

HANGAR ECHOES

MAY 2025



ERIC CADORETTE'S FIRST FLIGHT IN N2219

By Michael Stephan

EXPERIMENTAL AIRCRAFT ASSOCIATION ★ CHAPTER 168 ★ DALLAS

We had a few first flights last month. Jay Pratt completed and flew another RV. This time an RV-6. We will hear about that one next month, and Eric Calorette flew for the first time his 4 seat Sling TSi.

we visited his project in Sherman just a few months ago, and now he can fly his project to Chapter gatherings.

Congratulations to Eric and Jay!

I asked Eric how the flight testing is going and he replied:

“The flight testing went well and my numbers were right in line with what the



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Important Chapter Stuff

By Michael Stephan

I'm very excited about this newsletter. It is the longest newsletter I have published in the 25 years of working on the Hangar Echoes. That is the power of a PDF version. It can be as long as I want. There is no paper printed restrictions.

We also got some really good contributions from other member/writers/contributors. Diversity of experience and passions make it more interesting to more members. I appreciate and enjoy their efforts....and hope it continues. If you like an article let the author know. It really helps.

We have a tradition of highlighting First Flights by putting them on the cover. But, last month we had two first flights in one month. In the past we were lucky to have two first flights in the same year. Jay Pratt flew his new RV-6 and Eric Cadorette made the first flight in his Sling Tsi. So we will celebrate Eric this month and feature Jay's latest creation in the June issue, along with the next build he is working on.

I get encouraged by how many projects we have going in our Chapter. We are finishing airplanes so fast the Directors had to have a conversation about the exploding First Flight Plaque budget. What a good problem to have.

We are not known as a Chapter that hosts a local annual fly-in, or one that does frequent fundraising breakfast events. We don't have an EAA Gold Star associated with our Chapter, but what we are known to do is finish airplane projects. Our members are also very enthusiastic builders. That bodes well to our flying futures and building that community back to what we had in the 90's.

That is going to be very fun and exciting.

All this is happening while I have been on the sidelines watching. But my treatments end end just before Memorial Day. I have a few weeks of recovery, then I will be healthy enough to join back in. The fastback needs some paint, but I'm not too embarrassed to take it out around town. It is such a fun plane to fly.

So, I hope you enjoy this issue. I hope those that are building are making good progress. Those that are flying are enjoying the fruits of their labors. For those that are on the fence, pull those toes out of the water and dive in.

Chapter Picnic June 14th

By Michael Stephan

Summer is just around the corner and the means it is time for a picnic. Luckily for us, we have a great tradition and Mel and Ann Asberry graciously agreed to host this years annual picnic at Shortstop on Saturday June 14th..

It will start at 10 am. The Chapter buying hot dogs, beans and potato salad. Members are asked to contribute a covered dish. We will have more information in next months newsletter

The location is Short Stop Airfield, home of Mel and Ann Asberry. 2464 County Road 655 in Farmersville, 75442. Phone is 972-784-7544. We are about 2 miles east of Farmersville north of highway 380.

Will need cleaning and setup help on the Friday before if you are able to help.



Mel Asberry

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*A & P Mechanic

*EAA Technical Counselor

*EAA Flight Advisor



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Builder Web Sites

Paul Asselta's [RV12iS](#)

Eric Cadorette's [Sling 4 TSi](#)

Aaron Garinger's [Sling TSi](#)

Greg Kochersperger's [RV-10](#)

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

May 6th Chapter Meeting

The May Chapter meeting will be on **Tues, May 6th at 7pm**

This will be an in person meeting speaker, so we will not stream this meeting.

We will meet in the big foyer area at Rising Aviation High School at Addison Airport, which is at 15506 Wright Brothers Dr., Addison TX 75001.

There will be a short organizational session at 7:00 PM. The program will begin at the conclusion of that business and finish by 9:00 p.m.

Join us at our May meeting as we hear from the “Future of Aviation”. Meet our new Ray Aviation Scholars, and hear inspiring stories from other young men and women who are making great strides in aviation at a young age.



May 12th Board Meeting

The May Directors’ meeting will be at Brad Robert’s Home on Monday May 12th at 6 pm. A summary of the minutes from the April BOD meeting recorded by Sam Cooper are as follows:

Meeting called to order by Brad Roberts at 18:05. Minutes from the previous meeting approved as emailed.

Officers/Directors in Attendance: Officers/Directors in Attendance: Brad Roberts, Pete Miller, Sam Cooper, Ann Asberry, Jim Novak, Greg Kochersperger, Christopher Jolly, Joe Migis and Chris Siggins. Also present: Mel Asberry.



CHAPTER MEETINGS

May 6: C. Mosley, G. Moore, others - The Future of Flight
June 3: Mike Montefusco - Gyrocopters
July 1: Bruce Kimi, Kip Aero – WWI replica aircraft
August 5: - AirVenture 2025 Review
 Sep 2, Oct 7, Nov 4, Dec 1 (Christmas Party)

BOARD OF DIRECTORS MEETINGS

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

TREASURER REPORT

Sam discussed the Treasurer’s Report. We had one new member and 8 renewals yielding a membership of 88. Currently there are 7 student members.

YOUNG EAGLES / EAGLE FLIGHTS

Christopher Jolly is prioritizing current list of YE requests. Richardson RC Club event on March 30th had about 15 Chapter 168 participants. Many flew the RC Build aircraft. Next Build & Fly probably in the Fall.

CHAPTER SOCIAL ACTIVITIES:

AirVenture Camping: Greg K has reserved 5 campsites at AirVenture (Oshkosh).

CAE Opportunity: Brad R discussed an opportunity for flight simulator access for a member group.

Chapter Spring Picnic: Asberry’s to host Spring Picnic on June 14th, start at 10 am. Chapter buying hot dogs,

beans and potato salad. Members to bring covered dish. Will need cleaning and setup help on Friday before.

FIRST FLIGHTS

Eric Cadorette - Sling TSi
 Jay Pratt - Van’s RV-6

Plaque Supplier: Current supplier Carlisle’s Engraving discussed. Greg K mentioned A-ONE Engraving Services near Addison Airport. Sam C to look into costs and options.

NEW BUSINESS

BOD Planning Meeting - May 12: Brad’s House, start at 6 pm. Chapter Objectives for 2025 and Long Term Goals

Pete M discussed RAHS Yearbook page sponsorship. Cost is \$38 for a half page. Approved.

Pete M discussed possible scholarships for A&P training.

The meeting was adjourned at 19:11



The Sling resting at Cedar Mills

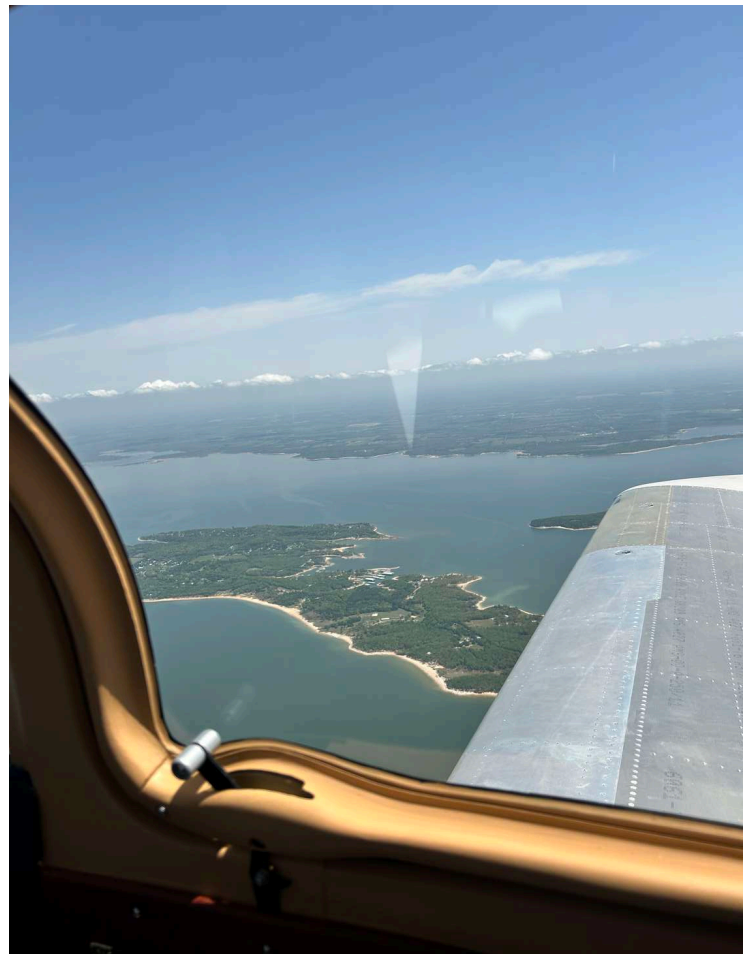
factory said they would be. T/O is pretty quick, rotate about 55 right to 15 degrees to catch and maintain 75. With the turbo providing full power to 15,000 it just keeps climbing. Most of the testing was around 5,500 feet where I'm seeing 120-130 TAS on 7 gallons an hour. The plane is a lot more slippery than a 172 and it is an effort to get it slowed down.

I'm impressed with the avionics and have already done several fully coupled LPV approaches down to 200 feet.

I have a few squawks I'm working thru. The first was a FPCM (fuel pump control module) fault for about 2 seconds then clears. It happens about 40% of the time when



Clouds enroute to Cedar Mills



Looking down on Lake Texoma from the new Sling

I turn on or off the #2 main fuel pump. Talking with the manufacturer they had a solution with some diodes in line with the fuel pump wires. They also identified that I have one of their old boards in the FPCM and they are sending out an upgrade.

I was also occasionally getting a VPX alert of a flap runaway. The VPX is very easy to reset the fault and I adjusted some end stops in the VPX programming.

Lastly I am getting an intermittent engine surge when I am feeding from the right tank, have both main fuel pumps on (after switching fuel tanks) and subsequently turn off the #1 pump. I reached out to the Sling community and I am not the only one and I am still trouble shooting. The surge is associated with a very short and slight drop in fuel pressure and it feels like you're going down the highway and someone tapped the brakes for a split second. I have tried different fuels and have not got it narrowed down yet.

I am now out of flight test and took my wife over to Cedar Mills the other day. I was a little worried about the wheel pants on the grass strip but it was a non event."



Eric and his wife enjoying the short trip to Cedar Mills

Patrick Arzen TM

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Newsletter Archives Online

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

Upcoming Events

Saturday, May 3rd - 1st Saturday Coffee/ Donuts/ Chapter Meeting, McKinney (TKI)

We get together for our monthly Chapter meeting at the airport, for some great fellowship and fun. We have Free coffee and donuts for everyone at Pat Long's Hangar in the McKinney Hangar Owners Association. area at the McKinney National Airport (KTKI) in McKinney, TX. 9 AM - Noon. Non-members can be added to our notification list by emailing Treasurer@eaa1246.org. You don't have to be a pilot or a member to attend.

Bring the family! See you there!

Saturday, May 10 19th Annual Smithville FLYIN ! Smithville-Crawford (84R), Smithville, TX

Fun Family day!!! 10am -230pm

Great FlyIn for pilots and cheapest fuel ever for ONE day!! BBQ, Burgers, Tacos and more...Candy Drop for the kiddos! USAF T-6 TexII and crew on site. CAF aircraft rides available. Helicopter rides, Blackhawk w/ US Army crew on site. Many static displays!!

Contact: Sanford Meyerson

Phone: 9792246304

Email (sandy.airport84r@gmail.com)



Saturday, May 17, 2025 Airplanes and Coffee, Cox Field Airport, TX Cox Field Airport (KPRX)

Join the 501c3 Non-Profit Organization Airplanes and Coffee for a FREE day of fun. This is Social event only. Come join us at 8:30 AM - 2:30 PM .

What to Expect: Food and Fun.

Website: <https://airplanesandcoffee.com/>

Saturday June 7th - Pancake Breakfast Fly In Mid-Way Regional Airport (JWY)Midloathian, TX

Classic airplanes and fighters, helicopter rides, CAF, airplane rides, trackless train, Midloathian Classic Wheels Club, bounce house, face painting, balloon twister and more! Breakfast tickets: Benefiting Boy Scout Troop 524. Adults Children 8 and over: \$8 Children under 8: \$4.

<http://www.mid-wayregional.com>



Vintage Flying Museum Outing

By Greg Kochersperger

Some Chapter 168 members touring the main hangar

Chapter 168 had a group outing to the Vintage Flying Museum at Fort Worth Meecham Field on Saturday, March 29th. Light IFR conditions limited the number of folks flying in; however, David Bouno and Pete Miller did manage to make it through the thin cloud layer in David's relatively new to him RV-10. We had about 12 chapter members present and spent almost two hours on a guided tour of the museum. Our tour guide was very knowledgeable and enthusiastic as she provided us with interesting tidbits on each aircraft.

The museum consists of a lobby/administrative building with some static models and other memorabilia, and two large hangar buildings. The main hangar itself is a museum piece, designed as a prefabricated structure that could be flat packed and shipped to forward air bases. Today it houses the more flyable pieces of the collection. Highlights included a pair of A-26's, a couple T-6s and T-28s, some interesting helicopters, and a Cessna T-37 jet trainer among several others. These were airworthy aircraft, but many were being actively maintained. Seeing a T-6 with its access panels removed was pretty neat - despite the

aluminum skin, a Texan is more similar in construction to a Stearman than other WWII era aircraft. The T-37 was a very interesting specimen too, and we spent quite a bit of time examining and discussing some of its unique aerodynamic design features. Nicknamed the "Tweety Bird" for the high pitch whistle of its under-powered twin turbine engines, it was a very prolific primary jet trainer through the Vietnam



T-6 cutaway view



Cessna T37 Jet Trainer

and Cold War era; however, I don't know that I'd ever seen one before.

The second hangar housed the project aircraft, including the Beech 18 "Hollywood Bomber" whose restoration was featured at one of our chapter meetings last fall. Since that meeting they have done a lot of work to get it airworthy again. The engines have been started, the wings are on, and the avionics install has mostly been completed. There was a small army of volunteers working on various tasks, and they were very willing to answer questions about what they were doing and even invited some of us on board to see the progress on the interior. They are still hoping to have it finished in time for AirVenture. Hope to see them there.

It's a very nice collection and cool to see people actively working on things. Despite my son's constant exposure to aviation, he hasn't caught the airplane fever like I had at his age. Seeing these aircraft close up and hearing the stories got him pretty excited about every plane we saw though. Maybe this is the museum that inspires his aviation passion. I highly recommend the museum for everyone, including 10 yr olds that tend to ask too many questions.

After the museum, the majority of the group headed to Cooper's BBQ for lunch. We shared stories, and I got to better know some of my fellow chapter members. Thank you to every one that made it out. Hope to see the rest of you next time.



The Hollywood Bomber almost ready for Oshkosh

Pete's Excellent Adventure

By Pete Miller

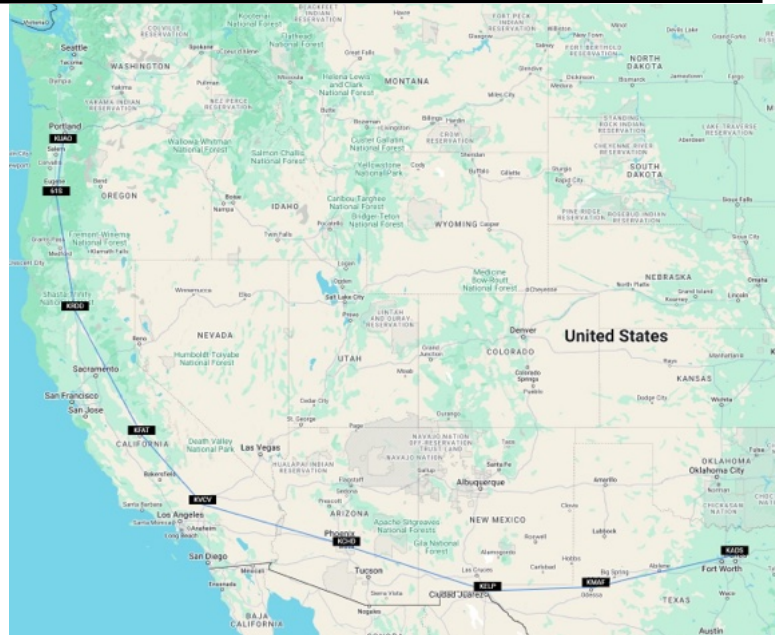
During the week of April 21 I had the privilege of traveling to Van's Aircraft in Aurora, Oregon to pick up a brand new factory-built RV-12iS for Rising Aviation High School. My copilot Travis was a young man from Thrust Flight who has about 1400 hours and is a CFII. He is working towards an airline career.



We airlined up to Portland, and the next day we rode down to Van's. We met with Greg Hughes, who is the current President of the company. He handed over the documentation for the airplane, gave us a tour of the facility, and then we met our new airplane.

After an introduction to the airplane, and a quick familiarization ride for Travis, we loaded up and departed.

The weather was fantastic along our entire route (until we were close to home), and this was a fantastic opportunity to see different scenery in our amazing country. Previously I was concerned about navigating the



The Route from Vans to Home

mountains and the restricted areas in southern California, but our route proved to make those concerns a non-event.



Mount Shasta

We flew by Mount Shasta and down through California, which I really enjoyed because I was stationed there during my time in the Air Force.

We stopped for our first night in Fresno, which was my night landing #1.

In southern California we flew within sight of Edwards AFB and Palmdale, which I didn't think we could do, but we were using flight flowing for the entire trip.



The new RV-12 and our chariot home



Edwards AFB

One of our more interesting stops was Victorville, or the Southern California Logistics Airport. I knew this was the “boneyard” for airliners.



The Victorville Boneyard

Not only were there a lot of parked airplanes out in the desert, but the ramp itself in front of the FBO was full, including a large contingent

of Army folks who were getting ready to depart on an Eastern 777 for Killeen. It was a very busy place.

We crossed the state line into Arizona. We stopped at Chandler, which is part of the Phoenix “metroplex”, and visited with a very dear friend of mine whom I knew when I was in the Air Force. By the way, as we were taxiing in towards the FBO, I saw the C-150 that I trained in and got my PPL! Couldn’t get a picture though...

The last stop for the day was El Paso, which was my second night landing of the trip. (WAY better than the one the night before...)



Edwards AFB

The plan the next day was to get as far as we could before the weather in Texas shut us down. We stopped at Midland, then decided to press on to Abilene. Enroute to Abilene, we were VFR on top of an overcast layer, but we were watching the storm over DFW move out slowly west to east. We decided to bring it home. About the time we reached Breckenridge, the clouds under us went away, and we could go ahead and proceed to Addison. The other first for me on this trip was flying over DFW. I hadn’t had the opportunity yet to do that.



Edwards AFB

The trip was a huge learning experience for me. Except for getting over clouds this side of Abilene, we usually cruised at either 7,500 or 9,500’. We flew 2,186 miles, burned about 3.6 gallons/hour in cruise, and put 20.5 hours on the airplane and in our logbooks.

SUN N FUN 2025



Homebuilt Camping

by Jim Canniff

My report from Sun n Fun this year is through the eyes of a volunteer working at the event. This year there were some changes in procedures mostly for the volunteers that generally led to there being more work than past years.

The chairman of the GAP group asked me if could come early as she was working on administrative stuff at home and needed her home computer and printer. So I made an expedited departure on Wednesday, March 26 and arrived about midday on Thursday. I worked with the Sun n Fun maintenance people and various contractors to get our “encampment” powered and plumbed. We had electricity, water, eventually a working mobile shower and a several porta-potties. What more could one need?

Part of the reason for the changes is that there is now an actual passenger airline flying out of Lakeland Linder International airport. This is Avelo Airlines which runs several flights a day out of the airport.



This caused the TSA, FAA and Lakeland Airport folks to tighten security and make some changes to our operation. Our Headquarters area, parking and vehicles allowed onsite were all more controlled. All this led to less time to “go to the show” so the report will be more of what went on in the volunteer activities.

For those who don’t know I have worked as a volunteer there every year since 2002. The only year missed was the year the event was canceled because of the COVID pandemic. I work with the “General Aviation Parking” group. We marshal the aircraft after they leave the runway. We guide the arriving planes to their requested parking area and we also

actually park the ones that want just well, parking. The ones going to GA Camping or Homebuilt Parking/Camping etc. we “hand off” to the volunteers from other groups working in those areas. For departures we guide the aircraft to the taxiways leading to the FAA controllers on their “GATOR” stands who actually control the takeoffs.

One of the nice things about working on the taxiways is there are some interesting aircraft that occasionally taxi by.



The Blue Angels support aircraft “Fat Albert” C-130.

The nice thing about the big military aircraft is they have their own military guide vehicles. All we have to do is wave and smile. And take pictures.

THE EVENT

The actual event went very well. The weather was good and the usual “barrier” front to the North did not form this year. Aircraft were arriving from the Friday before the actual start date of April 1 to the last day which was Sunday, April 6. There were actually more aircraft than expected arriving on the last day. They went to Parking and hunted some last minute bargains, information and saw a great airshow.

I did not get an actual count but all parking areas were more occupied than last year.



General Aviation Parking



General Aviation Camping

The pictures above were taken on the first or second day of the event. The areas filled in even more as the week went on. According to local news media attendance was up from last year with over 200,000 coming through the gates. A story circulated that at one point on Saturday entry was suspended as the site had reached capacity. At the Taildragger Party given for the volunteers on Sunday Sun n Fun CEO Gene Conrad said something like 60,000 people came that day alone with the night airshow being a huge draw. I was going to go to the spectator area but one of our group came back and said don't go, it is just a sea of people.

THE AIRSHOW

The airshow is of course the big attraction for the spectator crowd. This year did not disappoint. Just some of the performers were a USAF F-35A demo team, a USN F-35C team, a USN E/A-18G Growler team and of course the USN Blue Angels.

The Heritage flights are one of my favorites. This year there were actually two, one Air Force and one Naval Aviation which coincided with the show by the Blue Angels.



USAF Heritage Flight



Blue Angels



USN Heritage Flight

Those pictures were taken from our headquarters area. In past years I would to get some shots from the military aircraft parking area. This year between time being limited and the huge crowds I just did not get the chance.

The night airshow is always a crowd favorite. There are two identical night shows on Wednesday and Saturday. There are FA-18s made of drones, lasers, fireworks, fires, explosions and an airplane doing aerobatics in the middle of all of it. Something for everyone.



Spectacular Drone Show



The Saturday Night Show

It was reported that there were no aircraft incidents at the event. The most serious thing I saw was a 172 with a flat nose tire on TWY D. Between our group, emergency aircraft repair and a new tire/tube from the exhibitors he was in a regular parking spot in two hours.

Sun n Fun has been making changes to make the event more friendly to the fly-in attendees. This year a new meeting and refreshment area was added in the Light Sport exhibit area. It is called The Sandbar and appeared to be a welcome spot with food vendors, potties and even “adult beverage” service.



Sun n Fun is encouraging younger attendees to come to the event. Admission for children under 12 was free this year, There was actually new aircraft parking areas dedicated to younger folks. One was Youth Aircraft Camping located next to a GA Camping area on TWY E.

The other was an area called Future Flight. It had career and educational exhibits to encourage those thinking of making aviation a career.

THE FUTURE

The video from the chairman meetings showed what Sun n Fun is planning for 5 – 10 years in the future. The airport itself is making big changes with a whole new parallel runway to the current 10/28. The idea is to accommodate all the GA training and Sun n Fun on that runway. This frees the current big runway for the air cargo (Amazon) and passenger operations. So please look for my report in ten years to see how it all turned out.

And I hope to be making an interim report next year.

See you then, Jim C..

EAA Learn to Fly Week Returns May 13-17, 2025

There is no doubt, whether it was at the barbershop or doctor's office, when you've talked about your love for aviation, you've been met with this response: "I have always wanted to learn to fly, but..." Or "I started my ground school years ago and took a few lessons, but..."

It is a story as old as time: Aspiring aviators have the desire, but there are extenuating circumstances that are preventing them from pursuing their dream of flight. Here at EAA, we know there is an opportunity to turn these dreamers into doers.

EAA's mission is to "grow participation in aviation by sharing The Spirit of Aviation." This mission is fully embraced by EAA's 300,000-plus members and 900 local chapters. Though we can't break down every barrier, it is hard to find an organization and group of members more well-equipped to help aspiring aviators find their place in the sky.

Through EAA's vast library of educational materials and local chapter advocates, the organization is perfectly placed to help grow the pilot population.

To further the efforts of growing the aviation community, **EAA Learn to Fly Week, supported by Sporty's Pilot Shop, is returning on May 13-17, 2025!**

The week will consist of three straight days of educational and interactive webinars. Topics will range from how to get started in flight training to tips for passing the FAA written exam, how to save time and money in flight training, strategies for the checkride, pinch-hitter presentations, and so much more!

Representatives from EAA, Sporty's Pilot Shop, Redbird, TakeFlight Interactive, and designated pilot examiners from across the country will be presenting this wide range of webinars. Following each presentation, attendees will have time for Q&A with the presenters.

The final day of Learn to Fly Week, May 17, 2025, will play host to chapter Flying Start events across the country. Flying Start events are open house-style activities that introduce local aspiring pilots to the local knowledge, tools, and connections that they need to accomplish their goal of becoming a pilot.

During the Flying Start event, chapter members will break down the perceived barriers common to the nonaviation community that prevent people from pursuing their pilot certificate.

Following a short presentation from the chapter and local flight instructors about learning to fly, Flying Start attendees are paired with an Eagle Flight mentor pilot for a free introductory flight. At the conclusion of the flight, the attendee will be provided with a free six-month trial EAA membership!

Flying Start participants will walk away from the event with an "I can do this" point of view, and a clear understanding of "how flying can fit into my life," and "what I can do with this hobby."

Whether you're in the midst of your flight training journey, or just thinking about getting started, we know you'll value in EAA Learn to Fly Week

You can learn more and register at www.EAA.org/LTFWeek





If you have any Aviation item for sale you may list them here. This space is Free to Chapter 168 members.

Pancake Breakfast Fly-In / Drive-In

SATURDAY, JUNE 7, 2025 | 8AM - 11AM

Classic airplanes and fighters, helicopter rides, CAF airplane rides, trackless train, Midlothian Classic Wheels Club, bounce house, face painting, balloon twister, and more!

Breakfast tickets: Benefiting Boy Scout Troop 524
Adults & children 8 and over: \$8 Children under 8: \$4

Free Parking & Admission

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www.facebook.com/eaal168
www.twitter.com/eaal168 (@eaal168)

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.

Web site Address: www.eaa168.org

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