



Tail Wind Times

Experimental Aircraft Association Chapter 1246
Volume 9, Issue 2

www.EAA1246.org

McKinney, Texas
February, 2007



EAA Chapter 1246 Homebuilders Display

Collin County Community College

7:00 PM, Pike Hall

Collin County Community College, McKinney, Texas

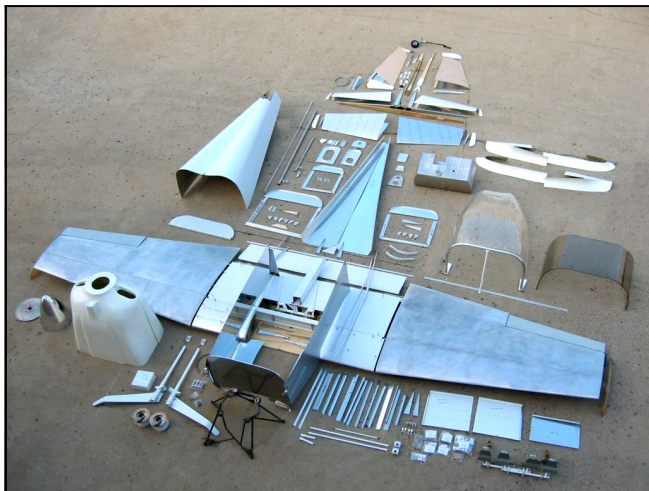
YOUR AIRCRAFT PROJECT PICTURES, PLANS, AND MANUALS

At the February Chapter meeting, you are requested to bring pictures, plans, manuals, and any other items that provide information about the aircraft project(s) that you have built or worked on, whether they are finished or not. We will provide space for you to lay out and arrange your display, so that all of us can see what is involved in such a project.

You should be proud of your work, and the rest of us are curious about what you have done. This meeting is about sharing information. We want to see the many wonderful kitplanes and restoration projects that our members have spent countless hours on. Everyone will have an opportunity to visit each table and ask questions, learn more about a project that interests them, and find out what you have been doing with your aviation life.

Some members want to start their own project, or compare notes, and this will be an opportunity for them to see what is involved, before they take the next step. Several of us have already committed to bringing information about their labor of love, and even if you were not at the January meeting, you are invited (no, requested) to do the same. This should be an enlightening and fun meeting. Plan to be there!

Before



After



Meet the President

Name: Bob J. Rogers

Family: Wife, Teri Ann; Dog, Dixie (shown)



Job: Attorney for Federal Deposit Insurance Corporation

Airplane: Mustang II (under construction)

Building experience: Fifteen years of working on my Mustang II (some assembly required).

How you became interested in aviation: My uncle took me for a ride in his Piper Pacer when I was about 8 years old. I was hooked.

Most memorable experience in aviation: Passing my private pilot's flight exam as a teenager. I flew from Abilene to Fort Worth Meacham to take the exam and I whooped and hollered for joy all the way home.

Claim to fame?: My 15 minutes of fame, if it ever existed, has probably come and gone. I can't remember what it was.

Anything else we should know about you? I am actually a very nice person.

(Editor's note: "We already knew that, Bob!")

Jan 2007 Officer Meeting Minutes

- 1) The decision was made to switch banks, from WAMU, to the more convenient Compass Bank. The President, Vice President, and Treasurer will have check writing privileges.
- 2) Several possible Meeting Speakers were discussed. No decisions were made.
- 3) Officers agreed that it would be to our advantage to man a booth at this summer's Tuskegee Airman Convention. No volunteers have yet stepped forward.
- 4) The idea of resurrecting the Young Eagles program was discussed. Some roadblocks need to be ironed out.
- 5) Lake Murray was approved as February's Fly-Out destination.
- 6) Bob volunteered to be our chapter's FAASteamb representative.
- 7) A motion was passed to change the "club dues" structure. Henceforth, if a new member joins prior to July 1 of the calendar year, that person shall be assessed the full \$20/yr dues. If the sign up date is later than June 30, the new member shall be assessed \$10 for the remainder of that year.
- 8) Club property relocation is pending warmer weather, as is the inventory of that property.
- 9) New members are always welcome, and methods of insuring that they know they are welcome were discussed; as were previous efforts.

Methods of updating the club roster were discussed. A decision is forthcoming.



Web Sites of Interest

Your editor receives a web site each month that might be of interest to EAA members. It is: funplacestofly.com Although future and fairly local places are included in this newspaper under "Calendar of Events", this web site has more details about each event.

This month we also received a new site. Here is their blurb: "We are happy to inform you of the opening of a new (and useful) aviation website. www.brakesoff.com has information for pilots on attractions and restaurants near airports throughout the US. Enjoy and please feel free to add your favorite airport locations."

Tool Daffynitions



Trouble light: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, 'the sunshine vitamin'. Health benefits aside, its main purpose is to consume 40 watt light bulbs at about the same rate that 105 mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

Dave and Susan Wilson's First Engine Start

by Susan Wilson

It was a great day at the airport (TKI) on Nov. 25th as the crowd drew round and witnessed our first engine start. The preparations leading up to first engine start included having help from the ramp. We bought the Superior IO-360 B1E about 3 years ago. Mattituck assembled the engine and ran the engine on a test stand. Once we received the engine from Mattituck, to help preserve the engine's health, we put desiccant plugs in the place of the spark plugs. We have done a pretty good job at changing the desiccant before it got too pink. (Desiccant is a deep blue and turns to pink as it absorbs moisture.) Final preparations prior to engine start included putting in mineral oil.



Dave and I were quite excited when we rolled the plane out on the ramp. So excited that we forgot to make sure the starter circuit breaker was pushed in to start the engine. The crowd that had gathered to watch the engine start began to disperse during the anti-climatic non-starting of the engine, but quickly re-gathered once we had recognized the problem. It was a cold late afternoon, and cheers went up as the engine started. Our airplane was animated after years of work! This was a little too startling and Dave turned the engine off because it just didn't seem right. Well, it sounded great from outside the plane, and soon the engine purred for a full 2 minutes. Celebration followed!



The next day it was my turn to start the engine and it was a blast. Thanks to all who joined in our excitement for the engine starts and thanks to all those who pitched in to make it happen!

(Editor's note: Dave had his First Flight Saturday, Jan 26. All went well, except Susan was so excited she forgot to take a picture of the lift off! We will have the details of that flight in a later issue.)

In-The-Ear Headsets, Consumer Report

By Marvin Brott



If you look really closely at that pilot in the picture he does not have a big set of Mickey Mouse ears on his head. My story for getting rid of the mouse ears starts last May, when my old reliable Lightspeed ANR headset that I've been happy with for years died. Quiet Technologies had a demo at SWRFI their in-the-ear headset which caught the eye of many of the Pecan Plantation RV people. Specifically, Martin Sutter and Tom Lewis loved their new sets. I also looked at what Clarity Aloft Aviation and Lightspeed had as offerings within the lightweight headsets arena. I went for the Lightspeed In-The-Ear set because of my good experience with their service and the 30 day trial period. If you are like me, you were wondering how these headsets work. I hope the following provides some information.

I will say that when I opened the box and looked at what 500 dollars bought, I grew weak in the knees. The set barely weighed 1 ounce and the beloved ANR technology for headsets was not employed. That means you will never get that sudden wow when the Active Noise Reduction (ANR) process kicks in. Yet the advertising and recommendations said to expect superior comfort and noise control. Replaceable foam plugs



came with all the manufacturers' sets and Lightspeed selected a long time ear protector which uses a composite material that does not need to be rolled to insert into the ear. By August I had about 25 hours of flying time with this headset.

So what were the positive aspects coming out of these 25 hours?

The set weighs barely 1 ounce and you hardly know you are wearing it. This is the greatest attribute for this type of head set. After 3 hours there is no pain with respect to something pressing on your glasses. Women really like this technology for head sets due to hair and hat issues. Not having the big ear cups and head band really makes your head seem freer. It's nice to wear a hat (i.e. cowboy hat) and be able to take it off when you want and there is no head squeeze. The goal of superior comfort was surely met.

The audio is really crisp and clear as it is directed into the ear. The foam plug is threaded right on the end of the speaker. The microphone really works well, contrary to some reports on the Internet. The goal of superior communications was met.

What are some interesting points to consider?

The above mentioned comfort and sound communications is accomplished with out active noise reduction ANR. You don't need ANR since the in-the-ear plugs have sufficient noise attenuation.

Lightspeed advertises a noise reduction rating of 29dB for the Mach 1's. I suspect that is fairly accurate if you have inserted the plugs correctly and they have not worked out of your ears. 29 dB matches the capabilities of most ANR sets.

With ANR ear muff head sets you just put them on and that is it. With In-The-Ear head sets it is more of a process to put them on so that you get the rated dB noise reduction.

Want to learn more about what's involved in building your own aircraft? Our chapter members are putting their homebuilt project pictures, plans, parts and tools on display at our next monthly chapter meeting. It's a great opportunity to ask questions about homebuilts! Everyone is welcome. Contact: Bob Rogers 972 761 2280

WEBSITE OF THE MONTH

At some point, you may have tracked a commercial flight, using one of the many websites designed for that purpose. There is a website that will allow you to do that, and much more. It is: <http://flightaware.com/live/>

You can track any aircraft that has filed an IFR flight plan and is in the ATC system, commercial or private. You can search all flights arriving or departing at any airport in the country, not just the big commercial airports. You can track a specific tail number and see where it has been during the past several days. You can track all aircraft of a particular make and model or see all aircraft currently in the air within a 100 mile radius of any specified airport.

At this website, not only can you get all the current statistics about a given flight, as well as a map of the flight path, but you can see a log of the location, altitude, and speed of the aircraft for each minute of its flight. This website shows you, in almost real-time, where any aircraft in the U.S. is or has been. Pretty neat!




Member Data Sheet

To maintain a strong Chapter, we need your continued support, so please remember to renew your membership in EAA Chapter 1246 by paying your \$20 annual dues, if you have not already done so. Also, it is important that we have accurate information for our member roster, so that we can contact you by mail or e-mail.

There is a Member Data Sheet attached to this newsletter, and if you have not already filled one out and turned it in, please take a moment to do so. We want to confirm your mailing address and we especially need your current e-mail address, so that you can receive important information about our Chapter events in a timely manner.

Also, we need to know your national EAA member number and when your membership expires. If you have not joined EAA national (or renewed) you should do so now. It is well worth the \$40 annual membership just for the Sport Aviation magazine alone. There are many other benefits, which you can learn about at their website, EAA.org.

Please fill out the attached Member Data Sheet and return it to any Chapter officer. You can use this as an opportunity to let us know what you think about the Chapter.



[Live Flight Tracking.](#)
[Registration](#)
[Login](#)
[Questions/Answers](#)
[Cool Merchandise](#)

FLIGHT TRACKER

Flight/Tail #:

Enter Airline Name Here


Flight Number:

[Don't know the flight number?](#)

Airport Code:

[Don't know the airport code?](#)

FlightAware > Live Flight Tracker > N654CM



N654CM (details) (alert me)
CROSSMARK AVIATION LLC (PLANO TX)

Aircraft: Canadair CL-600 Challenger 604 (twin-jet) (CL60/Q)

Origin: Lambert St Louis Int'l (KSTL)

Destination: Collin Co Regional At Mc Kinney (KTKI)

[Other flights between these airports](#)

Route: LINDY2 MAP BYP

Date: Tuesday, Jan 16, 2007

Duration: 1 hour 19 minutes

Status: **Arrived over 17 hours ago** (track log)

	Proposed/Assigned	Actual/Estimated
Departure	08:00PM CST	08:34PM CST
Arrival	09:33PM CST	09:53PM CST
Speed	455 kts	
Altitude	36000 feet	

Activity Log

Want a full history search for N654CM dating back to June 2005? [Buy now. Get it within one hour!](#)

Date	Type	Origin	Destination	Departure	Arrival	Duration
16-Jan-2007	CL60/Q	Lambert St Louis Int'l (KSTL)	Collin Co Regional At Mc Kinney (KTKI)	08:34PM CST	09:53PM CST	1:19
16-Jan-2007	CL60/Q	Collin Co Regional At Mc Kinney (KTKI)	Lambert St Louis Int'l (KSTL)	03:24PM CST	04:27PM CST	1:03

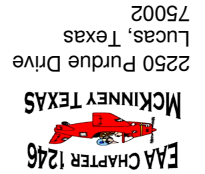
Registered Users Access 4 months History -- [Register today](#), (Don't worry, it's free and easy.)

February

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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:
Sue Cowan
2250 Purdue Dr.
Lucas, Tx 75002

* National EAA membership required.

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

Chapter Officers:

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James Redmon (Vice President)	972-335-9474
VicePres@EAA1246.org	
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Secretary@EAA1246.org	
Sue Cowan (Treasurer)	972-549-1030
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 Profile)	972-995-0372
Chuck Godber (Bulletin Bd)	972-491-6717
David Godber (Bulletin Bd)	903-532-3577
Jim Smith (Flight-Out Co-ordinator / webmaster)	214-906-7701