



# Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

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www.EAA1246.org

February, 2006

## YOUR PERSONAL MINIMUMS

with Mel Asberry

Are you good enough to fly right down to FAA minimums? Or do you (like most of us) need somewhat of a guard-band? Or are you good enough that you can fly BELOW FAA minimums? Come to the February meeting of Chapter 1246 and let's discuss our "Personal Minimums". We will have a video from the Dallas FSDO to guide us in an open forum. Please be prepared to participate.

*February 9, 7:00 PM, Pike Hall,  
Collin County Community College, McKinney, Texas*

## 28 Hours

By David Bertram

Since the first flight last April, I now have over 28 hours of flight testing on velocity 350TX. The period from my first flight to now has been both dull and more exciting than I was expecting. Not all excitement, however, is a good thing.

My problems began with underestimating the difficulty in cooling that big V-8. I quickly learned that air goes its own way not necessarily where you want or expect it to travel. In my case, this caused overheating and led to burned pistons. My engine man came up from Florida and we replaced pistons, valves, and rings. We also reconditioned the heads. However, something very wrong happened on my first flight after the rebuild. I had been airborne only about fifteen minutes when I had a sudden loss of power followed by complete engine failure. The problem occurred at 3,200msl and around 5 miles from TKI. I landed in a plowed field less than a mile from the end of the runway. Fortunately,

damage was minor to the airplane and I was unhurt. This was my first off-airport landing in 45 years of flying. The culprit was a distributor gear which had stripped out due to still unknown reasons.



350 TX First Flight

That was on Good Friday of 2005. Then began the work of replacing the engine. I was certainly blessed to have an honest and reliable engine builder. He agreed to replace the engine at his expense, and by the end of May we had removed and shipped

the old engine to Florida. Three months later I unloaded a brand new Chevrolet 383-425 performance V-8. Late September, 350TX was once again flying. With my cooling problems behind me, I could concentrate on taking my airplane through various stability, speed, and CG realms. 350Tx has passed with flying colors. I still have flutter and high-gross-weight tests remaining, but it is all downhill from here.

I offer my thanks to my friends in EAA who have given their support and advice. Also, if you are interested in an auto conversion, I would be glad to talk to you about the pros and cons of such an installation.



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## Kezer Air Ranch

### Wild Onion Restaurant

By Dick Flunker

Looking for a different lunch destination? Try the Wild Onion restaurant near Kezer Air Ranch northwest of Fort Worth. Kezer Air Ranch is located 15nm west of Alliance (AFW), about 3 miles NE of Springtown, TX. The identifier per [www.airnav.com](http://www.airnav.com) is 61TE, but that was not in my gps database. The coordinates are 32-59-12.4440N / 097-37-11.0900W, field elevation is 830 feet.

The neatly manicured asphalt runway (16/34) is a bit narrow at 20 feet, but it is 2400 feet long and very usable. It may be somewhat difficult to spot at first since it is



surrounded by live oak trees. Transient parking is provided in a clearly marked mown area on the south east side of the runway.

The Wild Onion is not an airport restaurant per se, but it is only a five-minute walk from the parking area. The restaurant is west of the runway. Locate the house on the south end of the runway and follow the path to the west marked by a pipe rail fence on the north side of the house. Or just go to the south end of the runway and walk west on the road adjoining the airport property to the restaurant.

The Wild Onion's sterling reputation for Texas comfort food

draws locals and savvy pilots alike, especially those who relish a hearty plate of chicken-fried steak, a deep-fried wild onion blossom, or a steaming bowl of chili. Other notables include fried or grilled quail, melt-in-your-mouth catfish, and frog legs. For dessert, choose between cream pies, fruit pies, or one of the confections piled-high with meringue.

Tasting is believing.



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## From The President

Greetings All,

I'd like to take this opportunity to thank Dick and Barb Flunker for putting out a great newsletter for the past two+ years. You did us proud and brought national recognition to the chapter by winning "1<sup>st</sup> Place Newsletter Editor." Thanks again for your dedicated service to the chapter!



This newsletter is the first edition by our new Newsletter Team: Dave and Nita Bertram. Let's all make their jobs easy by submitting articles and information of interest to the chapter. I have great confidence in our new editors and I am looking forward to seeing their spin.

At the risk of putting the wing before the prop, (well some planes get away with that), even though Dave and I are months from completing our Glasair I have already found some great flying opportunities on our national website [www.eaa.org](http://www.eaa.org) and thought I'd pass them on to you.

Mike Melvill, SpaceShipOne pilot and the world's first commercial astronaut, will attend the EAA Southwest Regional Fly-In (Texas Fly-In) scheduled May 12-14 at Hondo (Texas) Municipal Airport. Melvill will conduct forums on Saturday, May 13, about his experiences throughout the SpaceShipOne design and building process, as well as the flights themselves. He will also be the featured speaker at Saturday's evening awards dinner. For more information, check out the event website: [www.eaatexasflyin.org](http://www.eaatexasflyin.org)

If you are interested in flying non-patient Angel Flights ([www.angelflightsc.org](http://www.angelflightsc.org)) in your experimental aircraft, contact the South Central office in Addison to volunteer for service. Telephone: 972-458-0700 or e-mail [afsc@angelflightsc.org](mailto:afsc@angelflightsc.org).

Also, if you are interested in being the Chapter Young Eagles Coordinator or being on the Young Eagles committee, please contact me for more information.

Blue Skies to All,

Susan

# My Fantasy Flight

By Mike Whitcomb



What is your fantasy? (Think airplanes, airplanes). Well mine has always been the B-17. I built models in my younger years; currently have several paintings and toured one several years ago. But, I have always wanted to fly in one. Well the EAA offers rides at Oshkosh during Air Venture, but I always talked myself out of it- you know, too expensive, it's frivolous, etc. Once a year they offer a Fantasy Camp at their Air Academy in Oshkosh. The camp includes two nights stay, meals, B-17 flight manual and a flight in the B-17. After several years of talking myself out of it, and with encouragement from my children, I took the plunge this past December. Yes, it is cold in Oshkosh in December.

Actually, the B-17 is very similar to my C-150 except for the nose wheel. Both airplanes are all metal. The B-17 does have three more engines, 4700 more



horsepower, 2750 more gallons of fuel capacity, 143 more gallons of oil, is 63,000 pounds heavier, carries a crew of nine and has 13 - 50 caliber machine guns. Well they are almost the same; they both fly their respective missions pretty well.


My trip started with me dropping my wife off in Wichita Falls for her to spend the week with our daughter and new grandson. (I can provide pictures if you're interested). Her husband is stationed at Sheppard AFB. As many of you know, it is a long 1100 miles to Oshkosh, but when your fantasy awaits you, it doesn't seem so far. I arrived Friday PM and checked into my room at the Academy. After dinner with the other

16 campers, Paul Poberezny spoke to us about his flying experiences and the starting of EAA. His close friend Hal Weekly was also there and they traded stories for about an hour. After Paul's discussion, we all went over to the EAA Museum for a guided tour by the Museum Director,

Adam Smith. He took us to all the back areas; library, achieves, rebuild shop, video production shop, etc. We were able to get behind the ropes and up close and personal with the exhibits. They also opened up the B-25 and the Mosquito British fighter and allowed us to enter them for an inside inspection. The back storage/achieves area has a large collection of old radios, instruments, helmets and other items given to the EAA over the years.

Saturday began with breakfast and then we were in class from 8:30 till about 4:00. The design, development and operational history were covered in the morning session. During lunch, Steve Conway, a B-17 pilot during WWII, spoke to us regarding his activities during the war. He flew missions out of Italy. He was with us throughout Saturday and had insightful comments during the daily discussions. His grandson, who was also there, indicated that the weekend had special meaning to him as he listened to the stories of the B-17 and his grandfather's missions. The afternoon was spent reviewing the aircraft systems

(Continued on page 4)

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**2006 Dues**

It's time to pay your 2006 dues. Once again chapter 1246 has stood firm against inflation holding your annual dues to \$20.

Make checks payable to:  
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Pay at the meeting or mail to our treasurer,  
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**Plano, TX 75024**



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(electrical, hydraulics, fuel, armament, instrumentation, etc.). At the end of this session, we went over to the Kermit Weeks hanger across the field where the B-17's ("Fuddy Duddy" and "Aluminum Overcast") are hangared. Once at the hangar, we were allowed to wander at will. We climbed on/into, took pictures and in general acted like kids in a candy store. The "Aluminum Overcast" is being repaired from its unfortunate accident with the collapsing gear. (Comment: Mr. Smith had a video of the accident. A film crew happened to be at the airport when the plane was coming in for the landing. They had the whole incident and it was sickening to watch.) It is supposed to be flying by March. "Fuddy Duddy" has been leased by the EAA from the New England Air Museum to use while their plane is being repaired.

I digress a moment to tell you about the weather. It was great weather, but COLD Thursday and Friday. It was 24° when I left Wichita Falls, 16° in St Louis and about 12° when I arrived in Oshkosh Friday. Saturday started out cloudy and progressively got worse until it began to snow around 4:00PM. The forecast was to be clear on Sunday, but you know how forecasts can be. Well Sunday dawned severe clear at about 5° with very little wind. Perfect to go flying.

After dinner, Hal Weekley spoke to us. He was a B-17 pilot during WWII and also the EAA pilot from 1979-2001. He walked us through his flight training, trip to England, his first mission and his last mission over France at the ripe old age of 22. On this mission, number 20, he was shot down and picked up by the French underground. After several months with them, they were able to get him back to the Allied lines. It was absolutely captivating listening to his story; we were listening to THE author, not reading about it in a book.



We drove over to the hanger and divided up into flights. I was in the third flight. With the weather perfect, the only delay we had was waiting for the

runway to be plowed. (We don't have those types of delays down here very often!) They pulled "Fuddy Duddy" out of the hanger and started the engines without too much delay. The sound of those engines starting really gets the bumps going down your back. About 11:00, our flight was ready to leave. Once airborne, we were free to roam the plane. They fly with nine passengers. We all had time to get into each crew position of the aircraft except the tail gunner and the pilot/copilot positions.

The most popular position spot is up front at the navigator and the bombardier position. It is an awesome sight sitting in front of the Norden bombsight with nothing in front of you except the Plexiglas nose. The sights and sounds are unbelievable. They flew the plane at 2000' 140mph and flew with the gear down to cut down the gear cycles. Remember, the gear was designed to operate every 8-10 hours, not every 30-40 minutes. The whole time I was experiencing the ride, I kept thinking of the 17 year olds manning the guns in the back and the 21-22 year olds flying these plane in combat with only one mission; drop the bombs on the target at any cost, including their own lives. We truly owe these crewmembers and all that have participated in any war, our gratitude.

It was a gratifying, inspirational and humbling experience. It was a long drive, it cost money, the flight was noisy and cold, and I can't imagine what it would be like for 8-10 hours. Most people would not understand, but I would not trade the experience for anything.

(Continued on page 5)



**Timothy Smith**

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President

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As a side note, they indicated to me that our chapter should be hearing something from them in the next 6-8 weeks regarding the scheduling of the "Aluminum Overcast" to McKinney in late October or early November of 2006. If you think you would be interested in a ride, go for it. I don't think you will be disappointed.



## WingsPoint

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### For Sale: 1/3 Share of a Cherokee 180D

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# Calendar of Events

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

- Feb 9 Chapter Meeting, 7:00 PM**  
**Personal Minimums**  
**CCCC, McKinney**

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- Feb 15 Officers Meeting, TKI, 7:30PM

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- Feb 18 Chapter Flyout - Spinks (FWS)**  
**Meet there at 11, walk to Restaurant**

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- Mar 10 Chapter Meeting, 7:00 PM**  
**Bell Helicopter - Bob Everett**  
**CCCC, McKinney**

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- Mar 15 Officers Meeting, TKI, 7:30PM

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- Mar 18 Chapter Flyout TBD**

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- Apr 4-10 Sun 'n Fun (LAL)  
Lakeland, FL

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- May 12-14 EAA Southwest Regional Fly-In (SWRFI)  
Hondo Airport (HDO)  
Hondo, Texas

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- Jul 24-30 EAA 54th AirVenture Oshkosh 2006  
Wittman Regional Airport (OSH)  
Oshkosh, WI

### Give me your tired, your poor, your E-MAIL !

We are in need of the following persons e-mail:

Glen Bronson	Mike Burnett
Dean Fellows	Ralph Forster
Joseph Marron	Steve Sims
Michail Snook	

Those who are not in the group mailing email list may miss the special events and announcements. Please send your email address to Patti Morris: Treasurer@EAA1246.org



### TOOL DEFINITIONS?

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

February

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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  
(Program Coord.)  
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