

HANGAR ECHOES

DECEMBER 2018



Christmas Wish List

From Michael Stephan

EXPERIMENTAL AIRCRAFT ASSOCIATION ★ CHAPTER 168 ★ DALLAS

Inspired by the old Sears Catalog Wish Book, I have my own list of wishes, but they come from the Kitplanes Wish Book.

Recently, the Sub Sonex jet has my mind occupied. Hours on the computer watching Sub Sonex videos, picturing myself behind the throttle and stick of that miniature rocketship, jetting off for my weekly jaunt to SEP for some BBQ. It's small stature might just be low enough to get it and my RV-8 in the same T-hangar.

Best part is it is affordable. For the same price as a typical RV, I could join the jet jockey club. There is a check ride involved to get the LOA to operate a jet. That might slow me down.

But there is another plane on my short list and that is the Bearhawk Patrol.

At Oshkosh this year, the big tires were everywhere, and maybe I need a plane to put big tires on. Since they would look silly on an RV-8, a tube and fabric bush plane just might be the ticket and the Bearhawks are an excellent design.

So Santa.....



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December 4th Chapter Christmas Party

The December Chapter Christmas Party will be on **TUESDAY** December 4th at the Outback Steakhouse in Plano (off Hwy 75)

Food, Fun and Fellowship along with an excellent dinner and other surprises are in store. The rooms opens to us at 5:30. Seating begins at 6:30 pm and you will order when you are seated (just like a typical restaurant visit).

Tickets are \$20 and hopefully we have a reservation from you. If you don't have a reservation we still may be able to accommodate you. Email Sam Cooper. We would love to see you there.

Sam Cooper- treasurer@eaa168.org

Please see page 4 for more information, time, etc. We will not have a speaker for this month only.

We look forward to seeing you there.

December Fly-in Events

By Michael Stephan

Here is a few December dates to put on your calendar. Details on page 10

**Tues Dec 4th Chapter 168 Christmas Party
Outback Steakhouse, Plano TX
Social Time at 5:30 Dinner to follow
More info on Page 4**

Air Salvage of Dallas

**CHRISTMAS SALE & FLY-IN
DECEMBER 8, 2018 8AM-3PM
Lancaster Airport (LNC)**

December 11th Board Meeting

The December BOD meeting will be an online "go to meeting" discussion on Tuesday December 11th at 7pm. A summary of the minutes from the Nov BOD meeting recorded by Pete Miller are as follows:

Meeting called to order by Michael Stephan at 17:35. Minutes from the previous meeting approved.

Officers/Directors in Attendance: Michael Stephan, Ann Asberry, Mel Asberry, Norm Biron, Jim Canniff, Jim Novak, Pete Miller, Sam Cooper, Bruce Fuller, and Brad Roberts.



CHAPTER MEETINGS

December 4: Christmas Party

January 8, 2109: Mike Hance -Ferrying Aircraft

BOARD OF DIRECTORS MEETINGS

December 11: Online meeting on Zoom hosted by Pete. He will send invitations soon.

TREASURER REPORT

Sam discussed the Treasurer's Report for October. There were 4 membership renewals. We have 70 paid members. Sam suggested free advertising in the newsletter for American Flyers, GLO and any other person who presents at a meeting. The Board approved this suggestion. Ads will run for one year.

YOUNG EAGLES

Norm reported that he had flown a young eagle in the month prior.

OLD BUSINESS

- Christmas Party – The party is scheduled for Tuesday, December 4 at the Outback in Plano. The menu will be much like last year. Sam has started to take reservations. Games and door prizes are being finalized. The charity will be the Alzheimer's Association in memory of Pete's late wife Lenora.
- Norm discussed the ongoing disposition of Bill Bracken's estate.
- The Board discussed the meeting location beginning in January 2019. Michael mentioned that we had approval to meet in Southwest Airlines facilities, and the Addison Fire Station was presented as a possibility. That facility would not have been available on Tuesdays. Since the October BOD meeting, Norm had been in contact with American Flyers at ADS. They have a training room available that would hold about 30 people. The School Director and the owner are supportive and would like us to meet there.
- The facility is available from 6:00pm until 10:00pm. The Board discussed adjusting the meeting schedule to accommodate this.
 - Mike moved that we begin meeting at American Flyers with the following schedule: BOD from 6-7pm, Social time from 7-7:30pm and the business meeting and presentation from 7:30-9:30pm. Jim Novak seconded. After further discussion, the motion passed unanimously.

○ *From Pete:*

- Have received confirmation that our meeting dates for next year will be •Jan 8, Feb 5, Mar 5, Apr 2, May 7, Jun 4, Jul 9, Aug 6, Sep 3, Oct 1, Nov 5. Times are as requested.
- Pete asked whether people would be able to park outside if they flew in. The answer was no; ramp space is at a

premium, and people who fly in would have to park at an FBO.

- There is a breakroom that has water, etc for coffee, but they generally discourage refreshments in the classroom. Jill Cole did say that it would be OK; we would just need to be careful and aware of the risk of damage to carpeting and furnishings.
- There is also a new contact person at American Flyers. Pete and Norm have that information.

NEW BUSINESS

Norm discussed the Ray Aviation Scholarship presented by EAA National. From the National website:

- *The Ray Aviation Scholarship Fund is a scholarship program that is supported by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Through the generous support of the Ray Foundation, EAA will provide up to \$10,000 to deserving youths for their flight training expenses, totaling \$1,000,000 in scholarships annually.*
- *The EAA Chapter network will play a critical role in the success of this program, as chapters are tasked with identifying and recommending local youth to apply for this scholarship. If selected, that chapter will also be tasked with mentoring and supporting the scholarship recipient throughout their flight-training journey.*
- *Due to the critical nature of the local chapter to the success of this program, chapters interested in participating in the program must be prequalified by EAA through an application process. Once selected as a Ray Aviation Scholarship Fund approved chapter, the chapter can beginning recommend deserving candidates on a quarterly basis.*

Norm suggested that all BOD members view the archived webinar about the Scholarship. Norm volunteered to administer this if the Board is interested.

The meeting was adjourned at 1830.

Social media sites

www.facebook.com/eaal68

[@eaal68](http://www.twitter.com/eaal68)



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From the President/Editor

By Michael Stephan

Another Year is coming to end and there is no better way to celebrate than with a party.....a Christmas Party, which will be on Tuesday Dec 4th. I enjoy conversing with friends, eating good food and playing a few word games for prizes.

Last month the BOD approved the new location of the monthly chapter meeting. In 2019 we will meet in the American Flyers facility on Addison Airport.

That also means last month was our last regular meeting at the Farmers Branch Library. We will miss the Library, but we will make new friends at American Flyers. We appreciate their generosity and hope for a long relationship with them.

I remember all the great presentations we had at the library. which brings me to the idea of meeting presentations. We are fortunate to have Vice Presidents who have found excellent speakers for our meetings (that is their main responsibility). But having done that job before, I know how difficult it can be to find new speakers or interesting topics. So, I am reaching out to you for ideas. Let us know if you have a topic you want discussed or if you know of someone who is an interesting speaker. After all, it is your Chapter and we aim to please.

As 2018 comes to an end, that means you have only one year left of ADS-B non compliance. I will take it to the last minute (I always do), but that doesn't mean you should. The field of solutions is solidifying and the prices are holding. So if you haven't found a solution, now is probably a good time to start. Include that in you letter to Santa (hopefully you weren't naughty this year).

Flight training is so expensive, it is hard to see a Young Eagle have to put off learning to fly because of the price. Recently EAA has announced the Ray Aviation Scholarships to pay for training. Chapters will be entrusted to administrate the money. Norm Biron has volunteered to lead this effort for our Chapter. IF you are interested in the program, let Norm know. More info on the program is available at www.eaa.org.

CFI LIST

Tom Guyton
Voice: 214-566-1765 voice/text
Email: tom@tguyton
ATP Multi, Commercial Single engine land and sea
CFI, CFII 5000 hours total time 2000 hours dual instruction given.

Builder Web Sites

- 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

WE'RE MOVING!

From Pete Miller

Starting with the **January 8** meeting of 2019, we will meet at **American Flyers at Addison Airport, 4650 Airport Parkway, Addison, TX 75001**. We're looking forward to this change in venue and the opportunities it brings.



New Meeting location for 2019. American Flyers at ADS



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Newsletter Archives Online

www.eaa168.org/wp/recent-newsletters/

2018 Christmas Party

By Michael Stephan

The Christmas party is here!

The date is **Tuesday, Dec 4th, 2018**. Yes, Tuesday!

This is one of the most enjoyable chapter events. No business to conduct, only good food, fun and some holiday socializing. We welcome members and their spouses. We always have a nice group and a private room.

We are going back to the same Outback Steakhouse (1509 N Central Expy, Plano, TX 75075) we had it at last year with the only difference this year is we have the room from 5:30 PM on so we can gather early to chat.

If you were not able to reserve a spot we will still have a spot for you. So come on out and join us.

Ann will again have a few games to play, and as in the past we have a few door prizes. It is a great way to start off the Christmas season.

The price for a ticket is the same as last year \$20.

The Outback managers suggested we use the same serving plan as last year, and that is when a group takes their seats a server will take their order.

The menu last year worked great so it is also the same.

Salad:

House or Caesar

Outback Special:

6 oz Sirloin seasoned and seared on our flat top grill to lock in the flavor.

Chicken on the Barbie:

8 oz Grilled Chicken Breast seasoned and cooked on our wood fire grill.

Perfectly Grilled Salmon:

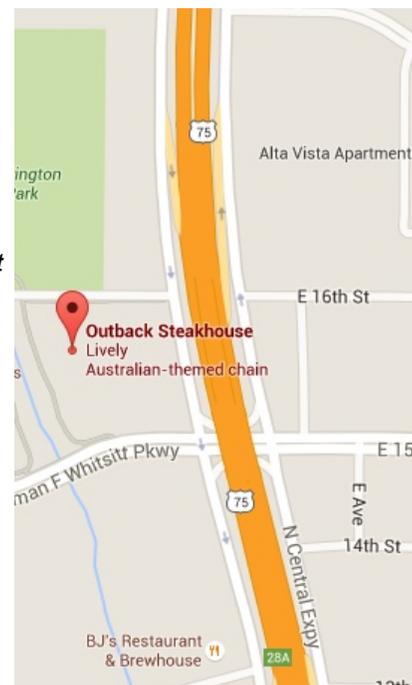
7 oz Filet of Salmon seasoned and cooked on our wood fire grill.

Choice of sides:

Garlic Mashed Potatoes
Veggies
Broccoli

Desert:

Cheese Cake or Carrot Cake



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.



TEXAS FINALE

By Sam Cooper

I was able to attend the Red Bull Air Race World Championship final race day of the year at Texas Motor Speedway on November 18th. My late arrival meant I missed the racing for the Challenger Class and the first two heats of the Master Class Round of 14. But, I watched all of the remaining critical racing action.

The Racetrack

The aerial racetrack at Texas Motor Speedway (TMS) is primarily over the speedway oval so the spectators have an excellent, eye level view of the racing from the grandstand seats. The site map graphic below shows the track layout. The track is defined by Air Gates, which are 25 meter (82 feet) tall inflatable pylons that rip easily when hit by the aircraft. The infield Air Gates are on elevated bases to better align with the Air Gates on the outside of the north and south turns of the oval.

Referring to the site map, the first lap is shown in red and the second lap in blue. The racers enter the course at the start/finish double Air Gate at the north end over turns 3 and 4 of the oval, then slalom through a three Air Gate chicane just behind the pits. Then, two double Air Gates in the south end of the infield. There is a vertical turning maneuver (half Cuban eight) just after the second double Air Gate outside turns 1 and 2 of the oval before going back

through the same Air Gates to the “Gate 7” start/finish double Air Gate. Then, a hard right turn after Gate 7 leads to the single and double Air Gates on the back straight side of the oval before going through the two double Air Gates in the south end of the infield. A second vertical turning maneuver is followed by a third pass through the chicane leading to the finish double Air Gate.

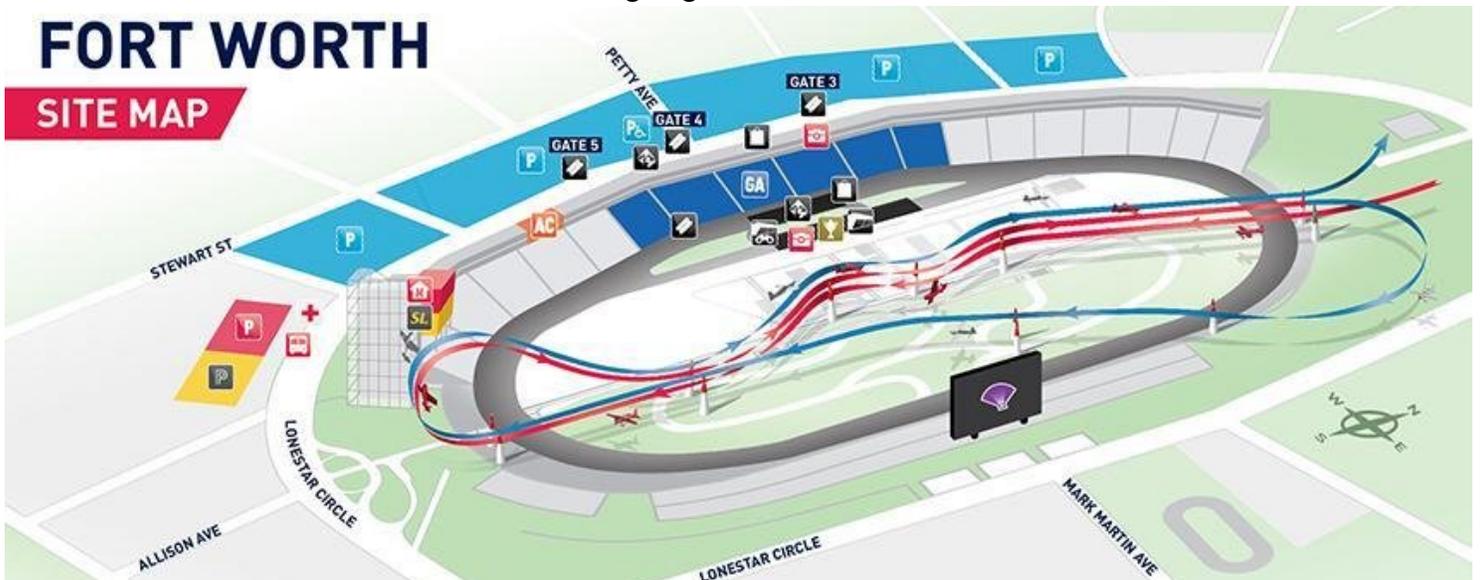
The aerial racetrack is flown by one pilot at a time for low elapsed time, which can be increased for a variety of 1, 2, or 3 second time penalties. At the TMS racetrack the three most critical turns are the two vertical turning maneuvers and the hard right turn after the Gate 7 start/finish double Air Gate at the midway point of the circuit. The better elapsed times at TMS were in the 50 to 54 second time range.

The Master Class Airplanes

Thirteen of the Master Class pilots are flying an Edge 540, either V2 or V3, made by Zivko Aeronautics, Inc. of Guthrie, Oklahoma. Mika Brageot is the only pilot flying an MXS-R made by MX Aircraft Co. of Australia. All of these planes are using standardized Lycoming Thunderbolt AEIO-540-EXP engines and Hartzell 3-bladed 7690 structural composite constant speed propellers. However, all of the Master Class teams can modify their airplanes with custom engine cowlings and winglets/wingtips being the most obvious differences. The Master Class airplanes also have unique sponsored paint schemes.

FORT WORTH

SITE MAP



The Setup to Race Day

Heading into the 2018 Red Bull Air Race final race of the year at TMS, the Master Class World Championship was being led by Michael Goulian (USA), followed by Martin Sonka (CZE) and Matt Hall (AUS). All three pilots had a chance to win the season long championship.

The Saturday qualifying results of the three title contenders were as follows: Martin Sonka was second; Matt Hall was fifth; and Michael Goulian was ninth. Michael Goulian was struggling a bit in qualifying. A pylon hit on Friday damaged a winglet on his airplane. This was repaired, but cost Michael valuable practice runs limiting his learning of the racetrack.

The weather up through Saturday was warm and sunny with a mild SE wind pushing the temperatures up to about 72° F for Qualifying. That all changed early on Sunday morning, the 18th, when a strong cold front blew in. Sunday’s temperatures were about 44° F with a wind chill in the middle thirties and a strong NW wind at 12 to 15 mph. Staying warm in the grandstands was tough on Sunday. But, more importantly for the race pilots, the wind drift was now exactly the opposite of the conditions during practice and qualifying.

Race Day!

The Master Class racing started with the Round of 14. For the three title contenders, they needed to win their heats and advance to the Round of 8. In Heat 1, Matt Hall defeated Pete McLeod, who hit the right pylon at the start/finish double Air Gate just before his hard right turn at the midpoint of the course. In Heat 3, Michael Goulian had a slow, clean time, but still



defeated Cristian Bolton, who had six seconds of penalties. In Heat 6, Martin Sonka had an excellent run (fastest time of the Round of 14) easily defeating Nicolas Ivanoff even without the one second penalty Ivanoff received. In addition, in Heat 2, Kirby Chambliss (USA) had a good, clean run, but still came in second to Mika Brageot. However, Chambliss’ time was fast enough for him to advance as the fastest loser of the Round of 14. Chambliss was the only loser in the Round of 14 without a time penalty. Four pilots hit the right pylon at the Gate 7 start/finish double Air Gate at the midpoint of the course. They were too aggressive with their line through Gate 7 and the wind blew them into the right hand pylon.

When Michael Goulian got out of his airplane after Heat 3, we found out he had a misbehaving cylinder that forced him to go full rich and led to reduced engine power and his slow time. Goulian’s team spent much of the time before the Round of 8 with the engine cowling removed in the pits while they worked on the problem. The engine had a plugged fuel injector that was fixed.

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There was a one hour intermission between the Round of 14 and the Round of 8. We were entertained by a threesome doing acrobatic ramp jumps on motorcycles and a second act of motorcycle drifting. I appreciated the very high level of motorcycle control all of the riders demonstrated. Definitely targeted at a Red Bull event crowd.

All three title contenders advanced to the Round of 8. In Heat 8, Kirby Chambliss had a sensational, fastest run of the round, and defeated Yoshihide Muroya who had the second fastest run of the round. In Heat 9, Ben Murphy prevailed with the slowest winning time over Mika Brageot. In Heat 10, title contender Matt Hall defeated Juan Velarde, to go through to the Final 4. Finally in Heat 11, title contenders Sonka and Goulian went head to head in a knockout round for one of them. Goulian went first and had a terrible run through the critical Gate 7 start/finish double Air Gate at the midpoint of the course. Michael picked up a two second penalty there in missing the right pylon, which gave him a bad line for the hard right turn after the Air Gate. Then Sonka had a good, clean run that allowed him to defeat Goulian and advance to the Final 4.

The Final 4 was led off by Kirby Chambliss, who set a competitive time of 54.064 sec. Ben Murphy was next and started faster than Chambliss, but came up short at the finish with a time of 54.176 sec. Title contender Matt Hall was next and set a faster time of 53.100 sec. With everything on the line for the last flight of the day, title contender Sonka had an even better run and posted a time of 52.796 sec, taking the win at Fort Worth's Texas Motor Speedway and the 2018 World Championship title as well. Matt Hall finished second and Michael Goulian finished third in the title chase. And, Kirby Chambliss ended up in third at the TMS event and sixth overall in the season long championship. It was an exciting event and a great way to finish the 2018 season!

I hope that the Red Bull Air Race World Championship comes back to Texas for 2019.

Complete event coverage is available at http://airrace.redbull.com/en_US. The 2018 events were also broadcast on the NBCSN network.

SkyBeacon Gets Final Certification

Montana-based uAvionix announced today that it has earned STC approval via AML (approved model list) for installation of its wingtip ADS-B/ position lighting system for 272 aircraft models.



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Belleville Washers in Gearbox of Rotax 912/914 Engine

By Klaus Truemper

The Belleville washers in the Rotax gearbox, which exert pressure on the so-called dogs, must be replaced when they become worn beyond the required spec.

This should not happen if the Belleville washers are replaced according to the schedule specified by Rotax. For our 912UL engine, this is to be done after 1,000 hrs.

Now we do all repairs and overhauls on condition and not on a fixed hours-in-service schedule. If you also follow that rule, proved by the US Air Force in WWII to drastically reduce failures, then you want to look out for the symptoms described below.

First indication of worn Belleville washers is the following: You are past 1,000 hrs, and engine idle is a bit rough. Not too bad, but no matter what you do, such as [balancing of carburetors](#), the roughness does not go away.

Suppose you ignore this seemingly minor symptom. The second indication of worn Belleville washers is an intermittent harmonic humming sound when the engine turns 2,200 to 3,000 rpm. The humming stops once you go past 3,000 rpm. As time goes on, the humming becomes more pronounced. You might think that something is vibrating under the cowl, but the worn Belleville washers in the gearbox are the culprit. At the first sign of humming, the Belleville washers of the gearbox must be replaced.

Suppose you ignore the humming and simply go on flying. The humming will become more and more pronounced, and finally another symptom shows up: During idle, the engine makes a clattering sound, and when



Rotax 912 Gearbox. Note: There is no fuel pump since we have an [all-electric fuel delivery system](#).

you shut down, the engine stops with a sound as if a rod had failed. Do NOT ignore this message. This is your final warning that you must replace the Belleville washers.

If you choose to ignore this final warning message, you will destroy the gears of the gearbox.

A Belleville washer is a conical-shaped spring-like washer



End of an Era *By Michael Stephan*

Last month we walked out of the Farmers Branch Manske Library for the last time. For all 19 years that I have been in the Dallas Chapter, I have attended meetings in the Farmers Branch Library. I estimate going to more than 200 meetings there. I remember Christmas Parties with Jerry Mrazek's Bluegrass band performing. Incredible speakers the likes of Hoot Gibson, Jan Colmer, Rich Graham, Bruce Bohannon, Mike Hantz, Capt Morle (P-47 Thunderbolt Pilot) and so many others. Dozens of First Flight Plaques were handed out in that auditorium. Scores of Oshkosh tales were told at our August meetings. So many of our friends were greeted there. Some are still here. Some have moved away, and some no longer with us. But all those memories have one thing in common. The Farmers Branch Manske Library. Farewell dear friend, you have served us well!



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25+ Years with an RV-6

By Mel Asberry



January 9th is Ann's (wife) birthday. It also happens that our good friend, Red Marron, had that same birthday. Every year Ann & I shared a birthday dinner with him. At one such dinner in 1989 I mentioned to Red that I would like to build an RV-6, knowing that he also loved the airplane. I suggested that we could build 2 airplanes side by side in my garage. I expected him to say something like, "That sounds great. Why don't we discuss it further?"

That's not what he said. Instead, he looked me straight in the eye and said; "You think it's too late to call Van tonight?"

The very next day, after a lengthy phone conversation with Mr. Vangrunsven, we ordered 2 RV-6 tail kits. I immediately began converting my garage to an airplane factory. I put up a 3-car carport closed in on 2 sides so ground vehicles wouldn't have to sit out in the weather. You know we can have some pretty violent weather here in North Texas.

A lot of EAA members were very interested in watching the projects go together. So much so that we weren't getting much work done with all the visitors coming and going. We came to the conclusion that if we put in a hard weekend, we needed a break, so Monday was established as "visitation night". Anyone interested could visit on Monday and we didn't expect to get a lot done. It worked tremendously. We would work almost every evening, Saturday and Sunday. Then "Show N Tell" on Monday.

During the project we had lots of visitors, including Chief Astronaut, Robert "Hoot" Gibson and John Kiker. You may not recognize the name Kiker, but he was the NASA engineer who developed putting the Space Shuttle on the back of the Boeing 747. NASA initially came to John and asked him to design engines that could be retrofitted to the Shuttle so it could be flown from California back to Florida. After several attempts with radio-controlled models, John came to the conclusion that the Space Shuttle does not make a good "airplane". John was a VERY sharp individual. Hoot and John were in town to do a presentation for our EAA Chapter, and wanted to visit a few projects. I obtained N168TX for my aircraft in honor of our EAA Chapter 168.



Four years later in mid-May of 1993, both airplanes flew within 2 days of each other. Four years may seem like a long time by today's standards, but you must remember that the RV kits of that era did not come with any "pre-drilled holes". We had to drill every hole, including cutting the lightning holes in the wing ribs.

In those days the plans ended at the firewall. Everything forward of the firewall was entirely up to the builder, as was any instruments and avionics.

In those early days Van had the RV homecoming at his private airport in North Plains Oregon. We attended in 1994 and parked, literally in his back yard.

Over the last 25 years, N168TX has had one engine rebuild and numerous instrument panel upgrades. When Craig Catto introduced his 3-blade composite prop in 2003 we jumped on the band wagon and never looked back. The airplane has won it's share of awards; "Best All Metal Homebuilt"- Sun-N-Fun 1994, "Outstand Homebuilt"- Sun-N-Fun 1995, "Grand Champion"- All American Sport Aviation Fly-In 1994, Rich Gardner "Mechanical Excellence Award"- EAA 1993, and more.

In July of 1993, I watched a good friend, Bob Newton, take off in N168TX to perform the aerobatic flight testing. I chose Bob because of his history of flying F101s with the USAF and extensive aerobatic experience in his RV-3.

That's the last time that airplane flew without me in it.....Until August 29, 2018. That's when Mr. Ralph McRae took off from McKinney National Airport in N168TX enroute to her new home in Louisiana.

Ann & I don't do much cross country flying any more and rather than letting the airplane sit, we began looking for adoptive parents. Mr. McRae and his lovely wife Anna passed our interview with flying colors and are now the new proud owners. When Mr. McRae landed his L-19 at our private strip and stepped out wearing cowboy boots, I knew we were going to hit it off!

With 1500 hours in the L-19, the transition was fairly straightforward. Ralph just had to learn to slow down and flare lower.

I have purchased a Legend Cub for puttering around locally and it is a blast. Actually the Legend that I purchased is the first "production" airplane that they sold. But that's a story for another time.



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Upcoming Events

By Michael Stephan

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Chapter Tool List

Our tool custodian is Brad Roberts. This list can also be found on the Chapter's website at eaa168.org

Aircraft Scales -3 digital scales - can not be checked out must be used by Tech Counselor who will come to your project. Contact Michael Stephan

Borescope: USB with articulating camera. Use with Android tablet or laptop computer.

Cable Cutter

Camloc Installation Pliers

Compression Tester - Piston compression tester with instructions

Digital Level - 24" "SMART" level with digital readout and instructions

Drill Guide for Tubing - Accu-Drill with instructions

Edge Roller - Creates rolled edge on sheet metal

Flaring Tool- 37 degree flaring tool -sizes 1/8", 5/16" -5/8"

Fresh Air Respirator - HobbyAir Fresh Air Respirator with half-mask, 40' hose, belt, and painting hood. Please return cleaned and ready for use. User may purchase facemask or other accessories from www.axispro.com.

Hole Cutter -Adjustable MALCO HC1 with instructions. Cuts holes in wood and sheet metal from 2" to 12" in diameter

Hole Punches - Greenlee Punches, sizes 1 1/8", 1 3/8", 2", 2 1/2", 2 3/4", 3"

Instrument Hole Template- Metal Template from Aircraft Spruce. Not to be used as a drill guide

Instrument Panel Punches - 2 1/4" and 3 1/8" -Not for composite or fiberglass

Kearney Swager - Hand - operated roll type swaging machine to swage MS -type terminals onto galvanized and stainless steel cables from 1/16" to 3/16" diameter. This swager belongs to Mel Asberry who has offered to let Chapter members use it at his workshop.

Magneto Synchronizer - Eastern Electronics Model E-50 with instructions

Nicopress Swager / Cable Cutter - Swages Nicopress sleeves onto control cables. Swages sleeve sizes 1/16, 3/32, 1/8, 5/32, 3/16, and 7/32. Includes a cutter for 7x7 and 7x19 cables up to 7/32 diameter.

Nicopress Swaging Tool - Economy style, sizes 1/16", 3/32", 1/8"

Pneumatic Nibbler - Air nibbler for sheet metal

Rivet Cutter

Sheet Metal Dimpler - 3/32" vise grip dimpler from Avery's

Sheet Metal Nibbler - Hand type nibbler

Tach Checker - Tach checker with instructions

Tensiometer: For checking cable tensions.

Tube Bender - Sizes 3/16" - 3/8"

Tube Cutter - Tube Cutter 1" max OD

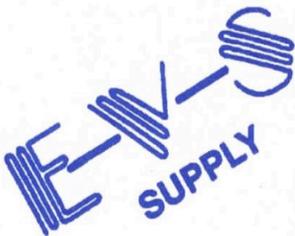
...Stein Air donation to be added.

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

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

For Sale: GARMIN GTX 327 MODE A/C
TRANSPONDER. \$450.00
Contact Norm Biron normbiron@msn.com

For Sale: RV-10 Tail Kit and assorted sheet metal tools.
Mike Strube: mike.strube@gmail.com



610 Presidential Drive, Ste. 110
Richardson, Texas 75081

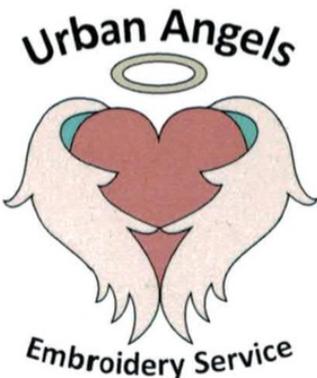
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urbanangels915@yahoo.com
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c/o Sam Cooper

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Westlake, TX 76262-9603

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