

Tail Wind Times

Experimental Aircraft Association Chapter 1246

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McKinney, Texas

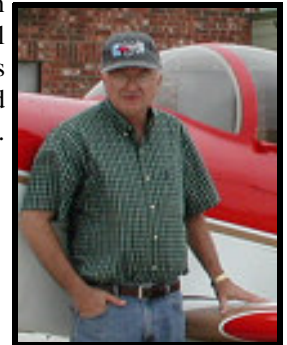
August, 2004

AirVenture 2004 Review - Marvin Brott



Chapter member Marvin Brott is a seasoned AirVenture Oshkosh pilgrim having attended many EAA "conventions". Marvin will lead an open discussion of EAA AirVenture 2004, show pictures of the event and reflect on general impressions, trends and observations not found in the general press or on the internet. The meeting is:

**August 12th, 7:00 PM, Pike Hall,
Collin County Community College,
McKinney, Texas.**



Builder Updates

By Dick Flunker

Following is a gathering of update information from some of the chapter 1246 homebuilders. I'm sure this list is not complete, so if you have a project in progress, just drop me a quick note and I'll include the info in an upcoming newsletter.

James Redmon - Berkut #013 N97TX

I am building a Berkut (pronounced: 'bear-koot') kitplane. It's a two-place, tandem, fully retractable gear, canard pusher, Long-EZ style, composite aircraft. It is constructed using a combination of factory molded carbon fiber parts and completely scratch-built parts (wings, winglets, and canard). The Berkut gets its name from a species of Russian eagle that the natives use to hunt and kill wolves. Included is a recent picture of my fuselage (wings not shown) with the distinctive F4 Phantom style canopies - further accenting the plane's futuristic jet fighter looks. And, it will have the performance to live up to the looks - with a IO-360, I am expecting a better than 200-knot cruise at less than 10 gallons per hour.

I'm happy to report that after an eleven year adventure wrestling with "life and a Berkut project", I am finally nearing the end of the build phase, and the beginning of the long awaited "enjoy" phase!!! I've completed the airframe,



tested all the systems and avionics, and even the first engine runs. I am working on the final primer sanding and finishing items now, will be moving it to TKI in a few weeks and expect the first flights to take place in August.

(Continued on page 3)

PLANES OF FAME

By Susan Wilson



Make/Model: Grumman AA-1A
Owner: Dave and Susan Wilson

Year: 1972

Engine/HP: 0-235 Lycoming, modified Cylinders. 118 HP

Cruise Speed: 125 mph

Stall Speed: 60 mph

Prop: McCauley Cruise Prop

Empty Weight: 1057 lbs.

Gross Weight: 1500 lbs.

How long have you owned this aircraft? 9 years

Unique additions, features, paint, panel, etc: Sure is red☺

Best characteristic (what you like most)? Can fly with the canopy open, sporty handling

Worst characteristic (what you like least)? Climb out on a hot day is not great

What would you modify or do to your airplane (if money etc. was not an issue)? Add a 3-bladed electric constant speed prop and landing gear clean up kit

History of the aircraft (i.e. previous owners, rebuilt or restored, special history): 6352L was delivered from the manufacturer to Bangor, Maine where it was used for flight training. Eventually, ret. Colonel Don Strout, who was also one of the flight instructors, purchased the plane. He and the plane were pictured on the cover of LIFE magazine for a story about a flying camp for kids. The Colonel sold the plane to one of his students who wanted an affordable IFR plane. We then purchased the plane and I flew for an hour with the Colonel before we flew out of Bangor and headed for home in New Hampshire.

Most memorable moment flying this aircraft: There are quite a few: flying over Maine after an ice storm turned the scenery into a crystal wonderland; watching Dave do formation flying at Lake Winnepausakee at one of the Grumman AYA conventions; flying over the mountains in New Hampshire during autumn peak and landing at Mt. Washington airport; flying to Nantucket, flying over New York city, flying to Bar Harbor, flying from Ocean City, MD all the way up the coast to Maine and flying over DFW at Millenium midnight – Happy New Year indeed☺ I have many memorable moments that involved going somewhere but my memorable flights out of McKinney also include the month I decided to fly everyday that was VFR – just checking out the local area airports, enjoying sunset aloft, and flying the blinking runway lights welcoming me home.

Would you (or wouldn't you) recommend this plane to anyone looking to purchase? I would recommend this plane based on its affordability, sporty looks and handling, and having the option of flying with the canopy open is great.



EAA Newsletter Editor Award

By Dick Flunker

A couple of weeks prior to the EAA AirVenture Oshkosh 2004, I received a very pleasant surprise from Brenda Anderson, EAA Chapter Administrator. It seems that every year the EAA chapter office reviews the March, April, and May newsletters and selects the top five for newsletter editor awards. To my surprise, the EAA 1246 newsletter was selected as a top 5 award winner!

The actual rank was not disclosed in the letter and I was asked to attend the awards ceremony at the Theater In The Woods during AirVenture. I am very proud to report that the **EAA 1246 newsletter received 3rd place.** Wow!



I guess that if one person needs to receive the chapter 1246 award, I will graciously do so, but the award is truly a reflection on all the fine articles contributed by the chapter members. One of the things that makes our newsletter unique and enjoyable to read are the many articles from different chapter members. Watch for all the different by-lines

on the articles!

Also significant are the efforts of the previous editors Andy and Sue Cowan. Their efforts established the basic format and content of the newsletter. Without their efforts and the many article contributions, this award would not have been received. Congratulations to all of you, you are the true winners of this award.



(Continued from page 1)

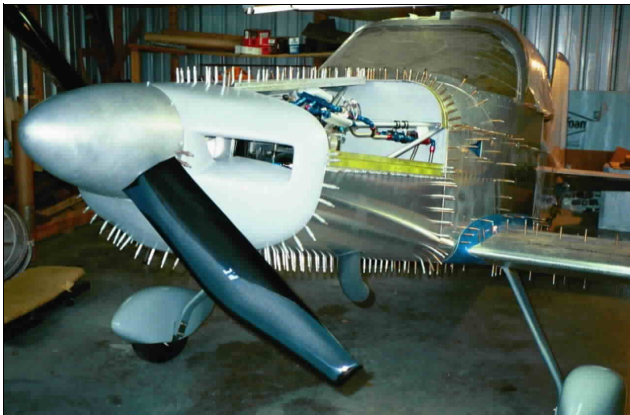
Builder Updates

I have also hooked up with Scott Charlton, another Berkut builder and 1246 member, and we are now sharing a T-hangar on the south end of TKI. His project is slightly behind mine in production, but should also fly later this year. I hope you all will join us for the first flight hangar parties!!

If you are interested in learning more about the plane and project, I have a web site that documents my entire Berkut building adventure complete with lots of pictures and even a work-shop web cam. <http://www.berkut13.com>

Bob Rogers - Mustang II

Bob is building a Mustang II using the kit for the airframe, but the firewall forward is original design using a Mazda Rotary engine. The airframe is complete, the engine has been rebuilt and mounted on the airframe, and the recent first engine start was successful. The wiring and instrument / avionics installation is in progress as is the engine baffling, painting, and the 1,000 other tiny details. (Is there ever an end?)



Building an airplane takes a LOT of time and effort, but the end result is worth it (assuming you actually finish the project). The next significant event? - the taxi tests??

The project is located at McKinney airport (TKI), hangar #327. If you have a question for Bob he can be contacted via email at BRogers@fdic.gov

Ralph Capen – RV-6A

I'm working on a Van's RV6A Quick-Build slider (we haven't 'named' it). I recently moved it from my garage to TKI and am getting ready to put it on the gear. I've got a full IFR panel with S-Tec-30 autopilot, HSI and color GPS, O360B1F6, three blade MT CS prop, electric trims, and it's electric only (no vac pump). I nutplated the floors (even the ones that were originally supposed to be riveted in),

installed a Gretz heated pitot tube, a Gretz relocated elevator trim, NAV antenna atop the VS, tip tanks (extra 19gal), and an AM/FM/MP3 stereo integrated into the audio panel. My wife Alane helped in the selection of the kit type (the glass/foam/resin was a real concern of hers), has selected the seats/upholstery design and has already offered suggestions as to the paint scheme (highly visible).



With the exception of a bunch of misc firewall forward parts I have everything needed for completion. I'm getting ready to fit the canopy this summer (looking for experienced slider builders), finish the last wing skins after wiring/plumbing the wings, and stab the wings.

Questions....zap me here: recapen@earthlink.net or call me 972-669-0010.....I love talking to folks about what I'm doing.

Cary Wigington – Lancair 320

I am restarting a Lancair 320 project that has sat dormant for 10 years. I started before Bob Rogers, and he may finish way ahead of me!

The plane is on the gear. The wing is ready to close after I decide on needed antennas. I am trying to work through the CG envelope problems the plane is known for. As a result, I will probably purchase the larger tail kit and extended engine mount and cowling. The project is located at our home just north of ADS in the shop I built to complete the project.

Mike Schipper – RV-9A

I am building a Van's RV-9A in my garage. I have completed the empennage and am working on the wings. The fuselage should be here just after Oshkosh. I have a website where you can get updates on the progress at <http://www.my9a.com>.



Our Annual Oshkosh Trip

By Dick Flunker

It seems every year Barb and I make several trips to Wisconsin – one to visit family and friends, and a second for EAA. We make 2 trips so that the second can focus on attending EAA. Several years ago we stopped at Monroe City, Missouri, (K52) for fuel and we have continued to make that our fuel stop whenever we can. Monroe City is a small town in northeastern Missouri about 3 hours flying time in our RV6A. It has a nice east-west runway, reasonable fuel prices, and a city run FBO that is definitely a low-budget operation. I am always impressed at how friendly everyone is at the various FBO operations, and at Monroe City they certainly make you feel welcome. For the last four years either Ruth or Teri have been in the office, and whoever is there frequently calls the other to let them know we have



arrived. They even have a notebook with photo's and specs of all the planes that frequently stop. Yes, they send us a Christmas card..

When we go to Wisconsin for EAA, we usually fly into an airport other than Oshkosh, spend the night and then fly into Oshkosh on the Sunday morning prior to the official start of AirVenture on Tuesday. I do not like flying in crowded skies, and have found that arriving mid-morning 2 days prior to the official show start is a fairly easy entry into EAA. This year we flew from Monroe City into Manitowoc municipal. MTW is located on the Lake Michigan shore about 30 miles east of OSH. MTW has intersecting runways, convenient aircraft parking, and a friendly FBO. On Sunday the visibility was unlimited and the arrival procedure flight from MTW to Ripon to Fisk to OSH went without a hitch.

EAA AirVenture Oshkosh 2004 was equally enjoyable as any past event. Lots of planes, exhibitors, forums – just name it and it was probably there. This year I attended EAA AirVenture for 5 days from 8AM to well into the evening and I'm sure I still missed a lot. And we always run into folks from chapter 1246 - sometimes in the most unlikely locations. After boarding a shuttle bus to the dorms, I looked

around and there was Pete Huff and some of this fellow air race participants. At other times we met Gary Kirby, Tom and Julie Ferraro, Tom Moore, Mark Brown, and Marvin Brott.

Departure from Oshkosh is always an interesting experience. Taxiing out along the flightline gives a perspective that is



hard to describe. This year we departed late Saturday morning and much of the large weekend "Airshow" crowd was already there. Some were even lined up along the flightline several hours before the start of the airshow.

Weather reduced the number of departures on Thursday and Friday, but there was still considerable room between planes for the spectators.

The controllers direct departing aircraft into a side by side position on the runway, then alternately depart aircraft as the preceding aircraft lifts off. The departure procedure requires staying low (1300' msl) for the first 5 miles before turning to your departure heading. This allows arriving aircraft to pass overhead. Keeping your eyes out of the cockpit is definitely the right thing to be doing.

The trip home was very uneventful. The front that passed through Oshkosh on Friday had moved just far enough to the east such that our flight back had clear skies most of the way. This was definitely another very enjoyable EAA trip.

Only 50 weeks before we get to do it again!!



Calling Flight Service

Have you ever been on the road, called flight service using your cell phone only to discover that you were connected to the Fort Worth FSS as opposed to the FSS for the local area? If you want to be prepared next time, here is a web site that lists the toll-free numbers for flight service stations.

www.faa.gov/ats/afss/bdrafss/HTML/cellphone.htm



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Plano, TX 75025

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

July Board Meeting

Minutes by Dick Flunker

The monthly EAA Chapter 1246 board meeting was held at the TKI terminal on July 15, 2004. Present: Larry Spears, Calvin Coffey, David Norman, Tom Moore, and Dick Flunker. Following are the minutes from the meeting.

Newsletter Advertisements

David has contacted the advertisers regarding fees and is awaiting responses.

Hats/Pins etc.

David will contact Gary regarding pin creation. Tom Moore provided pricing for two hat providers. Tom will proceed with purchasing 50 hats; some white and some gray. Larry will send jpeg's of logo to Tom.

Meeting Reminder Autodialer

Tom Moore provided cost estimates for autodialer software to provide meeting reminders. Costs would be reasonable, so next step is to get feedback from the membership at the next chapter meeting. If feedback is positive a host will be needed to test the software and operate the monthly calls.

Meeting Schedule

8/12 – Marvin Brott will lead a discussion of AirVenture Oshkosh 2004.

9/9 – Dave Seymour has arranged a tour of the TI hangar

10/14 – Ostriches Anonymous Association - Bob Besco

Flyouts

8/28 – Granbury for their monthly pancake breakfast – Dick will confirm date etc. prior to next meeting.

9/18 – Decatur – Matties

10/9 – Initial information from EAA 168 is that they are considering 10/9 for the Chili cookoff. Dick has a question outstanding to EAA168 for confirmation.

Nomination Committee

Candidates have been identified and confirmed for President, Vice President, and Secretary. A candidate is needed for Treasurer. Per the bylaws, the nominations need to be reported to the membership at the September meeting, with the election at the October meeting.

Treasury Report

David reviewed income and expenses to date and overall financial status. All is well.

Christmas Party

The date is December 9. Dick will contact the Holiday Inn for the room reservation.



You know your gear is up and locked when it takes full power to taxi to the terminal..

Calendar of Events

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

- Aug 12 Chapter Meeting 7:00 PM**
AirVenture 2004 Discussion - Marvin Brott
CCCC, McKinney
- Aug 19 Officers Meeting 7:30 PM TKI Terminal
- Aug 28 Chapter Fly-Out - Pancake Breakfast - 8:30**
Raffle drawing at 10:00
Granbury, TX (GDJ)
- Sep 9 Chapter Meeting 7:00 PM**
TI Hangar Tour
TKI, McKinney
- Sep 10-11 Chapter 1094 Fall Flyin
Sulphur Springs, TX (SLR)
- Sep 11 Decatur Municipal Open House 8-3
Decatur, TX
- Sep 16-19 Reno Air Races, Reno-Stead Airport, Reno NV
- Sep 16 Officers Meeting 7:30 PM TKI Terminal
- Sep 18 Chapter Fly-Out - Matties - 11:30**
Decatur, TX (LUD)
- Sep 18 Chapter 343 Air Show and Fly-in
Shreveport Downtown
- Sep 18-19 Fort Worth International Air Show
Alliance Airport (AFW)
- Sep 25 Big Country Airfest, Abilene, TX (ABI)
- Oct 9 Hilltop Lakes Annual Fly-in (OTE4)
- Oct 14 Chapter Meeting 7:00 PM**
Ostriches Anonymous Association - Bob Besco
CCCC, McKinney
- Oct 15-17 Land of Enchantment RV Fly-in
Las Cruces, NM (LRU)

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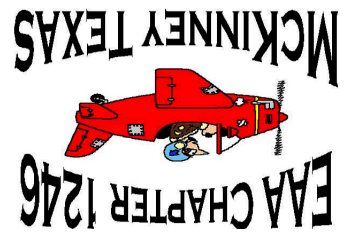
MEL ASBERRY

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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)	
Debbie DeGroat (Bulletin Bd)	972-547-4995
debbie@frankhipps.com	