

Experimental Aircraft Association Chapter 1246
Volume 9, Issue 6

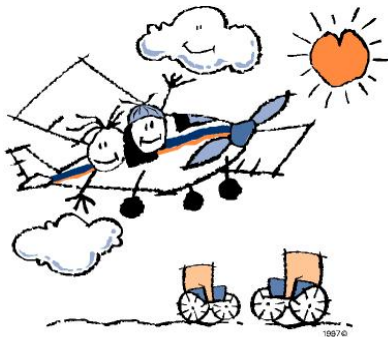
www.EAA1246.org

McKinney, Texas
June, 2007

Challenge Air for Kids & Friends Collin County Community College

7:00 PM, Pike Hall

Collin County Community College, McKinney, Texas



CHALLENGE AIR
for kids & friends

Our June 14th meeting will feature a presentation given by Byron Laszlo, Executive Director of Challenge Air. Challenge Air for Kids and Friends, a not-for-profit organization, offers motivational, inspirational and life-changing experiences to physically challenged children and youth through aviation.

Rick Amber, the founder, established Challenge Air with the belief that, "every disabled person should see the world from a different view... out of their wheelchairs and crutches and from the sky." This belief of Amber's came from his life experiences. As a fighter pilot and training officer in the US Navy from 1967 to 1971, Amber lost the use of his legs when his jet crashed during a landing attempt on the aircraft carrier USS Hancock. He was returning from his 109th combat mission over Vietnam, in high seas, when the ship's landing system failed. He was twenty-six years old.

Be sure and join us for this outstanding and informative meeting!



Byron Laszlo studied fine arts at the University of North Texas from 1990 - 1993 and later began working with children as a private art instructor at a North Plano, TX. private art facility in 1994. Having learned about Challenge Air through a staff contact, Byron became involved with the organization in the fall of 1998 as an event volunteer. In the fall of 1999, Byron was invited to join the Challenge Air staff as a full-time Event Coordinator for Challenge Air.



In 2002, Byron's focus shifted to development and fundraising as the Development Director. During the last quarter of 2005, the board of directors approached Byron

with the position of Executive Director.

In January 2007, the board of directors supported Byron's efforts to establish Challenge Air's first regional office which is located in the Los Angeles area of Southern California.

Byron@challengeair.org

www.challengeair.org



Long!



Short!



Spot On!



The Judges with the 1st, 2nd , & 3rd spots between them.

Close call, but the flour tells all!



It was a beautiful day for flying fun and EAA fellowship!

Mount Vernon Flyout

By Tim Smith

Saturday started out as a rainy day, but the weather gave us a break so we could go fly. Dave Bertram and I departed TKI about 0930 for the 29 minute flight to F53, Mt. Vernon Muni. We arrived and the sun came out to play also. The first few planes started to arrive about 15 minutes later. About 27 planes or so eventually showed up to have fun, food and flying stories at Jim Smith's hanger.

We set out our floured white line and invited the arrivals to give our spot landing contest a try. Most every one accepted, and some actually came close! A few settled into the spud

locker, and some tried for the far end, but all had fun trying! The clear winner was the Breezy, he touched down on the line in a puff of dust. 2nd and 3rd didn't miss by much. There was an impressive array of planes on the ramp by the time everyone arrived.

Jim Smith provided volley ball, horse shoes and the hospitality of his hanger for the day. Mark cooked hotdogs till everyone had their fill, with brownies for dessert! After the stories were swapped and the planes oogled, it was time to fly on home.

Thank you Jim and Dave and all the volunteers !



So You Want to Build an Airplane

By Tim Smith

Oshkosh is coming soon, and I'm sure another poor pilot will be bitten by the "Roll Yer Own" bug. Don't worry, it happens to a lot of us.

Before you plunk down all that hard earned cash for the magic carpet of your dreams, you should ask yourself a few questions.

First of all, do I have the stick to it attitude to go the distance and complete my contemplated project?

Building a plane takes long term commitment, it's a rare bird that gets completed according to an optimistic time line. Little things, like life, family, work, the position of the sun, moon, and stars, and other details tend to put a schedule in a little disarray. If you think you can keep your interest up (perhaps for years) while dealing with these minor issues, Then go for it!

Can I build something out of metal, wood, plastic, etc..?

Don't let the perceived difficulty of the primary material put you off. You will gain the skills and experience to work with anything as you progress. Sorta like eating an elephant, one bite at a time! You don't have to learn it alone either. Our EAA chapter has plenty of experience to draw from. All you have to do is ask, and someone will have an answer. Don't forget our Tech Councilors. They are there to help you through the building process. From beginner questions to assembly inspections. Have your project inspected often! Also draw on the experiences of other builders who have successfully completed the same or similar plane. Even the hard parts are easy, once you know how!

Where am I going to build it?

No hanger? No problem! Most projects are started and a lot are completed in available space at home. Planes fit in small spaces one piece at a time! Wings, tail surfaces and other parts make great home decorations, and what better conversation starter for that awkward dinner party!" Gee Tim, is that a wing behind your couch?"

Website of the Month


Aviation's biggest event is happening on July 23 - 29, 2007. It is EAA's AirVenture at Oshkosh, Wisconsin. To learn what is being planned for this year's event, go to the AirVenture website at: <http://www.airventure.org/>

If you are planning to fly to Oshkosh for AirVenture 2007, you must get the arrival procedures and read the other information at this page on the website: <http://www.airventure.org/2007/flying/index.html>

Does it take a fortune in tools?

Well.... No not really. It does take the usual hand tools you probably already have. It will also take a few special tools, depending on what you are building with. But the expenditure for specialty tools isn't that bad. (unless you're a tool junky, then all bets are off!!!) If you do need to buy some tools, get the best you can get, you wont regret it.

Can I really fly this bird?

A dose a reality is in order here. Talk to your Flight Advisor before you get too far along. If all your experience is in 90mph VFR gadabouts, you may want to rethink your plans for a 200 kt 400 hp retractable. If you must really have that firebreather, you may want to work up a program with your Flight Advisor to get your skill level up to par by the time you finish your bird. 

EAA 1246

Poker Run



Put on your best poker face and join us on Saturday June 23, 2007 for our 9 th annual Poker Run Fly out!

Rain or Shine!

Prizes for 1st 2nd 3rd & Worst hands!

Hamburger Cookout to Follow!

Registration 0900-0930 @

Cutter Aviation.


\$5/hand. Get as many as you wish!

For more info Contact James Redmon

817-991-3595 vicepres@eaa1246.org

EAA Chapter 1246 Submits its Nomination for 2007 Web Editor Award.

We have entered our Chapter's website – EAA1246.org – in the annual EAA competition for this year's best Web Editor Award. The deadline for submissions was May 31, 2007. The EAA judges will review and analyze the competing websites in June, and the winners will be announced at AirVenture in Oshkosh in July. We hope to win.

Jim Smith has transformed our website into a powerful tool for members and visitors alike. Feedback on the new website from our chapter members has been exceptional. We are very grateful to our Web Editor, Jim Smith, for his dedication and extraordinary skill in developing what we think is the best EAA Chapter website in existence. 

Taylor 100 Air Race

By James Redmon

It's spring here in Texas and the Air Race season has begun! The Taylor 100 is part of the Sport Air Racing League and is the first race of the season. It's a 100nm (short course) sprint race consisting of a flying start and three pylon turns. This was the first short course style race I have participated in and I learned quite a bit from the experience. I had two objectives for this race - 1.) Test the new race mods and post my highest speed so far, and 2.) to beat my arch nemesis Larry Henney and his super-fast Lancair 360. Luck was certainly on my side as I actually succeeded at doing BOTH!!!

The race was scheduled for early Saturday morning, so I decided just to fly down to Taylor, TX (T74) on Friday and camp out overnight. Boy, was that a good idea, as camping with the other racers was whole lot of fun! A few days before, I had completed all the race-mods (gap seals, ram-air, speed tape, etc), packed the plane with the camping gear and finally even got around to putting the slogan "Race 13 Takes No Prisoners" under my race logo. Friday afternoon, I flew down in formation with Tom Moore (RV-7A) and Scott Carter (Long-EZ). We even had some time to visually check out some of the pylon turns before landing at Taylor. That was also a good move as none of us had ever run this course before and most of the turns were based on landmarks like water towers and radomes! With the scouting mission complete, we landed at Taylor and set up camp.

Morning came a little early, but right on cue. As I worked on waking up the Berkut, some other familiar planes started showing up - Dan Saint, Race 52 (Glasair IIS) and Larry Henney, both DFW locals. I was particularly happy to see Larry because if he didn't race, I would have had no airplane to base-line my performance by. There were several other canards too - Rene Dugas, Race 39 (Velocity), and two Vari-ezes - Ryszard Zadow and Ron Scarbro. There were several RVs (although no F1 Rockets this year) including our own Tom Moore, Race 21 (RV 7A). There were a number of factory planes too including a Beech 18, although it didn't race.

At 8:30am, the race briefing started. I have to say, that Mike did an excellent job in covering the data points and keeping control of the brief! We all felt like we had already run the course and were ready to go do it again! It was RACE TIME! I made another quick walk-around of the Berkut, strapped in and waited for the signal to start our engines. I was second in line to launch behind the Reno racer SX300 and Larry was in 3rd position right behind me - it was a great setup for our grudge match. We taxied out, did a rolling run-up, triple checked the systems and GPS, and launched in 20 second intervals. The Start/Finish line was a water tower about 4 miles West from the airport. So, I tried to get my climb out of the way before passing through the gate. Up to 1200' AGL I went as I headed a few miles north of the S/F, then cut back south in a diving turn to build speed

and crossed the S/F gate at 500' AGL doing 228kts indicated! Boys, we have a RACE! This first 11.8nm short leg continued South toward Elgin, TX where a large water tower would serve as Pylon Turn #1. I kept her low and fast as I kept a good eye on the engine systems. The Berkut was running the best I have ever seen! Wow! Only a scant 3mins have gone by, and it's time to turn! I descended a little and made a smooth 2G turn over the first pylon and climbed back up to 500' AGL for the next leg - man, I had forgotten how much turns slow you down. The 2nd leg took us East to the Caldwell, TX airport, some 37.5nm away. Finally, a chance to breath...I actually had 10mins on this leg to listen to the radio chatter of the other racers making their turn calls. But, just as I had started to relax, it was time to climb up above the Caldwell traffic pattern and make the turn. I heard Larry (Lancair Race 36) make his turn 2 approach call right after me so I knew he was close behind...but STILL behind me!

That turn was the mid-point so I headed back down to 500' AGL for the return 37.2nm leg and started the "Go, Baby, GO!!!" chant. We approached Turn 3 (a Doppler Radar dome on North end of Granger Lake) together and as I zoomed around the turn, Luis Orozco took some really nice pictures of me. Now the final short leg "home stretch" - a 11.5nm leg back to the S/F line! I guess it was the adrenaline, but this leg seemed a lot longer than 3 minutes. Bruce was a little further in front of me now, and I heard Larry make his Turn 3 call...but I could not tell if he was closer that before or not. Bruce was hug'n the deck...and so was I...trying to squeeze the last fraction of a knot out of our steeds. Then, there it was...a lone blur of a water tower zipping by the left winglet - it was done! A quick wing-wag for the timers, and a steep victory climb signaled the end of my sub 30min sprint around the course.

Boy, was that ever fun! I followed Bruce back to the Taylor airport traffic pattern and made a nice air-show quality squeaker of a landing...and headed to the fuel pump. A trail of racers all came in one by one with the same idea. It was a bit like a Canard Victory Row with all us wingletted nose draggers all parked together. It was a great and safe race! We recovered every aircraft without incident and we all gathered back at the hangar for the cook out and another chance to swap stories about the race. I am often asked what I like so much about Air Racing and this is it - the people and swapping stories. Oh yes, I openly admit I'm a speed junky too...but if that was all I got out of it, I would still feel empty. It's not all about going fast...it's the bigger picture that keeps all of us coming back for more each year!

Thanks again to Mike and the SARL crew for putting on a great race! I can't wait for the next one!



Flight Report

Diamond DA-40

By Tim Smith

Craig Smith, Regional Sales Manager for Premier Aircraft Sales and Demo Pilot Grant Rubinson attended our Fish Fry in their two factory demonstrators. They gave rides to some of the attendees, and yours truly was fortunate enough to get a chance to fly with Grant.



The Diamond DA 40 is very nicely equipped plane, with dual Garmin GFC 700 AFCS, 180 HP fuel injected Lycoming, constant speed prop, and enough bells

and whistles to keep anyone happy.

It was beautiful day for flying at TKI. We taxied to 35, with the long wings you needed to stay on the centerline. Ground steering is accomplished with differential braking to get started, and the rudder was very effective once rolling.

Lift off came quick, and with 2 on board we climbed about 900 fpm @ 90 kts. Visibility from the cockpit all around and down was excellent. You sit at the leading edge of the wing in fixed seats, with adjustable rudder pedals.

Steep turns were a pleasure, it took very little rudder to make coordinated turns. Stalls, both clean and flaps down were gentle, mushing clean and a little airframe shudder with flaps. Recovery was quick by lowering the nose.

Approach and landing needs to be thought out well in advance, the ship is clean and takes some time to slow down. The flaps are very effective on short final, and I had to add a touch of power to make the runway. I'll bet if they come back and let me fly it for a few weeks that will no longer be a problem!

This plane is a pleasure to fly. If you are interested in a brand new cruiser give Craig a call. His number is 214-278-0188.



EAA Chapter 1246

Minutes of the Officers Meeting

May 16, 2007

The officers meeting was held at Cutter Aviation, McKinney Tx. At 1930.

The following officers were in attendance. Bob Rogers, Sue Cowan, James Redmon, Russ Henson, with volunteers Jim Smith, and Tim Smith.

The following items were discussed

Flyout on Saturday, May 19 2007 to Mt. Vernon Texas, to Jim Smiths hanger.

Jim Smith has agreed to host the flyout at his hanger, some of the activities will include spot landing contest, horse shoes, and volleyball.

2. Poker Run planning. James Redmon has been doing the planning for this year's poker run. Discussion was made on routes, food, prizes, and volunteers.
3. Tim Smith has volunteered to be the newsletter editor.
4. Jim Smith has been nominated for Web Editor of the Year for EAA. Ideas for web site updates was discussed. All members with projects are urged to upload them to the website as soon as possible.
5. Leads for future speakers and programs were discussed.
6. Sue Cowan gave a report on the status of Chapter finances.
7. Fish Fry results were also discussed.



If you are looking for perfect safety, you will do well to sit on a fence and watch the birds; but if you really wish to learn, you must mount a machine and become acquainted with its tricks by actual trial.— *Wilbur Wright, from an address to the Western Society of Engineers in Chicago, 18 September 1901.*

For once you have tasted flight you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return.
Leonardo da Vinci

How to Make Successful Landings: Part 1

By Wayne Fisher, EAA #0529247

This is the first in a three-part series of articles on successful landings. In this article we will consider some key points and general suggestions about how to improve your landings. Then in parts two and three we will take up some of the specifics about successfully landing airplanes with tricycle gear and conventional gear. This series is not intended to be a thorough treatment of all parts of the landing sequence but, hopefully, the series will inform and encourage better landing skills.

The accident statistics reveal that the landing phase of flight certainly needs improvement as most aviation accidents occur in the landing phase of flight.

As used in these three articles, the term “successful landings” does not necessarily mean those that end without incident or accident. By successful we’re talking about landings that meet certain criteria or specifications. To be considered a successful landing many specifications throughout the landing sequence have to be met. These various performance measures help evaluate the landing task as a whole.

Successful landings require many basic flight maneuvers to come together -- some simultaneously and some in rapid succession. This fact leads to the conclusion that the degree to which a pilot can perform these individual flight maneuvers well effects the outcome of a successful landing.

The point in the previous paragraph suggests that landings could be improved by going to the practice area and working on some of the basic flight maneuvers related to the landing phase. These would include slow flight, rectangular course, turns about a point, and even “S” turns. It’s probably been a long time since you’ve flown these maneuvers but, hopefully, this will give you motivation to do so. Not only can a great deal of satisfaction be had from getting to the point where you can do them well but it will actually contribute to successful landings. This definitely fits under the category of a win-win situation.

The first factor related to successful landings is getting set up right in the pattern. It is a related factor because the process of getting set up in the pattern right requires the same basic flight skills needed to put the airplane where it needs to be for a successful landing. It is a first consideration because getting started right is of paramount importance to a successful landing.

Getting set up right doesn’t necessarily mean putting the airplane where it should be but being consistent in positioning for a landing. Each pilot should have a feel for where he or she wants to be in order to be set up for a good landing. Within a reasonable range it is a matter of personal choice. One of the key points to improve landings is reducing the variables. That being the case, consistent positioning of the airplane in the pattern reduces variables. The ability to use the same power settings, airspeeds (A/S), the same altitudes at specified ground reference points, etc. are some of the

variables we’re talking about. (Perhaps, more about this topic someday in a future series of articles.)

With these initial thoughts in mind let’s consider some specifics within the successful landing sequence. Prior to actually beginning the landing sequence, it is important to arrive on downwind at the proper pattern altitude, A/S, and distance from the runway.

The landing sequence really begins when abeam the runway. Power and A/S should be brought to constant and consistent approach values. Work towards keeping power and A/S the same all the way to flare. Make this a goal. It will come with practice and is a part of every successful landing. If adjustment is necessary (a likely scenario at first) power controls altitude while A/S should remain constant all the way to flare for landing.

At the approach end of the runway (fence) a rapid and complex series of events begins to happen, especially when crosswind conditions are added. Power should be reduced over the fence and, because it’s so important, it needs to be emphasized, again, that A/S should remain constant all the way down the approach to flare. The flare should begin, as a general rule, one wingspan above the runway. In the flare, with power already reduced, A/S should be reduced by gradually raising the nose. This also arrests the descent.

At the end of the flare comes the most important part of the entire landing sequence, according to the landing accident statistics. In the flare the airplane should be held off the runway until A/S deteriorates to a full stall. Of course the full stall should occur when the airplane has descended to the point where it is only a few inches above the runway. When the full stall occurs the wings are no longer producing any lift. This greatly reduces the likelihood of the dreaded after landing loss of control accident. Touching down before a full stall means the wings are still producing lift, therefore, many factors can lift a wheel or wheels back off of the runway (i.e. gust of wind, change in pitch attitude, etc.) potentially resulting in loss of control.

One added point while we’re on the touch down, typically the touch down spot is the top of the numbers. On a grass strip with lights, the second set of landing lights down the runway is the landing spot. If grass strip has no landing lights, then the top of the worn out touch down zone is the landing spot.

In conclusion, apart from any of the thoughts presented in this article, there’s really no substitute for hands-on practice. If you feel rushed in the pattern, in your approach sequence, or in the flare to touch down portion of your landing -- practice is the only way to overcome that feeling. Here, again, there’s no substitute for practice.

The old saying that “practice makes perfect” is still true and very appropriate when it comes to landings, so get out there and practice, practice, practice. Also, be aware that practice adds considerably to your measure of flight safety... besides...it’s fun! Happy flying.



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Timothy Smith

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Member EAA 1246 - Ask about N9VW !



Calendar of Events

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

Jun 9 Lancaster, Tx. 1st Annual chili cookoff and fly in. 1100-? Dallas FSDO FFAST team. Topic Texas WX. Music, Helo rides, salsa contest, Chili judging @ 1500. Shuttle tours to Air Salvage of Dallas.

Jun 14 EAA Chapter 1246 General Meeting
7:00p Pike Hall Collin Co. Community College

Jun 15-16 Ada, OK. Ada Air Expo
 Aerobatic performers, warbird static displays and flybys; vendors; radio controlled model aircraft. Flyin aircraft welcome!!!

Jun 20 EAA Chapter 1246 Officers Meeting
7:30 p Cutter Aviation, TKI

Jun 23 0900 Poker Run, McKinney Airport

Jun 22-23 Gardner, KS (K34)
 Greater Kansas City Vintage Fly-In
 Contact: Jeff Sullens 816-729-3151

July 23-29 Oshkosh, WI.
 EAA AirVenture 2007

Disney World Bahama Bay Resort & Spa

June 3rd—7th 5 Day / 4Night
 \$316.00 total all Four Nights
 Up to 6 People in a Room!

Royal Carribean Bahama Cruise

Sep. 17th-21st
 \$59.00—\$99.00

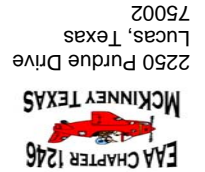
Www.nitabertram.worldventures.com
 www.nitabertram.com

June 2007

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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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President@EAA1246.org	
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Russ Henson (Secretary)	972-335-0516
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Sue Cowan (Treasurer)	972-549-1030
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scooterpilot028@yahoo.com	
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 (Fly-Out Co-ordinator / webmaster)	214-906-7701