Interesting news with respect to 168 and Aero country. Several years ago, Joe Nelson sold the first 172 (N5000A) to Dennis Ozment of Quincy II. Over the past few years he has done a complete restoration of this 172. It is my hope to see it at Oshkosh. Looking at the pictures, it should be a winner. It went from an old blue paint job to exactly like it came from the factory in 1956. This is such a significant airplane that it seems like the Smithsonian or a major aviation museum should finally put this one on display.

Mr. Nelson purchased the first 172 in 1988 and was the 15th owner. It sported a blue paint job at that time.

At Airventure in 2006, Cessna commemorated the 50th anniversary of the 172 with Joe’s Cessna at Show Center next to one just off the assembly line to represent a span of nearly 40,000 172s.

Cessna created several banners for Joe’s aircraft that decorated the Oshkosh display.

That year there were several articles in national magazines that featured Joe Nelson’s N5000A.

In 2010, Joe reported that the first 172 was still alive and well in N. Texas, Serial 28000, N5000A, had about 4400 hrs. (Continued on page 4)
February 8th Chapter Meeting

The January Chapter meeting will be on **Wednesday Feb 8th** 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 are going to have a tribute to Bob Hoover. So we will watch videos of some of Bob Hoover’s exploits and remember the man that was such an aviation icon.

Hoover was a pilot’s pilot and cut an very interesting path through his aviation career.

If you like Bob Hoover, Don’t miss this one.

February Fly-in Events

*By Michael Stephan*

Popular local events to put on your schedule. Since there are not many events in February here are some that are coming up in April.

**WEBINAR**

**Monday, February 6th, 2017**

5:30 pm cst

"Best Tricks Tips and Sites for Self Briefing"

---

**Sun n Fun**

April 4-9

Lakeland, FL.

First big Fly in of the year. [www.flysnf.org](http://www.flysnf.org)

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**Chapter Name Tags Available**

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.
A Word from the President

By Michael Stephan

We have had some excellent winter flying weather so far. I rarely have to turn on the cabin heat (not down where I fly) and several times I had to open the fresh air vent. The cold dense air means my engine can make power, and that is always good. The winter air is also very stable, so that weekly lunch flight is smooth out and back. Good times.

One of the downsides of winter flying is the lack of organized (or disorganized) fly ins. Nobody schedules them. So everything is impromptu. But that means calling around to organize a group to meet up with. Since our group is so spread out, it becomes a task. David Cheek and I still are flying out to Stephenville every Wed (weather permitting for me) for lunch at the Hard Eight.

[FYI we are on the ramp at 10:30 and are in line before 11 (we like it early). We monitor 122.75 if you want join us in the air.]

But we have a tool to make these things easier. That is Social Media (which can be used for good). I’ve talked about it in the past and want to mention it again. The Chapter has a Twitter account and a Facebook page. They have not been used much, and look for a change to more information put there. The address are below

Social media sites
www.facebook.com/eaa168
www.twitter.com/eaa168 (@eaa168)

My airplane has its own twitter account (@n991ms) just for my flying tweets. I follow @eaa168 and it follows me. So join in there is we can communicate some fun winter flying on those glorious clear days, or move our weekly lunch flight when Wednesday is not so glorious.

Soon after we got the new Medical rules now called BasicMed, the new administration called for a pause on new regulations. This caused a bit of a stir, because we didn’t know if BasicMed came under this executive order. AOPA reports that it does not come under this pause since it was enacted before the executive was delivered. BasicMed was to be enacted before Jan 2017, which it was and therefore is not considered a new regulation. So we are good to go with the new BasicMed.

I have a few questions for myself that I will need to research, and the AOPA website has plenty of tools to help find the answers.

For example, My medical expires in June 2017. Do I need to take the Online Med Course this year or do I need to do that in two years? I would like to just keep going with the Class III, but you are taking a chance with a denial. Don’t do that. I’ll get the answers and get back to you.

Last month I asked for any CFI’s that wanted to be listed in the newsletter for our members to call upon for instruction. Our first CFI is Tom Guyton. Tom is a long time chapter member and CFI. So, if you need a BFR, IFR currency, or want to brush up on some rusty skills, call Tom. His information is in the “CFI List” which will be published in the newsletter every month.

I am excited about this year. I looking forward to some good flying and get togethers with my flying friends. I am also very thankful to all of you that make it fun for me. It is sometimes a ton of work, but always yields good memories. Keep ‘em coming.

We have plenty of planes to finish, so get back to work.
It still has the original engine, although it had been overhauled 3 times. Since it was a trainer it had been damaged, and was on its back several times. The last time being in the 1960’s.

But since 1988, the airplane has been wonderful, while living at AeroCountry (T31).

Below is a link to a great article on the first 172s. This 1957 restored 172 looks very much like Joe’s after restoration.

Budd Davisson, Plane and Pilot, circa 1997

Straight Tail Tale: The First of an Enduring Breed

http://www.airbum.com/pireps/PirepCessna1721957.html
Third Class Medical Reform via BasicMed

By Marvin Brott

This January the FAA issued regulations that convey to us how the law of last year on elimination of the third-class medical will be applied in May of this year. It is called BasicMed. All of the comments coming out of EAA and AOPA are very optimistic and up-beat. And rightfully so, as this reform was one of the most unimaginable things to happen in 2016. When was the last time the government gave up some power?

Under the BasicMed regulations we will be required to take an on-line medical course, go to a physician for a medical exam every four years and then, we are free to fly the airplanes which most of us can afford. And how is this simple process defined? Well it takes 35 pages of FAA Advisory Circular and 77 pages of FAA final rules. You can check them out at:


If you read every page of the advisory and rule, you will be bored, confused, and wonder why it takes this many pages. And you might come away thinking there may be a gotcha. Yet most of the concerns center around going to the physician for the medical exam as defined by the advisory check-list. The concern is, will they sign a statement which reads; “I certify that I am not aware of any medical condition that, as presently treated, could interfere with the individual’s ability to safely operate an aircraft.”

There should be no problem with them signing. They do medical exams every day for commercial transportation, employment, and life insurance. Some think BasicMed might be worse than the 3rd class medical process. Well, there is nothing stopping one from continuing with the FAA 3rd class. It is hard to imagine why anyone would rather deal with a bureaucratic physician in Oklahoma City with their AME gate keeper when you can deal directly with one’s own personal physician. And the only information the FAA has is that you participated in the BasicMed process. As EAA and AOPA have expressed, this is a really good process. With the money you will save by not working the third-class bureaucratic traps, a contribution can be made back to these two organizations for their help pushing this new plan.

Finally, BasicMed is a lot better than that Plan B systematic regulatory disobedience solution as suggested by that activist in the July 2015 Hangar Echoes.

Below is the AOPA interactive BasicMed test to see if you qualify to use the new Medical. I checked the correct responses. You can find it online at www.aopa.org

<table>
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<th>Answer</th>
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<td>Have you held a valid FAA medical certificate, first, second, or third, regular or special issuance, at any time within the ten years prior to July 15, 2016?</td>
<td>Yes</td>
</tr>
<tr>
<td>Was your last medical revoked, suspended, withdrawn, or denied?</td>
<td>No</td>
</tr>
<tr>
<td>Have you developed certain cardiac, neurological, or mental health conditions since your last valid third class medical?</td>
<td>No</td>
</tr>
<tr>
<td>Do you have a valid driver’s license?</td>
<td>Yes</td>
</tr>
</tbody>
</table>

The New BasicMed Parameters

Aircraft specifications: Up to six seats, up to 6,000 pounds (no limitations on horsepower, number of engines, or gear type)
Flight rules: Day or night, VFR or IFR
Passengers: Up to five passengers
Aeromedical factors: Pilots must take a free online course every two years and visit their personal physician every four years
Altitude restriction: Up to 18,000 feet msl
Airspeed limitation: 250 knots indicated airspeed
Pilot limitation: Cannot operate for compensation or hire
In the category of putting the experiment in Experimental Aviation, last November Walter Extra set a new FAI time to climb record for an electric airplane. Yes, electric airplane. But this not just any electric airplane, it was a Extra 300 modified with a new powerful Siemens motor. Dubbed the Extra 330LE, it climbed to 3000 meters (9842 ft) in 4 minutes 22 seconds. That is more that 2200 ft/min.

While in the air without any engine noise the experience is “almost silent” said Walter Extra in a press release.

The record category was aircraft weighing between 1100 pounds and 2200 pounds and was certified on Dec 6.

the Extra 330LE used a motor built by Seimens. The motor which was announced in March of 2015 weighs 110 pounds and develops a continuous output of 260 kilowatts (348 horsepower). This motor is 5 times more powerful than previous comparable systems.

As more research and energy are being spent on the development of electric aircraft, there will one day be electric airplane quietly flying overhead. But, not in the near future. Siemens believes that a 100 passenger short haul aircraft could be possible by 2030.

Combine this with the work that Airbus is doing and there are two big heavyweights working on an electric aircraft solution. As battery chemistries get more energy dense and motors more efficient and powerful, the future of electric propellor driven aircraft is on the horizon.

It could first appear in the training market where an electric aircraft could provide an hour’s worth of pattern work. Sure would beat simulator time and still have low operating costs. It would also make for an interesting hybrid twin engine aircraft, where lightweight motors on the wing are driven by a high efficiency electrical generator, which could burn Jet A or Diesel.
By Dan Luft (EAA)

January 31, 2017 - Astronauts from most of the Apollo missions that put humans on the moon for the first time are expected to be at EAA AirVenture Oshkosh 2017 to commemorate the 50th anniversary of the Apollo program.

The reunion is expected to be the largest gathering of Apollo astronauts at Oshkosh since the memorable 1994 Salute to Apollo program that brought together 15 of the men who were the faces of the American effort to put men on the moon. Many of the activities will be centered on the event’s Apollo Day on Friday, July 28, which is highlighted by a major evening program at Theater in the Woods.

“This will be a rare, unforgettable gathering of the people who met the challenge of flying to the moon and safely returning, representing hundreds of thousands of individuals who contributed to its success,” said Rick Larsen, EAA’s vice president of communities and member benefits. “You may never get another opportunity to see these people in person and up close, as you will at Oshkosh this summer.”

Those who have already confirmed their attendance include Frank Borman (Apollo 8), Walt Cunningham (Apollo 7), Fred Haise (Apollo 13), Jim Lovell (Apollo 8 and Apollo 13), and Al Worden (Apollo 15). Additional astronauts are expected to confirm their attendance in the coming weeks, and further details on events and schedules will be announced as they are finalized.
This year is the 90th anniversary for the Lockheed Vega, and the all metal version was a favorite of mine the year it showed up. The lines of this airplane just strike a chord. I hope it shows up again for the anniversary.

If you remember, the production Vega was a wooden airplane, but this all metal non-production version was an experiment by Lockheed in producing an all metal version. So you could call it a prototype of sorts. None were ever produced for sale, so this is a very rare airplane.

Standing by it, mesmerized, I admired how the great the restoration. Pilots sat on top with the roomy cabin underneath. Having flown a bubble for a decade, I’m not sure how I would enjoy the lack of visibility out the side of the pilot’s seat.

The Vega was very famous in its day, used in many record breaking flights. In 1928, Arthur C. Goebel broke the transcontinental speed record flying from Los Angeles to Garden City, NY in 18 hours and 58 minutes. Amelia Earhart was the first woman to fly it single-handedly across the Atlantic. Wiley Post flew Winnie Mae into the history books by flying it around the world twice. Pilots loved the ruggedness and capacity to carry large amounts of fuel of the Vega.

EAA is working on inviting all the flying Vega’s to participate in the 90th Anniversary Celebration.

Something else to look forward to at OSH.
A look Back
By Michael Stephan

The internet is a great place to view history. Lately I have been finding old aircraft designs that failed to make it in the market, but look like pretty interesting aircraft. This month the focus is the Wing Derringer, designed by John Thorp and bought by the Wing aircraft company started by George Wing (with a name like that aren’t you destined to have an aircraft company).

The Derringer is a two-seat twin engine aircraft. The original 1958 Thorp design called the Thorp T-17 had employed the Continental O-200 as the engines. The Derringer used, new at the time, a unique manufacturing process that included butt-joined, flush-riveted, chemically-milled and stretched skins throughout the airframe.

The design was taken over by George Wing of the Hi-Shear Corporation, who produced two aircraft that were certified in 1966. Now named the D-1M with 150 HP Lycoming O-320s and the D-2M with 200 HP Lycoming IO-360s.

In 1978 George Wing left Hi-Shear and started the Wing Aircraft Company. The company built 7 more aircraft before going bankrupt in 1982. Seven unfinished airframes were sold.

Currently, there are seven D-1 models in the registry, with one of the owners registered in Argyle, TX.

An interesting airplane, but two seat twins are a very small niche market. Another one of the ideas of old that fell on hard times and didn’t quite make it.

Performance

Maximum speed: 201 kts (231 mph) at sea level
Cruise speed: 190 kts (219 mph) maximum: 75% power at 10,000 ft
Econo cruising speed: 182 kts (209 mph) at 65% power at 10,000 ft
Approach speed: 82.5 kts (94.9 mph)
Stall speed: 69.5 kts (80 mph) gear & flaps up, 63 kts (72 mph) gear & flaps down
Range: 544 nm; 626 mi at economical cruising speed
Endurance: 5 hours 30 minutes at economical cruising speed
Service ceiling: 19,603 ft
Rate of climb: 1,700 ft/min

Aviation Services

Maggie Severen
FBO Manager
Cell: 469-585-6612
FBO: 940-297-6411
Toll Free: 1-866-383-2400 ext 6447
email: mseveren@usaviation.aero
Denton Municipal Airport
4850 Spartan Dr.
Denton, Texas 76207
VM: 940-297-6447
Fax: 940-381-5385
www.usaviation.aero
Upcoming Events
Not many events scheduled for Feb, so here are some for April

April 4 - 9, 2017
SUN 'n FUN Int'l Fly-In Expo
Lakeland, Fl
www.flysnf.org

Saturday, April 8, 2017
Azalea Air Race
Nacodoches, TX
Contact: Ricky Jones (crjones737@gmail.com)

Saturday, April 22, 2017
10th Annual Texoma 100 Air Race, Denison, TX
North Texas Regional Airport (KGYI)
Gala celebration and reunion takes place at the 10th Annual Texoma 100 Air Race. Sport League sanctioned open course racing for all pilots and all prop driven fixed wing aircraft. There is a class and save fun for everyone. Trophies, awards prizes and surprises.

Contact: Patricia Purcell
Phone: 903-564-9410
Website: http://www.aviamation.com
Email ppurcellk@aol.com

Saturday, May 6, 2017
BCAF (Sport Air Race)
Abilene, TX
Contact: Steve Krazer (spkrazer@sbcglobal.net)

FAAST team Seminars
Monday, February 6, 2017
"Best Tricks Tips and Sites for Self Briefing"
Topic: Tricks, tips and best sites for conducting a safe self briefing.
17:30 Central Standard Time
In this 90 minute webinar, Delia Colvin, aviation weather expert, international bestselling author and 15 year veteran of Air Traffic Control will walk you through her favorite sites and tools for conducting a SAFE self briefing;
Select Number:
WP0173595
To Register for this webinar goto:
http://www.fly-rite.com/free-webinars

On Saturday, February 11, 2017
"Convective Weather - New Resources"
Topic: New Convective Tools and Resources
Time: 10:00 Central Standard
Location:
Collin College
4800 Preston Park Blvd.
Plano, TX 75093
Select Number:
SW1973743
Description:
This seminar will talk about new briefing tools and information for convective weather forecasts. It is now easier to get a good convective briefing with new internet tools that have become available. Seminar will talk about what specific products should viewed, and how to use them. Important new books will also be discussed, with copies available for review.

To view further details and registration information for this seminar, click here.

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

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WHATEVER IT TAKES TO KEEP YOU POWERED UP
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: 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: Sensenich fixed pitch aluminum prop setup for O-360 (76” dia 65” pitch, spacer and 12” spinner)
Bill Bracken 817-925-4699

For Sale: Impulse Coupling Magneto Kit $500.00
1 ea. Slick Magneto Model 4371, 600 Hours
1 ea. Impulse Coupling Spacer
2 ea. Long Mounting Studs
4 ea. Aircraft Spark Plug Leads
4 ea. Aircraft Spark Plugs
Norm Biron 972 436 5144

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/f, fill strength 518 lb/f, 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 mstephan@shr.net. 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.

Social media sites: www.facebook.com/eaa168 www.twitter.com/eaa168

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# DALLAS CHAPTER 168 MEMBERSHIP APPLICATION/RENEWAL FORM

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<th>☐</th>
<th>Renewal</th>
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<th>Info Change</th>
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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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<th>email address</th>
<th>EAA #</th>
<th>Exp date</th>
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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: