

HANGAR ECHOES

SEPTEMBER 2025



Airventure 2025 Wrapped Up

By Michael Stephan

EXPERIMENTAL AIRCRAFT ASSOCIATION ★ CHAPTER 168 ★ DALLAS

Airventure 2025 is now in the rearview mirror. So let's do a little wrap up on some of the big stories to come out of the week long festivities.

The biggest news was the finalization of the MOSAIC rules. The story dominated the event as well as most YouTube videos about the convention.

There was immediate confusion about the final rule, but the experts were able to explain the

1,600 FORUMS & WORKSHOPS
704,000 TOTAL ATTENDANCE
962 EXHIBITORS
22.9M REACHED ON SOCIAL MEDIA

6,000 VOLUNTEERS
\$257,000,000 ECONOMIC IMPACT FOR OSHKOSH REGION
10,000+ AIRCRAFT

ONE WEEK
ENDLESS POSSIBILITIES

AIRVENTURE OSHKOSH 2025

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Important Chapter Stuff

By Michael Stephan

This month we have so much to talk about that I don't know where to start. So let's start with some local Chapter Social activities.

On Saturday Sept 13th, Greg Kochersperger has invited over to his home to see the progress on his RV-10 build. Greg is a really good builder and I'm looking forward to seeing that project. I think I can learn a few things.

These project visits are the best social events. We get to talk airplanes and visit with friends. I've been out of the loop so long that I am really excited about this one. I've been under a cloud for so long. I miss my two favorite things; flying and my friends. That fog is now lifting and I can get back to both.

The Texas Antique Association's fly in at Gainesville is also an excellent event to see some really beautiful antique aircraft. There are some dazzling restoration to see there. That event is Sept 19th and 20th. I think I will try to make that one this year.

The next weekend is the Fall Fly In at Pecan Plantation. This is another great event that has lots of airplane fly in. Get there early and spend the day. They also serve a lunch that is a fundraiser for the local chapter, and there is activities for kids as well. There is also a car show for the gear heads. I have been several years and enjoyed each one.

My airplane is painted now, so you might see it at more local events.

The Fall fly in season is here. So put gas in the car, shine up those airplanes and let's get to it.

Although the Splash In/Safety Seminar at Cedar Mills is over a month away, those that want to camp using the campgrounds facilities should get those reservations in. They fill up fast. There is always room for camping with your airplane.

I have to apologize. I promised a mid month Airventure update, but I couldn't get my material all assembled in time. So, it is now in this issue. I had a few distractions combined with a lack of energy that caused me to miss the target.

I experienced Airventure from the internet again this year, so I gathered up the news items that I could find. The big news of the year MOSAIC being finished. That is over 1700 pages of rules and comments. I have studied a few of the experts who explained it, and I think I have a pretty good grasp. I will try to give you the Reader's Digest version. Some of you will get that reference.

The Airventure site at eaa.org has 5667 pictures in its [Flicker archive](#). So there is something there for everyone. Not only is it a comprehensive library, but the images are all amazing. They have excellent photographers that roam the ground that week. Scanning through just a small portion gave me a sense of being there and what I missed not being there this year. I will get there next year.



A Scooby inspired Carbon Cub at Airventure this year.

Membership Update for September

By Sam Cooper

We had one new Member join the Chapter during August. Mike Hance has renewed his membership in the Chapter. Rajeev Arora has joined the Chapter and is supporting his son's avid aviation interests. Welcome aboard Mike and Rajeev. Let us know how we can help you on your aviation journey and adventures.

Mel Asberry

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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

September 2nd Chapter Meeting

The September Chapter meeting will be on **Tues, Sept. 2nd 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.

This month our feature presentation will be on Gyrocopters. Mike Montefusco will lead the discussion. He has built and flown his gyrocopter for several years now. You can see him flying it in to many of the local fly-ins. At Grand Prairie, we have a RV pilot that prefers to fly his gyrocopter. He says it is the most fun he has had in an aircraft. So this should be an interesting presentation.



September 8th Board Meeting

The September BOD meeting will be an online meeting on Monday September 8th 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 Aug 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, Joe Migis, Christopher Jolly, Chris Siggins and Greg Kochersperger,. Also present: Zen Walters and Mel Asberry.

CHAPTER MEETINGS

Sep 2: Mike Montefusco - Gyrocopters
 Oct 7: Russ Keith Manager for Operation Airdrop
 Nov 4: Christopher Broyhill - Victory Flight S-211 jet training
 Dec 1 Christmas Party.

BOARD OF DIRECTORS MEETINGS

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 80. Currently there are 6 student members. Sam is continuing to work to be sure all tax reporting to the IRS is correct.

YOUNG EAGLES / EAGLE FLIGHTS

Christopher Jolly reports:

Two flights scheduled for Sat, Aug 16. Chris is in contact with several other candidates for YE flights. Eric Cadorette has offered to fly Young Eagles as has Greg Kochersperger.

Build and Fly:

Next Build and Fly event to be in Jan. or Feb. Christopher Jolly is looking into T-Shirt design for participants.

CHAPTER SOCIAL ACTIVITIES:

Greg Kochersperger detailed the current activity list:

Sept 13 - Greg's project visit. Details in newsletter.
 Sept 19-20 Gainesville Airport - Antique Aircraft Airshow.
 Sept 27 - Pecan Plantation Fly-in. Details in newsletter.
 Oct. 17- 19 - Cedar Mills fly-in and Safety Seminar.
 Joe's Rearwin Speedster - Possible project visit in Nov.

SCHOLARSHIP UPDATE

Joe Migis reports that Garrett has passed written test and soloed. Claire has passed written. Expects to solo soon.

NEW BUSINESS

Student Ambassador Zen authored a "Path to PPL" summary document.

Officer Elections: Nominations are in Sept. Election is in Oct. Brad Roberts declined to run again as president. VP candidate TBD. If nominated and elected Sam Cooper and Jim Caniff will continue as treasurer and secretary respectively.

Michael Stephan may be able to make First Flight Plaques soon.

Rainbow Aviation LSRI Offers two day class on Light Sport aircraft inspection. Seeking facility in DFW area to hold class.

NTX chapter of Women in Aviation International is hosting a "Girls In Aviation Day" on Oct 11, 2025. Event is at Henry B Tippie Center, 5657 Mariner Dr, Dallas TX. (Dallas Executive Airport RBD)

The meeting was adjourned at 19:21

Young Eagles

By Michael Stephan

We had more Young Eagles take flight last month. Christopher Jolly and Joe Migis are doing a terrific job of sharing their love of flying with the next generation of pilots.

On Aug 16, Joe took Dominic and Myles up for a flight in the area around Hidden Valley Airpark, where Joe is based.

It was a beautiful blue sky and both flyers enjoyed the flight.

Dominic had this to say about the experience:

“Thank you so much for the awesome experience this weekend. I was expecting to be spoken to and sit there for an hour, and was so happy that I was given the chance to fly the plane for 50 minutes out of a 60 minute flight! I learned that it's a lot easier to use the horizon to keep the plane steady instead of the instruments because the wind speed makes the instruments a little delayed. It was a much more positive experience than I was anticipating and it made me excited to consider where flying could lead me.

I'm only 14, but I think my plans are to go to a part 61 school while I get a degree and get into my aviation career as soon as possible.

Thank you again!”

The Young Eagles Program is the most rewarding experience we have, for both the Young Eagle and the Pilot and the helper on the ground. Christopher, who is leading this effort can use a few more members or parents to join in. He needs Coordinators, Pilots and ground support. He can also use help planning the 2026 RC Build.

Contact him at cpajolly@gmail.com



Joe and Dominic ready for their flight in the RV-14A



Dominic sporting his Young Eagle certificate

Patrick Arzen TM

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 972.735.9099
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www.thrustflight.com

Newsletter Archives Online
www.eaa168.org/wp/recent-newsletters/



Myles ready for his first flight with Joe in the RV-14A



Myles Dad records the Flight with Joe

Wow what an amazing experience Saturday. The engagement and support from this EAA chapter has been much more than expected. We spent the drive home and that evening reflecting on "whats next" from a piloting standpoint - there seem to be many paths to the cockpit.

See yall soon!

Stephen & Myles



Splash In/ Safety Seminar Cedar Mills: Oct 17-19

Greg Kochersperger

EAA Chapter 168 will be organizing a fall camping event again this year in conjunction with the 24th Annual Safety Seminar & Splash-In held at Cedar Mills Marina and resort on Lake Texoma. Several of us attended and camped last year, and we had a really great time.

Cedar Mills airport identifier is 3T0, and they maintain one of the nicest grass strips in North Texas. Arrivals and registration begin at 3pm on Friday, October 17th, and the FAA sponsored safety forums go during the day on Saturday, the 18th, followed by a nice dinner on Saturday night. WINGS credits are provided.

This is a great event to come fly-in or splash-in and camp with your plane, or you can make the short drive up and camp at one of Cedar Mills' tent or RV sites. Or just come out for the day. Camping with your plane is \$20/night, no reservation required. Contact [Cedar Mills](#) to reserve tent or RV sites if driving in. Lake view cabins and RV/camping sites available for the fly-in weekend. For reservations call 903-523-4222 ext 221

Most of your meals are covered so it is very easy logistics for those of you plane camping for the first time. There is a "social hour" on Friday evening at the hangar - typically with fajitas and margaritas. Bruce and Mary Ann Fuller will be hosting lunch for the Chapter at their RV site on Saturday. Dinner on Saturday night is at the Pelican Landing Restaurant - it is \$30 for Oktoberfest style dinner, beverages, and door prizes. There is a pancake breakfast on Sunday morning.

Hope to have a great turnout of folks for this event. Please [RSVP](#) and let us know that you're coming.



Safety Seminar & Fly-In October 17, 18, 19, 2025 SEMINAR SCHEDULE

Door prizes presented at every seminar. Plus, each seminar attended gives the pilot additional chances to win the Grand Prize. **Grand Prize** presented at Oktoberfest...you must be present to win!

Friday, October 17

TIME	LOCATION
Starts at 3pm Registration	Hangar West end of airfield
6-8 pm Complimentary Social Hour & Splash Chat Session	Open Forum with the Pros Hangar West end of airfield

Saturday, October 18

TIME	TOPIC	SPEAKER	LOCATION
Starts at 8am	Registration		Hangar West end of airfield
9-10 am	Pilot Owner Approved Maintenance	ED GAGNON A&P and IA	The Lodge South of airfield near RV Park
10-11 am	"Accepting the Risk & Managing It"	JIM McELVAIN Charter Pilot & Former FAA Regional Manager PETE McELVAIN AIRLINE PILOT & FLIGHT INSTRUCTOR	The Lodge South of airfield near RV Park
11 am-1 pm	Lunch		
1-2 pm	Introduction to Seaplanes	ERICH ROEDER Airline Pilot & FAAS Team Representative	The Lodge South of airfield near RV Park
2-3 pm	Introductions to Sail Planes (Gliders)	SHANE GRIEVE Flight Instructor & FAAS Team Representative	The Lodge South of airfield near RV Park
3-4 pm	Accident Case Study	JOE MURPHY FAAS Team Manager - Operations DARRELL HUGHES FAAS Team Manager - Maintenance	The Lodge South of airfield near RV Park
6-8:30 pm	Octoberfest Dinner A day in the life of a DFW Controller	MATT WELLS Air Traffic Controller	Pelican's Landing Restaurant Center of the Marina

This is a special **ALL YOU CAN EAT OKTOBERFEST** Feast
ADULTS: \$30 per person (includes beer, wine, soft drink or tea and tax)
CHILDREN UNDER 8: FREE
 Please purchase entry wristband at the registration table located at the Hangar

Sunday, October 19 8-9:30 am Pilot Pancake Breakfast Sponsored By EAA 323 at Hanger

Fisk Approach Controllers

Greg Kochersperger

“Red RV over Fisk, Rock your wings....Good Rock, follow the railroad tracks and contact tower, welcome to Oshkosh...” That one-way conversation is all most of us get to have with the professional controllers that so expertly guide the conga line of planes safely into Oshkosh every year during AirVenture. Everyone knows Oshkosh Tower as the “World’s Busiest Control Tower” for the week of AirVenture, but the tower would never be able to handle all of the VFR inbound traffic without a handful of controllers, a pair of binoculars, and a remote radio sitting in a clearing seven miles outside the airport grounds. These are the Fisk Approach Controllers - regular full-time FAA controllers that come from all over the country to spend two weeks in Wisconsin working aircraft. They have the critical job of controlling the flow of arrivals to each of the two active runways and ensuring adequate spacing between arriving aircraft. Get too close to the plane in front of you, and they’ll send you back to the end of the line.

I’ve always wanted to go out and see their operation but never found time to do it. Until this year. The field was MVFR at best on Saturday morning before the official kick-off of the show, and arrivals were just barely trickling in. We opted to skip out on the watching landings at the Green Dot and had a nice lunch at Wendts on the Lake for some perch instead. When we left lunch, the sky had cleared a bit, and we had our chance. We were already in the car out driving around – let’s go check out Fisk!

First challenge – where is it? Well, that was pretty easily solved as both Apple and Google maps have it located. “Siri, go to Fisk VFR Approach Control”, and we were on a way. A short drive, and we parked the car at the bottom of the hill near all the other cars that had the same idea we had. There were a dozen people sitting in chairs on the hill next to the FAA trailer. Four or five controllers with bright pink shirts were sitting at a table in the shade of the awning. One or two of them were spotting traffic with binoculars and reporting the type and location to the controller working the radio. I noticed they had up ADS-B on a laptop to better identify the aircraft type. Visiting the make-shift facility has become quite popular in recent years, and another one of the controllers seemed to be in charge of crowd control. The FAA had recognized the PR opportunity and was handing out some cool stickers and other goodies.

They were all very nice and actively engaging in conversations with the bystanders. It was a serious job, but they were seasoned pros and were very casual about it. The weather had cleared up nicely, but I think some of the lingering storms south of Oshkosh kept the flow of airplanes steady but very manageable. It was definitely light traffic for a Saturday before the show. One of the controllers gave my ten-year-old son an extra pair of binoculars and was helping him spot planes coming up the railroad tracks. He showed us a neat trick of how the powerlines on the other side of the street provided a quick visual check of aircraft spacing – sighting through the powerlines, ensuring no more than one aircraft between the upper and lower lines meant you had at least ½ mile spacing. Simple, but effective.



We only hung out there for 30 minutes or so, but I think it was the highlight of my 2025 AirVenture. I highly recommend going to visit the Fisk controllers next time you’re at Oshkosh.



major details that we are most concerned about.

There were several new designs that appeared this year. One was a surprise that no one new was coming and that was the Spirit Engineering SE-1, a new Light Sport design manufactured in Grand Junction, Colorado. Four SE-1s made the trip to Oshkosh. The SE-1 is an S-LSA priced at \$69,500.



Four SE-1s on display

It's design is reminiscent of the vintage speedsters. It is powered by an engine that Spirit Engineering designed. "The Spirit V2 engine is a normally-aspirated, two-cylinder, four-stroke, inverted 'V,' air-cooled, direct-drive aircraft engine featuring a dry sump lubrication system, and a magnetic discharge ignition." It cruises at 100 mph at 75% hp.



Spirit Engineering's SE-1s in flight.

The next aircraft announcement is one we have been expecting and waiting for is the high wing Sonex.

Sonex was taking kit orders this year. The Prices are \$39,000 for the complete airframe kit and \$55,000 for the quick-build kit.

The high wing cruises at 150 mph (IAS) at 2,500 feet and 2800 rpm and has a top speed of 160 mph IAS.

The earliest quick-build kits will ship in spring or early summer of 2026, and later serial numbers will likely ship in 2027.



The High Wing Sonex

The next design is one that has been to Oshkosh several years and is back again in its final design...the RV-15.

I don't know of any other design that has had so much buzz over the years and has taken so long to become a kit, but this was the year. Vans has finally completed the design and they are very satisfied with the flying qualities and the speed.



RV-15

Back Country, the RV Way

They are taking orders for the wing kit priced at \$20,150. Kits ordered now are expected to ship by the end of 2025.

- Tail kits will go on sale in December 2025, with deliveries in March 2026
- Fuselage orders will open in August 2026, with deliveries in October 2026
- Firewall-forward kits will go on sale in August 2026, with deliveries by the end of 2026
- Finish kits will go on sale in November 2026, with deliveries by the end of 2026

I think this kit will be very popular and I bet we will see a few finish in Oshkosh 2027.

The next most interesting attendee was the ME 262 from the museum.

This is one of the five that were built at the Texas Airplane Factory at Meacham Airport.

Some of our older members will remember the Texas Airplane Factory as they toured the facility several times. No longer in existence, it was founded by Herb Tischler an immigrant and refugee of WWII.

Herb was very adept at fabricating and repairing farm machinery. He took on jobs here in the states which lead to repairing aircraft and eventually building full scale reproductions of WWII aircraft. If someone wanted one of his reproductions, they would fund the materials to build five and herb would then sell the other four. That justified the effort of creating the tooling that would be required.

One of those projects was the ME 262.

This flying example was purchased in 2011 by the Military Aviation Museum located in Virginia Beach, Virginia.

Since the original engine would be impossible to use, this one uses the CJ610 engine.

It flew during the airshow and is certainly and must see.

There was lots to see this year, and many of our members were there to enjoy it. Our camping area was full of members. Our Coordinator, Greg Kocherspeger, said next year will reserve even more spots.

Overall it was a Goodyear.



The ME 262 taxiing to the Warbird Ramp



ME 262 in flight



MOSAIC Simplified

By Michael Stephan

The big announcement that the MOSAIC rule has now been entered into the record and has 90 days to be implemented, which would be October 22. So we are under the old rules until that day, except for the Light Sport manufacturing rules which will be a year from that day (October 22, 2026). The extra year is so the ASTM group can develop the manufacturing guidelines under the new rules.

So what does it mean?

There is confusion over the two stall speeds. The Sport Pilot Privileges (SPP) has a stall maximum of 59 knots clean. The Light Sport Aircraft (LSA) has a maximum stall limit at 61 knots dirty (with flaps in the landing configuration). Why the Difference?

The easiest way to understand it is MOSAIC separates the Sport Pilot Privileges from Light Sport Aircraft. WE used to think that anyone exercising SPP can fly any LSA. It is different now.

A person exercising Sport Pilot Privileges can fly any aircraft (there are some limits but I keeping it simple here) certified or experimental as long as they meet the 59 knot stall criteria. So a Cessna in the flight school would qualify, as well as a four seat Piper, or Mooney or Beechcraft as well as the RV series and many of the more heavier homebuilts. Aircraft already in the fleet are now available to the Sport Pilot.

The 61 knot “dirty” applies to the manufacture of future Light Sport Aircraft. An aircraft can be manufactured under the new ASTM guidelines (it will take a year to finalize) and be considered a LSA. I could build an RV-8 (don’t need another one) in the same way RV-12s have been built and register it E-LSA. Vans Aircraft could manufacture them and register them as an S-LSA.

So what are the benefits of these changes and why are they so sweeping?

For pilots starting training. You can get a Sport Pilot License in a minimum of 20 hours of training, instead of the 40 hours for a Private Pilot License, using more powerful and robust designs already in existence. You can then fly those aircraft recreationally. That will bring down the cost for many students. Additional privileges, Class B C and D airspace, require an endorsement as well as complex aircraft (retractable gear and constant speed propellers).

For older pilots who want to continue to fly but without the requirements of a medical. SPP allows for flying with the Drivers License medical. So Basic Med is not required for the Sport Pilot. Night flying is the exception. The pilot must carry at a minimum a Basic Med certificate. So the expansion allows those to continue to fly their larger personal aircraft without the burden of a Basic Med.

For LSA manufacturers, the ability to build larger and more robust aircraft will allow them to expand their market to pilots who want more capable aircraft. Cessna could come out with an updated version of the 172, a staple for most flight schools. An S-LSA can be used for flight training. A kit manufacturer could manufacture S-LSAs for a broader audience. Maintenance and inspections are also under the ASTM guidelines which would make it cheaper to maintain and inspect yearly.

How will it affect us, the homebuilding community?

I don’t know, but it will. I hope prices will rise for experimental aircraft, as the S-LSA market raises the buying price for flying aircraft. More students will start and finish training, widening the market in general, as well as older pilots being able to fly into their later years. Innovation will accelerate.

I hope it doesn’t shrink the kit market or the number of people willing to build a plane. Finishing an airplane is a very rewarding accomplishment, and doing it with the support of our Chapter is valuable.

Here is my bold prediction resulting from these new rules. In a few decades from now, Vans RV-15A will be the most popular and numerous aircraft in the fleet. It is fast and powerful, lands slowly, has great handling, a robust landing gear (for those students learning), and is easy to manufacture with its blind rivet construction and prepunched kits. It will probably need to be a nose wheel version. Flight Schools would buy them in huge quantities. Also it makes a good fat tire airplane for the Backcountry users. I think it will cover a broad spectrum of the market.

MOSAIC.....we will see what happens. I’m sure it will be good.

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!



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

Upcoming Events

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!

63rd

Fall Festival of Flight!

SEPTEMBER 19th to 20th, 2025

Classic Airplane Fly-In! Open to The Public!
 Vintage Airplanes, Warbirds, Experimental, Antiques,
 Biplanes, Food, Vendors, and more! Hosted by
 the Texas Chapter, Antique Airplane Association,
 www.txaaa.org

GAINESVILLE MUNICIPAL AIRPORT, TX (KGLE)

Ayers Aviation
 Gainesville
 Totally Texas. All Americans.
 Texas Chapter • Antique Airplane Association

TEXAS AAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION

Friday - Saturday, Sep 19-20, 2025
TXAAA Fall Festival of Flight, Gainesville, TX
Gainesville Municipal Airport (KGLE)

Vintage Aircraft Fly-In and Pancake Breakfast with Lunch
 Catering. Sponsored by the Texas Antique Aircraft Association.
 Fly Market!

Contact: BRUCE PUTNEY

Phone: 817-673-1418

Website: <https://www.texasantiqueairplane.com>

**September 27th
Pecan Plantation Airpark Fall Fly In
Pecan Plantation Airpark
(OTX1)**

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! . [INFO](#)



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



RIISING AVIATION
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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.

Web site Address: www.eaa168.org

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WESTLAKE TX 76262-9603

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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