



# Tail Wind Times

**Experimental Aircraft Association Chapter 1246**

**McKinney, Texas**

Volume 7, Issue 2

www.EAA1246.org

February, 2005

## Off Airport Landings

**Joe Allbritten**



Joe Allbritten will discuss off-airport landings at the February chapter meeting. The session qualifies as the safety seminar portion for the FAA Wings Program. Joe is a Certified Flight Instructor, Aviation Safety Counselor and Designated Pilot Examiner in Gliders. Joe took one ride in a sailplane and was hooked. He immediately began lessons in 1996 and earned his private pilot certificate. By 1998 he had earned his Commercial and CFI certificates. In 2002 Joe became a Designated Pilot Examiner in gliders. In December 2003, Joe obtained a Private Airplane Single Engine Land add-on in a Citabria.

The meeting is Thursday:

**February 10, 7:00 PM, Pike Hall,  
Collin County Community College, McKinney, Texas**

## My Pulsar XP

*By Bill DuCharme*

Over the past year or two I realized that I hadn't been flying as often as I used to. Normally I'd log 80 to 100 hours per year but in the last couple of years I was lucky to have logged 60 in total. I still loved flying and aviation in general but in evaluating why I wasn't as active as I used to be it was clear that it was because I had been flying the same airplane for the past 8 years. I owned a 1965 Alon Aircoupe. My aircoupe was Red and my friends called her the Red-Headed Mistress. It was a



great little airplane but it was almost too easy to fly so the challenge of mastering the airplane had worn off long ago.

On a whim I posted an e-mail to the Ercoupe owners e-mail chat group letting all my fellow coupers know that I was considering selling my plane. Within 24 hours I had 4 people contact me either by phone or e-mail wanting additional information. All this attention from one e-mail half heartedly posted to a chat group really caught me off guard. Frankly, I wasn't even sure I

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## The Lubricant in your Engine

*By Jim Sico*

Lately there have been a few questions around the airport concerning lubricants and how they affect your engine. Since I have spent many years in the lubricant industry, I have been requested to assist in the clarification of the mystery surrounding lubrication and a few of the terms applied to engine oils.

A lubricant basically serves four functions:

- Prevents wear
- Reduces friction
- Removes heat
- Suspends contaminants



### Base Oils:

Oils are constructed from two sources...either a mineral or synthetic base. Aircraft oils have one of these base oils or a combination of both in their make-up.

### Viscosity:

Basically refers to the weight of the lubricant...i.e. 10wt-20wt-30wt Or 10w/30-5w/20 etc. The weight or viscosity is

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## Fish'n Fly-Out March 19

By Tom Mitchell

This year's EAA Chapter 1246 Fish'n Fly-Out will be held on March 19<sup>th</sup>. Once again Tom Mitchell and Roy Matheny will be organizing the fishing activities. We'll meet up with Roy at Cedar Mills Marina on Lake Texoma (<http://www.cedarmills.com>) at 8 AM Saturday morning. Don't worry if you're not an expert. We welcome both experienced fishermen and novices. If you have a boat or some equipment, bring it, but if you don't, a rod and reel will be provided. You will be required to have a 2005 Texoma fishing license if you want to fish. Fishing licenses can be purchased at any Wal-Mart or Sporting goods store and the license is good from Jan to Dec 2005. Make sure you **ask for the Texoma** fishing license, a Texas or Oklahoma fishing license is *not* ok for fishing on Lake Texoma.

Getting there is no problem. You can either fly to Cedar Mills Marina, hop a ride with someone who's flying, or drive a few miles north on Highway 75. Just email Tom Mitchell at [Tom@origitech.com](mailto:Tom@origitech.com) or call 972-548-8488 by March 12<sup>th</sup> to reserve your front row seat. When you email, please let me know if you have a boat and what equipment, if any, you'll be bringing. If you come every year, don't let us down this year, and if you've never been, make this the first time. This is one of my favorite EAA activities. Come along, and I guarantee you'll have a great time.



## Lake Texoma Fly-out

By Sue Cowan

It was a beautiful crisp and sunny day for the January 15th Chapter 1246 Fly-out. We had a great turnout - approximately 25. Everyone arrived at the Texoma Lodge around 11:00 and we moved furniture in the dining room to make one long table for all. We had a good time with good company!



Our waitress was especially fiesty and entertaining . . . she'd be fun to



have in our chapter. Darrel Marsh flew in with his float plane. He landed on the air strip (not the lake). The plane was very impressive and so tall!

If you hanen't been to a flyout for a while, we hope to see some more friendly faces at February's fly-out to Lake Murray!



## Are You Operating Legally?

By Mel Asberry

Is your amateur-built aircraft operating legally? There are many things we do to our airplanes to improve them. We must be very careful to assure that the Airworthiness Certificate is valid. Have you changed your engine? Prop? Have you done anything that significantly changes the flight characteristics?

What does your operating limitations allow you to do without recertification? Sometimes we think that the FARs are a bit picky. But what will your insurance carrier say if you have a problem and they find that your Airworthiness Certificate is invalid? Most likely they won't pay the claim and you have therefore wasted all those premiums.

The operating limitations for amateur-built aircraft change periodically. The ones issued for your aircraft do not change. You must comply with whatever your limitations say. If a change comes out that you like better than what you have, you can petition you local FSDO to update them. But it doesn't happen automatically. For example, my limitations state that if I change engines I must fill out a new Airworthiness application (8130-6), notify the local FSDO and put the airplane back into phase I. They will then approve (or not) my test area and forward the 8130-6 to Oklahoma City to update



the registry. I, then and only then, can fly the aircraft for a minimum of 5 hours, make the appropriate logbook entry, and return to phase II. Later operating limitations state that you must go through this procedure if you change *type* of engine. i.e. reciprocating to turbine or if you change a fixed pitch propeller to or from a controllable prop.

Another thing to be concerned about is if you modify your airplane outside the scope of your operating limitations, they are no longer valid. Even if you return the airplane to the old configuration, you have broken the chain and you are no longer in compliance. This was fought in the courts a few years ago (*and lost*).

**Bottom line:** Make sure you are operating within you operating limitations. Otherwise you may be paying those insurance premiums for nothing.



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*Pulsar XP*

wanted to sell my plane and I definitely didn't think I'd get much if any interest from my e-mail. But no, I had four potential buyers and one that was interested in picking the plane up within the next 2 weeks. That floored me. Was I truly serious about selling my prized Aircoupe? Had I asked enough for it? If I sold my plane what would I fly? Would I buy something else or would I be forced to rent? What was available and in my price range.

After a couple days consideration I came to the conclusion that I would go ahead and sell my plane but only if I could find a suitable replacement in a price range I could afford. Three planes quickly came to mind. They were the Quickie, the Glass-Air, and the Pulsar. I'd always thought the Quickie was interesting. It had such an unusual airframe and the performance was just short of incredible. But sadly most quickie's were tail draggers, which I was not rated for. I had also heard from several people including Tom Moore, who used to own a Quickie, that their ground handling was a little tricky. The Glass-Air was next on my list but I found that the price on these planes was just a little too much for my budget.

So I was left with the Pulsar. The Pulsar is a very nice, very small, conventional plane form, all composite airplane that typically utilized a Rotax 582 or 912 engine. I had seen a few Pulsars over the years and had even shared a hanger at Aero-Country with a guy that owned a really nice one. I thought to myself "Boy if I could ever find that Pulsar and it happened to be for sale, I'd buy it in a heart beat." I hit Barn-Stormer.com, AOPA Classified, Trade-a-plane, you name it, I looked at it. One day I went to Aircraft Shopper On-line (ASO) and did a quick search of the classified ads for "Pulsar". Two hits. The first was a really nice mint green tail dragger. Again, no tail wheel time so I checked the second listing. The picture on this listing was really bad but none-the-less it looked somewhat familiar. Could it be the very plane I had shared a hanger with 5 years earlier?

I e-mailed the seller numerous times and never received a response. I had almost given up, thinking that perhaps the plane was already sold, until one night I decided to call the seller. It turns out the seller was having a problem with his e-mail and he had never received any of my requests for additional information. We talked for over an hour and sure enough it was the very plane I had shared a hanger with over 5 years ago. I thought "What a stroke of luck!" The plane was located in Georgia and had been owned by the same individual since it was purchased from the builder. Then came the bad news... The seller informed me that he had an overseas buyer who had already sent him a deposit and wanted him to crate and ship the plane to him.

Boy was I disappointed. I had found and lost my dream plane in the very same hour. The seller went on to explain that his buyer had agreed to pay his asking price plus shipping costs. His only concern was crating the plane well enough to prevent any damage. He also informed me that he wasn't really up to the challenge of crating the plane as he had recently gone

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through heart surgery and wasn't quite fully recovered. I was just about to say "Thank You" and end the phone call when the seller said, "You know, if you're really interested I'd rather sell the plane to someone in the US. I don't have any idea how to crate a plane so if you want my Pulsar I'll sell it to you and return the other guys deposit check."

The urge to say, "Yes, I want the plane" was strong but somehow I managed to use my head rather than my heart. I informed the seller that I was definitely interested in buying the plane but I wanted to have someone perform a pre-purchase inspection before I committed to anything. The seller agreed if I agreed to have the inspection done within the week. So off I went trying to figure out how to get a pre-purchase inspection done from four states and over 1000 miles away.

Fortunately I knew I could count on our chapter for assistance. I ran into Tom Moore at the Sulphur Springs fly-in and mentioned my predicament. Tom knew a guy in Georgia that was a straight shooter and may be willing to take a look at the plane for me. After a couple e-mails and a few phone calls an agreement was made and the inspection would take place within the next few days. Two days later I received a very nice 4-page report describing the condition of the plane. I could clearly tell that this guy had done this sort of inspection before. Most of the items noted in the report were cosmetic or were things I knew I could fix myself. The plane needed new tires, brakes, and brake drums. Not a big deal. There was also mention of some minor fuel stains on the wing root. The seller claimed that the builder had repaired a minor leak before he had purchased the plane. Everything else was touch-up this, repaint the wheel pants, etc... all pretty minor stuff that I could do as time allowed.

I sent the seller a copy of the inspection report and told him that I wanted to buy the plane but only if he would take \$1,500 off the asking price to help offset the repair costs I would incur. He agreed. Boy was I glad I had spent the \$150 to get the inspection done. Not a bad investment. The next day I sent the seller a small money order to hold the plane until I could figure out how to get it home from Georgia. In earlier telephone conversations the seller had mentioned that he had a trailer that was specifically made to haul the airplane and that it came with it free of charge if I wanted it. Sounded great to me but that meant that I'd have to drive to and from Georgia to pick up the plane.

Short on vacation time, I called the guy that did the inspection and asked him if he'd be interested in either flying the plane to Texas for me or removing the wings and trailering the plane to Texas. He agreed to deliver the plane and put together two estimates, one for fairing the plane and one for removing the wings and trailering the plane to me. Although his estimates were very fair they were a little more than I wanted to spend so I made arrangements with a friend of mine to make a weekend run to Georgia and back to pick up my new plane. Let the games begin.

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**Pulsar XP**

We left work on Friday about 2 PM (don't tell my boss) and headed east. Remember all those hurricanes they had in Florida, Georgia, and the gulf of Mexico last year? Well, when we were leaving Texas we hit the remnants of one of the hurricanes moving out of the gulf and moving north-northeast between Texas and New Orleans. We had some pretty bad driving conditions but at least we were on our way. We drove all afternoon, night and a little into the next morning before stopping in Birmingham, Alabama about 2 AM. We got a few hours sleep and woke early to get something to eat and get back on the road by 7 AM.

I had previously made arrangements to meet the seller at his airport as close to noon as possible so there was no time to waste. We arrived in Macon, Georgia at about 10 minutes before noon. Good timing. The owner arrived soon thereafter and after some small talk we went to take a look at the airplane. I had seen several pictures but pictures don't cut it when looking at airplanes, cars, or virtually anything you are going to spend more than \$100 on.

The good news is, the plane looked great; just as it had the last time I had seen it over 5 years ago. Time to fly! We wedged our bodies into the seats and pulled the canopy closed. I couldn't believe how small the plane was inside. If I hadn't driven so far I probably would have gotten out and left right then. I had absolutely no headroom and the only way I could hold my head upright was to scrunch way down in the seat and lay my head back a little. Once I figured out how to fit in the plane the seller took the pilot seat and we taxied out for take-off.

The Pulsar has a center stick so we planned for the owner to demonstrate one touch-and-go and then I would fly one from the right seat. We were at an old military base so the runways were longer than long and it took us what seemed like forever to taxi to the opposite end of the runway for take-off. Finally the owner took off to the north, pulled the nose up and I could not believe the rate of climb. His landing was pretty smooth. I took the controls as we rolled out after landing; power in slowly to full power. I was impressed at what 80 hp could do in a plane that had an empty weight of less than 600 lbs. I didn't climb out nearly as steeply as the seller did on his takeoff run but compared to my aircoupe it felt like we were going straight up.

The Pulsar is very slippery and before I knew it we were pushing 135 mph on cross-wind so I pulled power back. We still accelerated, so I pulled back some more and we finally

started to slow a little. I turned downwind and had the power pulled almost to idle before any real airspeed changes were realized. The flap speed on the Pulsar is 80 mph. It takes about 24 seconds to fully deploy the electric flaps, so I had to loose some airspeed quickly. I pulled the nose up and the airspeed came down so that by mid-downwind I was close to the 80 mph I needed for the flaps. Needless to say it took the rest of the downwind and all the base leg to get the flaps down but when I turned final the plane was dirty and ready to land.



**1998 Pulsar XP**

Engine: Rotax 912UL - 80 hp	Hours: 330
Sun-and-Fun best kit built 1998	
Grand Champion Lawrence Fly-in 1999	
Empty weight 595 lbs	Gross weight 1200 lbs
Cruise 145 mph	Vne 165 mph

It was a pretty windy day as the last hurricane of the season was within 12 hours of landfall in Florida. My first landing from the right seat was better than I had expected and I hadn't scared the seller too much so we continued. I did a full stop and we switched seats for the remainder of the flight. The Pulsar has mechanical brakes that fade quite a bit when they get hot so taxiing the plane is not a thoughtless task. I did two more touch and goes and with each landing I could feel the smile on my face get bigger and bigger. This little plane was really cool, fast, and

the center stick made it feel like a little fighter. I was getting hooked to be sure.

I flew the little plane for about an hour, which was required by my insurance company. Speaking of insurance... The day we left Texas to pick up the plane my insurance rep. called to informed me that they could not insure the plane until it had left the states of Georgia and Alabama. What? You mean I'm going to be trailering my new airplane for hundreds of miles over two states and I won't be insured? Why? It turns out the insurance company would not bond any aircraft in Florida, Georgia, or Alabama until the hurricane had passed. The trip was already planned so I assumed the risk for a portion of the return trip. I'd just be extra careful.

Now, back to my check ride. After landing and taxiing back to the hanger I informed the seller that the deal was closed. I asked to take a look at the trailer and although it wasn't pretty, it looked like it would be capable of make the trip back to Texas. I asked my friend Paul to run to the local Farm/Fleet store and buy some new rims and tires. In the mean time I started taking apart the airplane to figure out what it was going to take to remove the wings. I had several sets of instructions from members of the Pulsar group so I wasn't totally in the dark, but let's just say I was a little uneasy. Oh, by the way the seller had never removed the wings either. Turns out the

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### Pulsar XP

trailer was his Dad's who had also owned a Pulsar.

The Pulsar manual says you can remove the wings in less than an hour. Maybe so, but it takes about four times that long if you've never done it before. Actually everything went fairly smoothly until I got ready to disconnect the flaps. I tried and tried but could not figure out how to get the bolt out of the flap tube. After making several phone calls we finally got in touch with a guy that owned a Pulsar that lived less than an hour away. He informed us that all we had to do was to loosen the bolt on the torque tube and the flap connection could be pulled apart. Seems the inner tube was slotted not drilled. Boy did we feel stupid. Live and learn.

Between phone calls my friend Paul returned with a new set of rims and tires for the trailer. Word to the wise, always measure twice before you drive to the store. The tires said they were the same size but were a slightly higher profile tire and would not fit under the fender. Great... So back to the store Paul went to exchange the rims and tires for a smaller set. In the mean time I pulled the bearings on the trailer to make sure they were well greased for the long drive home. They actually looked

pretty good so I cleaned them up a little, added a little more grease and waited for my now x-friend Paul to get back from his second trip to



the store. Did I mention the store was almost an hour away?

Back to pulling the wings. With my new found information I finished disconnecting everything including the flaps and we were ready to pull the wings. Paul returned with the second set of tires so we finished up with the trailer and carefully pulled the wings off the plane. So that's how that works, etc. They are called Experimentals and pretty much everything we had done to that point was an experiment.

Wings off we loaded the fuselage on the trailer. The local A&P stopped by to say hello and before he knew what hit him we put him to work. He was a really nice guy and he even went to his shop to get a bolt or two we needed to secure the plane to the trailer. With the fuselage on the trailer we loaded the wings. This went fairly quickly and I used two full roles of box tape to protect the paint from all of the tie down straps. This went on and on for hours until I finally felt somewhat happy with how everything was secured.

It was around 9 PM when we left the airport and all we could think of was getting cleaned up, getting something decent to eat, and getting a good nights sleep before we headed for home.

*Continued next month - The Trip Home!*



## Builder Update

### Tim Smith, Sonex N9VW

Here is my Sonex N9VW on new years eve 2004. It is a plans built puzzle I have been working on since March of 2000. I have built it from scratch. The tail attachment is almost done, engine mount and landing gear is underway. I plan to power it with a 80 HP vw engine. I hope to finish it "in my lifetime !"



## Denton Tower Frequency

from *FaaSafety.gov*

New Tower opens at Denton Municipal Airport. Whenever you are navigating the Denton Municipal airspace, remember that you will now need to contact the Denton Airport via the new tower frequency. Tower is 119.95, and Ground is 123.95. ASOS is 119.325. They are still monitoring the old frequency, but only for a limited time. Hours of operation are 08:00 - 20:00. After hours frequency is 119.95.

*It takes approximately 1 hour to learn the fundamentals of flying. It takes a lifetime to know when not to fly.... Take advantage of the offerings at [www.FAASafety.gov](http://www.FAASafety.gov) to improve your skill and knowledge.*



## Dues - Dues - Don't forget your Dues

*If you have not yet paid your 2005 Dues, please forward the \$20 to Treasurer Patti Morris. Contact information is on cover page.*

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### Lubricants

determined in a laboratory by running the lubricant through a predetermined calibrated beaker at a specified time and temperature. The longer it takes to flow through the apparatus, the heavier the oil or weight of the product.

#### Additives:

Base oils aren't fortified enough to handle the job that combustion temperatures, heat and dirt generate to satisfy the needs of engine performance; therefore, they are enhanced to fulfill that requirement with additives designed specifically to the needs of engine manufacturers and the FAA. Additives that you will find in some of the lubricants on the market are as follows.

**Dispersants** - Generally used to break up deposits generated from the combustion process. If you can imagine a charcoal briquette being crushed into small particles, that's what a dispersant performs during the lubrication process. It prevents sludge and other combustion byproducts from depositing in your engine and holds the smaller deposits in suspension until they reach the filter or screen, which then captures the contaminant. They're then removed during oil changes. These are **ASHLESS** additives and are approved by the FAA.

**Detergents**- They prevent a deposit from adhering to a part by placing a protective coating over the internal components of the engine. This is an **ASH** additive and therefore, cannot be utilized in the formulation of aircraft engine oils. It is possible for ash additives to deposit on the piston crown, which, after a period of time, could lead to detonation and cause piston failure.

A few questions have arisen regarding the difference between an automotive oil and aircraft engine oils. As I explained earlier, the FAA would not allow a product with ASH bearing additives in aircraft engines; therefore, detergents and anti-wear additives containing ash are eliminated.

**Pour Point** - Most mineral base oils that are used for engines have natural pour point in the plus ten-degree or higher range. In order to make them suitable for lubrication in cold weather, an additive is inserted in the lubricant that will lower the flow range to a much lower temperature.

**Oxidation**- With the elevated temperatures generated during engine operation, a lubricant without an oxidation additive will deteriorate very quickly resulting in **viscosity increase**. In order to prevent heat from breaking a lubricant down, an oxidation additive is added to the product. Most aircraft engine oils have this additive in their formulations.

**Anti-Wear** - Anti-wear additives are utilized to prevent wear throughout the engine mainly in the valve train and cylinder areas. They are usually composed of phosphorus and zinc and form a sacrificial film during engine operation; however, zinc is an ash-bearing additive and, therefore is removed from

aircraft engine lubricant formulations. Phosphorus, on the other hand, is ashless and is used in some aircraft engine oil products currently on the market. Manufacturers will add it to some of the products in their aircraft engine oil line but not all of them. You will have to check with someone who is knowledgeable about the product line from the manufacturer.

**V.I. Improvers** - This additive is the backbone of multi-viscosity oils. In order to make a 15w/20 or 20w/50 product, a manufacturer starts with a 15wt or 20wt base oil and adds the V.I. improver to acquire the desired end result viscosity. Hopefully, I can explain how the additive operates. If you can, imagine a bowl of peas and spaghetti with the spaghetti curled up in small rings. This is what the V.I. improver looks like when the oil is cold. As the product warms up, the spaghetti starts to uncurl and intertwine with the peas. In other words the oil doesn't thin out to a 20wt when it warms up but thins out to the weight of a 50wt at operating temperature. Another point to make about synthetics...they usually have a natural V.I. Improver. Their make-up is such that there is little viscosity change with temperature increases. They are thinner when cold and have the tendency to thin out to whatever the manufacturer designs the product at operating temperature.

#### Misconceptions about lubricants:

A lubricant will thin out when it breaks down? Wrong...the opposite will occur. Oil will start to become very thick and increase in viscosity when it is subjected to heat; the by-products of combustion and extended oil changes. It could possibly go one or two grades higher than what the original specifications called for at the time of manufacturing. Therefore, if your trying to remove heat, it becomes very difficult if the oil is too thick in viscosity. This is where cylinder varnishing and valve guide deposits/problems usually occur. In addition, if oil is in the engine for an increased period of time, additives do deplete and this could cause valve train or camshaft wear.

Another misconception is if the oil gets dark quickly it is an inferior product; however, if it doesn't darken, the dispersant is not doing its job or there may be a lack of additive in the product. Again, you may want to contact the manufacturer for literature regarding the make-up of their product to confirm it has the formulation necessary for your requirements.

I realize this was a very quick and basic description of engine oils; however, if you have any questions, please feel free to drop by MOHA hanger 2018 and we can address your inquiry.



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## Aviation News Jan/Feb Issue Online

Read PDF File (40 pages) - (requires Adobe Acrobat Reader)  
<http://www.faa.gov/AVR/afs/news/archive/2005/janfeb05.pdf>

# Board Meeting Minutes

Minutes by Tom Moore

The monthly EAA Chapter 1246 board meeting was held at the TKI terminal on January 20, 2005. Present: Susan Wilson, Tom Mitchell, Patti Morris and Tom Moore. Following are the minutes from the meeting.

**FBO Bulletin Board** - Chuck Godber and David Godber have volunteered to maintain the bulletin board in the FBO. The bulletin board has been updated to show past and future chapter events.

**Member Profiles and Planes of Fame** - Tom Mitchell provided an updated pilot profile in hopes of getting more profiles submitted. Patti Morris (Treasurer) will start asking each new member to fill out a profile form. As an incentive, a chapter cap or T-shirt will be given to each member that gets their profile published.

**Auto Dialer** - The auto dialer project that will call members to remind them of upcoming events is getting ready to start up. Ken Morris is hosting this and will begin making test calls in the next few days.

## Fly-outs

February 19 – Lake Murray – Fireside (5 PM)

March 19 – Cedar Mills– Fly ‘N Fish (Boats leave at 8 AM)  
Insurance has been confirmed for the February fly-out

## Monthly Meeting Programs

February is Joe Allbrittenn – “Off Field Landings”

March is Winn Harris – “Superior Engine Workshop”

Tom Moore will check to see what alternative programs can be kept on standby in case a scheduled program has to cancel.

**2005 Budget** - Susan Wilson and Patti Morris presented the 2005 budget for Chapter 1246. It was reviewed by all the officers and accepted.

**New Member Applications** - Any new members joining after the first quarter will pay a flat five dollars for each remaining quarter in the year. This will ease the bookkeeping and money exchange at the time of sign-up.

**Raffles** - Tom Moore has volunteered to purchase the items that will be raffled off at the monthly meetings.

**Xmas Party Location** - Different options for the location of the Xmas party will be looked at.

**Pancake Breakfast** - August 20<sup>th</sup> was set as a date for a Chapter 1246 Pancake Breakfast. Tom Moore will chair the committee.

**Sport Aviation** - The question was raised on how to get our chapter events published in the Sport Aviation magazine “Upcoming Events” section.

**Chapter Funds** - Patti Morris will look into placing our excess chapter funds in a money market account.



# Calendar of Events

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

- Feb 10 Chapter Meeting, 7:00 PM**  
**Joe Allbritten - Off Airport Landings**  
**Pike Hall, CCCC, McKinney**
- Feb 17 Officers Meeting, TKI, 7:30 PM
- Mar 5 EAA 59 Pancake Breakfast 8:30-11  
McGregor Executive (PWG)
- Feb 19 Chapter Fly-out to Lake Murray (1F1)**  
**Fireside Dining - 5:00 PM**
- Mar 10 Chapter Meeting, 7:00 PM**  
**Winn Harris – Superior Engine**  
**Pike Hall, CCCC, McKinney**
- Mar 17 Officers Meeting, TKI, 7:30 PM
- Mar 19 Chapter Fish’n Fly-out - 8:00 AM**  
**Cedar Mills (3T0) - Lake Texoma**
- Apr 12-18 EAA Sun’n Fun (LAL)  
Lakeland, FL
- Apr 14 Chapter Meeting, 7:00 PM**  
**CCCC, McKinney**
- Apr 21 Officers Meeting, TKI, 7:30 PM
- Apr 23 Chapter Fish Fry Fly-In, TKI**
- May 13-15 Texas Fly-In (SWRFI)  
Hondo, TX (HDO)
- May 28 Texas RV Fly-in (JWY)  
Midloathian, TX  
<http://www.vansairforce.net/TEX/tex.htm>

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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:

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Plano, TX 75024

\* National EAA membership required. Address:  
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