



Tail Wind Times

Experimental Aircraft Association Chapter 1246
Volume 8, Issue 7

www.EAA1246.org

McKinney, Texas
July, 2006

Runway Safety—Wings Safety Seminar
With Enid Kasper FSDO
July 13, 7:00 PM, Pike Hall,
Collin County Community College,
McKinney, Texas

.The EAA Chapter 1246 8th Annual Poker Run

For the first time in forty long, hot, dry days, we had rain on Saturday, June 17th. It was a much needed rainfall, and we'd all love to see more of the wet stuff, but unfortunately for everyone who was looking forward to flying in the Chapter 1246 8th Annual Poker Run, the rain couldn't have come at a worse time. Up until the last minute, the pilots were hoping for 'mother nature' to take pity on their plans, but a ceiling of 700 feet at 9 am caused CFI Calvin Coffee to ground the fleet.

Rather than give the day up as lost, Tom Mitchell and his committee decided to play poker the old fashioned way.

Armed with a special EAA Chapter 1246 version of Texas Hold'em, the dealers, Tom Mitchell, Andy Cowen, Chuck Roberts, Jeff Ferraro, and Bruce Pauley went to work, turning the back of the Cutter Aviation hanger into EAA 1246's version of a poker parlor. They dealt the cards and played the game until everyone who wanted to participate had their play sheets filled.

Tom Ferraro was the day's big winner, taking away a \$200 first prize and an aviation gift bag for 4th place. Ralph Forrester took away the \$100 second prize. The third place winning hand hand was held by Dick Flunker. There were lots of door prizes and even a prize for

the worst hand of all held by Connor Henson, son of Russ Henson.

After the poker game, the participants compared wining and losing strategies while enjoying great food and companionship at a hamburger and hot dog lunch courtesy of EAA Chapter 1246.



(More Pictures
on page 4)



The Baton Passes at the Lone Star Flight Museum and Texas Aviation Hall of Fame

GALVESTON, TX, June 1, 2006 - The Lone Star Flight Museum and Texas Aviation Hall of Fame announced today that it has accepted the resignation of Ralph Royce as President and Chief Executive Officer of the Museum. Royce has served in this capacity since 1991. Larry Gregory, currently Vice President of the Museum, will assume Royce's duties. Royce will continue to serve the Museum in a consulting capacity.

"I cannot thank the volunteers and staff enough, for they have helped make this organization into the world recognized collection of aircraft and aviation memorabilia that it is," said Royce. "I have had a wonderful ride but I have been planning this for some time. There are a couple of things I want to try in the aviation and air show worlds, and now is a good time to try them."

"It is hard to imagine the Lone Star Flight Museum and the Texas Aviation Hall of Fame without Ralph Royce. He has played a crucial role in the development of the Lone Star Flight Museum and the Texas Aviation Hall of Fame", said Robert L. Waltrip, founder and Chairman Emeritus of the Museum. "Without Ralph's strong leadership and the commitment of our Board, supporters and volunteers, we would not have the world class physical plant, the world class aircraft collection and the world class reputation we enjoy today."

"On behalf of the Board of Directors, I want to thank Ralph Royce for his fifteen years of service," said Marshall Cloyd, Chairman of the Museum's Board of Directors. "His daily presence will be missed but we are pleased that Ralph will continue to contribute to the Museum as a consultant. We also feel that we have a fine successor in Larry Gregory and look forward to his leadership."

The Lone Star Flight Museum is home to an award winning, flying collection of over 40 historically significant aircraft. Along with the prestigious Texas Aviation Hall of Fame, the organization is regarded as one of the pre-

miere aviation museums in the country. The Lone Star Flight Museum and The Texas Aviation Hall of Fame are located at the Galveston International Airport next to Moody Gardens and the new Schlitterbahn Galveston Island Waterpark. For more information, contact the museum at 888-354-4488 or on the web at www.lonestarflight.org.



From the President

Greetings All,



Even at a weathered out event, our chapter has fun. The Poker Run was held in Cutter Aviation's hangar and people flew from table to table to get their lucky hands. Thanks to all who participated and thanks to all who volunteered. A special thanks to Tom Mitchell, our Chapter Vice President, who coordinated the event. (See the Poker Run article for details on the happenings that transpired.)

Another AirVenture is coming and I am not going this year. However, I have come up with the next best thing. For all of you who are going, I am looking for volunteers to report back on your "Adventures at AirVenture 2006." Whatever your special interest is this year, if you could please let me know what you are willing to cover, I will assemble the list and we will make the August Chapter Program a compilation of member's adventures.

Here are some topics to get it going. Please let me know if you are interested and let's add lots of topics to this list. Photos are highly encouraged! So all of you Reporters out there... sharpen your pencils to take a few notes and get your cameras ready for AirVenture 2006!

Potential Topics: Latest Avionics, Daily Airshow, Theatre in the Woods, Sport Pilot Planes, Light Jets, New Engines, Warbirds, and anything else you can think of!

Blue Skies,
Susan

Tool Daffynitions



OXY-ACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.



EAA AirVenture Oshkosh 2006
July 24-30, 2006
www.airventure.org



Big Bomber Reunion featuring a one-of-a-kind gathering of the Allied Forces' big bombers - including B-17s, B-24s, B-25s, and one of the world's last flying Lancasters all performing fly-overs and fly-bys with stunning pyrotechnics

Modern "heavy iron," showcasing some of the most impressive advances in military aviation with the awe-inspiring C-17, B-1B Bomber, and a fleet of additional modern airpower.

American Barnstormers Tour, complete with a high-flying parade of vintage aircraft from the Barnstorming Era of the 1920s and 30s.

The Beach Boys - presented by Ford Motor Company - performing at AeroShell Square after the opening day air show on Monday, July 24.

"Hallmarks of Homebuilding," celebrating the innovation and ingenuity of those who design and build their own aircraft, with unique exhibits, programs, and fly-bys

Fly-In Theater, presented by Ford Motor Company and Eclipse Aviation, showing free nightly aviation movies in Camp Scholler.

Very Light Jets, including models from Eclipse, Honda, Cessna, Adam Aircraft, and more.

F/A-18 "Hornet" from the U.S. Navy Blue Angels team.

SpaceShipOne exhibit dedication in the EAA AirVenture Museum.

Extraordinary aircraft ranging from the Lockheed Constellation "Star of America," the "Duggy" DC-3, modern military aircraft, vintage British Spitfire and Hurricane fighters, and much more.

Daily warbirds air show with dozens of military aircraft, amazing flight displays, and thrilling pyrotechnics, plus an extended warbirds spectacular on Saturday, July 29.

Warbirds in Review program where you can get up close to the airplanes and the people who flew them in combat.

Cessna 172 golden anniversary celebration with more than one hundred 172s landing en masse on Saturday, July 23, to kick off the event.

2,500 showplanes, including homebuilt, vintage, aerobatic, ultralight, rotorcraft, and other aircraft that you can see together nowhere else in the world.

800 exhibitors showcasing aviation's latest innovations, including many unveilings planned exclusively for EAA AirVenture Oshkosh 2006.

500 forums, workshops, and seminars that educate and entertain aviation enthusiasts of all interests

Earn your wings and fulfill your dream of flying by taking advantage of the numerous onsite resources for aspiring pilots, including free student sport pilot certificates.



FIRST FLIGHT

FROM HANGAR QUEEN TO AIRPLANE

by Jerry Burchfield

After some 18 years of building and rebuilding, N833JB has finally seen some sky over McKinney, Texas. The event took place on Sunday, June 18 and lasted 1.1 hours. It was at once exciting and a bit scary. Which came first is a tossup.

A man has to have a few loose screws to fly an airplane that has never flown before, especially when you aren't even being paid for it!! I got right with my maker before I pulled onto the runway. Even then, my jaws were so tight; all I could do was grin.

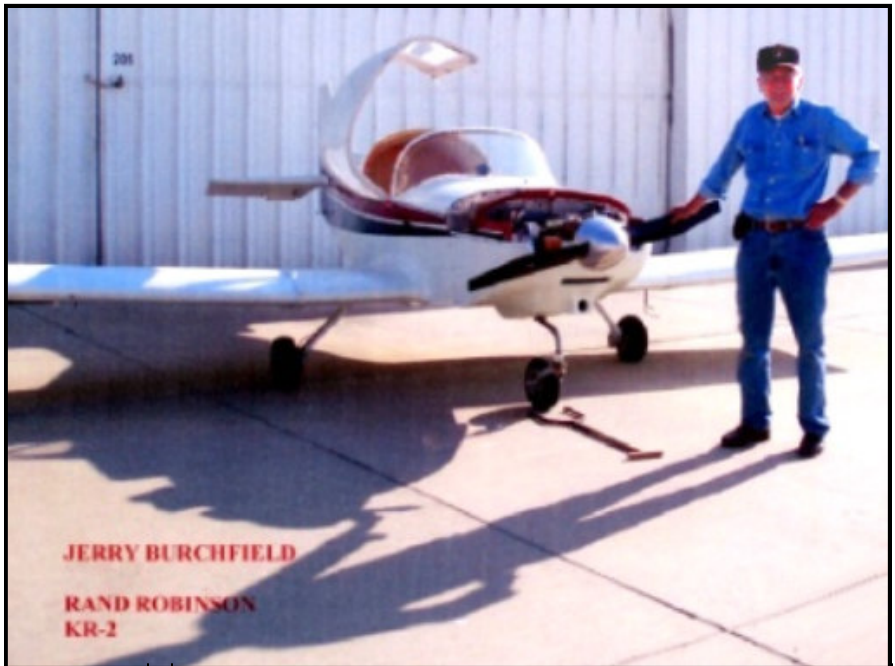
I had heard and read several times over the years that the KR controls are really sensitive and if you are going to lose control, it would be the first time you fly it. I was really worried about that. So I trimmed the airplane nose heavy (which proved to be totally unnecessary) and gave it some throttle. I learned that trick from an Air Force test pilot. It gives you positive control over attitude, at all times. Once I had established directional control, I pushed it to the wall. The plan worked. No PIO. It flew like it was glued to a rail, and the takeoff was exhilarating!!!!

I went up to 3000 feet, leveled out, and quickly found out that I have a crooked airplane! It flies kind of sideways and wants to roll over on its head. I was able to compensate for that, with stick and rudder, and had a pretty decent ride for about 30 minutes. Then in scanning the gauges, I discovered the gas gauge was reading almost empty. I had to assume I had some drastic leak. (So much for being right with God).

I called the tower to tell him I was coming down and HE DIDN'T ANSWER!! While I was enjoying the ride, I decided to tune the Nav to the Bonham VOR to check that out and must have punched a button on the Comm and got off frequency with the tower. But, looking at the gas gauge, that was suddenly unimportant!

Rule number one----Fly the Airplane. I did just that. I flew the pattern, got on final, made the runway and made a beautiful landing. Didn't even squeak a tire!

After I landed, I called the tower and apologized profusely for screwing up his traffic control. But he had been on the stick. He had been trying to communicate



with me and when he couldn't, he cleared the pattern out just for me. He said there would be no repercussions as they give special leeway for test flights. Anyway, that's my story and I'm sticking to it.

The airplane has issues. First, the vertical stabilizer is skewed to the left, causing the plane to fly in a skid. It was also rolling to the left, so I had to hold considerable right aileron to keep it upright. Stepping on the ball, in an attempt to mitigate the skid, just made the roll more difficult to deal with. So I let it fly crooked.

That decision wasn't the best I ever made. All the gas in the header piled up on the right side of the internal baffles, making it look like I had lost a lot of gas, when in fact I had not.

The airplane is also a bit nose heavy, as it is loaded now. It is within the forward CG envelope, but I run out of trim when I try to trim it back to my approach speed. I will fix that with a little weight in the tail.

There were a couple of small drip leaks in the header tank too. It only happens when it is plumb full. That is being fixed, at this writing.

There is some good news. With the airplane flying in a skid, the nose being heavy, and no wheel pants, it tried out at 139 mph at cruise power. I think we will get about 155, with these things straightened out. Not bad, with the engine developing about 60 hp and burning less than 4 gph. And it is a breeze to land.

More will be revealed.....



DR. STEPHAN M. KRAMER
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 MCKINNEY, TX 75071

Dr. Kramer's office will be moved to a new office location on Preston road north of the Stone Briar mall. Info packets will be sent to everyone which will define the new location and office hours. This will be a new facility with expanded services.



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Helping your Dreams take flight !

Member EAA 1246 - Ask about N9VW !



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

| | |
|---------------|---|
| Jul 13 | 7:00p.m. Chapter Meeting CCCC Runway Safety—Wings Seminar |
| Jul 15 | Fly-Out 10:00 a.m. Sulpher Springs (SLR) Redbarn Cafe |
| Jul 19 | Officers Meeting 7:00 p.m. TKI |
| Jul 24-30 | EAA 54th AirVenture Oshkosh 2006 Wittman Regional Airport (OSH) Oshkosh, WI |
| Jul 22 | Gladewater, Tx. (07F) FlapJack Pan cake Breakfast Fly-In Gladewater Municipal Bart Robinett 903-236-7180 |
| Aug 10 | 7:00 p.m. Chapter Meeting CCCC |

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Looks and works like new.
2 1/4" guage includes FloScan transducer.
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A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

Airspeed, altitude, and brains. Two are always needed to successfully complete the flight.

To most people, the sky is the limit. To those who love aviation, the sky is home.

July

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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:

| | |
|-------------------------------|--------------|
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| Tom Mitchell (Vice President) | 972-548-8488 |
| VicePres@EAA1246.org | |
| Tom Moore (Secretary) | 214-491-8481 |
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| 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 |
| 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) | 214-906-7701 |