I recently counted 14 active projects in our chapter, and over the last several months we have been able to travel around and visit them. Recently we visited two of them and both of them are well on their way to completion. In April we saw the Sportsman project being crafted by Greg Schroeder at Northwest Regional airport.

Greg is well on his way to finishing. Even though at first look, the plane looks empty, there is quite a bit of meat and potatoes in there. The forward side of the firewall is nearly finished with only a few thinks to add. The fuel system is complete. The control systems are in. Most of the electrical wires have been run. So, this

**A Tale of Two Builders**

by Michael Stephan

*Continued on page 4*
June 7th Chapter Meeting

The June Chapter meeting will be on Tues June 7th 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 our meeting will feature William “Buzz” Baron who was once a crew chief on the F-105 Thunderchief during the Vietnam War. He even wrote a book about it titled CREW CHIEF, "be he ne'er so vile". Available on Amazon.com.

Buzz is a real character and will be quite entertaining.

Mark your calendar and we will see you on Tuesday.

June 4th Chapter 168 Picnic at Shortstop

On June 4th, Mel and Ann will host the biggest chapter event of the year - the Chapter 168 Picnic! It will be at Shortstop airport in Farmersville.

More details are given on page 3.

Note: Due to the excessive rains, DO NOT attempt to fly in. There will be no place to park that is not muddy.

June Fly-in Events

By Michael Stephan

Continuing with our method from last month here is another list of popular local events to put on your schedule. Last month I made two of them.

Candidates for this month (more on page 10)
June 11th: Young Eagle event at RBD.
June 18th: Bourland open house.
June 25th: Pancake Breakfast at Granbury (GDJ)

May 11th Board Meeting

The next BOD meeting will be held on Wednesday June 15th at the Farmers Branch Manske Library at 7:00 PM. A summary of the minutes from the May BOD meeting recorded by Pete Miller are as follows:

Officers/Directors in Attendance: Michael Stephan, Jim Canniff, Mel Asberry, Ann Asberry, Pete Miller Norm Biron, Frank Prokop, Chris Smith and Sam Cooper.

Chapter Meetings
June 7, July 5, Aug 2, Sept 6, Oct 4, Nov 1

Board of Directors Meetings
June 15, July 13, Aug 10, Sept 14, Oct 12

GENERAL MEETING, SPEAKER / SUBJECT

June 7: William “Buzz” Barron, Vietnam F-105 Crew Chief, author of the book “CREW CHIEF, "be he ne'er so vile" “
July 5: Mel will discuss EAB logbooks
Aug 2: Oshkosh Recap

CHAPTER FLY OUT

Discussed posting fly-out opportunities on social media

TREASURER REPORT

Sam discussed the Treasurer’s Report for April. There were 1 new member and 1 membership renewals. The filing to the Secretary of State is done.

YOUNG EAGLES

Grand Prairie teachers will be flown at am Eagle Flight event on May 21. June 11 will be the ACE Academy YE event.

OLD BUSINESS

Michael continues working on advertisers for the newsletter.
Sam ordered nine nametags for members who ordered them.
The Chapter Picnic will be held on Saturday, June 4 at Short Stop. 10:00am. Hot dogs and the appropriate accompaniments will be supplied. Guests are asked to bring sides.

Chapter Name Tags Available

The Chapter name tags that were ordered during the May Chapter Meeting have arrived. Please see the Treasurer, Sam Cooper, to collect your name tag at either the Chapter Picnic on June 4th, or the Chapter Meeting on June 7th.

If you would like to order your own name tag you can place your order with the Treasurer, Sam Cooper. Name tags are $5 each (when we order a minimum of 5), payable when the order is placed.


**Aging Pilots and Builders**

*By Norm Biron*

As I look around the room at our chapter monthly membership meeting I mostly see old men. Most of them have been involved in aviation for a long time and have lots of experience building and restoring airplanes. They have lots of knowledge that they could pass on to the next generation of builders and pilots, but with a few exceptions those younger members are not at the meeting. Our membership numbers have declined substantially during the past years but have stabilized lately. The membership decline seems to be attributed to pilots going west or dropping out of aviation because they have lost their medical and are not being replaced with younger builders and pilots.

EAA has recognized this problem for a long time and has several programs designed to reverse this trend. The Young Eagles program has been the most successful and is now approaching two million kids flown. The Eagle Flights Program designed for adults has had some success but is struggling to attract young adults.

EAA Chapter 168 supports both of these national EAA programs. Jim Quinn our Young Eagles coordinator does an excellent job and has several Young Eagles events every year. Jim works with aviation related organizations and tries to target kids, that our Young Eagles pilots fly, who have shown an interest in aviation by belonging to these organizations or have contacted chapter 168 directly requesting a Young Eagles flight.

Our next Young Eagles event is scheduled for June 11 at Dallas Executive to fly the kids participating in the ACE Academy summer program. Qualify for the EAA Young Eagles Program by completing the EAA Youth Protection Plan requirements and support this chapter’s activity.

Jim has also established a relationship with the Blue Sky Educational Foundation and our chapter flies the teachers participating in the foundation’s STEM program with local school districts. On May 21st we flew teachers of the Grand Prairie Independent School District at the Grand Prairie airport. Our chapter uses the EAA Eagle Flights program to fly these teachers. We register the teachers that we fly with EAA national to receive a six month complimentary EAA membership. Jim Carney has volunteered to mentor the teachers who show an interest in learning to fly. We are planning to fly the students who have participated in this program this summer.

While the EAA Eagle Flights program was not designed specifically for teachers, I believe that it is an excellent tool to reach kids and should be expanded for this purpose. These teachers interact daily with kids and if they show an interest in aviation it will rub off on them.

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**June 4th Chapter Picnic**

*By Michael Stephan*

The annual Chapter 168 summer picnic will be June 4th at Shortstop airport in Farmersville hosted by Mel and Ann Asberry.

Mel and Ann will cook up some delicious hot dogs and provide the drinks. If you wish to bring something to add, a side dish or a dessert would be welcomed. Call Ann if you have any questions (972) 784-7544.

This is our best event of the year. We get a large group of people, and get to watch planes land in Mel and Ann’s back yard. It is a family event, so bring the kids. Leave the pets at home. Let’s keep our fingers crossed for good weather, and come picnic with us.

**Driving Directions to Shortstop Airfield**

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

After you pass the Dairy Queen on highway 380, it is approximately 1.8 miles to County Road 653, where you’ll turn left. This road will “T” into County Road 655. Turn right. The house is .4 miles on the right. Address is 2464 CR 655. Phone (972) 784-7544.

PLEASE do not park off the side of the driveway, but go all the way to the hanger, and you'll be directed parking there.

**Airfield Information for Shortstop**

Due to all the rain in the past weeks, the airfield will be closed to planes flying in. There is no place to park them were they won’t be stuck in the mud.
Sportsman should be flying in the not too distance future.

Greg intends to build it initially as a nose-gear airplane, but has made provisions to change it to a tailwheel in the future if he desires.

This is quality work accomplished by Greg.

Last month Pete Miller invited us over to inspect the progress on his RV-7. We have seen Pete’s project progress over the last few years, and now things are getting serious. A few weeks ago a couple of us went to Pete’s and helped drill the rear wing spar to the fuselage. Since then he has completed the canopy frame construction and is marking and measuring the canopy for fitment to the frame. That is one of the most difficult tasks for a builder. Not because the parts are difficult to handle or cut, but that they are expensive and difficult to replace if you make a mistake. The canopy also takes time to get it to fit right and that doesn’t happen until after a series of cuts and plastic removal are done, which is scary for the first time builder. Pete is doing a good job of getting it right the first time.

We thank Pete and Greg for sharing their projects with us. It won’t be long before we get two more flying participants in the Chapter.
Did you know that our newsletter staff actually has “reporters in the field”. Literally in this case, as Bruce and Mary Ann Fuller travelled to the Third Annual Texas STOL Roundup competition in LLano. The event has grown exponentially the three years. The first year was pretty small. The second year attracted some serious competitors and with it bragging rights. This year it exploded with planes flying in from everywhere, including some from Alaska, to see who had the shortest take-off and landing.

By Friday night there were over 100 airplane including about 30 carbon cubs, an Aircam, a Beaver, a Bearhawk Patrol and a LSA Patrol, and a turbine-powered Marchetti that looks like a L-19. By Saturday morning over 200 planes were parked on the field, including an RV-8 that was in the competition.

The competition played out on the grass runway adjacent to the main runway. Your score is the sum of your landing distance and your take-off distance. The competitors are divided up into different classes.

- LSA (Experimental & Certificated)
- Bush (Experimental & Certificated)
- Light Touring (Experimental & Certificated)
- Heavy Touring (Experimental & Certificated)
- Super Heavy Touring (Experimental & Certificated)

The shortest distance was accomplished by a 180hp Carbon Cub flown by Chuck Kinberger in the LSA Experimental Class with a combined distance of 138 ft (take-off 57’ & landing 81’). Also of note, the Beaver competing in the Super Heavy Touring Class piloted by Russell Armstrong posted a 742 ft total (TO 351’ L 390’). The RV-8 surprisingly didn’t make the podium.

STOL competitions are a great spectator sport. One that I would like to see. I’m putting that one on my calendar for next year. According to Bruce and Mary Ann, it was quite a scene.
Airventure is just around the corner and announcements have been leaking out for the past several months. I go to Oshkosh to see the things you will not see anywhere else and there are two airplanes that I am very excited to see.

First the the Douglas A-20 Havoc. It doesn’t get much play in the WWII history books or in documentaries, but the airplane has a certain appeal. I like the looks of the Douglas aircraft of that era.

![The Douglas A-20 Havoc](image)

The second is the gigantic Martin Mars water bomber. Having dipped my toe in the firefighting world one summer, this is interesting as a firebomber. Bit the enormous size and the fact that it is that last one is worth the trip to the seaplane base to see it.

Originally built as a long rang troop transport to Hawaii in 1942, the conversion to a water bomber allows it to carry 7200 gallons. The Martin Mars has never been to OSH before, so this will be a first.

![Coulson Flying Tankers own the last two Martin Mars tankers, with only one being operational. It can scoop over a ton of water per second as it skims across the lake.](image)

There is also the numerous aircraft anniversaries. This year is the 30th anniversary of the RV-6. If you plan to fly your RV into the show, there is an online registration. Rosie has goodies planned for those RVs flying in. There is a special RV-6 T-shirt to commemorate the anniversary. The Mustang II is celebrating its 50th anniversary. Those celebrating 70 years include the Cessna 120/140, the Navion, the deHavilland Chipmunk, and the Globe Swift.

**Young Eagle event details for June 11th**

On June 11th, we are having another Young Eagle event. This is the group from the ACE Academy camp that we have flown for many years. We will fly them at Dallas Executive airport (RBD). The group is about 20 teenage kids. They are all interested in aviation, so it fun to fly them and talk with them as well.

We could use a few more pilots to make it an easy day for everyone. So if you can help, let Jim Quinn know. Also, all pilots need to complete the EAA Youth Training program. I finished mine and it took about 15 minutes. The background check took a few days to get back, so don’t wait too long.

But you can also help if you are not a pilot. We ground volunteers help with the certificates, safely park the planes, take pictures and spend time with the Young Eagles and their parents.

We always get an early start (around 9 am), so if you want to help come on out and join in.
Pilot Certificate Changes in Effect
By David Cheek

I often try to get my medical certificate on April 1 to add a small amount of "April Fools" humor to my FAA record, but it seems the FAA returned the favor this year. Several changes took effect on that date and I will highlight one that eliminates a process that many of you will remember.

Student pilot certificates will no longer be issued by Aviation Medical Examiners. They will continue to issue medical certificates, which will still be required for student pilots to solo. The process of applying for the certificate will probably be accomplished by the students flight instructor (adding another probably unpaid duty to CFI's) using the very unfriendly FAA application, Integrated Airman Certification and Rating Application (IACRA). This will allow the Transportation Security Administration to do whatever background check that has been required by Congress, before the student pilot certificate is issued. This will probably take about two weeks. Then, the FAA will issue a student pilot certificate that looks just like your current pilot certificate, except it naturally will be a "Student Pilot" certificate. It will last forever, although the student still needs log book endorsements in order to fly as pilot in command in solo flight. They will have to have a solo endorsement every 90 days just like now.

There will no longer be any CFI endorsements on the certificate itself, every endorsement will be in the students log book. The process of starting the student pilot application can also be started at the FSDO or with a Designate Pilot Examiner and a few other strange places.

Some of the background on this change involves knowing that the old student pilot certificate was the last paper certificate the FAA was issuing. New FAA inspectors were having to learn how to type up a paper certificate and many of them were also having to learn what a typewriter is! Apparently they are very happy to no longer have to find and learn about typewriters.

The person who starts the application is now also responsible for verifying the citizenship and other identity paperwork that has been required for a few years. This has the unexpected side effect of giving problems to student who want to solo on their birthday. They will have to start the process several weeks early and they will also have to start even earlier to get a government issued photo ID. This is doable for power students who want to solo on the 16th birthday, but it has become impossible for glider students to solo on their 14th birthday. This is because most states will not issue ID cards to persons younger than 14, although this may vary by state. It is also possible for a very dedicated person to resolve this by getting a passport instead of a state issued photo ID. This was a side effect the FAA task force did not think about.

The CFI will also have to verify the "English proficient" capability of the applicant. This may be difficult for anyone for whom English is a second language.

This will not affect most of you, because you already are a private or higher class pilot. I am not sure how we can measure the chilling effect this may have on student pilot starts. For those who are truly interested it will be just a small speed bump.

New iPhone Weather app
By Michael Stephan

One of our fellow members at GPM showed me a weather app that was better than the one I had. Hard to believe, since I try to stay on top of the best phone apps.

It is called MyRadar and is not just a radar app, it also includes many aviation related features. It includes metars, sigmets, airmets, TFRs, along with the HD radar, clouds and winds. I’m deleting my other app. I like this one. Give it a try.
I have never had that need for speed like some of my siblings. Although, I own the fastest vehicle in the family....by far.

Lately, I have been curious about the sport air racing league. I promised Ken Krebaum that one would be willing to try it at a local race. So, I registered for the Race at Terrell on May 28th.

The ceiling was low at GPM that morning, and I sat in the terminal with the airplane just outside the door ready to start when the ceiling was high enough. The clouds were even lower at Terrell, and Ken who had made it in there IFR phoned reports to me about the conditions. Once it was good at both places, I jumped in the plane and headed for the race. I flew at 1600 ft the whole way. It is a good thing Terrell is close. I was the last to arrive. The race started shortly thereafter.

The race itself was very interesting. The fastest started first and the order was based on your past speed (I had to estimate since I didn’t really know). That would eliminate most of the passing. Since the ceiling was still at 2000 ft, we all flew the same altitude. I took off 30 seconds after the Lancair 320 in front of me, and for a while it seems like an approach into Oshkosh. I just followed the guy in front of me and tried not to lose sight of him.

Although the race took 48 minutes for me, it didn’t seem that long. There was plenty of tasks to keep me occupied during each of the 5 legs.

But, the day was very fun. Being around other pilots having fun running around the course was very exciting. This isn’t a big ego fest. Most are focused on the fun and camaraderie. Debriefing with Ken after my first race was enlightening. The awards presentation usually has an award for everyone. Ken took first place in the RV Blue category and I was third. Norm Biron took first in his category. After the awards, it was time to saddle back up. The ride back home seemed real slow.

Having spent over two hours flying below 2000 ft left my airplane covered in freckles. It took quite a while to clean them off.

I never cared about the top speed of my plane until I found out the top speed of my airplane. Now I am thinking of ways to make it faster. Can better pilot technique get me around the course faster. Is there better cockpit preparation. I want to thank Ken for giving me his notes for my first race.

I am finding it addictive. Unfortunately, I waited until the last local race to get involved. Now I have to wait until next year to try out my new ideas....or do I? Maybe I will do some trial runs in the meantime.

Cleaning the “freckles” off the cowl after a day at 1600 ft
Last month I explained my change of ignition system to dual P-Mags. Here is how I did it.

First step to installing the P-Mags is to remove the existing Unison Lasar ignition system. Since I hoped to sell the Lasar system, I made an extra effort to keep the system complete. I didn’t shorten the wiring harness. I pulled out the entire wire from box to terminal. I also took care to remove the studs in the accessory case without damaging the threads. Since both Lasar mags have an impulse coupler, I had to remove the two spacers, the longer studs and insert shorter studs in the case. To do that requires a special tool that uses a threaded collet to thread onto the stud, a house is tightened onto the tapered collet which puts a clamping force on the stud allowing it to be turned out. The stud removal tool used to remove the long studs without damaging the threads.

I could not get enough clamping friction to even make the stud budge. A mechanic said you can heat the stud and case to loosen it up. Not comfortable with taking a torch to the back of my engine, I thought maybe the opposite would work. Freeze the bolt. How to do it? I had some of those cans of air that are used to blow dust off your keyboard. That can contains some kind of refrigerant. When you turn the can upside down, liquid refrigerant comes out. So, I dripped that liquid on the stud for about a minute until a frost formed. Threaded on the stud puller, and it came right out. The stud removal tool used to remove the long studs without damaging the threads.

The new studs went in without any trouble.

The pmags with new gaskets went on in a snap after that. Now to wire them up.

I already had a switch to power the Lasar system, but the pmag “self powering test” required a switch for each pmag. So I kept the original switch and used it to power the addition two switches that are also circuit breakers (also needed). Since panel space was an issue, I relocated my Hobbs meter and put the two switches on a plate where the Hobbs was located. Ran the output from those switches to the 12 power on the pmags. The start switch p-leads were then run out to the pmags. Two rpm outputs were run from the pmags to the Dyonon engine monitor (EMS). I ran the grounds from the pmags back to the same location that the Dyonon grounds to, as well as to the engine case to be sure I had a clean RPM signal to the EMS.

Next was to rework the manifold pressure tubing. The Lasar system also required manifold pressure input, so it was just a matter of changing to the new tubing size.

Insert the new spark plugs and adapters. Run the plug wires and set the the timing, which is simple as two puffs of air into the manifold line to the pmags. Timing took less than 5 minutes.

The installation instructions, which are available on the emagair.com website, were very clear. Just read and follow them. All the information is there.

The only Dyonon change was configuring the EMS settings for the pin assignment for the rpm signals. The rpm signal was on a different pin for the Lasar.
Upcoming Events

From funplacestofly.com

June 3-5, 2016 Sulphur Springs
The 2016 LadiesLoveTaildraggers Fly-in/Splash-in!
KSLR, SULPHUR SPRINGS MUNICIPAL AIRPORT
www.ladieslovetaildraggers.com/our-2016-fly-in/

EARLY ARRIVALS THURS. JUNE 2
• 5000’ Hard-surface runway. 2000’ Grass runway.
• Municipally owned lake.
• Home of Legend Cub
• Camping & showers on field/Group hotel rates
• Friday & Saturday Fly-outs

Saturday, Jun 4, 2016
Pancake Breakfast Fly-In, Midlothian, TX
Mid-Way Regional Airport (KJWY)

Saturday, Jun 4, 2016
1st Saturday Coffee and Donut Fly-in - McKinney, TX
McKinney National Airport (TKI), McKinney, TX
Let's get together for some fellowship and fun. This month we are having a pancake breakfast 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, Jun 11, 2016
Welcome Back Bluebonnet Belle, Burnet, TX
Burnet Municipal Airport (KBMQ), Burnet, TX
Welcome back party to celebrate the return of our C-47 Bluebonnet Belle to home base after spending 10 months at Osh Kosh after she blew an engine at the air show. There will be a pancake breakfast, EAA Young Eagles rides, AT-6 L-17 rides for sale, free museum, silent auction, BBQ snocones available, big band dance in the evening. Also in Burnet that day will be rodeo county fair but off airport so would need transport. Can spend a large portion of the day here! Come on out!

June 11, ASOD Summer sale!!!
Lancaster (LNC)
8:00 AM TO 3:00 PM
EVERYTHING IS ON SALE!!  20 TO 50% OFF
AIR SALVAGE OF DALLAS --- Located across from the Lancaster Airport (KLNC) FLY-IN OR DRIVE-IN
Transportation will be provided!
ALSO ENJOY EATING AT THE “LANCASTER TAXIWAY CAFÉ”, they will be serving breakfast and lunch!

Saturday, Jun 18, 2016
Bourland Field Fly-In Airpark Open House, Cresson, TX
Bourland Field (50F), Cresson, TX
Bring your wings or wheels classic cars for a good time. Lunch will be served starting at 11:00.

Saturday June 25 Granbury TX
4th Sat Pancake Breakfast
Granbury Airport (GDJ)
8:00 am
Join us every fourth Saturday April through September for our Pancake Breakfast Fly-In!

Builder Web Sites
By Michael Stephan
Pete Miller’s RV-7
smilinpete.com/wp/
Jim Novak’s RV-8
www.mykitlog.com/izzybear
Greg Schroeder’s Sportsman
www.mykitlog.com/schroeder1

Live with your plane, boat & horse at beautiful Hidden Valley Airpark
• 329-acre residential airpark near Lewisville Lake
• 140 homesites, 117 with homes/hangars on paved roads
• 2,650 foot paved runway with 500’ sod overrun (5TXO)
• 25-acre horse pasture, private entrance road and lake
• 30 minutes from Dallas or Fort Worth, 5 minutes to mall
• For info on lots and homes, call 940-321-5758
www.hiddenvalleyairpark.org
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 (lbirdwell@sbcglobal.net)

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

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

For Sale: RAI-6 (formerly Foxtrot 4)
This is a quickbuild project featured on www.revolutionaviation.net, known as the RAI-6. It’s been in my shop for the past 6 years with only a little work advanced on it (ribs, spar cut-out, etc). It’s a composite, fast, 4-seater, low wing configuration. Details are on the website. No engine or instruments are with the package. Asking $40,000. Contact Frank Prokop, 1890 Sawmill Dr., Lucas, TX at 214-213-1775.

For Sale: Fiber Glass Cloth For Sale Bi directional 8H satin Weave Aeronautics/Aerospace grade, 13.3 mils thick, 50” wide, warp strength 562 lb/in, fill strength 518 lb/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.

Ads are free to Chapter members at the discretion of the newsletter editor. If you are interested in placing an ad send it to Michael Stephan at mstephan@shr.net

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.ea168.org

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**DALLAS CHAPTER 168 MEMBERSHIP APPLICATION/RENEWAL FORM**

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Membership dues for EAA 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: