HANGAR ECHOES

August 2025

First Flight of RV-14A N114EB

By Michael Stephan

Experimental Aircraft Association ☆ Chapter 168 ☆ Dallas

We had another First Flight by a Chapter member last month. Edward Beam's RV-14A flew for the first time on June 25th culminating the 6 year build of the aircraft.

This is becoming a regular occurrence in our Chapter and that has me very excited. I think we may have a few more before the end of the year

Of the project and the flight, Edward had the following comments,

"Yes, after 6 years of building, the first flight of my RV-14A project has been completed. Chuck Wilson made the first flight on June 25th with Jeff Hansom chasing in his RV-4.

Chuck has now completed the first 8 hours of flight and will begin transition training me next week."

Article Index

Important Chapter Stuff

ByMichael Stephan

This is another blockbuster issue with a ton of good content contributed by several of our members.

We have quite a bit of news that happened this month some good and some bad. Good news first.

At our July Chapter meeting we had a very interesting presentation by the principle of Kip Aero. Also at that meeting Eric Cadorette received his First Flight Plaque for his Sling TSi project. Those are very special presentations. Brad Roberts has been getting quite a bit of practice handing off those awards, and he has more in the pipeline.

Oshkosh Happened a week ago and many of our members were there to witness the aviation festivities. I look forward to hearing about their adventures at the August 5th meeting.

I don't have any Airventure news in this issue, but as we have done once before you may be receiving Airventure Bonus Coverage in you inbox in the next few weeks as I gather all the content from Oshkosh. A mid month all Oshkosh newsletter.

I have finished all the treatments prescribed and will be back to participate in Chapter activities again.

Now to the sad news.

Our beloved Klaus Truemper was a lone fatality on his return trip from the mountains of Idaho. His Zenith CH601, that he flew so much through the Rocky Mountains crashed north of Greeley, CO on July 12th.

Klaus was a good friend whose contributed frequently to the newsletter and through is online blog pointsforpilots. He always attended two chapter events a year, the Picnic and the Christmas Party, and I looked forward to our visits.

Being a college professor, Klaus was a very cerebral person. His ideas were very thoroughly thought out and I learned a lot listening to him. He enthusiasm for aviation was endless, and he was eager to share the wisdom he gained from years of flying a light aircraft through very challenging conditions.

He sent me an email note every month about how much he enjoyed the newsletter.

I'm glad at the last Christmas party that I was able to have him sign for me his latest book. I will miss my friend.

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

Eric Cadorette receiving his First Flight Plaque from Brad Roberts

August 5th Chapter Meeting

The August Chapter meeting will be on **Tues, August 5th 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.

RISING AVIATION HIGH SCHOOL
www.risingaviation.com

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.

This month we will have a recap of Airventure 2025 from some of our members who were in attendance. This is one of the best programs of the year, so be sure to attend this one.

August 11th Board Meeting

The August BOD meeting will be an online meeting on Monday August 11th 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 July 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, Jim Novak, Christopher Jolly, Greg Kochersperger, and Joe Migis. Also present: Mel Asberry.

CHAPTER MEETINGS

August 5: - AirVenture 2025 Review
Sep 2: Mike Montefusco - Gyrocopters
Oct 7, Nov 4, Dec 1 Christmas Party.

BOARD OF DIRECTORS MEETINGS

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

TREASURER REPORT

Sam discussed the Treasurer's Report. We had no new member and 6 renewals yielding a membership of 82. Currently there are 6 student members.

YOUNG EAGLES / EAGLE FLIGHTS

Ayden is possibly going on a YE flight on Sat July 12.

Eric Cadorette has offered to be a Young Eagles pilot.

Chris Jolly reported EAA does not track parent contact email. Chapter will have to do its own parent contact list as to ensure proper contact procedures with students.

BUILD AND FLY

Christopher Jolly has a Target date of Jan/Feb, 2026 to do a Build and Fly event. Jim Canniff is donating a RC helicopter and controller for the Build and Fly program.

CHAPTER SOCIAL ACTIVITIES:

Greg Kochersperger will host a project visit on Sept. 13. A visit to the Legend Cub facility was discussed. They are only available on week days. Feasibility to be determined.

Cedar Mills: Details are in the Upcoming Social Events column of the July, 2025 Hangar Echoes.

SCHOLARSHIP UPDATE

Claire has been training and making good progress.

Garrett has been training and is waiting on good weather so that he can solo.

NEW BUSINESS

RV-14A built by Ed Beam at Aero Country had its first flight on June 25.

Sam C discussed a Carlisle's Engraving option for an 8" Walnut Veneer FF plaque at $105 compared to the 10" Walnut Veneer FF plaque at $141 from Carlisle's. Michael Stephan has offered to provide plaques

Student Ambassador: Brad Roberts sent out a list of possible tasks. This list was reviewed and discussed by the board members.

Ideas for engagement: Coordinate project visits to member builds as a RAHS field trip.

Follow up with parents and youngsters after a YE flight.

Develop and maintain chapter social media presence.

The meeting was adjourned at 20:15

Edward Beam's new RV-14A

Newsletter Archives Online

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

Young Eagle Flights

By Michael Stephan

We had two new Young Eagles take to the sky last month with the help of Joe Migis and his RV-14A and Coordinator Christopher Jolly..

Flying out of Hidden Valley, Joe's home base, Ayden and his dad Jeff arrived for a nice day of flying.

Also getting a first flight was Aaron. His dad Hakim was there to get pictures of his flight with Joe.

Of his flight with Joe, Aaron commented that, "My experience with Joe was incredible, and amazing. It was so much fun, and being allowed to fly the plane itself was the best part! I had a brilliant time flying . Joe and Chris (Jolly) were so kind and helpful giving me information towards reaching my goal to become a pilot. Thank You."

Aaron and Joe preparing for their Young Eagle Flight

Back to School...Rotax School

By Pete Miller

Last month I had another great opportunity. I attended two Rotax certification classes. They were hosted by MotiveAero out of Hurricane, Utah. Because of the warm temperatures in Utah at this time of year, they like to do their summer classes in Petaluma, California. Since I was stationed near there in the Air Force, I quickly jumped on these classes.

Rotax offers a series of certificates. I took the Service course, which is aimed primarily at aircraft owners who want to do their own servicing, and I took the Maintenance course. The next level is Heavy Maintenance, but you must wait two years to take that class. The work allowed by each qualification is spelled out in the Maintenance manuals. Essentially, as a Maintenance certified mechanic, I can remove most items from the engine, like the propeller gearbox, but I cannot disassemble that gearbox. Each class was two days long, and there was a test for each class.

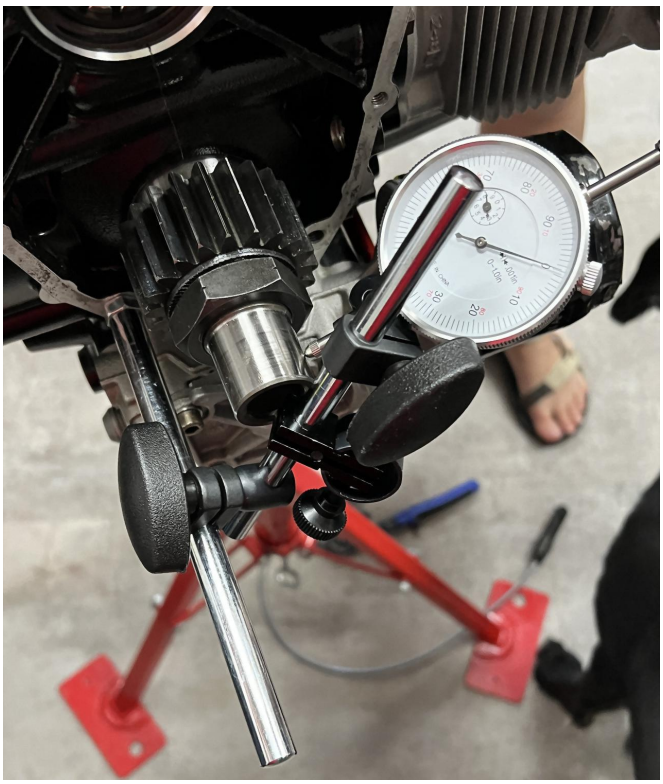
There were a variety of students in the classes. There were several owners and builders. All the build projects were Slings. We did have a couple of people who flew their RV-12s to Petaluma. All but two of us were local to the Bay Area and Sacramento. There was a guy from Illinois and then myself.

We had classroom time, and then a lot of hands-on practice. There were three run-out engines in the classroom, but we also went into the attached hangar. The hangar was full of gyrocopters…

Test engine on a golf cart

During the Service class, we learned the details of an oil change, some of the ignition system, how to do a compression check, and the requirements for periodic maintenance, like the 5-year rubber replacement called for by Rotax. We also learned how to check the crankshaft run-out, twist, and gear lash. These tests would be done in the event of a prop strike. Supposedly, because of the construction of the gearbox, damage from a prop strike could very well be confined to the gearbox instead of the entire engine. We also performed a carb synchronization.

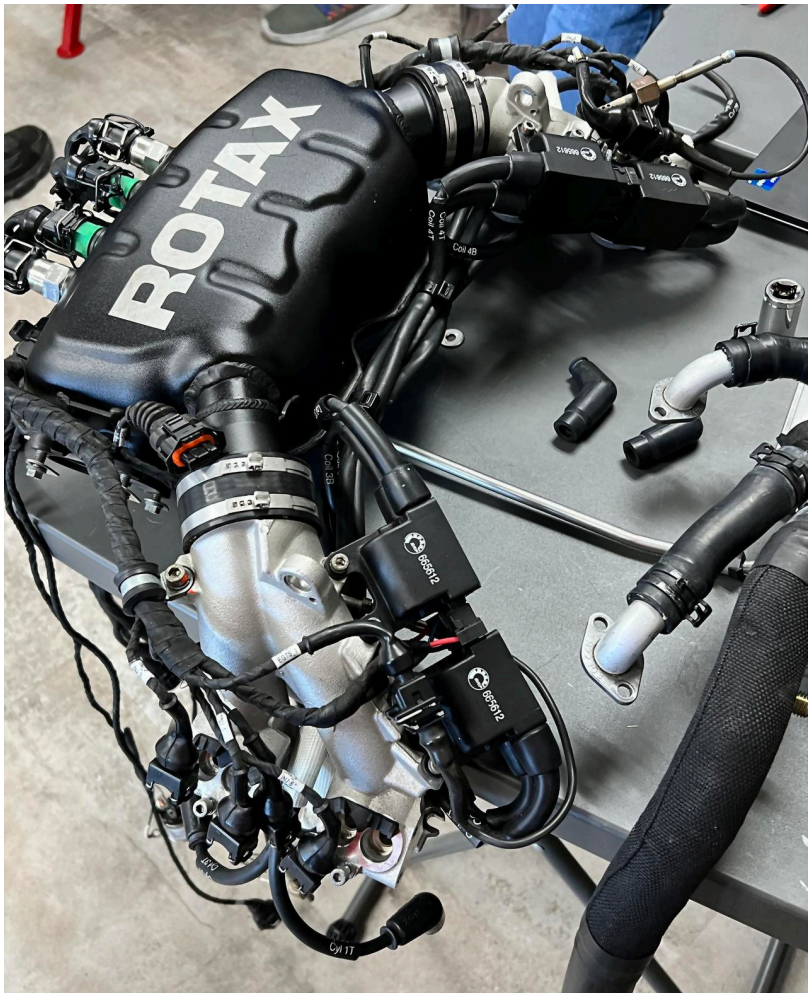
Compression check



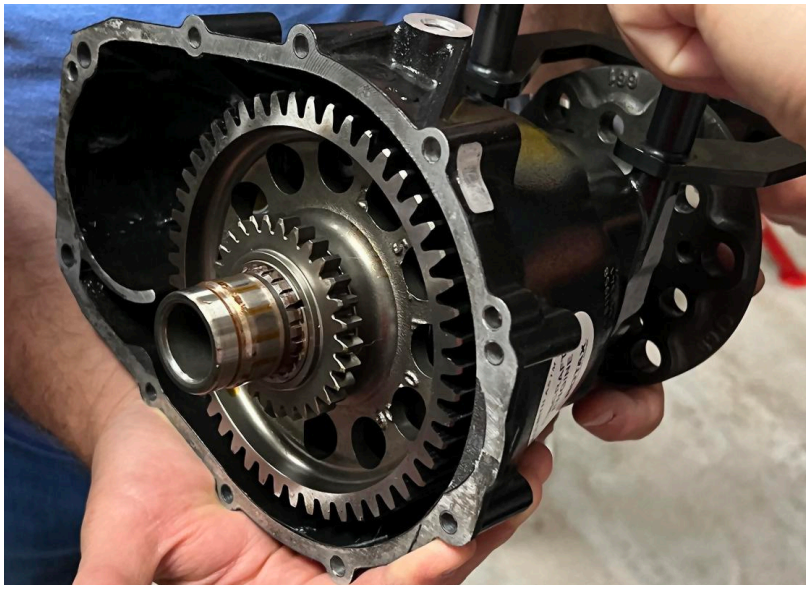
Crank run-out

Crank twist

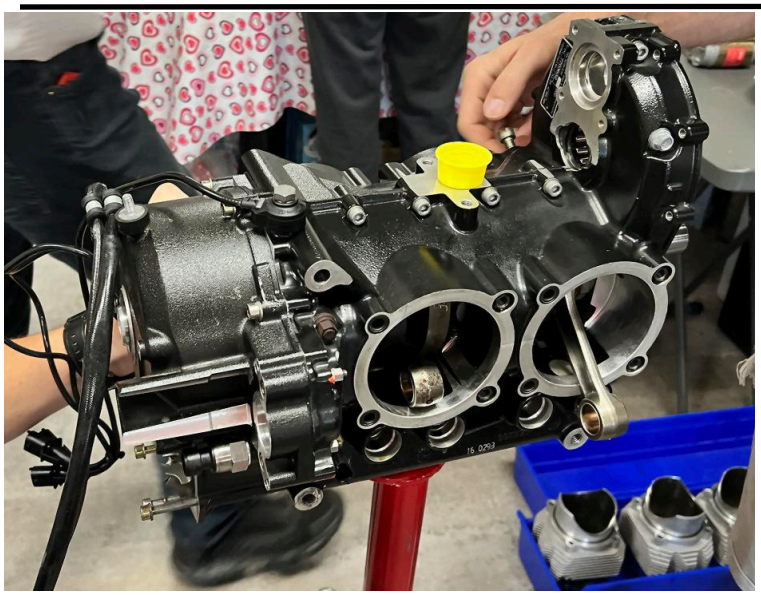
The Maintenance class got a little more interesting. We removed components from the three engines in the classroom on the first day, then we came back the next day and put them back together. We had the engines down to the case; we didn't remove the crank, cam, or lifters. We divided into three groups, and we split ourselves based on the engine type we wanted to learn about, so myself and some others went to the 912iS, which is injected. So no carbs for us…

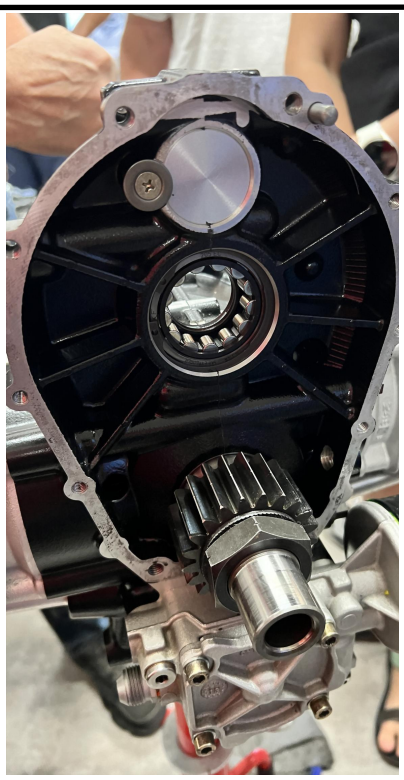


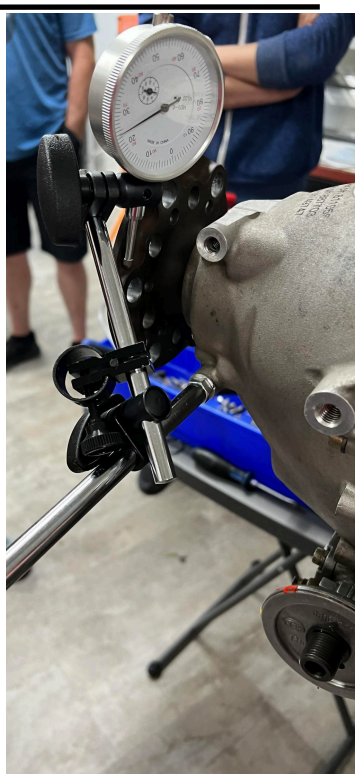
Intake manifold

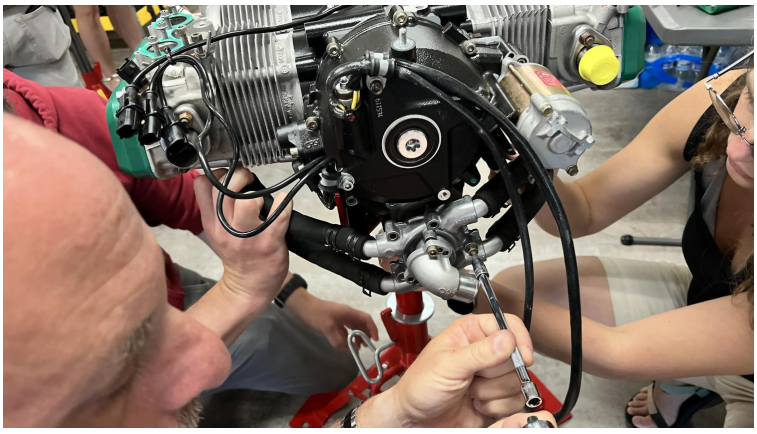


Gearbox









The class was well worth the time. It came with a little bit of sticker-shock, but it was good to get how-to information from someone who does the work every day. I came away with a new respect for these engines. We were told that Rotax produces 100,000 engines per year; not just for aircraft, but for all kinds of vehicles including Jet-skis, motorcycles, boats and snowmobiles. Therefore they can invest in R&D, where conventional aircraft engines consist of old technologies with very little advancement. These engines are robust, yet simple.

You can get more information about Rotax Training providers or the engines themselves at flyrotax.com

Airplane Multi Engine Sea (AMES) Training

Christopher Jolly

If you love aviation and the challenge of stick and rudder flying, low and slow, I encourage you to consider earning a seaplane add-on rating. Speaking from personal experience and as a flight instructor, people tend to learn more when exposed to new experiences. Similar to glider flying, seaplane flying will hyper focus attention to weather, specifically wind and its relationship to existing water conditions. Overall the experience of flying a seaplane is both challenging and extremely rewarding. Flying 50 feet above the surface of a river listening to your favorite satellite radio music (we played Sinatra and Jimmy Buffet), while waiving at fisherman is a hard activity to top!

There are a few unknown benefits of the seaplane add-on. A seaplane rating can take the place of a biannual flight review (BFR). Rather than pencil whipping a flight review with 1 hour of ground and one hour of flight proficiency check, why not learn new skills that will make you a better and safer pilot while having a load of fun?! Becoming a seaplane pilot allows for destinations not available to land pilots. Especially if considering a bucket list pilot destination visit like Alaska. Also, for pilots building experience and hours for the airlines, all flight experience counts! Yes, seaplane flying and glider time will count towards 1,500 ATP minimum hours. Having this experience is also an indication to potential employers that you made the extra effort to advance your knowledge and understanding of aeronautical fundamentals rather than spending most of time building flying around a home airport repeating the same task. To that point, flying in a new area is a great reminder of how valuable local knowledge is for your safety. I recommend to always fly will a local CFI when visiting a new area to help with awareness of unfamiliar airspace, safely hazards, and other items unique to the local. For seaplanes this local knowledge pertains to placement of towers/wire hazards and avoidance of nature preserves (regulations require overflying these areas at 2,000' or higher".

Okay, you've given it some thought and want to fly a seaplane, how do you proceed? Like everything in aviation first define your mission. Decide what type of plane you want to fly, maybe step outside the familiarity of a Cessna and try a Cub or Husky or maybe try your hands at a flying boat Super Petrel. Next give some thought to where you want to visit for your flying experience. Fortunately for you, seaplane bases are often located at great vacation spots including: AK, AL, CA, FL, LA. Obviously use Google to search for a location that best meets your requirements but also consider joining and using the Seaplane Pilots Association (SPA), use their WaterLanding app to quickly filter by preference to pick the right training location for you.

I started this journey in 2023, I was turning 40 and wanted a memorable activity to celebrate the milestone. Plus the local Chevrolet dealer was sold out of red corvettes…(joking). Anyway I didn't have anyone to discuss seaplane flying with so instead I searched YouTube. I stumbled across Jack Browns Seaplanes in Winter Haven, FL. I scheduled a long weekend, was assigned pre-reading material and then underwent three days of intense flight training in a PA-18 Super Cub on floats. One thing to remember about true float planes, non amphibious, you are always in motion so always give yourself an out. The second you remove the plane tie down you are now on the move! Single engine seaplane flying will introduce you to several concepts: rough water, confined area, glassy water and fundamentals unique to water flying. If you're a bit nerdy like me, you will find the fluid dynamics fascinating. Fun fact about high density altitude and float planes. With land planes you already know that high density altitude results in reduced performance and longer takeoff runs. Seaplanes follow similar laws of nature, but have one additional fun item to contend with, seaplanes generate tremendous drag between the water and the float. Unlike land planes, the drag seaplanes encounter grows exponentially with speed. Meaning that if you have high density altitude conditions, your indicated airspeed will remain the same for rotation but ground speed will be substantially higher with drag being yet substantially above that of normal conditions. Long story short, you might not have a big enough body of water to takeoff. Additionally, you might create an unsafe condition by achieving an unsafe speed across the top of the water, think of a skipping stone on a lake, where directional control could become compromised. Like in all flying, although maybe more pronounced, a good seaplane pilot has the aeronautical decision making (ADM) to know when conditions provide too much risk to fly. One of my favorite lines, "A superior pilot uses superior judgment to avoid situations that require superior skills".

Now that I'm approaching turning 41, I started thinking again about what aviation challenge I wanted to attempt. I was considering getting Multi Engine Instructor (MEI), or Glider. But then I realized how much fun I had on the water. I began the search for multi engine sea. Maybe not surprisingly, this is not a common certification and there are only a handful of training facilities that offer this rating. I wanted to visit Alaska but my work schedule didn't allow for it. Instead I decided to drive to WaterWings in Calera, Alabama, a state I wanted to see that was the closest to Dallas for driving purposes. Scheduling with WaterWings was a quick call, training is primary during the week because weekend boaters are an additional risk element that can be avoided. I made the 10 hour drive uneventfully, without many large cities in-between traffic is light and it's a pretty drive. I was taken aback by how pretty and green Calera city was, I stayed at one of the many hotels 10 minutes from Shelby County Airport. I arrived on a Monday at 8am for my first day of training. I met my instructor who I later found out was from Dallas, and who learned to fly with my same instructor out of KADS at Monarch Air. Aviation truly is a uniques small group of folks that you will run into in the future. My assigned instructor was Ben, a phenomenal pilot and people person, I was trained on a thorough preflight of the Lockwood Aircam that lasted about 1 hour. We discussed the intended flight plan and departed on a 133 heading to the local waterways. I was instructed on area hazards and then was trained in normal landings and single engine landings. This is something the instructor demonstrates and then you attempt to repeat, often in frequency of 5-10 attempts or until you have perfected the maneuver. With operational engines, landing a multi seaplane of floats is the same as a single engine seaplane. However, a simulated dead ending on downwind makes things exciting! The downwind leg is usually at 4,500 rpm (Rotax 912's), 65 mph. You run a verbal memory check list GRAF: Gear Up, Water Rudders Up, Area Clear, Flaps. This is where the Aircam is tricky, max flap speed is < 70, often in training you will receive a simulated engine cut after established for landing configuration(right engine is critical due to pusher configuration). The procedure is to maximize throttles (5,500 RPM), fly the plane at 65 mph, run the drill of dead leg dead engine and verify against instrument tach, then pull inoperative engine back to idle (inoperative engine below 2,000 RPM does not contribute to performance and it's recommended to be shutdown). Another fun fact, the Aircam WarpDrive composite/nickel props are fixed non feathering. Once configured at 65 mph, single engine operating on downwind, the procedure is to reduce power to 3,500 RPM and if applicable, turn base and final all while maintaining 65mph to avoid over speed or unsafe under speed condition. Vmc speed is 43 but you would

be surprised how quickly a high lift high drag float plane can drop in speed from 65 to Vmc critical speed. Power is retained on the operable engine at 3,500 RPM, this will provide for a safe descent rate while maintaining 65mph. The good news is this maneuver isn't a spot landing. The procedure is entirely speed management. You then wait for the proper altitude to start relieving forward stick pressure, the aircraft will rapidly lose airspeed by slowing the descent rate, it's critical to be just above the water surface before relieving forward stick pressure. Upon touchdown, if done correctly, the aft "stern" of the floats will begin to skim the water surface, immediately reduce power to idle and remove rudder pressure simultaneously. If this part is not coordinated the pilot risks capsizing. This becomes second nature rather quickly and then you will spend the rest of the training having a phenomenal time repeating the maneuvers. I flew 2.7 hours on day one, then went into Calera for a fantastic Mexican food lunch at Zapopan, I spent the remainder of the afternoon at the hotel pool studying for my flight exam. This included a review of airspeeds, aircraft limitations and right of way rules (you will need to review rules applicable to boating too), the plane always has last priority!

On Tuesday training started early at 7am, we training for a few hours, perfecting the maneuvers learned the day before. I then headed back to Shelby Airport to collect endorsements from my recommending instructor to sit for the flight exam with the on-site DPE Charles Welden. I was at WaterWings from about 10am until 5pm waiting for my flight test, studying and chair flying most of the time. This is where I learned what a truly special place WaterWings was. I was surprised when one of the employees Sal brought out a grill and started searing marinated steaks. Are you kidding me, the flight school has free barbecue lunch Tuesday's?! If you want to go observe something fun, wait until noon when all the flight school planes return simultaneously at 12pm, coincidentally when the food is ready. I had the opportunity to chat with other students, many were time building to prepare for future adventures in Alaska and elsewhere. WaterWings has several aircraft including a helicopter, its fleet is among the most diverse I have come across. All aircraft I observed were meticulously cared for, the mechanic (Jake), was incredibly friendly and made himself available to answer Aircam specific questions I had. I took my practical about 5pm, Charles was very fair and reasonable with questions being prioritized around my understanding, focus was on my well being and future safety. I really appreciated this as the discussion was thought provoking and turned out to be a learning experience for me. The flight exam was again very fair, expectations were communicated in advance, it was then up to me to display positive airplane control, knowing what I wanted the aircraft to do, as well as knowing how to make the plane do it. Conditions at sunset turned out to be ideal, my maneuvers were satisfactory. Following my single engine landing, I was told to fly up the river and to take us home. Charles couldn't see it since his seat was behind me, but I had a tremendous smile on my face as I flew up the river, very low, while waiving at fisherman, a truly memorable experience.

The purpose of me spending the time to write this is to inspire pilots to step outside their comfort level to learn something new in aviation and to broaden their knowledge. I'm happy to be available to anyone that has further questions on the ASES/AMES, it is pretty cool being part of the approximately 35,000 pilots that are also seaplane rated. Another reason I wrote this is to thank WaterWings. Charles Welden and his Team provided me a service that exceeded my expectations. I felt safe, I received excellent communication and training from everyone I encountered. And I had a lot of fun, isn't that was aviation is all about?!

What will your next aviation adventure be???

A Journey to Hamilton Montana: Breathing New Life into a Rearwin Speedster 6000M

By Joe Migis

This past June, Melissa and I embarked on a memorable journey from Hidden Valley Airpark to Hamilton, to explore the possibility of restoring a rare and beautiful aircraft: the Rearwin Speedster 6000M. What we found was more than just a project—it was a piece of aviation history waiting for its second wind.

The Rearwin Speedster 6000M: A Classic in Waiting

A true gem of 1930s aviation, the Rearwin Speedster 6000M embodies the spirit of innovation and elegance from the Golden Age of flight. Designed as a high-performance sport aircraft, the Speedster was Rearwin Aircraft's bold entry into the competitive lightplane market—offering both speed and style in a sleek, tandem two-seater package.

First taking flight in 1934 and refined through the late '30s, the 6000M was powered by a 125-horsepower Menasco C-4 inline engine, giving it an impressive top speed of 160 mph—fast for its class at the time. Its streamlined design, high braced wing, and fully enclosed cockpit reflected both aerodynamic ambition and pilot comfort.

Built with a steel-tube fuselage, wood-and-fabric wings, and clean lines, the Speedster turned heads at airshows and races across the country. Unfortunately, despite strong performance and sharp looks, only 11 production aircraft were produced—making it a rare and coveted aircraft today.

The Speedster we visited has a unique and touching history. It was purchased in 1948 by Ralph Luther, who flew it until the summer of 1949. That year, Ralph began a restoration project that would span decades. Over the years, he collected parts and had the base tube frame refurbished, but the aircraft never flew again. Ralph has since passed, and now his daughter—hoping to see her father's dream realized—has offered the project to someone who can bring it back to life. Her husband, a close family friend and my private pilot instructor from the 1980s, helped connect us.

Ralph standing in front of a Rearwin Speedster at the WAAAM Museum in Hood River, OR

Menasco D-4 inline inverted 4-cylinder engine 125 HP

Traveling to Hamilton through the Bozeman Pass

Heading Home

Saturday morning, we packed up and began the journey home, retracing our route with a fuel stop in Cheyenne. The skies were kind, giving us time to think about the next steps.

What's Next?

Our plan is to return the first week of September with a rental truck, pack everything up, and bring the project back to Hidden Valley. From there, the real work begins. With the support of my wife, our EAA chapter, Ralphs's daughter, and the spirit of Ralph's original vision, we hope to see this Rearwin Speedster 6000M take to the skies once again.

The Journey North

We departed on Wednesday afternoon, June 24th, flying from Hidden Valley Airpark to Cheyenne, Wyoming. Thunderstorms were active across Colorado and into Cheyenne, so we stayed east of the weather. Fortunately, the cell over Cheyenne moved northeast just in time for our arrival, allowing us to land as planned.

The next morning, we continued along the I-90 corridor, passing through the scenic Bozeman Pass and on to Hamilton. Snow still capped many of the mountain peaks, adding to the breathtaking views.

After picking up our rental car, grabbing lunch, and checking into the hotel, we had just enough time to get our first look at the Speedster before dinner. It was a humbling sight—an aircraft that hasn't flown since 1949, surrounded by decades of collected parts and potential.

A Closer Look

Friday was spent digging into the details: reviewing logbooks, inspecting the data plate, airworthiness certificates, and sorting through the many parts Ralph had gathered. It's clear that restoring this aircraft will be a significant undertaking, but the foundation is there. We ended the day with a short sightseeing trip to Como Lake, reflecting on the legacy of the Speedster and the road ahead.

Tube fuselage of the Rearwin Speedster

Project Updates

By Michael Stephan

I have a few updates for this month. One is a project that we have not seen before, and another is one that I teased last month.

First is the Sling TSi project of Walter Burkett. HE is making good progress and hopes to fly this fall. Walter is building the project with the assistance of Midwest Skysports.

Walter is currently flying for Delta Airlines but will retire in May of next year. In retirement, He plans on moving to the Florida panhandle in an airpark with a new hangar for the Sling. So he now has two projects to manage. The building should be completed soon equipped with a 47 ft main door and be fully insulated.

Walter Burkett's Sling TSi project

Walter's Hangar under construction in Florida

I also have an update on my Fastback project that I teased last month. It is now out of the paint shop and is back in the hangar. I was lucky enough to get Poplawski to paint one more airplane. Now to finish the interior.

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:

The Ranger Fly-In has been cancelled due to infrastructure construction on that weekend.

The Splash-In at Cedar Mills (T30) is another great weekend of flying, camping, and FAA Safety Seminars. It will be October 17 - 19. 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.

Mark your calendars and stay tuned for more information.

Upcoming Events

Saturday, August 2nd - 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, 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/

Saturday, September 6th - 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, Sept 6th
Airplanes and Coffee, Sulphur Springs
Sulphur Springs Municipal Airport (KSLR)

Join the 501c3 Non-Profit Organization Airplanes and Coffee for a FREE day of fun. 8:30 - 12:30.
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!

September 27th
Pecan Plantation Airpark Fall Fly In
Pecan Plantation Airpark (0TX1)

9:00 am – 3:00 pm (Rain Date 5 October)

… and Drive-In, too! Classic cars on display, free Young Eagles airplane rides for children ages 8-17, food, silent auction, and more! .

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

RISING AVIATION
HIGH SCHOOL

Social media sites

www.facebook.com/eaa168

www.twitter.com/eaa168 (@eaa168)

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

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

☐ Regular Membership
☐ Student Membership
☐ New ☐ Renewal
☐ Information Change

Regular Membership dues for EAA Chapter 168 are $20/year. Student membership is free. Make checks payable to 'EAA Chapter 168'.

Mail application to:
EAA Chapter 168
C/O Sam Cooper
5932 Janet Ct
Westlake TX 76262-9603

National EAA offices:
Experimental Aircraft Association
EAA Aviation Center
3000 Poberezny Rd
Oshkosh WI 54902-8939
Website: www.eaa.org

EAA Member Services:
Phone: 800-564-6322

* Required fields

Name * _____

Copilot (spouse, friend, other) _____

Address *_____

_____

City *_____ State *_____ Zip _____

Phone Home _____ Mobile _____

Email address * _____

EAA Member # *_____ Exp. Date _____
(EAA Chapter 168 membership requires a current Experimental Aircraft Association Regular, Family, Lifetime, or Student membership.)

Pilot/A&P Ratings _____

I am interested in helping with:
☐ Fly-Ins ☐ Programs ☐ Newsletter ☐ Young Eagles ☐ Officer

Plane, Projects (% complete) and Interests: _____

_____

_____

_____