



TAIL WIND TIMES

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EAA CHAPTER 1246
www.eaa1246.org

DECEMBER 2003

CHAPTER HOLIDAY PARTY DECEMBER 11TH 6:30 PM MCKINNEY HOLIDAY INN



Chapter Holiday Party McKinney Holiday Inn December 11th 6:30 PM

If you show up at CCC for the December EAA meeting, you'll be missing one of the best holiday parties in town. Chapter 1246 will be partying over at the McKinney Holiday Inn (1300 N. Central Expressway, on east side access road, between Virginia and White Avenues), Thursday, December 11th.

The party starts with a social hour at 6:30pm. Dinner will be served at 7:00pm and presentations and awards will start around 8:00pm. There will be a cash bar from 6:30 to 10:00pm. Dinner will be buffet style, catered by Hutchins BBQ. Cost is \$10 for adults and \$8 for children. Hutchins holiday menu this year is turkey & ham dinner, mashed potatoes, green beans, dressing and giblet gravy, cranberry sauce, hot rolls, banana pudding and peach cobbler, and iced tea.

Once again this holiday season Chapter 1246 is supporting the **Samaritan Inn**. The Samaritan Inn is a non-profit organization that helps displaced individuals and families in Collin County regain independence through programs of Homeless Prevention, Emergency Shelter, Case Management, and Supported Transitional Living. Partnerships with community service programs allow the Inn to provide its participants with access to long-term solutions.

The Samaritan Inn was established in 1984 after community leaders joined together to address the issue of homelessness in Collin County. They formed a Board of Directors and incorporated the Collin County Care Center to administer programs and services to the Samaritan Inn. As the only facility serving the homeless in Collin County, it provides services free of charge through funding made from donations by churches, service organizations, corporations, and individuals.

This year we've decided to request cash donations, in the form of checks made out to Samaritan Inn, in order to simplify the procedure and let the Samaritan Inn use our gift where it's most needed.



Land Of Enchantment RV Fly-in

By Dick Flunker

The third annual Land of Enchantment RV Fly-In (LOE3) was held at Las Cruces, New Mexico, on October 17-19. Most of the U.S. had good flying weather and the corresponding fly-in turnout was fantastic. The official count was 190 RV's, but with all the activity there could easily have been many others that didn't register or get counted. It was interesting that as Barb and I flew through the El Paso airspace, the controller asked what was going on since there were so many RV's enroute to LRU. After a short discussion it sounded like he was going to try to attend.



The event is a very laid-back fly-in. No formal activities other than a banquet at one of the hangars on Saturday night. The main activities are just walking around looking at RV's, talking to new acquaintances, and catching up with acquaintances from past fly-ins. Red Marron, Doug Reeves' Vans Air Force web page, and the local Las Cruces FBO Airventure Aviation organize the LOE event. Van showed up with the new RV-10, a RV-7A, and RV-8A. When it came time to migrate over to the banquet hangar, Van made a classy entrance by taxiing up in the RV-10. I'd guess there were over 300 people at the banquet, minimal speeches, and all had a great time.

Pima Air and Space Museum

Following the LOE3 fly-in, Barb and I decided that since we were already in NM, perhaps we should do some additional touring of the southwest. A quick check of the map showed that Tucson was only an hour+ to the west, so on Sunday morning we headed west and spent a couple of days in the Tucson area. Tucson has several very interesting aviation attractions. The Pima Air and Space Museum is located near the Davis-Montham AFB and AMARC "boneyard", and about 25 miles south is the Pima Titan Missile Site Museum. Sunday morning was clear blue, so I plotted a direct path from LRU to TUS. As luck would have it, that path took us along the edge of the boneyard, and the controller let us pass over the top. The sight of so many large, parked aircraft was amazing. Pictures do not do justice to the view. Later we took a bus tour of AMARC, and learned there were 4130+ aircraft in flyable storage at AMARC. The aircraft are put into storage for up to 4 years, brought out of storage, tested, updated as necessary, and then either put into service or back into storage for another 4 years. I was surprised to see the large numbers of front line aircraft that are in storage, ready to be made available if needed. The sad part is also seeing the large number of aircraft that are being permanently retired, chopped up and recycled.



The Pima Museum is located just west of AMARC. Many of the aircraft are on outside display, with 4 large hangars containing the more typical museum type displays. With the close access to AMARC, Pima has numerous rare military aircraft. There is a tram tour arrangement that not only saves a bit of walking, but also provides interesting background on each aircraft. Most of the outside planes are not roped off, so you are able to walk around and get up close if you want.

The Titan Missile Site Museum was very sobering - so much destructive power available at the touch of a

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button. The tour guides did a great job of explaining the controlled entry process and the various components of the facility. The tour included a video of the missile program and typical Titan facility, and discussion of refueling and other outside exhibits before going into the silo to the control room. While in the control room the tour guides stepped through the process of a simulated launch. The missile site facility was decommissioned as part of a treaty, so the silo cover is permanently blocked in a half-open position so the satellites can confirm that it is a non-functional facility.

While in Tucson we also visited the Desert Museum and the Arizona State History Museum. The Desert Museum is a combination museum, botanical garden, and zoo located west of Tucson. The drive through Gates Pass is scenic, with a large number of tall cacti along the way. The museum provides a good understanding of various desert plants, animals, and memorabilia. The Arizona State Museum is located on the University of Arizona campus in downtown Tucson. Barb and I were pressed for time on this one arriving only an hour before closing. The museum provided insight to the various tribal backgrounds of the region. We wish we had scheduled a bit more time to spend at the museums in the UA campus area. Maybe next time.

ONE MILLION EAA YOUNG EAGLES FLOWN!

EAA AVIATION CENTER, OSHKOSH, Wis. - (Nov. 13, 2003) - The largest youth aviation initiative ever conceived has reached its lofty objective, as the Experimental Aircraft Association's (EAA's) Young Eagles Program reached its goal of giving 1 million young people a free demonstration airplane flight by the centennial of the Wright brothers' first flight on Dec. 17, 2003.

Andrew Grant, a 15-year-old high school sophomore from German Valley, Ill., was registered as Young Eagle No. 1,000,000 this week, with the official announcement made by EAA President Tom Poberezny during a news conference today at the EAA AirVenture Museum. Grant was flown on Oct. 25, 2003, by pilot Rick Ellis (EAA #469164) of Freeport, Ill., who has flown more than 860 Young Eagles since 1995.

"It's difficult to put into context the true achievement of flying one million Young Eagles," Poberezny said. "When we announced the program in 1992, there were many people who thought flying a million kids was simply unattainable. Through the efforts of tens of thousands of dedicated EAA volunteers, both pilots and ground personnel, the dream became reality. To them we say, literally, 'Thanks a million,' and celebrate this historic achievement. The aviation community owes these people a debt of gratitude, because they have helped secure the future of flight."

Grant and his family, along with Ellis, have been invited to Kitty Hawk, N.C., next month to attend EAA's Countdown to Kitty Hawk, presented by Ford Motor Company, the official ceremony celebrating 100 years of powered flight. During the Dec. 17 festivities, Grant will fly with Gen. Chuck Yeager, the first person to fly faster than the speed of sound and Chairman of the Young Eagles Program since 1994. This flight will formally recognize the 1 million Young Eagles and all the volunteer pilots who participated in the program.

"It's really a big deal and I'm getting kind of nervous about it," Grant said about that upcoming flight with Gen. Yeager.

Ellis has flown Young Eagles every year since obtaining his Private Pilot's certificate eight years ago. Interestingly, his first meaningful flight experience as a teenager was at the annual EAA fly-in convention in the 1960s, then held at Rockford, Ill. Ellis flew in the open-air cockpit Breezy with EAA member Carl Unger. That airplane is currently on display at the EAA AirVenture Museum.

"I'm sure the Wright brothers had much greater vision than what we give them credit for, but even they

ONE MILLION EAA YOUNG EAGLES FLOWN! ...Continued from page 3

couldn't realize how much impact their achievement would have," Ellis said. "To celebrate the 100th anniversary of flight and to do it where the Wrights had the first successful flights is going to be awesome."

The Young Eagles Program was created in 1992 after EAA members indicated that one of the most important initiatives should be introducing young people to aviation. The initial Young Eagles flights took place during the 1992 EAA fly-in convention in Oshkosh, piloted by Poberezny and Academy Award-winning actor Cliff Robertson, who was the first Honorary Chairman of the program. Poberezny's daughter, Lesley, was the first Young Eagle registered.

The program has maintained its popularity in part because of its simplicity. A pilot and each Young Eagle conduct a preflight check of an airplane, focusing on how the airplane works and how pilots prepare to fly safely. They then board the aircraft and take a brief (usually 15-20 minute) flight, where young people can discover more about the aircraft and the unique perspective from the sky. Following the flight, each Young Eagle receives a certificate signed by the pilot and Gen. Yeager, and also has his or her name entered in the "World's Largest Logbook," which is on permanent display at the EAA AirVenture Museum and through the www.young eagles.org web site.

Since those first flights in 1992, Young Eagles flights have taken place on every continent except Antarctica and in aircraft ranging from business jets to blimps. Each year, EAA receives numerous reports of young people who have been inspired to pursue aviation as a career or as recreation because of their Young Eagles flights. Many of those early Young Eagles are now flying Young Eagles as well. Every major university aviation program and all U.S. military academies also have current students who were inspired by a Young Eagles flight.

In addition, the Young Eagles Program has reached many underprivileged young people throughout the country, such as inner-city youth and those living on tribal reservations or in remote areas. Young Eagles has also offered the wonder of flight to thousands of disabled youngsters and Special Olympians over the past 11 years.

"As we said when we introduced the program in 1992, the Young Eagles Program is planting seeds for the future of aviation," Poberezny said. "Some of those seeds sprout immediately, while others may not blossom for 10 or 20 years. This program is vitally important because it is the base for aviation's future. It makes a difference for aviation and especially for the young people who are touched by it. Those of us who have participated in it have found that we receive much more in return than what we give to the effort."

Poberezny also emphasized that the Young Eagles Program will continue after the Dec. 17 festivities. The program has become a major activity for EAA Chapters and at local airports. In the future, the program will offer additional resources for young people who are interested in discovering more about flight.

The Young Eagles Program was assisted by an initial endowment in 1992 from SC Johnson Wax. The program's overall sponsor is Jaguar Cars, with significant additional support from Phillips 66 and numerous other companies.

For more information on this exciting accomplishment go to the EAA website at: www.eaa.org

✈ 2004 Dues Are Due ✈

It's time to pay your 2004 Chapter 1246 dues. Once again we have *reigned in inflation* and dues are still just \$20/year! Make checks payable to EAA Chapter 1246. Pay at a chapter meeting or mail to our treasurer, David Norman at 2216 Wisteria Way, McKinney, TX 75071.

The EAA **Chapter 1246 monthly board meeting** was held at the TKI terminal on November 20, 2003. Attending the meeting were Larry Spears, Calvin Coffey, David Norman, and Dick Flunker. Following are the minutes from the meeting.

1. Larry reported that the necessary incorporation paperwork has been filed with Texas.
2. Dick reported that the insurance has been filed for the Christmas party at the Holiday Inn.
3. There will be no organized flyout for December.
4. Dick reported that the January program will be chapter member Aubrey Hair, chief pilot for Cavanaugh Flight Museum. The January outing will be a drive-out to the museum on Jan 17th. Aubrey will try to be available to provide a guided tour. The February program will be David Cheek, discussing glider operations. David is an instructor and tow-plane pilot.
5. Calvin lead discussion of the Christmas party. The decorating committee is meeting Saturday. Larry will make contact with Samaritan for a list of their needs. Larry will also followup with MC Jim Wilson regarding the program.
6. Calvin and Dick will obtain door prizes. David reported the number of reservations. Contacts will be made to the membership to insure everyone is aware of the party. Dick will contact Sue regarding an email, and phone calls will be made as necessary. Calvin needs to get the head-count to the caterer on 12/4.
7. Future items were discussed. A host hanger is needed for the Fish Fry. **A newsletter editor is needed!!**
8. Pike Hall reservations were confirmed for 1/8, 2/12, and 3/11. Payment has been made.
9. David reviewed the chapter's financial status. It is good.

Calendar of Events

(Items in **bold** are chapter events)

- | | |
|---------------|---------------------------------------------------------------------------------------|
| Dec 11 | Chapter Holiday Party
Holiday Inn, McKinney
(See details on page 1) |
| Dec 18 | Officers Meeting 7:30 PM TKI |
| Jan 8 | Chapter Meeting 7:00 PM
CCCC, McKinney |
| Jan 17 | Drive out to Cavanaugh Flight
Museum |
| Feb 12 | Chapter Meeting 7:00 PM
CCCC, McKinney
David Cheek - Glider Operations |
| Mar 11 | Chapter Meeting 7:00 PM
CCCC, McKinney |

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*

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MEL ASBERRY

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*

2216 Wisteria Way
McKinney, TX 75071



McKinney EAA Chapter 1246 Membership Application or Renewal

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Wk (____) _____ Hm (____) _____

E-Mail Address: _____

Pilot/A&P Rating: _____ *EAA # _____

Notes/Comments/Projects:

Membership dues are \$20 per year. 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)	972-495-7965
LBSpears@attbi.com	
Calvin Coffey (Vice President)	972-423-1770
Cfly@airmail.net	
Dick Flunker (Secretary)	972-396-0018
Rflunker@attbi.com	
David Norman (Treasurer)	972-562-3488
dnorman@ticnet.com	

Chapter Volunteers:

Andy & Sue Cowan (Newsltr)	972-549-1030
Dick Stephens (Flight Advsr)	972-517-1647
Dave Bertram (Flight Advsr)	972-562-5967
Mike Pollock (Tech Cnslr)	972-530-8400
Jeff Ferraro (Program Coord.)	972-542-4131
Dave & Susan Wilson	972-359-0578
(Pilot Profiles)	