

HANGAR ECHOES

JULY 2025



Soaking in the Summer at Shortstop

By Michael Stephan

EXPERIMENTAL AIRCRAFT ASSOCIATION ★ CHAPTER 168 ★ DALLAS

My favorite way to start the summer is attending the Chapter Picnic at Shortstop Airport, the home of Mel and Ann Asberry.

This year we have great weather for a picnic, although the rains earlier in the week curtailed the number of planes that could fly in and park. We did however have a few that did. Don Christiansen flew his latest creation the Rans S-21, and Jay and Carol arrived in *Shooter*; his Northstar Super Cub kit.

Later in the day, Chuck Wilson arrived in the McKinney School's project RV-12 plane.



Jay Pratt receiving his first flight Plaque

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Important Chapter Stuff

By Michael Stephan

This newsletter is pack with fun stuff.

This year's Picnic at Mel and Ann's was a great event. I enjoyed every minute of it. I caught up with so many people that I have missed of the past year. Had some delicious food and yummy desserts.

Looking forward we some good local flying events and are only a few weeks away from Airventure. I will have to spectate from the internet since I have one more surgery that week. But I am good at following the spectacle online. I am anticipating the new products that will be announced this year. That is exciting. Celebrating anniversaries this year and will be featured on the flight line are the RV-8 which turns 30 and the Burt Rutan designed Variize which first splashed onto the scene 50 years ago.

Looking forward to hearing about this year's show from those who went at the August Chapter meeting.

We also have some fun social events on the calendar. In September, Greg Kochersperger will invite ups to his home to see his RV-10 project, which is making great progress. Then the fall has the Ranger fly in and the Splash In which are don't miss events.

On a more personal note, I have a few things that I am making available for sale.

I have come to realize that I don't have enough life left to finish all the projects that I have collected over the years. So, I am parting with the Airbike ultralight and the Acrosport II. Both are priced at \$5K each. So take your pick.

the Airbike has a welded fuselage and the the wings are covered. It needs an engine and prop, the tail feathers covered and two lift struts. I think it can be completed in a good month of work.

The Acrosport is John Ivy's legacy project. He was a member of the Chapter. Its fuselage is welded (not covered) the wings (all four of them) are completed but not covered. It is very far along. It also needs engine and prop and lots of fabric covering. A bit longer project to finish, but a good flying biplane for those who want the wind in their hair while flying.

I also have come into a large supply of surplus bucking bars. They have been used to build Bell Helicopters (I believe). They are still very usable and come in a variety of shapes and sizes. I plan to sell them for \$5 a piece. I will donate all the proceeds to benefit the Chapter or possibly Rising Aviation High School.

These are workable tools, but I also have a few ideas to make them great personalized gifts for builders. I'm tinkering, so I may have more details in the future.

If you are interested or have some ideas just email me at mstephan@shr.net. I will have pictures to publish to provide more detail.

Last month I promised a surprise in this issue. But, it isn't quite ready, so here is a teaser picture.



There is excitement in the aviation world, so go soak some in along with a little Texas heat.

Keep Building.

Keep Flying.

And will will see you next month, or at the July Chapter meeting on Tuesday.

Mel Asberry

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*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

July 1st Chapter Meeting

The July Chapter meeting will be on **Tues, July 1st 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 for our July meeting when we will have representatives from [KipAero](http://KipAero.com), who provides kits and engines for an authentic WWI era flying experience. They will discuss the airplanes as well as what it's like to fly them.



July 7th Board Meeting

The July BOD meeting will be an online meeting on Monday July 7th at 6 pm. Any member is able to sit in on the board meeting. If you wish to do that, email smilinpete@gmail.com and he will send you a ZOOM invite. A summary of the minutes from the June BOD meeting recorded by Jim Canniff are as follows:

Meeting called to order by Brad Roberts at 18:04. Minutes from the previous meeting approved as emailed.

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

CHAPTER MEETINGS

July 1: Kip Aero – WWI replica aircraft
 August 5: - AirVenture 2025 Review
 Sep 2: Mike Montefusco - Gyrocopters
 Oct 7, Nov 4, Dec 1 Christmas Party.

BOARD OF DIRECTORS MEETINGS

Jul 7, Aug 11, Sep 8, Oct 13, Nov 10, Dec 8

TREASURER REPORT

Sam discussed the Treasurer's Report. We had no new member and 8 renewals yielding a membership of 85. Currently there are 6 student members.

YOUNG EAGLES / EAGLE FLIGHTS

Several youngsters are waiting for YE flights. Parents have contacted Christopher Jolly to arrange YE flights for their children. He is needing additional pilots to fly Young Eagles.

CHAPTER SOCIAL ACTIVITIES:

AirVenture Camping: Reservation for chapter site is all set. Greg Kochersperger will contact attendees for a potential dinner meeting.

CAE Opportunity: Greg Kochersperger will inquire with CAE about available times.

SCHOLARSHIP UPDATE

Clare – Has been Flying. Will solo and take written in future.
 Garrett – He has been flying several times per week. Has passed written test. Working to solo.

NEW BUSINESS

Eric's First Flight Award will be presented at the July meeting. Jay's First flight Award will be presented at the chapter picnic. Ann A will get a cake for the First Flight celebration.

Build and Fly: Chris Siggins has donated a RC aircraft kit to the Build and Fly program. The project will need radio equipment. Christopher Jolly is looking for donations.

Zen Walters is a Potential Ambassador to RAHS. Brad Roberts asked for board input as to Zen Walters serving as an ambassador to RAHS students. Brad will ask Zen to attend board meetings. Zen could be contact point for students or younger members and could possibly help with social media.

Chapter Picnic: Mel and Ann are ready for picnic. Ann asked for volunteers to help with setup. Anybody intending to fly in should contact Mel first.

Pete Miller bought several tools which he will make available to the chapter. Brad Roberts will add to tool library.

Pete will be going to Rotax engine school in California.

The meeting was adjourned at 20:15



Watching the airplanes arrive and depart in what is Mel and Ann's backyard is one of the highlights of the event.

Mel had his Zenith project on display in the south hangar. It is another modified aircraft and it garnered many eyeballs taking a study of it. It looks nearly finished. So we may need another first flight plaque in the near future.

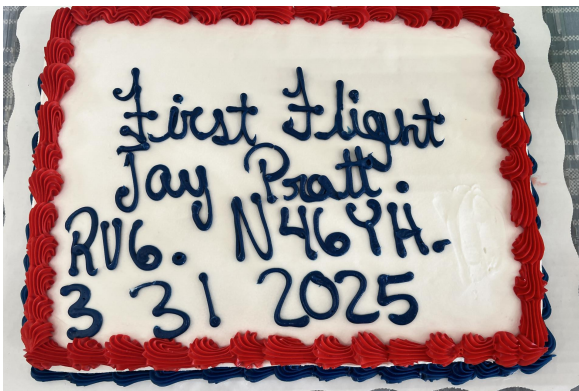
But the best part of the time with friends and the delicious lunch.

This year we had yummy hotdogs and tons of side dishes that the other picnickers brought. After devouring a full plate of food, I went back for the dessert table, which this year included Ice Cream. It went well with Jay Pratt's First Flight Cake, a tradition that Norm Biron started and continues to today.

This event for me was special since it was the first meeting I attended this year. I enjoyed catching up with the members that I had not seen in a long time. Some of those members I only see two times a year. The Christmas Party and the Picnic.

We thank Mel and Ann and those that helped for another fantastic Picnic. It gets harder every year to put on this scale of an event and we are grateful for their effort and generosity.

Can't wait till next year.



Upcoming Social Events

By Michael Stephan

Project Visit - Greg Kochersperger's RV-10
Saturday, September 13th 9am-12pm
5520 Willow Ln
Dallas, TX

Greg has made a lot of progress on the RV-10 in the past few years and is finally willing to let some folks come see it. He is mostly done with the fuselage and working through the finish kit. He's well into the most dreaded part of the RV-10, the cabin top and doors. Should have good progress by September, but come by and give him some motivation. Need to have it on the landing gear by the end of the year so it's ready for an engine!

OTHER EVENTS:

Fall Fly-ins: We have two great fly-in and camping opportunities in October:

The Ranger Fly-In is the first weekend in October (3rd-5th) and is one the best places to see a lot of cool planes outside of Oshkosh. Ranger Airfield (F23) is the oldest continuously operated airfield in Texas and draws a great mix of antiques, golden age of GA, warbirds and bush planes. Last year saw hundreds of planes and a few chapter members made the trek out. We're hoping to organize a larger group of 168 members to fly-in and camp this year. It's busy, but very well run and less "outlaw" than some other popular fall fly-ins.

The Splash-In at Cedar Mills (T30) is another great weekend of flying, camping, and FAA Safety Seminars. Dozens of planes line each side of the beautiful grass runway overlooking Lake Texoma. EAA 168 has always had a good turn out for the Splash-In and this year should be the same. Great food and great company all weekend. If you don't want to camp in a tent, you can rent one of their cottages adjacent to the runway, but reserve quickly as they will sell out. It should be the third weekend of October, pending confirmation. This is also a very tame fly-in with a safety focused crowd, and you should feel very comfortable getting in and out.

So, two great events in October at two of the best grass strips in North Texas. Both events will feed you pretty well, which makes camping with your plane so much easier. Great for first time fly-in campers. If you can't fly in, both events are easily driveable from the metroplex for a day trip too. You can also just fly-in for the day, but you'll miss half the fun. Mark your calendars and stay tuned for more information on both.



Greg Kochersperger's RV-10 Visit - Sept. 13th



Ranger Fly in - October 3 -5



Cedar Mills Splash In/Safety Seminar - October

Nasty Winds at Airports

By Klaus truemper

It used to be that surface winds of the 48 lower states typically were moderate. Yes, there were exceptions. For example, Flagstaff, AZ almost daily has strong and sometimes very strong winds from the southwest. But now rather frequently, winds even in the Dallas area are very strong and gusty. Hence it may be useful to review how we should handle that situation.

Taxiing

While taxiing, two simple rules tell how to use the aileron and elevator.

If the wind comes at you from the front, position the aileron as if you were banking into the wind. At the same time, pull the elevator a bit as if you wanted to climb. "Climb into a headwind" is a good sentence to remember the rule.

If the wind comes from behind, bank away from the wind and position the elevator for a descent. "Dive away from a tailwind" summarizes the action.

The rules require quick action when you are turning rapidly, since the direction of the wind shifts quickly and thus requires continuous adjustment of aileron and elevator.

Takeoff

The rule "Climb into a headwind" becomes "Turn into the headwind" during the takeoff, since the trim of the elevator already correctly positions the elevator. It's easy to forget "Turn into the headwind" since you are focused on tracking the runway and watching the airspeed.

But if you do not follow the rule, the wind may push the plane sideways off the runway, all the while exerting a strong side load on the wheel bearings.

As the plane accelerates to takeoff speed, you gradually reduce the aileron. At rotation, the upwind main wheel will stay a bit longer on the ground. Once that wheel has lifted off, you control the plane as usual.

Landing

Strong winds are often accompanied by gusts. Say, the wind is 20 kts with gusts to 26 kts. When landing, the rule taught in flight school says that you add half of the gust factor, in the example case $(26-20)/2 = 3$ kts, to the landing speed.

What happens when the situation is temporarily much worse? The plane may stall suddenly, you may get a very hard landing, or bend metal in the worst case.

A different rule described by Barry Schiff in AOPA Pilot of December 2010, avoids this. On final, you select the air speed so that the ground speed indicated by GPS is equal to the landing speed.

With that choice, the plane cannot ever stall during the approach. Once over the runway, you gradually reduce the speed until you touch down. It may still happen that you enter an unintended stall while close to the ground, and you may

bump onto the runway. But that bump is always mild and will not damage the plane.

You apply the same rule when there is a crosswind. Of course, you make sure that the crosswind component is something you can handle.

On final, you compensate for the crosswind by turning the plane into the wind. Just before touchdown, you apply rudder to line up the plane with the runway and simultaneously use the aileron to counteract the resulting drift.

At this point, you are cross-controlled, something you generally want to avoid. But this action takes place very close to the ground, and a stall cannot result in the deadly spin induced by crossed controls. The upwind wheel touches down first. At that point, it's hugely important that you increase the aileron input. If not done, the crosswind will lift the upwind wing and toss the plane back into the air.

Parking

When parking at a refueling station with strong winds, position the plane so that it cannot possibly be pushed into the facility as you exit the plane. Then use chocks to hold the plane in place. It's clever to carry the chocks with you since self-service refueling stations rarely provide them.

An Example

Recently, we had an opportunity to use all these rules. Approaching the Andrews, TX airport E11, the wind was announced as 20kts gusting to 26 kts. Fortunately, Andrews has three runways, so there is always one with no or small crosswind. During final, we used ground speed equal to landing speed. Just before touching down, a gust threw up the plane, we compensated by pushing the nose down, then immediately pulled back up. Then, close to the ground, the plane stalled. It was a mild bump of no consequence.

Taxiing to the terminal was a challenge due to repeated turns. But adhering to the above rules, we managed to do that okay.

Refueling was another difficult problem since there was no help when we climbed out of the plane, and the plane swiveled around. But we controlled that, too, and after another 20 minutes were back in the air.

The Takeaway

When you are approaching an airport with major wind condition, say while still 30 minutes away, you may want to review all these steps mentally, even practice them. As a result, you will be well prepared for the landing, taxiing, and so on.

Yes, it's likely that there will be unanticipated events calling for quick reaction. You can focus on them while handling the other aspects using the recently refreshed memory.

That method has worked well for me.

A New Young Eagle

By Michael Stephan

Christopher Jolly is doing a great job getting flights for our Young Eagles. Recently, Joe Migis fired up the Cessna 182 to give Alessandro his first ride. He got a thorough preflight introduction and even a seat in the Champ. That will inspire a enthusiast to want to start flight training.

Below is a letter from Alessandro's Mother:

Dear EAA Chapter 168,

We want to extend our deepest gratitude for the incredible opportunity you provided for Alessandro to take his very first Young Eagles flight. It was truly an unforgettable experience that left a lasting impression on him and all of us.

A very special thank you to Joe Migis for generously sharing his time, skill, and mentorship during the flight. His kindness and professionalism made Alessandro feel comfortable and inspired—this was more than just a flight; it was a moment of discovery.

We also want to express our sincere appreciation to Christopher Jolly for his outstanding organization and coordination. This experience wouldn't have been possible without his dedication and enthusiasm.

Thank you for inspiring Alessandro to continue his aviation dream!

Warmest regards

Marina, Juan and Alessandro Yllescas



Project Updates...

By Michael Stephan

I recently got a note from Chris Smith and included was a few pictures of his new RV-14 build. I forgot that he told me he bought a new kit. So lets see where he is at.

He has finished the tail kit and has partially finished the wings. He hasn't had the kit that long, so this is good progress. I'll have to do better keeping up with Chris.

To my knowledge we have two RV-14s under construction. This one and Ben Wright's at GPM.

Here is a project that is close to me. It is a few hangar rows south of me at GPM. It is Ted Harrison's F4 project.

The last time we updated this project Ted finished the firewall forward installs including the engine plenum and the cowl. Now, the canopy is now bonded on. The outer skirt is faired in to the bubble, and the whole assembly has been sanded, primed and painted. Recently, he attached the wings and the tips are started. There is not much left on this highly modified RV-4 kit, now a F4 Raider with a Showplanes canopy.

It is hard for me to keep up with all the projects our members are building. Help me out and email me pictures (mstephan@shr.net). I love to see them.



Chris Smith's RV-14 Tail section



The RV-14 horizontal stab, elevators and wings



Ted Harrison's F4 Raider with wings

Patrick Arzen TM

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

Upcoming Events



Thursday July 3rd - KABOOM TOWN at Addison Airport.

5PM - 11PM

www.addisonkaboomtown.com for information.

July 4th - Thunder Over East Texas Air Show

Athens Municipal Airport-F44
1875 Airport Rd, Athens, Texas, 75752

Come and join in the need for speed with the 2nd Annual Thunder Over East Texas Air Show on July 4, 2025! The crowd favorite is Randy Ball, MiG pilot who is the only jet demo pilot (military or civilian) that has been granted both day and night unlimited aerobatic rating in jet fighters by the FAA.



Gates Open At 3:00 PM
Show Starts At 6:00 PM

Tickets are \$25 for adults (13 and up), \$10 for children (5 – 12) and children 4 and under are free.

[Thunder over East Texas](#) for more info...

Saturday, July 5th - 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, July 12th
Airplanes and Coffee, Cleburne, TX
Cleburne Regional Airport (KCPT)**

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:

- Many beautiful aircraft to view up close and personal
- Opportunity to learn about becoming a pilot or mechanic (as a career or hobby)
- Free short flights in small airplanes (limited availability/ restrictions apply)
- Aviation safety presentations
- Games and entertainment
- Coffee and Donuts
- Food trucks and vendors
- And more!

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



**Saturday, August 16th
Airplanes and Coffee, Corsicana TX
Corsicana Municipal Airport (KCRS)**

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 .

- Many beautiful aircraft to view up close and personal
- Free short flights in small airplanes (limited availability/ restrictions apply)
- Aviation safety presentations
- Games and entertainment
- Coffee and Donuts
- Food trucks and vendors
- And more!

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

July 21 - 27 AIRVENTURE 2025!!



For Sale: New unused sealed in original packaging Garmin GAP 26 unheated pitot probe Part number 010-01074-00 for sale. Asking 150.00

Eric Cadorette cadorette.eric@icloud.com



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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.

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Greater Dallas, Texas, EAA Chapter 168 Membership Application and Renewal Form

<p><input type="checkbox"/> Regular Membership <input type="checkbox"/> Student Membership <input type="checkbox"/> New <input type="checkbox"/> Renewal <input type="checkbox"/> Information Change</p> <p>Regular Membership dues for EAA Chapter 168 are \$20/year. Student membership is free. Make checks payable to 'EAA Chapter 168'.</p> <p>Mail application to: EAA Chapter 168 C/O Sam Cooper 5932 Janet Ct Westlake TX 76262-9603</p> <p>National EAA offices: Experimental Aircraft Association EAA Aviation Center 3000 Poberezny Rd Oshkosh WI 54902-8939 Website: www.eaa.org</p> <p>EAA Member Services: Phone: 800-564-6322</p>	<p>* Required fields</p> <p>Name * _____</p> <p>Copilot (spouse, friend, other) _____</p> <p>Address * _____ _____</p> <p>City * _____ State * _____ Zip _____</p> <p>Phone Home _____ Mobile _____</p> <p>Email address * _____</p> <p>EAA Member # * _____ Exp. Date _____ (EAA Chapter 168 membership requires a current Experimental Aircraft Association Regular, Family, Lifetime, or Student membership.)</p> <p>Pilot/A&P Ratings _____</p> <p>I am interested in helping with: <input type="checkbox"/> Fly-Ins <input type="checkbox"/> Programs <input type="checkbox"/> Newsletter <input type="checkbox"/> Young Eagles <input type="checkbox"/> Officer</p> <p>Plane, Projects (% complete) and Interests: _____ _____ _____</p>
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