February 2016

Remembering Red
by Michael Stephan

This month we said goodbye to a very dear Chapter member, Red Marron, who passed away at his daughter Amy’s home in Grapevine on January 6th. Red was one of those larger than life characters. As Mel has said, “If you met Red, you would remember it.”

I never met Red. I joined the Chapter after his move to New Mexico, but I know about through the legendary stories that have been told about him. He was a very vocal RV advocate from the early days of the RV-6 he flew. On vansairforce.net, the go to site for RV info, a thread focused on some of those stories.

Mel commented:

Red & I built our RV-6s side by side in my garage in Plano, TX from 1989-1993. Our airplanes flew with 2 days of each other. Red, along with John Stewart was the driving force behind the RV fly-in that started in Burlington, CO. and eventually became the (Land Of Enchantment) LOE Fly-In in Las Cruces. Red was a VERY popular guy and never did anything half way.

In 2007, on his retirement from hosting the RV Fly-in, Red was paraded around in style in a recliner on the flat bed of an old rusty truck.

See Red on page 4
February 3rd Chapter Meeting

The February Chapter meeting will be on **Wednesday, February 3rd** at the Farmers Branch Library, located on the northwest corner of Webb Chapel and Golfing Green Dr. The meeting will be held in the auditorium and begin at 6:30 p.m. with socializing and coffee. The program will begin promptly at 7 p.m. and finish by 9:00 p.m.

This month we will discuss the relatively new Additional Pilot Program for experimental aircraft testing during Phase I as detailed in AC 90-116.

Norm Biron will lead the discussion.

AC 90-116, introduced in September 2014, is a very useful tool if used correctly, but there is some misconception about the program, which could lead to abuses.

We will go through the lengthy document, break it down into its separate parts and openly discuss the details.

For those who have flight testing on horizon and for those who know someone or will participate in testing an aircraft, this will be an important and instructive discussion.

February 13th Fly In
By Michael Stephan

Loving this unusual warm winter. So, lets press our luck and fly into Hicks (T67) for lunch. We will gather on the Hicks ramp, next to the restaurant, at 11:00am.

I get good reports from the others who have eaten there, and I am eager to go back.

The restaurant is at the north end of the runway, and the last time I was there the airplane and cars share the same parking area. We will see you there.

February 10th Board Meeting

The next BOD meeting will be held on **Wednesday, February 10th** at the Farmers Branch Manske Library at 7:00 PM. A summary of the minutes from the January BOD meeting recorded by Pete Miller are as follows:

Officers, Directors in Attendance: Michael Stephan, Sam Cooper, Jim Canniff, Mel Asberry, Ann Asberry, and Norm Biron, Bruce Fuller and Frank Prokop.

Chapter Meetings

Feb 3, Mar 2, Apr 6, May 3, June 7, July 5, Aug 2, Sept 6, Oct 4, Nov 1, Dec 6

Board of Directors Meetings

Feb 10, Mar 9, Apr 13, May 11, June 15, July 13, Aug 10, Sept 14, Oct 12, Nov 9, Dec 14

GENERAL MEETING, SPEAKER / SUBJECT

February 3: Phase I Additional Pilot Program.

MONTHLY SOCIAL GATHERING

February 13: Fly In to Hicks (T67). Meet on ramp at 11:00 for Lunch.

Treasurer Report

Sam presented the Treasurer’s Report for December. There was 1 membership renewal and 1 new member. Sam also reviewed cash flow for 2015 and the budget for 2016.

OLD BUSINESS

The board confirmed that we will discontinue the Young Eagles incentive program. Pete will remove references to it on the website.

NEW BUSINESS

Michael and Pete will be working on providing archived newsletters on the website. They were removed due to server space considerations, and now will be placed back online on the chapter website.

Norm and Sam will send newsletter links via email to other chapters.
Additional Pilot Program

By Norm Biron

In 2012 the National Transportation Safety Board (NTSB) issued a recommendation to the FAA to improve safety by revising and clarifying its regulations relating to the number of individuals on board an amateur built aircraft during Phase I operations to a minimum flightcrew. For a typical E-AB aircraft and E-LSA this restricted the flightcrew to the pilot only. The use of a qualified pilot to assist builder pilot in flight testing the aircraft was prohibited.

After studying the causal factors surrounding amateur built aircraft Phase I accidents the FAA determine that one-third of the accidents were related to the power plant, one-third to Lost of Control (LOC) and the remaining third similar to LOC like hard contact with runway. So to improve safety and builder pilot skills in Phase I flight testing of experimental aircrafts, the FAA issued Advisory Circular AC 90-116 in September 2014. This AC allows the use of a second qualified pilot to mitigate some of the risk that led to those accidents.

Since my GlaStar had completed Phase I operations I didn’t pay much attention to this Advisory Circular when it was issued. Now, after discussions with some of our members about flight testing I decided to take a look at this circular. I was surprise to find out that the Additional Pilot Program AC did not apply to all amateur built aircraft. It also defines and sets strict qualifications for the builder pilot BP, qualified pilot QP and observer pilot OP. The AC specifies:

- Applicant, aircraft, and power plant eligibility.
- The testing requirements necessary to mitigate power plant issues.
- Qualification of additional pilot.
- An Initial Test Package (ITP) to ensure that the aircraft and builder/pilot have reached an experience level that will reduce LOC related accidents.
- The logbook entries required to document the above.

With many of our members close to finishing their projects, we will be discussing this advisory circular at our February meeting. Join us and learn what you can and can’t do during Phase I Flight Testing operations.

EAA’s New Young Eagle Policy

From EAA Headquarters

EAA’s Youth Protection Policy and Program sets basic requirements for EAA staff and volunteers who work with children under age 18. It includes online best-practices training and, for certain categories of volunteers, a basic background check (U.S. residents only).* Our reason for these requirements is that kids should be safe, so we must take action to advance the safety of kids in EAA-related programs – whether operated by EAA or by one of our chapters – for the sake of the kids, their parents and guardians, and the volunteers who work with them.

All of the following persons are required to complete both the online training and background check by May 1, 2016. Both steps are necessary and the cost is covered by EAA.

- All Young Eagles pilots
- All Chapter Young Eagles Coordinators and Field Service Representatives
- Two-deep leadership supervisors (see Section 4 of the Policy)
- Volunteers who will work with youth in general:
  - Four (4) hours or more at any one (1) time; or
  - Four (4) times or more in any calendar year; or
  - Four (4) times or more with any particular Youth.

*Note that “Volunteers” includes, among others, parents and legal guardians of any youth participants

Access Instructions:

1. In order to access the Youth Protection Training you will need to sign in to your account at EAA.org.
2. Once you are logged in at EAA.org, go to your Account Profile page by clicking “My Account” at the top of the page.
3. At the bottom of your Account Profile, click “Go to Training” then select the Youth Protection Training course link

The online training and review will typically take about 20-25 minutes. After information is submitted for the background check, we expect verification to take no more than 10 business days.

Upon successful completion of the online training and review, and the background check, each volunteer will receive an e-mail confirming he or she has successfully met the basic requirements of the Youth Protection Program and a printable wallet-sized card.

If you’re wondering whether your volunteer activities should comply with the training and background check, please review the Policy and the Frequently Asked Questions pages on the EAA website. The information is under the “Chapters” then “Young Eagles” link.
Mel also recalled Red’s entry into the RV community:

In the late 1980s Red, Ann and I flew pretty much everywhere in Red’s Hawk XP. And I must admit, as has been reported, Red always got in the back seat and told Ann and me to work out the flying between the two of us. Within minutes he was sound asleep.

Now Red and Ann shared the January 9th birthday so we always went out to celebrate dinner. On one of those nights Red and I had been talking about how much we liked the RV-4 but we wanted a side-by-side. Well the RV-6 kit had just become available, so at this particular birthday dinner, I suggested that we might order 2 kits and build them in my garage. I thought Red would say, “Sounds like a good idea. Let's talk about it.” What he actually said was, "You recon it's to late to call Van tonight?"

Well we called Van the next morning and talked to him for about 45 minutes. The kits were ordered and the rest is history.

Red Marron loved getting together with other RV pilots and attended many RV gatherings. Jay Pratt remembers those get togethers:

Met him at my first EAA Chapter 168 meeting, June 1995. We have flown many many miles together. We were at the last Vans Home Coming at Sunset Airpark. All but the first Burlington, CO fly-ins. I missed it. When Red moved to Membres, NM. A lot of us started flying out there. I remember one time Doug Reeves was with us and a rain squall almost caused Doug to declare a missed approach. Red talked him down, Saying something like, “Come on down the waters fine.”

Doug Reeves mentioned that he would never forget Red’s quirks:

One was the steak tongs Red kept hanging off the base of the control stick w/a piece of yarn – he used them to pick things up off the floor when he dropped something in the plane. Another was the Tums, and Pepto and other stuff in the side pocket of the cockpit. My favorite story revolves around the first RV Fly-In in Burlington, CO hosted by John Stewart as told by Jim Baker:

I was standing with John on the ramp at Burlington's airport around noon the day before the first RV fly-in was to start. A lot of work had gone into preparation and the discussion and even fear was would anyone even come to this first fly-in? As we were finishing up a few final details on the ramp, the characteristic open exhaust note from an experimental aircraft was heard in the distance. Could this be the first person to arrive at the first RV Fly-in?

A beautiful red white and blue RV-6 was soon rolling out on the runway with us anxious to meet the first arrival! The RV-6 rolled to a stop on the ramp and the tip-up canopy opened as the prop stopped. A booming joyful voice echoed out to us, "Mighty fine day boys. Is this Clovis, New Mexico?" I'm not sure which felt worse, the fact this was not our first arrival to the first RV fly-in, or the fact this poor fellow was so bad a pilot he missed his destination by three hundred miles!! I remember John saying to this man sitting in his RV, "No, this is Burlington, Colorado." The RVer said seriously, "Thank you boys. Could you kindly point me in the direction of Clovis, New Mexico?" I remember slowly looking towards John, seeing his hand raised just as mine was, pointing to the south. Each of us, without comment to the other, shared the same thought about this poor, lost pilot...

We both stood there in that brief moment watching the RV taxi out, take off and disappear over the horizon in the direction we had pointed, in total disbelief this just happened!

It was a good ten or even fifteen minutes later when our continued discussion about this crazy pilot was broken by the distant sound of another open exhaust airplane approaching! Would "this" be the first person to arrive at the first RV fly-in? You can't imagine our dismay when the same red white and blue RV-6 landed for the second time, taxiing up to the same spot on the ramp, shutting down with the canopy opening the same habitual way and the pilot in the most serious way asking, "What did you say the name of this town was boys?" John kindly responded, "Burlington,
Colorado!" The pilot was now climbing out of his beautiful RV as he said, "This looks to be a mighty fine town. I think if you boys don't mind, I'll just stay here a couple days."

Who was one of those instrumental in getting the Land of Enchantment Fly-in started? Who holds the title to being the first person to arrive at the first RV Fly-in? Who can claim title to being the second person to land at the first RV Fly-in?

You see, Red Marron holds the title to all.... What an introduction John and I had to such a great man that found positive fun in everything he did and touched. I am so honored to have known Red and can call him my friend.

Marvin Brott also remembered a legendary Red Marron story.

We were flying to Oregon to attend Vans Homecoming Fly In. The southern crossing of the rockies took us to El Paso. While under El Paso’s ATC control we were all given unique transponder squawk codes. ATC was unable to read Red’s transponder and repeatedly ask him to cycle the power to reboot his transponder. Red complied but it did not resolve the issue. Later that night at dinner, we asked him what the problem was because ATC was quite frustrated, which didn’t surprise Red. He said, “That antenna fell off weeks ago.”

Marvin also noted that Red was not shy at all about speaking in front of a group of RV flyers. At the end of one RV gathering Red stood up and delivered a speech claiming how great a plane Van designed, how the group of pilots that flew in them were the best people on earth and how thankful he was to be part of it. He ended it as he so often did with the phrase:

“And God Bless Av-e-a-tion!”

Having served in the US Navy, Red rests now in the DFW National Cemetery.

Red was larger than life and he will be missed.

Don Wilcox
By Michael Stephan

We sadly had a second Chapter member pass away in January. Just a few days after we lost Red Marron we lost Don Wilcox.

I did know Don. We served on the Board of Directors for several years. He also attended nearly every monthly Chapter meeting.

Don’s personality was on the opposite end of the spectrum from Red’s. Don was quiet and reserved. He was eager though to share his expertise and experience.

Don designed his own experimental aircraft. He was able to give me advice and suggestions on ideas I was thinking about for my projects. He also gave me suggestions for articles for the newsletter, and he would help explain things that I didn’t quite understand about aircraft design.

Don was one of those gems you didn’t notice until you took a closer look. A true gentle man and an excellent Chapter member.

He also served our country in the US Air Force. He rests now in a peaceful cemetery in Van Alstyne. We will miss him as well.
Anatomy of a Winch Launch

By David Cheek

Soaring and many other general aviation activities are pure fun and very cost sensitive. Rising costs have affected sport gliding and soaring due to the high cost of aviation gas and the limited availability of tow planes and pilots. Winch launching, or ground launch as it is viewed by the Federal Aviation Administration, is a solution to some of these cost issues.

The Texas Soaring Association arranged a winch launching seminar through a southern California soaring club and the premier United States manufacturer of winches. Their club uses winch launch exclusively at their airport in the desert south of the Imperial valley. They normally hold regular seminars at their airport, but the travel and lodging costs are pretty high for some folks. The main appeal of soaring to many pilots is low cost flying. A winch may be the method that keeps glider pilots flying in the face of the two plane requirement, tow pilot shortages and noise restrictions. Many glider airports have to be located far away from cities to be near good soaring conditions and avoid urban sprawl that eliminates landing areas for gliders that cannot make it home.

The reason a winch can perform a launch much cheaper than an aero tow is because it can use cheaper more modern automotive engines, the operator does not have to be a certificated pilot and the launch does not burn extra gasoline to take the tow plane into the air. In a winch launch, the launching engine stays on the ground, it does not climb with the glider. Only a few hundred feet of the winch rope has to travel up with the glider. While the winch operator does not have to be a pilot, they do have to have special skills to safely operate the winch.

Roman winches are made with either gasoline or diesel engines. Their entry level winch uses a Dual carb chevy V8 for economy. The diesel engine is preferred since it produces greater torque at all speed ranges. The larger multi drum winches are all diesel powered. For very busy glider ports, two to four drums, each with its own rope, can be used to increase the launch rate, since repositioning the rope after a launch takes almost as much time as the launch itself.

There are two types of ground launch (excluding the rarely used "Bungee cord launch"), auto and winch. The big difference is that the winch makes better use of the available land. It can be located off or beyond the runway and it does not move. It also has a very intense first 5 to 10 second acceleration that the auto launch cannot duplicate.

All ground launch methods are different from the more common aero tow because they are very technique dependent. Aero tow requires a simple flying technique that once mastered, will allow you to get to any required altitude and be dropped off any place you like, if you can afford it.

A winch launch requires a smooth rapid pitch up, matched to your airspeed and altitude. The pitch angle is so high that you cannot see in front during most of the launch. If you do not reach a 45 degree pitch angle for most of the launch, you will not achieve maximum altitude. You should also know that during a ground launch, the elevator works backwards for airspeed control. During ground launch, pulling back on the stick causes an increase in airspeed! When the stick is pushed forward, airspeed decreases while the towline is still under tension. When you push forward even more and create slack in the rope, airspeed will increase again, but now you have an emergency because you are not getting energy from the winch!
Learning to detect and react to the common failures during a winch launch take most of the training time. The most common failures are a break in the winch rope and a failure of the winch engine. Both of these require a very fast pitch forward, from the nearly 45 degree climb angle to a slightly nose low normal gliding attitude. This often involves a brief negative G experience. You also have to develop the discipline to avoid turning until you have regained airspeed. If the winch rope breaks, the airspeed goes to near zero almost instantly, due to the high pitch attitude. Once you get the nose down (and release the rope) the airspeed will come back and you can begin to turn. A rope break at the mid point of the tow, requires a quick evaluation of your situation. You are probably half way down the runway and about 500 feet above it. Do you land straight ahead or make some turns and land into the wind (same direction as the launch).

The maximum altitude you can reach with proper technique, is about 70% of the useable field length. This will vary considerably with the wind. We had poor wind conditions for most of our seminar, light crosswinds. A modest 10 to 15 knot headwind would have been ideal. The wind limited our best launch to 1200 to 1400 above ground level. This was better than we could have achieved with auto launch, where the maximum altitude obtainable is less than half the field length. Our instructors, who regularly winch up from a shorter field, expect us to reach 1900 feet above ground or better. This shows that many factors affect the results you get with a ground launch.

On the other hand, we seemed to use less than five gallons of gas for over 50 launches of heavy two seat training gliders. A normal aero tow requires at least 1.5 gallons of aviation fuel, but allows us to always reach 2000 feet above ground and we can pick from a large number of release points close to the airport to improve our chances of "climbing away" and having a good soaring flight. With a ground launch, you always release at about the same point, and there is little room for changing the release point.

**Charlie’s RV-9A now Airworthy**

*By Michael Stephan*

On January 15th, Charlie Wright received the Airworthiness Certificate for his RV-9A. He is now preparing it for its first flight. **We should have a report for you soon.**
During the past 20 years, our Zenith 601HDS, N314LB, has flown 1,725 hrs, all with the original Rotax 912 engine.

During the most recent annual, we checked the tail cone as usual, using a bright light and scanning everything. It all seemed okay, until we suddenly noticed tiny cracks in the L-shaped stiffeners of the bottom plate that were hard to see from the cockpit. Almost every stiffener had cracked at least once! Quite a shock, but in hindsight not so surprising. The outside of the bottom plate experiences positive pressure during climbs and negative pressure in cruise. Thus, the skin is flexing time and again. Of course, a better design would have used a curved bottom part, which avoids the flexing problem altogether.

The easiest fix seemed riveting new L-shaped stiffeners to the old ones so that they together formed a U channel. Our friend Jack not only gave us the right material, .032 in. Al 7075-T6 aluminum, but also helped us make L-shaped pieces of appropriate length with his shear and brake.

The entire tail cone is covered with .016 in. 6061-T6 aluminum, which is very delicate. As a result, the cone isn't strong enough to support anybody crawling into it. So we built a support platform that was covered with towels as cushion material and then wedged under the cone.

Installation was no fun. The cockpit has two separate openings to the tail cone, each 14 in. high and 17 in. wide; see above photo. That's just enough to crawl through. We used towels to cover the bottom plate so we wouldn't damage anything and had protection against the sharp edges of the existing stiffeners.

For installation of the new stiffeners we marked the position of holes in uneven distances so that the cracks were closely bracketed. Next we drilled 1/8 in. holes on the
bench, went back into the cone, and drilled the corresponding holes in the existing stiffeners using clecos.

We wanted more than just rivets holding the new and old stiffeners together, so we coated the contact surface with Loctite Metal epoxy, which according to a best epoxy strength test shown on YouTube is quite strong.

Finally, we installed the new stiffeners with clecos, enlarged the holes to 5/32 in., and riveted them to the old ones with certified pop rivets.

The epoxy sets within 24 hours. So when we had installed one stiffener, we waited 24 hrs before entering the tail cone for the next one. Tedium and time consuming, but what isn't in airplane maintenance.

The result: A rigid bottom, even stronger than 20 years ago. No change or paint damage on the outside of the cone, and negligible weight change.

We also learned yet another lesson: Metal fatigue becomes a real concern as a plane ages. More articles can be found on Klaus’ two blog sites: pointsforpilots.blogspot.com passionforflight.blogspot.com

Our Visit to See the RV-14
By Michael Stephan

We thank Richard and Mary Wingfield for inviting us over to see the RV-14 project. It was one of our largest groups to visit a project. The weather cooperated and it was very comfortable examining the RV-14 in the garage with the door open which was good, because the crowd spilled out the door. We had several of our other members who are building a project get a little inspiration from Richard’s RV. Several students who are participating in the McKinney School RV-12 project were also there. So we got to speak with them on their project’s progress. We have many members who live in the vicinity of McKinney and many of them attended as well. It was a really nice turnout for a January function.

Again we thank Richard and Mary for inviting us over.
Upcoming Events
From funplacestofly.com

Saturday, Feb 6, 2016
1st Saturday Coffee and Donut Fly-in
McKinney National Airport (TKI)

Let's get together for some fellowship and fun. We're having Free coffee and donuts for everyone on the first Saturday of every month at Chuck Roberts Hangar 2520 in the McKinney Hangars Association area at the McKinney National Airport TKI McKinney, TX. Let's gather at 9:00 am. You don't have to be a member to attend. Fly-ins can ask the tower for directions to the MHOA Hangers. See you there! Contact: Mikey Laney Phone: 469-261-4938

Saturday, Mar 5, 2016
1st Saturday Coffee and Donut Fly-in
McKinney National Airport (TKI)

Let's get together for some fellowship and fun. We're having Free coffee and donuts for everyone on the first Saturday of every month at Chuck Roberts Hangar 2520 in the McKinney Hangars Association area at the McKinney National Airport TKI McKinney, TX. Let's gather at 9:00 am. You don't have to be a member to attend. Fly-ins can ask the tower for directions to the MHOA Hangers. See you there! Contact: Mikey Laney Phone: 469-261-4938

Wednesday, Mar 16, 2016
MODAERO NextGen Aviation Festival - Conroe

MODAERO NextGen Aviation Festival (KCXO)

MODAERO NextGen Aviation Festival was created by a group of Aviation Industry veterans with the goal of stimulating positive growth in the Pilot Population and Aviation Community.
Phone: 844.MOD.AERO
Email: info@modaero.net

Wednesday, April 20, 2016
Wally Funk speaks at EAA 670

Hicks Airport (T67), Ft Worth

EAA Chapter 670's will host Wally Funk on April 20 at Beacon Cafe at Hicks Airfield (T67) 100 Aviator Dr, Fort Worth, TX 76179. The club hosts a social at 6 p.m. and meeting with speaker presentation at 7 p.m. Funk has been flying professionally since 1957 and she has accumulated over 18,000 hours of flying time. She is a pioneer in modern aviation. Her website is www.wallyfly.com.

Faast Team Seminars

Saturday, February 20, 2016, 9:30 am
Convective Weather for Pilots Part 1
Collin County Community College
4800 Preston Park Blvd.
Plano, TX 75093

Speaker: Wayne Fink, FAASTeam Representative
Phone: 214-455-6784
flynfink01@yahoo.com

Much of what pilots are taught about convective weather is incomplete, and in some cases incorrect. This course covers convective and severe weather, and material many pilots are not familiar with. This material will give pilots additional insight into the probability and likely severity of weather and how to avoid convective weather surprises. Part 1 covers convective weather factors and what causes it to become severe. Part 2 will cover convective weather products and obtaining better weather briefings. There is a fee for this class, contact Collin College at 972-985-3711 for registration information.

This event is sponsored by Collin County Community College. Wings credit is available.

Saturday, February 27, 2016, 9:30 am
Convective Weather for Pilots Part 2
Collin County Community College
4800 Preston Park Blvd.
Plano, TX 75093

Speaker: Wayne Fink, FAASTeam Representative
Phone: 214-455-6784
flynfink01@yahoo.com

Part 2 will cover convective weather products and obtaining better weather briefings. The FAA is discontinuing some weather products and sources. Learn where to find content from these products. A convective weather checklist will be introduced. There is a fee for this class, contact Collin College at 972-985-3711 for registration information. Wings credit is available.
For Sale: RV-6 Kit. Empennage complete, wings (in jig) and ailerons partially skinned, wing has dual landing lights. Fuselage kit in box and fuselage jig. Have original plans and 2nd set of recent plans. $15K, Ken Whitehead 214-755-3282.

For Sale: Midget Mustang Projects
Larry Birdwell (ldbirdwell@sbcglobal.net)

For Sale: Garmin 396 (Updated). $600 or best offer.
Bill Bracken 817-925-4699

For Sale: Varieze w/Cont O-200; 100 hours on overhaul. 1350 total time $14.5k. Leon Rausch 214-349-6024

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.

Web site Address: www.eaa168.org

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### 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:  
Sam Cooper  
1502 Shannon Place  
Carrollton, TX 75006-1517

National EAA offices:  
Experimental Aircraft Association  
EAA Aviation Center  
PO Box 3086  
Oshkosh, WI 54903-3086  

National EAA Membership:  
(800) JOIN EAA (564-6322)  
Phone (920) 426-4800  
Fax: (920) 426-6761

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(Chapter 168 membership requires National EAA membership)

**Pilot/A&P Ratings**  

I am interested in helping with:  

- [ ] Fly-Ins  
- [ ] Programs  
- [ ] Newsletter  
- [ ] Young Eagles  
- [ ] Officer

**Plane, Projects (%complete) and Interests:**