

Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

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April, 2006

Weather In the Cockpit **with Keith Gutierrez**

***April, 13:00 PM, Pike Hall,
Collin County Community College, McKinney, Texas***

Keith Gutierrez-A Brief Resume'

Keith Gutierrez is a member of the Texins Flying Club where he is currently the membership chairman. He received his private pilot's license in 1974 via the Texins Flying Club where he did all of his training from the long gone, Dallas North Airport. He classifies himself as a professional renter and selects from a variety of airplanes depending on the trip requirements. For westbound flights over the Rockies, he uses a twin-engine turbocharged Seneca-II. The Seneca-II also has air conditioning so it is his favorite for summertime flying. For long distance flights east bound, the Cirrus SR22 is a favorite. And for local flights the TFC's Arrow is his favorite. He has been using portable NEXRAD for more than 3 years. His latest equipment is from ControlVision which uses XM satellite broadcast weather products. Having this equipment does have another benefit: free flight time



with aircraft owners that don't have this equipment. When he isn't flying he works for Texas Instruments' Worldwide Strategic Marketing Group. He specializes in evaluating and developing new business opportunities for TI investment, either internal or external to the company.

This presentation is the result of a lot of reading, discussions with vendors and technical due diligence into why things are the way they are with downloaded weather products. NEXRAD in the cockpit summarizes 10 important factors that should be considered when using these marvelous tools that rank right up there with GPS for situational awareness and flight safety.

How to determine whether a severe thunderstorm warning is in effect: Look at your car. If you have washed it in the past 24 hours, severe weather is on its way. If it is a new vehicle, expect hail.

Registering Your Amateur-Built or Light-Sport Aircraft

By Mes Asberry

Last month we talked about preparing for the airworthiness inspection of your new aircraft. At that time I promised to further elaborate on getting the aircraft properly registered. When registering an aircraft with the FAA, remember you are dealing with a government office, so we want to make sure that everything is right the first time. The number one rule is to not make enemies. These people are in complete control of your aircraft registration.

First you must obtain a registration form from the FAA. This is AC Form 8050-1. It is a multiple form and cannot be photocopied or computer downloaded. It must be an original form and may be obtained from your local FSDO. Fill out the form leaving the registration number blank unless you have an "N number" reserved. The aircraft manufacturer will be your name and the model can be anything you want to use. Just remember that whatever format you choose for your name, you must be consistent. For example; if you use "Doe, John J.", you must use this same format on all documentation such as the data plate and airworthiness application. The serial number can be any number you choose so long as you have not used it previously on another aircraft. Most people use the number assigned by the kit manufacturer, but this is not required. You must use a physical address. PO boxes alone are not acceptable. One of the most frequent errors on the registration form is to not print or type your name below your signature at the bottom of the form.

In addition to the form 8050-1, you must include evidence of ownership. This will normally be a bill of sale from the kit manufacturer. If you built your aircraft from plans or your own design, you may use an affidavit of ownership. This is simply a form describing your aircraft and stating that you are the owner. This is AC Form 8050-88 (for amateur-built) and -88A (for light sport aircraft) and it **must be notarized**.

Now that you have properly filled out the form, mail it to Aircraft Registration Branch, AFS-750, P.O. Box 25504, Oklahoma City, OK 73125. But Wait! You certainly don't want to forget to include the \$5 registration fee made out to the U S Treasury. Also, if you already have an "N number" reserved, include a cover letter stating that you want that number assigned to

this aircraft.

What? You say you don't have a number reserved and would like to. Well, that's another topic, but I think we can squeeze it in here. You don't even need an aircraft to reserve an N number. The number is simply reserved in your name and not assigned to any aircraft. You can reserve your custom N number online at :

<http://162.58.35.241/e.gov/NN/resreqform.asp>.

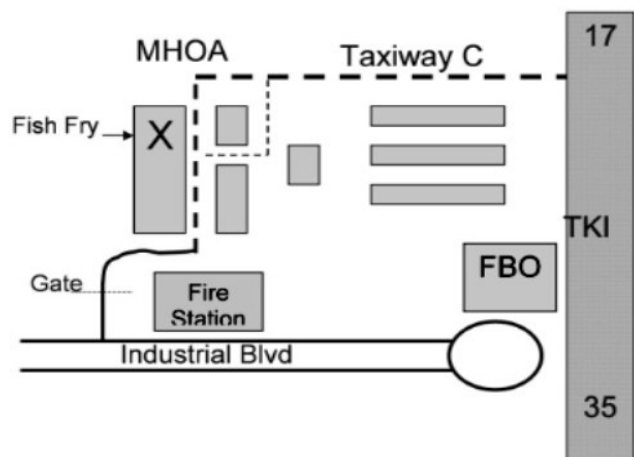
The cost is \$10. You may also submit your request in writing. Written requests should include at least 5 numbers in order of preference. The request should include a name, mailing address, phone number and signature of the requester. Send the written request to the same address noted above. Again, don't forget that check. By the way, if you reserve online, you may use a credit card.



EAT MORE FISH



It is time for our Annual Fish Fry! The Ackerman's are mixing up the tasty breading spices and sparking up the oil to fry up some 1st rate fish. So come on out to the event and bring family and friends. As always, our events are open to all. The fish will be ready at 11 am and served up at TKI (Collin County Regional Airport) in the MHOA located on the west/north side of the field behind the fire station. There will be signs and a greeter at the security gate so you know you have arrived where the fun is. The event will be held rain or shine so fly in or drive in – you are cleared for the option. If you have any questions, feel free to call 972-359-0578 or e-mail president@eaa1246.org



Saturday, May 6, 2006 Conroe 2nd Annual Angel Flight Rally Lone Star Executive Airport.KCXO

The 2nd Annual Angel Flight Rally will be held again this year at the Wing Aviation Complex on the Lone Star Executive Airport, Conroe, TX. This event raises funds for Angel Flight, a not for profit charitable flying organization. Angel Flight provides free air transportation for people in need of specialized medical treatment. This event will have fun for the entire family. Military, corporate and general aviation aircraft of all types will be on display. Music, prizes and fun for all. Barbecue lunch is served for \$10 per person. Silent auction. Saturday, May 6th, 2006. Contact: Gale Tynfield 936.672.7037,

gale@consolidated.net;



Timothy Smith

972-679-0674

email: timsmith@kw.com

Helping your Dreams take flight !

Member EAA 1246 - Ask about N9VW !



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Mike Livezey

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Phone (972) 562-5555 Fax (972) 548-2313

mlivezey@cutteraviation.aero *www.cutteraviation.aero

The information below is relevant to anyone who has interest in purchasing Hanger 2524 or the Bonanza from the estate of Dennis Chasten. This is an attorney who is representing Ms. Lena Bine, Dennis's aunt.

David D. Rippel, 972-424-9500

Fax 972-424-9522520

Central Parkway East, Suite 203,

Plano Texas 75074.

First Flights Wanted

By Tom Moore

As we all know, the Experimental Aircraft Association is dedicated to promoting the spirit of private aviation, experimentation and the notion that we can all share in the freedom to fly. As a Chapter of this organization we believe there is nothing more noteworthy to our group of members than the spectacular event of the "First Flight" - that wonderful, amazing day when all the years of hard work and dedication finally pay off and a new aircraft takes to the sky for the very first time!!!

We want to properly acknowledge this momentous event each time one of our members achieves this great milestone and give them the recognition they deserve. It is in this spirit that we are asking all of our members to share their exciting experience with our group. If you have had your "First Flight" - of an aircraft you have built - within the past year, we would like you to send us all the details describing the event, details about your aircraft, copies of pictures and videos that were taken, and anything else you feel would be relevant and want to share about the event. We will be featuring "First Flight" articles in the newsletter and want to include those whose flights took place beginning in 2005 going forward. Please email or mail me your information at your earliest convenience.

Tom Moore

15440 Lookout Point Circle

Frisco, Ts 75035

n621tm@comcast.net



New web site discovery

New FREE flash cards regarding Air Space. These can be printed from the AOPA site. Useful for experienced pilots as a refresher course or for new pilots.

The web site is:

<http://download.aopa.org/asf/airspacecards.pdf>

First Flight – A Wife’s Perspective

By Nita Bertram

My husband, David, always had this dream to build his own airplane when he retired from flying for Delta Air Lines. I, being somewhat naïve about all that involved, was always very supportive, even to the extent of relocating to McKinney so he could have a three-car garage in which to begin his project. Of course, being closer to the kids and grandkids helped tremendously in persuading me to move.

Finally, the big day – and the BIG truck – arrived with his Velocity kit airplane. This “kit” looked like the empty hull of a rather large canoe. For the next three years David began filling this “hull” with wires, glue, gizmos, and gadgets. Quite often he required my assistance. I discovered he thought I was bigger, taller, and stronger than I am!

I have to say that David was the talk of the neighborhood. No longer were we the couple with the two Dobermans. Our house was where an airplane was being built! David was like the Pied Piper to the neighbor children, who constantly came to observe and ask questions: “Hey, Mister, can you fly it yet?” “Well, no. It doesn’t have wings.” “Hey, Mister Dave.” (They now knew his name). “Is it ready, now?” “Well, I think it should have an engine before I try that.”



Airplane right-side-up with on-looker wondering if this thing is really going to work.

Success is often just an idea away.
Frank Tyger

Gravity was working against trying to fiberglass inside the top of the airplane, so David invented and built an ingenious wheel thing-a-ma-jig to flip the entire plane over on its top. (Pictured below). This did require the help of larger-sized neighbors while the smaller-sized ones looked on.

Progress was going well and it was time to move to the hangar. My poor old car breathed a sigh of relief as it finally got out of the weather and returned to the garage. The building process was now out of my eye and ear shot, so I don’t really know what all was being done. But, magically, two years later it had all the necessary parts to be called an airplane and take to the skies.

There is absolutely no way to express the total joy, pride, and elation I felt when on that Thanksgiving Day in 2004, I watched David take flight for the first time. I was crying, laughing, and jumping up and down, all while trying to record this momentous event with pictures. It was beautiful! The Velocity used very little runway and soared up like a rocket. It is forever burned into my memory.



Airplane on tail-end with neighbors helping to turn and steady it.



Airplane safely on its top ready for more work.

Chapter 1246 Member Profile

Name:

Mike Crye

Nickname:

Buster

Place of Birth:

Dixie, La,
March 30, 1935

Family: Liz, my wife of 40 wonderful years

Occupation:

Retired from Alcatel after 28 years as an Electronics Designer

Dream Job: I fly a 1963 Cessna 172 purchased in June 1973, but would Love to build an RV-9A.

I became interested in aviation because: When I was 9 my dad had a friend who was a WWI Fighter Pilot. He took me flying in his brand new Cessna 140 When he performed a loop, I was hooked! I got my PPL in 1968.

Favorite place to eat: Home! But to fly and eat it would be Mexican food on the Riverwalk in San Antonio .

If money were no problem: I'd buy a Lancair 300. Realistically though, an RV-10 would fit my flying abilities better.

My fantasy vacation: Fly to all the National Parks. My guests would be mywife, Liz and our bull terrier, Penny.

Last good book read: "Flying Tigers Diary" by Charles R. Bond, a local WWII Ace.

Greatest aviation experience: Liz and I flew to Macanaw Island at the upper peninsula of Michigan. We stayed at the historic Grand Hotel and enjoyed all the sights of this small island where there are no cars, only bikes, scooters, and horses. You did no want to get caught by bad weather in that area because it might be a long time before you could leave!

Another great experience was watching Liz fly with Lester Gardener in a P51 Mustang during the Confederate Air Force show at Rebel Field. It was 1980 and she won this flight in a drawing. They did a full aerobatic routine and she landed with a VERY big smile that lasted for a long time!

I'd like to be remembered as: a "Good 'Ole Boy"

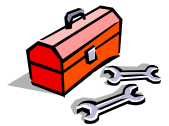


Calendar of Events

Items in **bold** are Chapter 1246 events)

- April 13 Chapter Meeting, 7:00 PM**
Keith Gutierrez - Weather in the Cockpit
CCCC, McKinney
-
- April 1 Paris,Tx Cox Field (PRX)
Gas Discounts, Free Registration, Free Lunch for Registered Pilots, Motorcycles, Antique Auto & Tractors: Contact: JR Aviation 903 784 4648
- Apr 4-10 Sun 'n Fun (LAL)
Lakeland, Fl
- April 8 Pancake Breakfast Fly-in Beaumont Hotel, KS (SNO7) hotelbeaumontks.com
Contact: Linda Jensby 620-843-2422,
- Apr 15 Fly-In Fish Fry 11:00a.m. TKI**
- May 6 Plainview, Tx (PVW) CAFT 123.0
Ch. 19 22nd Annual Fly in Breakfast
Adults \$5, Under 12 \$3
Contact John Schmitz 806-787-5923
www.eaa19.org
- May 11 Chapter Meeting 7:00p.m. CCC**
- May 12-14 EAA Southwest Regional Fly-In (SWRFI)
Hondo Airport (HDO)
Hondo, Texas
- May 20 Fly-Out 10:00 a.m. Greenville (GVT)**
- May 20 Rio Concho Cafe
Fort Worth, Tx - Hicks Airfield-T67
- Jul 24-30 EAA 54th AirVenture Oshkosh 2006
Wittman Regional Airport (OSH)
Oshkosh, WI

ELECTRIC HAND DRILL: Normally used for spinning steel pop rivets in their holes until you die of old age.



PLIERS: Used to round off bolt heads.

Vise-Grips: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

March

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5504 Democracy Dr. Ste 220
Plano, TX 75024



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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:

Patti Morris
5504 Democracy Dr. Ste 220
Plano, TX 75024

* National EAA membership required.

National EAA Offices:

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

Chapter Officers:

Susan Wilson (President) 972-359-0578

President@EAA1246.org

Tom Mitchell (Vice President) 972-548-8488

VicePres@EAA1246.org

Tom Moore (Secretary) 214-491-8481

Secretary@EAA1246.org

Patti Morris (Treasurer) 972-378-5699

Treasurer@EAA1246.org

Chapter Volunteers:

David & Nita Bertram (Newsltr) 972-562-5967

davnit@comcast.net

Dick Stephens (Flight Advsr) 972-517-1647

Dave Bertram (Flight Advsr) 972-562-5967

Mike Pollock (Tech Cnslr) 972-530-8400

Ann Asberry (Member Profiles) 972-995-0372

Chuck Godber (Bulletin Bd) 972-491-6717

David Godber (Bulletin Bd) 903-532-3577

Jim Smith (Flight-Out Co-ordinator) 214-906-7701