder and prepping the pitot tube for a shot of primer, which is badly needed. Chuck ran the compression check, and all 4 cylinders checked out fine.

About that time, Jeff showed up and started from the tail working his way forward. I had a squawk listed back there, because the strobe power wire was chafing due to

it's rubbing on the fairing on the bottom of the rudder. It was rubbing in the small area between the vertical tail and rudder. I had visions of having to take the rudder off to get to this small area in order to adjust this thick, stiff wire. After a few minutes of pondering, Jeff suggested we try a simpler fix first. He was able to reach in and just slightly twist an adel clamp, which caused the wire to just shift enough where it wasn't rubbing any more. It's definitely something I'll have to keep an eye on, but for now, it has been fixed with minimal effort.

The next squawk was going to be a team effort. I think I may have an induction leak in my #1 cylinder. The symptom I'm seeing is no matter how big of an injector I put in that cylinder, I still can't get it to hit peak EGT with the others. Chuck ran the vacuum (turned to the blow setting), I plugged the exhaust pipes, and Jeff sprayed the engine down with soapy water. All that was for not, as we did not find a "smoking gun"... Or in this case, soapy bubbles. The engine did look nice and clean afterwards, so I guess it wasn't a total loss.

Wheels and brakes were replaced during last year's inspection, and this year they looked great after only 125 hours. They had 75 less hours on the first batch, but I would also like to believe I was gentler during the second year since I didn't this set didn't have to deal with me learning how to fly and land the plane. We repacked the bearings, and the plane was back on it's own 3 feet in no time.

Another thing I wanted to do during this down time was install the aileron stick boots to cut down on the draft in the cabin during cold days. This was part of Operation "Keep The Wife Warm During Winter Flights," which you'll hear more about later. Those went on without a hitch as expected.

Just as we were finishing that job, Jeff caught something I

*(Continued on page 8)*

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## N517AD Inspection

*(Continued from page 7)*

did wrong during the build on each wing. I installed the flap piano hinge pin through the aileron bracket in one, long piece. It was safety wired to the bracket, but due to the small clearance in that area, the aileron was actually hitting it in the full down position. So effectively, it was functioning as an aileron stop. We talked through our options and decided it probably was not going to cause the airplane to fall out of the sky any time soon. And outside of the occasional hard roll, how often do you hit the aileron stop in flight? But what we decided was the best chance for damage was probably on the ground. If it's parked outside without the aileron gust locks installed, it could cause some problems. The decision was made to redo each flap by splitting the pin in the middle, cutting a few eyelets off the hinge, and installing the pins from the middle going out. With Chuck and I teaming up to work on this, we were done in about 20 minutes.

The rest of the inspection went off without a hitch, and by 5:30pm that day, we were wrapping it up. Not bad for a day's work!

A few days later, I had arranged to fly over to Northwest Regional to visit Walt Aronow for my soon-to-expire pitot/static and transponder check. This seemed to be the perfect time to do it since the airplane was already still apart. Of course when he first hooked the machine up to the static system, it failed miserably! Walt crawled in and started checking pitot lines behind the baggage area. I have a lot of connections back there because there are 2 static ports plus 2 AHRS units. As he started inspecting the connections, it became obvious pretty quick that I had used mostly inferior connectors. There were 3 or 4 back there that just came out when you pulled on the static line. That can't be good! Walt had a stash of really solid tubing connectors, so we swapped out the offending units. When we connected the machine to the back half of the airplane, it was now holding vacuum like it should. We connected the machine to the front, and it was still not

holding squat. We replaced a few bad connectors where the tubing connected to the instruments, and now the machine was telling us the front half of the airplane was now good. So we connected everything back up and tested the whole system, and it passed!



*Walt Aronow digging into the static system of my "leaky" airplane*

Next was the pitot system. It didn't pass the first time either, but it faired much better than the static system. We had to replace a single union in the wing right at the pitot tube, and the whole system passed on the second try. While I was working on the union swap out, Walt quickly tested the transponder, and that passed on the first try.

While I was there, I decided to get a prop balance, which Walt also does. My vibration signature tested out on the first run as already being in tolerance, but Walt advised we could tighten it up just a tad. After a few adjustments and 2 more engine runs, we had the vibration readings at 0.05 IPS (inches per second) while under 0.20 IPS is considered in tolerance.

Overall, I felt Walt was great to work with during my 4 hours at his shop. I really felt like he wanted to get things

*(Continued on page 9)*

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## N517AD Inspection

(Continued from page 8)

right and was willing to work hard to make that happen. I would not hesitate to recommend him to anybody for this kind of work.

Next month, more about Operation "Keep Wife Warm" and other upgrades for N517AD.



Not my plane, but the setup is the same. The optical tach sensor is yellow and mounted on the pilot side, and it picks up the white tape on the back of the prop. You can see the wire running to the vibration sensor mounted on the top center of the engine. Photo courtesy of [www.ExpAircraft.com](http://www.ExpAircraft.com)

## Upcoming Events

(editor's note: When the "Upcoming Events" section returns to the newsletter, it can only mean one thing... Summer's not far away! The next few months are a great time to fly before the heat of the summer really sets in. The wind can be a problem, but the temps are usually great!)

**When:** Saturday March 31, 8:30am-11am

**Where:** Cleburne Airport (KCPT)

**What:** Fifth Saturday Fly-In And Breakfast - We will be serving pancakes and sausage from 8:30am to 11:00 am. No admission fees, but donations are always appreciated.

**When:** Saturday March 31, 11am

**Where:** North Texas Regional (KGYI)

**What:** Fifth Annual Texoma 100 Air Race - This is a SARL sanctioned event. If you have a propeller and fixed wings there is a class for your aircraft. This is timed speed racing with aircraft launching in speed order, fastest first. Flying is SAFE and FUN. There are MANY awards and all the traditional UNIQUE prizes are back. All food is complimentary.

**When:** Friday-Sunday March 30-April 1

**Where:** Lancaster Airport (KLNC)

**What:** Grand Opening: Self Serve Fuel Facility - Announcing the Grand Opening of our new 100LL Self-Serve Fuel Facility at Lancaster Regional Airport KLNC! Come and enjoy special self serve fuel pricing of 4.04/gal starting at 9am on Friday, March 30th, until midnight on Sunday, April 1st. Café deal: Get 1 free entrée at the Runway Café during regular Café hours with a minimum self serve fuel purchase of 40 or more. Must have receipt

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# American Flyers

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## Upcoming Events

(Continued from page 9)

from self serve fuel pump for proof of purchase. Must purchase meal same day as self serve fuel. Limit 1 per customer.

**When:** Saturday April 7, 9am

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

**What:** First Saturday Donuts And Coffee - Let's get together for some fellowship and fun. We're having Free coffee and donuts for everyone Chuck Roberts Hangar (#2520) in the McKinney Hangars Association area. Let's gather at 9:00 am. You don't have to be a member to attend. We'll be flying out to Blue Hangar Cafe at Northwest Regional Airport (52F) for lunch afterwards.

**When:** Saturday April 14, 11am

**Where:** Angelina County Airport (KLFK)

**What:** Cook's Choice Fly-In - We will start the day with our monthly meeting, 10 to 11 at the Young Eagle Hangar. Then move on over to the Young Eagle Pavilion for lunch from 11 to 1, a donation of \$6 appreciated. The final event of the day will be the flying of the Young Eagles from 1 to 3. A quick reminder that we now have the Cook's Choice Fly-In only 4 times a year.. April, June, August and October on the 2nd Saturday of the month. SO come on out and join in a full day of fun and fellowship. Contact: Linda Hendry 936-831-3465 or [eaachapter1219@gmail.com](mailto:eaachapter1219@gmail.com) for more info

**When:** Saturday April 14, 9am

**Where:** Air Salvage Dallas

**What:** Third Annual LEGAL but FATAL Safety Seminar - A walk through the bone yard on three different types of accidents and their causation from start to finish. A shuttle will be running from the main terminal of Lancaster Airport (KLNC). The sponsor for this seminar is Dallas FSDO, and the following credit(s) are available for the WINGS/AMT Programs: Basic Knowledge 3 - 1 Credit

**When:** Friday-Sunday, April 20-22

**Where:** Dillard Ranch aka Critters Lodge (TE01)

**What:** CrittersLodge Fly-In - Join us for our SPRING fly-in at CrittersLodge. Starting on FRIDAY evening, dinner will be served at 6:30pm. Breakfast on Saturday served 8am, Lunch at 12:30, Dinner 6:30. Sunday morning breakfast only at 8am. All meals funded by donations. We

offer indoor restrooms, solar outdoor showers, camping facilities, firewood, and lots of GOOD FOOD. We have limited number of reserved parking spaces for 5.00 each offered on First-Come basis, and the normal 22 acres of free pasture parking. More info available at:

<http://www.critterslodge.org>

**When:** Saturday April 21, 10:30am

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

**What:** EAA Chapter 1246 Annual Fish Fry - Starting at 10:30 am, the annual fish fry is our first big chapter event of the year. All family and friends are welcome, come rain or shine. We will gather at Pete Huff's hangar in the MHOA area, next to the fire station at the Collin County Regional Airport. Gate attendants will let you in. Garry and Janne Ackerman will cook up some of the best fish you have ever eaten. Don't miss it! We will need volunteers to bring desserts and help with setup. Contact Smitty at [president@eaa1246.org](mailto:president@eaa1246.org) - More info and a map available on their web page: <http://eaa1246.org>

**When:** Saturday June 2, 8am-11am

**Where:** Midway Airport (KJWY)

**What:** Annual Pancake Breakfast Fly-In - Classic Airplanes and fighters, helicopter rides, remote control model flyers, Midlothian Classic Wheels, Gold Wing Road Riders, music, kids trackless train and face painting, and vendor booths. Breakfast tickets: Ages 8 and over \$6, 3 to 7 \$3 & 2 and under free. Event and parking are free. For more info, contact Tammy Bowen 972-923-0080 or [tbowen@waxahachie.com](mailto:tbowen@waxahachie.com)

**When:** Saturday March 31, 9am-6pm

**Where:** Meacham Airport (KFTW)

**What:** Vintage Aircraft and Car Show - Greatest Generation Aircraft is hosting the event: Static Displays, Tours Rides!!! Pre-Book Rides Save Time, 817-659-9249. Rides in a WWII C47, \$50 for 15 min flight exp, \$75 for 30 min flight exp. 1929 TravelAir: \$125 per person. Other aircraft on display and available for tours/photos: B25 Bomber, P51 Mustang, A26K Nimrod, CG4A Waco Glider Restoration project, and more!!! Will also have vintage car motorcycle show w/people's choice awards!!! \$10 to register for People's Choice competition, free to just park...free admission to event when registering vehicle. Admission to event is \$10 per car load, free to members of GGA. There will be food, aviation-related displays/vendors...fun for the entire family!!! Contact: Dana Wood 817 659 9249, [greatestgeneration@yahoo.com](mailto:greatestgeneration@yahoo.com)

## 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](mailto: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](mailto: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](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. **LOWERED PRICE** \$1850 - Bill Bracken 817-925-4699

**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.

### EAA CHAPTER 168 OFFICERS

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John Phillips	Ann Asberry
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David Buono	

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#### Tool Custodian

Brad Roberts	214-351-0475
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#### Meeting Refreshments

\*\*\*\*\* VOLUNTEER NEEDED \*\*\*\*\*

#### Safety Officer

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<a href="mailto:n168tx@flvtx.net">n168tx@flvtx.net</a>	

#### Web Site Editors

Michael Stephan	214-232-2405
Clay Romeiser	

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**Web Site Address**  
[www.eaa168.org](http://www.eaa168.org)

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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:  
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