

Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

Volume 6, Issue 04

www.EAA1246.org

April 2004



Jim Wilson - Aviation Photographer

Jim Wilson has embraced more than two decades of capturing great photographic images with skill, imagination and dedication. The impact of his images capture attention, help market products, or just stir the heart. Anyone who knows Jim is familiar with his particular passion for aviation. Jim's presentation will be some of the best images captured over the last two decades including recent additions shot at AirVenture 2003 and Nellis AFB in March of 2004. The chapter meeting is:

April 8th, 7:00 PM, Pike Hall, Collin County Community College, McKinney, Texas.

Fish'n Fly-out A Success!!

... yes we can eat on the 24th ...

Once again Tom Mitchell and Roy Matheny coordinated a very enjoyable (and successful) fish-out to Lake Texoma. The ceiling was a bit too low to allow flying to the event, but it was only an hour or so drive from McKinney. The overcast sky and light wind kept everyone a bit cool during the morning, but the activity and company was very enjoyable.



Four members brought boats, and the chapter rented a pontoon boat to accommodate everyone. Over 20 chapter members tried their luck in the morning and several others joined the group for lunch at the Cedar Mills marina restaurant.

During the morning, Julie Ferraro had the best success catching 7 Stripers. Julie's boat also took the "most success" honors having caught 11 during the morning session.

Special thanks to Larry Spears and Tom Ferraro for dealing with the pontoon boat, and to Roy Matheny, Ken Sherri, Tim Smith, and Ron Swierski for bringing their boats and fishing skills. Now the next event - *THE FISH FRY!!!*

Fly-in Fish Fry - April 24th

The annual Fish Fry will be held on April 24th at Pete Huff's hangar at Collin County Regional Airport (TKI). Pete's hangar is one of the new hangars located north of the fire station in the MHOA hangar complex. Fish Fry gurus Garry and Janne Akerman are coordinating the feast, with lunch targeted to start serving about 11:30.

The Fish Fry is a rain or shine, Fly-in or Drive-in event. If you drive, the entrance to the MHOA hangar area is just west of the Fire Station. Look for the 'EAA Fish Fry' sign as you approach the Fire Station. Watch for volunteers helping to keep the auto parking organized. If you fly in, taxi to the MHOA (MO-ah) ramp, and plan on using 122.95 while taxiing in the "alley-way" to and from the MHOA ramp. Watch for the volunteers helping to park aircraft.



Come early for some extra hangar flying, to help with the setup, parking, gate watching, etc - and I'm sure an extra hand will be appreciated with the clean-up / tear down. See you there!!



PLANES OF FAME - N404BN

by Norman Lindsey



Make/Model: Cessna 210E
Owner: Norman Lindsey

Year: 1965

Engine/HP: IO-520-A(5), 285 HP @ 2700 rpm continuous

Cruise Speed: 155 kts

Stall Speed: 53 kts landing configuration

Prop: 82" McCauley E2A34C64/90AT-8 constant speed 2 blade propeller

Empty Weight: 2081 lbs

Gross Weight: 3100 lbs

How long have you owned this aircraft? 6+ years, before I got married!

Unique additions, features, paint, panel, etc:

Mindy and I designed and installed the interior the second year we had the plane. We stripped out the interior and cleaned all the insulation and sound proofing(?) out. We installed new sound proofing and insulation, and this really made a difference. We put in new carpet and headliner from Airtex. The kit worked really well and I recommend them. Becky Orndorf upholstered the sidewalls and seats for us. The seats are done in sheepskin to match the grey overall color. We rejuvenated the plastic moldings and reinstalled them. And we put in shoulder harnesses for the front seats. It was still N1805F and had a foul intricate brown motif. We also replaced the avionics, from the original King Silver Crown stack to a mix today of Garmin IFR GPS, KX-155, GMA-340 with 6 place intercom and music. Only the KN-64 DME remains from the day I took the airplane. The windows and windscreen got so bad I finally broke down and replaced them. It is a big job, but it was worth it. After several weekends and a full week of work, we were finished. The results were amazing. Being able to see in all directions, even into the sun, is great! Two years ago we finally had the plane repainted in Ada, OK. We worked the entire design to tie into the teal green plastic strip at the bottom of the instrument panel. It is an overall white with a metallic silver belly, and teal stripes separating the two areas. We took

advantage of the painting to apply for a vanity tail number, N404BN. BN is for Big Norm, and 404 is a reminder of my wedding anniversary.

Best characteristic (what you like most)?

I like the space of the cabin. It is a comfortable traveling machine that is fast enough to be practical. Since our son came along, we load up his car seat, all this toys and other accoutrements, and our tiny bags, and travel all over the country. Mindy rides in back with Austin, and there is plenty of room. We can go for four hours or so, and not be miserable. I just can't imagine what it is like to travel on the airlines with a family. This is so much better!

Worst characteristic (what you like least)?

The landing gear is powered by an engine-driven hydraulic pump. This makes the annual (and any other gear maintenance) gear swing a real pain. Either you pump the gear up and down by hand, which is a lot of work, or you get a hydraulic mule. I have finally broken down and built myself a mule.



What would you modify or do to your airplane (if money etc. was not an issue)?

I would install an IO-550, turbo-normalized. I would put in a complete new panel with Sandel EHSI, slaved of course. I would install an integrated avionics panel with MX-20 and CNX-80 and an air data system. I would also have a data link and stormscope. And the last touch would be Oregon Aero upholstery for the front seats.

History of the aircraft (i.e. previous owners, rebuilt or restored, special history):

My 210 started life 1966 in Santa Monica and immediately suffered hangar rash. It moved a few years later to Henderson, Nevada for most of the rest of its life. It has been treated fair to poorly, and in 1993 it apparently ended up on its belly, with the attendant sheet metal work and remanufactured engine and new propeller. I bought the airplane from a small

(Continued on page 4)

Fort Worth Stockyard Tour

By Calvin Coffey

Got out of state visitors in town or just friends you wish to impress? No better way than a private plane ride to the Fort Worth Historic Stockyards.

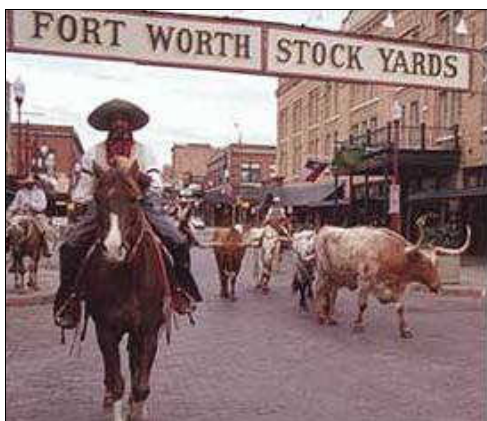
Depart Collin County Regional Airport (KTKI) westbound at least one hour before sunset (otherwise the sun may be in your eyes). Request Flight Following from departure on 124.3. Route is usually "Stay clear Class B north of Lake Lewisville Dam 2000 feet, then Over NW Regional, Direct Meacham." Keep an eye out for crossing traffic heading to/from Aero Country and Addison.

After landing at Fort Worth Meacham International (KFTW), request taxi to Texas Jet. They are located on the NE part of the airport off taxiway E. The friendly line crew



will park you in front of their FBO. The parking fee and courtesy car are free if you refuel. They have plenty of courtesy cars and a few vans for larger groups. After registering at the office, drive south approximately 2 miles to the Stockyards.

Familiarize your friends with the Stockyards by walking around the area. During the day, they have longhorn cattle drives, picture taking opportunities and tours. There are plenty of western clothes shops and touristy stores to visit. Of



course, if you just happen to be hungry, there are plenty of good places to eat. Risky's or Joe T. Garcias are excellent.

When you are satisfied with your Stockyards experience, return the courtesy car and load up the airplane. I usually make my return flight after dark 3500 feet over the top of DFW, then back to McKinney if the controllers aren't too busy. Make the request with Meacham ground (after listening to ATIS of course).

I bet this will be a trip your friends will not soon forget. Have fun at the Stockyards!



A&P Notes By Tom Ferraro

Recently, I attended a day long A&P/IA seminar. It was presented as an FAA safety seminar and the format included several company experts that discussed maintenance issues related to their products and general aviation. Listed below are a few of their interesting points and comments.

The FAA representative made a couple of comments regarding **Cherrymax** pop rivets. They have seen some instances of these fasteners failing. His comment was that if anyone was planning to use them in Primary Load areas, it would require FAA approval from their engineering representatives. (Of course this is for certified aircraft, however you may want to think about use of these on experimental aircraft too)

They have published a new Advisory Circular that outlines the "new Improved" process for field approvals. It's on the web and is AC 43-210

Art Pierce from Concorde made a couple noteworthy points on **batteries**. It is an old wives tale that you need to set a battery on a board if you take it out of the airplane. It is OK to set battery's on the ground or cement floors. The materials that these new batteries are made from can be set on any type of surface with no harm to the surface or the battery.

You should leave the caps on when you charge the battery. Be careful to not have the battery near any sparks – the gases given off by batteries is highly flammable.

The optimum setting for your voltage regulator output is 13.8 to 14.2 volts when the airplane is running. (Many of the portable GPS units have a DC voltage option that you can easily see this reading if you plug it into your cigarette lighter if you don't want to get out a volt meter and check it)



Chapter 983 Flyin - May 8 Pecan Plantation (0TX1)

Lots of airplanes including EAA Airventure Cup winners: Dick Keyt's Polen Special, Larry Henney's Lancair, Don Saint's Glasair, and John Bunn's RV-8. Spot landing contest with trophies going to top two. Hamburgers & hot dogs with all the fixings, soft drinks, kid's play area.

DR. STEPHAN M. KRAMER
AEROSPACE AND INTERNAL MEDICINE
BOARD CERTIFIED - A.B.I.M.

*Federal Aviation Administration
Senior Aviation Medical Examiner - Class 1, 2, or 3*

We specialize in problem waivers, denied, and special issuance FAA medicals

BY APPOINTMENT
(972) 346-9007

AVIATION MEDICAL CENTER
230 AERO COUNTRY AIRPORT RD.

(Continued from page 2)

Planes of Fame -

business owner in Shawnee, OK that was down on his luck and over his head with the airplane in 1997. Later, in the process of checking out in the airplane, the plane suffered a bird strike on the right wing that resulted in the wing being removed, extensively rebuilt in a jig, and re-skinned at Henley's. In 2001, in the process of getting the airplane ready for painting, all the windows and the windscreen were replaced.

Most memorable moment flying this aircraft:

It was a dark and stormy night. I was making my way one Friday evening before Easter a few years ago from Providence, RI to Norfolk, VA to visit my relatives. If you've flown through New York you know they are pretty rigid. On this route, they really want you at 6000 and direct Calverton (CCC) V16 JFK V1 CCV(Cape Charles, VA). A low aloft was situated just west of New York City and it was producing a lot of spiral bands of rain and weather. I looked at this and thought going more westerly to get "above" the bands around the storm and then head south once I was west of NYC between the bands of weather. Well, that was just out of the question. I negotiated on the phone and the radio and I could not talk them out of it.

The flight started out OK, and once I was over Long Island I was scanning the sky and my new Stormscope looking for trouble. Soon I was IMC, and I was relying on my Stormscope. But, I did not have much experience with it, and made the mistake of clearing it often. This did not permit the picture to really develop, and I was fat, dumb and happy. It was bumpy and wet, but so far things were OK. I was working my way from CCC to DPK and the controller suggested I talk to Flight Service. Odd. I knew there was lots of weather out there, so did he. Anyway, I took his advice and got the news that the line was solid just east of JFK and nothing was getting in or out. But things were moving fast and it may just work out, we both agreed. Dummy. At this point I noticed that the frequency was very quiet. Just me and a G4 diverting from JFK to Mac Arthur. The bumps were intensifying, and I found I really needed to slow down, so I dumped the gear to help out. The controller was busy vectoring the G4 to the final, when I hit a bump so bad all I saw in my peripheral vision was my possessions flying upward, and my head hitting the ceiling a split second later. I later found my baggage that used to be in the baggage compartment was now in the middle seats. Note to self. At this point, I cried "uncle" and asked the controller for an out. I was now about 15 miles from Mac Arthur, so we agreed to bail out there. I dodged another cell and got vectored out south of Long Island and turned me onto the ILS. I broke out at about 600 feet and landed without problem. The runway had a lot of standing water on it, and I later learned it was raining at that time at over 2 inches an hour.

I unloaded the airplane (you gotta love high-wings!) and went inside. There was a Falcon crew with hopes of getting

to Washington that night as did I, but all of us ended up spending the night and leaving early the next day in dense fog after all the rain had passed. Over 7 inches fell that night. The trip to Norfolk was uneventful.

Would you (or wouldn't you) recommend this plane to anyone looking to purchase? Why?

I would recommend 210s from this vintage wholeheartedly. I don't have any experience with the strutless (classic) 210s, but I expect they are even better. But the airplane is capable and manageable and well worth the money.



GLASS PANELS a Word of Caution

By Mel Asberry

Many people are going to the new glass panels in their home-builts. While these instrument systems are a very nice modern way to pack a lot of information into a single package; there are some drawbacks. Remember, these Electronic Flight Instrument Systems are relative new in our application and most don't have all the bugs worked out. If that instrument fails, all your flight information goes with it. In certificated aircraft including airliners and military (where the EFIS are "state of the art") back-up instruments of the "steam gauge" variety are always installed. If you read the accident reports you will find that in many cases pilots had to rely on these back-ups. I love my EFIS D-10 as simple as it is but I would never think of relying on it 100%. I will always have at least a mechanical airspeed indicator and altimeter as back-up. These "old steam gauges" seldom fail.

Don't read this wrong. Glass panels are the future. If you would like to and can afford it; by all means go for it. After all we build our own so we can do what we want. But please, be safe. At least install an "old timey" ASI and ALT.

Bottom line: You've got a lot of time and money invested in your bird. Don't put all of it's eggs in one glass basket.



RV Flyin May 1 - Mid-Way (JWY)

From: <http://www.vansairforce.net/TEX/tex.htm>

This fly-in has gone by many names and has been held at many locations throughout Texas over the past 19 years. It started with Bob Brashear at 'White Knuckle' airport. It moved to Mike/Bonnie Anderson's Cougar Landing' airport and Phil/Anne Grisham's 'Scott Field'. With the very real possibility of a Presidential TFR canceling the event at the last minute, it was decided to move to Midlothian. Because this will be the 20th year of this flyin - feel free to call it 'TEX20'. Hope to see you there. [-Doug Reeves](#)

What To Expect: No Airshow. No Vendors. No Hassles. Breakfast / Lunch available. Portable restrooms. Come / Leave when you want. 100+ RVs to oogle over.



March Board Meeting

Minutes by Dick Flunker

The EAA Chapter 1246 monthly board meeting was held at the TKI terminal on March 18, 2004. Attending the meeting were Larry Spears, Calvin Coffey, David Norman, and Dick Flunker.

1. Larry reported that the chapter address change with the state is in process.
2. Fish Fry topics
 - Larry confirmed the Akerman's will coordinate fish preparation
 - Larry will be publishing a notice to the MHOA regarding the Fish Fry event
 - Parking volunteers will be solicited at the next meeting
 - Dick to notify Chapter 168 of the event - David to notify Chapter 323.
3. Upcoming meeting programs:
 - Jim Wilson is confirmed for the April meeting
 - Calvin has arranged for Cirrus Design representative Iggy Burkhardt to speak at the May meeting.
 - Calvin has started discussions with several individuals regarding the June meeting, but does not have commitments.
4. Fly-outs
 - April 24 is the Fish Fry Fly-in
 - May 15 is SWRFI
 - June 19 is the Poker Run
 - July 17 is "Oshkosh Shakedown" to Stephenville (SEP).
5. Motion was made and passed to recognize the Akerman's for their exemplary efforts for the annual Fish Fry, the chapter will provide the Akerman's a complimentary chapter membership.
6. Newsletter Advertisement charges were discussed. David will research past records to determine previously established charge policies. Topic tabled until next meeting.
7. Open discussion regarding the possibility of establishing additional non-officer Board Members. Dick will research bylaws and provide copies of same to officers for further discussion at next meeting.
8. Funds were authorized for the FBO Bulletin board.
9. David reviewed financial results from 2003.



Calendar of Events

(Items in bold are Chapter 1246 events)

- Apr 8 Chapter Meeting 7:00 PM**
CCCC, McKinney
Jim Wilson - Aviation Photographer
- Apr 10 EAA 972 Pancake Breakfast (\$5)
Gladewater Municipal (07F).
- Apr 13-19 EAA Sun'n Fun, Lakeland (LAL)
www.sun-n-fun.org
- Apr 15 Officers Meeting 7:30 PM TKI Terminal
- Apr 24 Fish Fry - TKI**
Pete Huff Hangar (MHOA)
- May 1 Texas RV Flyin, Mid-Way Regional (JWY)
www.vansairforce.net/TEX/tex.htm
- May 8 EAA 983 Spring Flyin
Pecan Plantation (0TX1)
- May 13 Chapter Meeting 7:00 PM**
CCCC, McKinney
Iggy Burkhardt - Cirrus Aircraft Design
- May 14-15 SWRFI, New Braunfels (BAZ)
www.SWRFI.Org
- May 15 Annual Fly-in, Majors Field (GVT)
Greenville, TX
- May 15 Denton Air Fair (DTO)
Denton, TX
- May 20 Officers Meeting 7:30 PM TKI Terminal
- June 4-5 National Biplane Exposition
Bartlesville, OK
- June 5 Pancake Breakfast
Mid-Way Regional (JWY), Midloathian, TX
- June 10 Chapter Meeting 7:00 PM**
CCCC, McKinney
- June 11 Texas AAA 40th Flyin
Gainesville, TX (GLE)
- June 17 Officers Meeting 7:30 PM TKI Terminal
- June 26-27 Rocky Mountain Regional Flyin
Front Range Airport (FTG), Watkins, CO
- July 27-
Aug 2 EAA AirVenture Oshkosh
www.EAA.Org

Rich Graham

Flight Instruction and FAR 61.56 Flight Reviews

*Civilian Experience: Ground Instructor,
ATP/CFI, MD-80 Capt (ret), 7,500 hours*
*Military Experience: Instructor Pilot 5 Years,
T-33/T-37/T-38/F-4/SR-71/U-2/KC-135Q*

3501 Hearst Castle Way
Plano, TX 75025

Home: 972-491-0011
Cell: 214-621-0982
Email: Habu05@aol.com

FAA

Designated Airworthiness Rep
Aviation Safety Counselor
Ground Instructor
A & P Mechanic

EAA

Technical Counselor
Flight Advisor
Safety Officer

MEL ASBERRY

2464 County Road 655
Farmersville TX 75442-6014

972-784-7544

*

2216 Wisteria Way
McKinney, TX 75071



McKinney EAA Chapter 1246 Membership Application or Renewal

New Member: _____ or Renewal: _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Wk (_____) Hm (_____)

E-Mail Address: _____

* EAA Number: _____ Exp. Date: _____

Pilot/A&P Rating: _____

Notes/Comments/Projects:

Membership dues are \$20 per year due Jan 1. New memberships pro-rated to Jan 1. Make checks payable to **EAA Chapter 1246**.

Mail applications to:

David Norman
2216 Wisteria Way
McKinney, TX 75071

* National EAA membership required. National EAA Offices:

EAA Aviation Center
P.O.Box 3086
Oshkosh, WI 54903-3086

Chapter Officers:

Larry Spears (President)	972-294-1042
Tripacer55@aol.com	
Calvin Coffey (Vice President)	972-423-1770
Cfly@airmail.net	
Dick Flunker (Secretary)	972-396-0018
EAA1246@Comcast.net	
David Norman (Treasurer)	972-562-3488
dnorman@ticnet.com	

Chapter Volunteers:

Dick & Barb Flunker (Newsltr)	972-396-0018
RFlunker@Comcast.net	
Dick Stephens (Flight Advsr)	972-517-1647
Dave Bertram (Flight Advsr)	972-562-5967
Mike Pollock (Tech Cnslr)	972-530-8400
_____(Program Coord.)	
Dave & Susan Wilson	972-359-0578
(Pilot Profiles)	