

# HANGAR ECHOES

JANUARY 2021



## Mel Asberry Reaches 1000 Certifications!

By Michael Stephan

Picture by Darin Rodriguez

EXPERIMENTAL AIRCRAFT ASSOCIATION ★ CHAPTER 168 ★ DALLAS

Mel and Ann Asberry have been cornerstones in Chapter 168 for over three decades. So it is very special that we congratulate Mel on his 1000th Airworthiness Inspection Certificate.

The picture above is of Tony Baumgard, Mel's FAA PMI, handing him a Certification of Recognition from the FAA North Texas FSDO. Mel described it as follows:

"On Friday, December 11, 2020, I issued an Airworthiness Certificate to Mr. Gregory Rodriguez for his Amateur-Built AL18. This was, in fact, my 1,000th aircraft certification as a DAR since receiving my designation in September of 1999.

Being able to certificate Light-Sport and Experimental aircraft means a lot to me. It's a personal goal to try to make sure these aircraft are as safe as possible before leaving the ground for the first time. I've always said, "This is the perfect retirement job; I get paid to go look at airplanes." But in all honesty, it's NOT about the money. I love this job."

An incredible milestone for one of our own. Congratulations Mel!

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## From the President/Editor

By Michael Stephan

Although many are glad to see 2020 in their rear view mirror, We celebrated many milestones this year, and I would like to highlight them.

### First flights!

We had three first flights this year. Don Christiansen's S-21, Greg Schroeder's Sportsman and Tom White's RV-8. That is a fantastic year for completions. We have gone years with only one and many with none, so to have a year with three is outstanding.

This next year could be even better as we have several projects that are nearing the final hurdle and one that is a wisker away before first flight. Brad Roberts' OneX already has its airworthiness cert, and Charlie Wright has already been talking with Mel about inspecting his RV-10. My RV-8 FB should have been finished last year, so I'm confident to get it done this spring. Pete Miller is also right on the doorstep. So, that is four right there. Don't forget Jay Pratt is tearing though his new RV-8 kit. I would bet that Mel will finish his Zenith this year. 2021 could be a big year for Chapter 168.

Another big event for Chapter 168 was Aidan Koch not only getting his Private Pilot License but also his IFR rating as well. Aidan was the Ray Aviation Scholar that our Chapter sponsored.

That happened with a ton of work from Norm Biron and Sam Cooper to keep that program on track.

Speaking of Norm Biron, although we didn't have any group Young Eagle events, he flew many Young Eagles this year individually. Norm also had several Eagle Flights as well. Thanks for all your work on those two programs.

The other item that impressed me this year was the success of the ZOOM meetings. After having our in person meetings shelved for a year, we rebounded by getting together online and making it work. Hosting speakers remotely via the internet will open our Chapter to some really quality presentations.

I really like the BOD meetings being on ZOOM.

Devoid of the usual entertainment, 2020 pushed me toward more online "amateur" content that I discovered was pretty entertaining. I am also starting my own YouTube channel to publish some aviation content. With the market growing in that direction, the tools are getting very easy to use and quite powerful.

On a different note. You may have noticed that the newsletter is physically a little thinner. Its New Year's resolution was to lose a little weight. For years we have been slightly over the weight for first class postage rates. I have been resisting



Picture by Darin Rodriguez

Mel awarding Airworthiness Certificate #1000 to Gregory Rodriguez for N867GR

shortening the newsletter. This year, with the permission of the Board, I am finally doing it for several reasons. First, I am tightening up the format by getting rid of some boilerplate content, the ads and the tool list and compacting some of the other areas.

The final result is the same amount of new content every month in a smaller package.

The second reason for putting the newsletter on a diet, is to focus on more online content. Adding content to our website will release us from the 8 1/2 x 11 inch format of the newsletter, which limits the size and number of pictures (the best part of the newsletter). We also won't have to wait for the end of the month to publish the news.

This might sound like the editor relieving him/her self of some of the newsletter work. On the contrary, we hope to push harder to create more online/realtime stories of our chapter members and the aircraft building community.

This has been on the horizon for years. Now it is here. 2021.

Finally, in a year when it looked like everything was bleak, we soldiered through and made some great progress. Let's take this momentum and build on it for 2021. So I wish everyone good health and happiness in the new year!

2021.....Tally Ho!

### Builder Web Sites

Aaron Garinger's [Sling TSi](#)

Pete Miller's RV-7 [smilinpete.com/wp/](http://smilinpete.com/wp/)

Jim Novak's RV-8 [www.mykitlog.com/izzybear](http://www.mykitlog.com/izzybear)

Greg Schroeder's Sportsman [www.mykitlog.com/schroeder1](http://www.mykitlog.com/schroeder1)

## January 5th ONLINE Chapter Meeting

The January Chapter meeting will be an ONLINE meeting using the YouTube Live on **Tues, January 5th at 7pm**

There will be a short organizational session (about 10 minutes) at 7:00 PM. The program will begin around at 7:10 p.m. and finish by 9:00 p.m.

Meeting ID: 875 4148 7352  
Passcode: 760700



This month our speaker will be the Ed Wischmeyer discussing pilot inattentiveness and Loss of Control. If the name sounds familiar it should be Ed is well known, long time EAA member.

Ed has an extensive GA/EAB background, having flown nearly 200 makes and models of aircraft, and owning five different homebuilts. He has written extensively for aviation publications and was a finalist in the 2019 Founder's Innovation Prize, doing years of research and flight test to support that submission. Ed was a charter member of the EAA Homebuilt Aircraft Council and chapter president. Credentials include ATP/CFII and Ph.D.

This will be very informative, and we are glad to have Ed join us.

When you join the ZOOM meeting be sure to **MUTE** your microphone. If you also want to hide your video and just watch, that will be OK as well (that is what I will do).

## Jan 11th Board Meeting

The Jan BOD meeting will be an online meeting on Monday Jan 11th at 6 pm. Any member is able to sit in on the board meeting. If you wish to do that, email [mstephan@shr.net](mailto:mstephan@shr.net) and I will send you a ZOOM invite. A summary of the minutes from the Dec BOD meeting recorded by Pete Miller are as follows:

Meeting called to order by Michael Stephan at 17:03. Minutes from the previous meeting approved as emailed and subsequently corrected.

**Mel Asberry**

**FAA Designated Airworthiness Inspector**  
Specializing in Amateur-Built and Light-Sport Aircraft

- \*Original & Recurrent Airworthiness Inspections
- \*A & P Mechanic
- \*EAA Technical Counselor
- \*EAA Flight Advisor



2464 County Rd 655  
Farmersville, TX 75442-6014  
972-784-7544

Officers/Directors in Attendance: Michael Stephan, Jim Novak, Sam Cooper, Pete Miller, Ann Asberry, Jim Canniff, and Bruce Fuller. Also in Attendance: Mel Asberry and Greg Schroeder.

### CHAPTER MEETINGS

**January 5** – Ed Wischmeyer – battling pilot inattentiveness, Loss of Control

**February 2** – Wayne Odegard, VP/GM Aviation Laboratories, Inc (Houston, TX) oil analysis

**March 2** – Sam Cooper – Advanced Aircraft Engine Management: Understanding & Operating Your 4-Stroke Aircraft Engine

**Meeting Dates:** Apr 6, May 4, Jun 1, Jul 6, Aug 3, Sep 7, Oct 5, Nov 2, Dec 7

### BOARD OF DIRECTORS MEETINGS

Jan 11, Feb 8, Mar 8, Apr 12, May 10, Jun 7, Jul 12, Aug 9, Sep 13, Oct 11, Nov 8, Dec 13

### TREASURER REPORT

Sam discussed the Treasurer's Report for November. There were 2 membership renewals. We have 71 paid members. Sam will do the annual report for national in the next few days.

### YOUNG EAGLES / EAGLE FLIGHTS

Norm gave an Eagle Flight a flight in the December.

### OLD BUSINESS

- Discussed thoughts on Michaels YouTube presentation for the December meeting.
- 2021 BOD meetings will be on the Monday after Chapter meetings at 1800.

### NEW BUSINESS

- No New Business

The meeting was adjourned at 18:52.

## January's Interesting Webinars

From [SocialFlight.com](https://www.socialflight.com) (7pm - 8 pm Tuesday nights)

- Jan 5th -- Mark and Mike Patey
- Jan 12th -- Boris Popov, Inventor of the Aircraft Parachute
- Jan 19th -- Flight Testing with Elliot Seguin
- Jan 26th -- Ariel Tweto from Flying Wild Alaska

Jan 26 - Jan 30 EAA Homebuilders Week

- [eaa.org/homebuildersweek](https://www.eaa.org/homebuildersweek)



## DON CHRISTIANSEN'S S-21 GETS SOME COLOR

By Michael Stephan

For many of us, we don't have to guess who owns the airplane pictured above. The Rans S-21 that Don Christiansen first flew last July has now exited the paint shop. As he did for his RV-4, both RV-8s and now the S-21 Don chose Poplawski in Ennis to put the color on his plane. "Pop" has painted that scheme so many times I doubt there was even a discussion. I imagine Don drops off the airplane with a note on the windshield, "Here is another one. -Don".

Poplawski is a well known aircraft painter and this is another example of his excellent work.

Don's RV-4 first flew on Jan 23, 1990. His First RV-8 flew in December of 1998. The second RV-8 in Dec 2012 (he still owns that RV) and now the Rans S-21 in July of 2020.

Congratulations Don on another good looking airplane! What's next?



*Don Christiansen's Second RV-8 N314DC*



*Ed Hicks Photography*

*Don Christiansen's First RV-8 N214DC*

**Newsletter Archives Online**

[www.eaa168.org/wp/recent-newsletters/](http://www.eaa168.org/wp/recent-newsletters/)

## Chuck Yeager Passes

By Michael Stephan



*Chuck Yeager with the EAA Freedom of Flight Award*

On December 8th, the aviation community lost one of its heroes and icons, Chuck Yeager.

Brig. Gen. Chuck Yeager was involved with and supported EAA for over 30 years. Yeager was a EAA Lifetime member and also served as a Chairman of the Young Eagles program for 10 years, succeeding Cliff Robertson in 1994 and preceding Harrison Ford in 2004. He also flew the 1 millionth Young Eagle.

He was a frequent presenter in Oshkosh and tens of thousands of attendees were able to meet and hear him speak. Several of our members are in that group.

In 1995, EAA presented him with their highest honor, the Freedom of Flight Award. EAA President Jack Pelton honored him with these words:

"Much will be spoken and written of Gen. Yeager's aviation exploits in honor of his passing, and deservedly so. To us, he was all of that, but we will also remember him as a fellow EAA member who gave greatly of his time and talent to encourage and promote aviation, and motivate his fellow EAA members to join him as well."



EAA Homebuilders Week

**LEARN. BUILD. FLY.**

EAA.org/HomebuildersWeek



## Homebuilders Week – Online Event Starts January 26

*An online opportunity to learn about all aspects of building your own aircraft*

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: ([www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek) to review the schedule and sign up for a session.

# Rendezvous at Lakeway Airport

By Klaus Truemper



Lakeway Airport 3R9

The COVID-19 virus has thrown a wrench into family gatherings. For Thanksgiving, this was really sad.

But there is a cure: Hop into your airplane, fly to an airport near family, and meet them at the airport with social distancing.

Did just that: Flew from Dallas to the Lakeway airport (3R9) near Austin and met with son Martin.

It was a perfect day: Clear sky, reasonable temperatures in the 60s, modest tailwind going to Lakeway flying at 2,500 ft, and then another tailwind going back in the afternoon at 5,500 ft.



Lakeway airport terminal

Distance about 200 nm one-way, took a bit more than two hours for each trip.

Son Martin brought two lawn chairs. We sat next to the terminal building in the shade, out of the wind, and had a great time together.

Am writing about this since that airport is a lovely place to meet. The runway is in excellent condition, though there is a rise in the middle and you cannot see the other end. Hence radio

communication about entering and leaving the runway is mandatory.

You can tie down, but are asked to fill the tanks. We did so, gobbling up a huge 6.7 gal. If we had driven there with the same fuel consumption, would have had 35 mph.

We met nice folks living at the airport, and had fun watching takeoffs and landings. The terminal building has an outside speaker with the radio transmissions, so we knew the type of the planes coming in for landing or taking off.

Judging the landings of the various planes is a great sport when you have done a good job yourself, as happened that day for me.

The flight back late in the afternoon was like magic. The airport is near Lake Travis. With the sun already low, there was a wonderful view of the lake and the houses crowded around it.

The air was smooth. The autopilot kept the direction. The engine ran very well, purring as only Rotax manages to do---sorry, Continental and Lycoming folks.

Approaching the DFW class B space, we decided to go around the outer perimeter so we could stay at 5,500 ft. That way we avoided descending into the headwind below the class B space.

Near McKinney we turned west, dove below the outer ring of the class B space, and in a few minutes were at Aero Country airport.

What do you know? Managed another totally smooth landing.

Which all adds up to: A perfect day of flying, seeing family, and getting away from the COVID-19 misery.

Why do we write about such a simple trip? We want to convince you to go out and have fun with your plane.

One more thought. ADS-B showed once more how many planes are always in the air in the DFW area. Paying attention is a good way to avoid a collision.



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American Flyers South  
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## Chris Smith Returns

By Michael Stephan



*Chris Smith and his First Flight Plaque...Finally*

It has been a while in the works trying to get Chris Smith his First Flight plaque for his RV-9A that first flew in July of 2019. If you remember, Chris finished his RV-9A just in time for a work relocation to California. With a child also on the way, Chris decided to sell the RV-9A before the move to California.

The chapter had a First Flight Plaque for Chris and his RV, but we were not able to give it to him at one of our meetings as we normally do. Chris comes back to Dallas on occasion, and we decided to award him that plaque on one of the times. But, we never could quite sync things up.

Recently, Chris and his family have moved back to the Dallas area, and I was able to meet with him and finally hand him his much earned First Flight Plaque.

He flew over to Grand Prairie to meet with me in what replaced the RV-9, an A-36 Bonanza. With a growing family, the two-seat RV-9A was not going to be enough seats. The Bonanza offers plenty of room.

We look forward to seeing Chris and his family at the local fly ins, once we get them started up again, and we can get a good look at his new bird.

Glad to have you back in Dallas Chris!



*Chris Smith and his First Flight Plaque...Finally*

## Brad Roberts' OneX is Airworthy

By Michael Stephan



*Brad receiving his Airworthiness Certificate for the OneX*

On December 22, Brad Roberts' OneX project was certified as "Airworthy". Mel came out on a very pleasant afternoon and pour over the project with his checklist. After about an hours worth of scrutiny, he decided that it was airworthy. Brad had many of the builders and local mechanics look at the aircraft during its last phase of construction at Grand Prairie Airport, and it was reassuring that Mel did not find any non-airworthy issues. That is the benefit of having others look at your project before the DAR come out.

Next for Brad is a few more engine runs to check instrumentation and operation limits. Then it is a few taxi tests and possibly another max power test before he starts his preparation for the first flight.

First flights are always exciting, especially one that is not an RV. That brings up a new challenge, since there is not as many pilots with OneX experience to draw from.

We congratulate Brad in crossing over the last hurdle of his latest project on the way to a flying aircraft.

This will be the last "Project Update" for the OneX since it is no longer a project and is now an airworthy aircraft.

Next, we hope to hear about that first flight.



*Mel inspecting the OneX*

## Project Updates

By Michael Stephan

This month's update will focus on just one project. Mel's Zenith CH650 project

Mel has been doing more than just inspecting aircraft the last month. He has made progress on his airframe modification to the Zenith CH650.

Mel preferred the look of the raised turtle deck of his RV-6, and planned to replicate that on his CH650 kit. The stock kit uses a large bubble-like canopy. But like most modifications, they can be tricky and will cause a ripple throughout the manufacture of the aircraft.



*Mel starts with the paper template*

Undaunted, Mel wisely started with the paper templates and laid out the pattern that the aluminum skins would have to be cut. Then cut the skins and fit them to the new fuselage shape which required a change in the shape of the rollover tubing. It will also require a change in shape of the canopy attach frame.

Whenever you do a major change to an aircraft's shape, you cross your fingers that it will turn out like you envision,



*The Stock Zenith CH650 with the bubble canopy*

since it requires so much work to do. Looks like this mod turned out pretty well.



*The modified turtledeck on the Zenith project*

There is another project update to note. Ben Wright recently picked up his Wing Kit for his RV-14A project. He finished the tail kit a few months ago and is now ready to inventory and start the wing kit.

Since being furloughed by American Airlines a few months ago, Ben has the time to make some significant progress on the RV project. Silver lining?

Back to work.



*Ben Wright receives his RV-14A wing kit*

## Upcoming Events

By Michael Stephan

- EAA hosted webinars:
- 1/5/21 7 p.m. [The Sonerai Story](#) John Monnett
  - 1/6/21 7 p.m. [It's Baffling](#) Mike Busch
  - 1/12/21 7 p.m. [Huey: Saving an Icon from the Vietnam War](#) Chris Henry
  - 1/13/21 7 p.m. [Surviving Carbon Monoxide](#) Prof. H. Paul Shuch
  - 1/19/21 7 p.m. [The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!](#) Lorrie Penner, Mike Heuer, Debby Rihn Harvey, and Rob Holland
  - 2/2/21 7 p.m. [Avionics Options for your Homebuilt Aircraft with Dynon](#) Michael Schofield
  - 2/3/21 7 p.m. [How Mags Work](#) Mike Busch
  - 2/10/21 7 p.m. [ATC and You: How to Make the Most of Flying VFR](#) Richard Kennington and Bob Obma



**For Sale** (New Price): GARMIN GTX 327 MODE A/C TRANSPONDER. \$300.00

Contact Norm Biron [normbiron@msn.com](mailto:normbiron@msn.com)

**For Sale:** Hartzell Constant Speed Propeller HC-F2YR-1F/F7666A-2/SM4. Total time in service: 444.9 hrs. Total time since overhaul: 0.0 hrs. Prop. strike reduced diameter to 72" Price negotiable, Contact Norm Biron [normbiron@msn.com](mailto:normbiron@msn.com)

**Hangar Space:** Hangar space for rent at Aero Country, for small plane such as RV6. Call Klaus at 972-596-8445.

**For Sale:** Highly modified Murphy Renegade Biplane. Everything rigged and almost ready for cover. Includes Jabiru 3300A (120 hp), and wood prop, 250 hrs, TTSN. All modifications approved by designer. Needs electrical, instruments, and covering. Quick-build kit goes for \$21,950 without engine. I have most everything needed to finish except for instruments and radio. Dual fuel tanks (14 gals total), Nav lights and strobes, ELT, and much more. Make Offer. Call me and let's talk. Mel - 972-784-7544

**For Sale:** Midget Mustang Projects Larry Birdwell ( [ldbirdwell@sbcglobal.net](mailto:ldbirdwell@sbcglobal.net) )

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

To place an ad: Submit requests for aviation related For Sale or Want ads to [mstephan@shr.net](mailto: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.

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

Social media sites: [www.facebook.com/eaal68](http://www.facebook.com/eaal68) [@eaal68](http://www.twitter.com/eaal68)

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**EAA Chapter 168**

c/o Sam Cooper

5932 Janet Ct

Westlake, TX 76262-9603

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

New Member

Renewal

Info Change

Membership dues for EAA Chapter 168 are \$20/year.

Make checks payable to EAA Chapter 168

Mail application to:  
 Sam Cooper  
 5932 Janet Ct  
 Westlake, TX 76262-9603

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

National EAA Membership:  
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 Fax: (920) 426-6761

Name \_\_\_\_\_

Copilot (spouse, friend, other) \_\_\_\_\_

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 \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Home: \_\_\_\_\_ Mobile: \_\_\_\_\_

email address \_\_\_\_\_

EAA # \_\_\_\_\_ Exp date: \_\_\_\_\_  
 (Chapter 168 membership requires National EAA membership)

Pilot/A&P Ratings \_\_\_\_\_

I am interested in helping with:

- Fly-Ins
- Programs
- Newsletter
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- Officer

Plane, Projects (%complete) and Interests: