

Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

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March, 2006

J. J. Janovetz Historic Aircraft Restoration Leader at Bell Helicopter

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

J.J. Janovetz, a brief resume

By Nita Bertram

Mr. Janovetz is originally from Peoria, Illinois. He spent 18 years as a toolmaker and tool designer at Caterpillar Tractor Company. He moved to Texas in 1985 where he worked as a toolmaker, jig builder, and supervisor at LTV. He received his private pilot license in 1984 and currently holds private, multi-engine, and instrument ratings.

In 1990 Mr. Janovetz started Lone Star Aero in a hangar owned by the late Charlie Hillard, famous air show pilot. Lone Star Aero fabricates parts for antique airplanes and automobiles. He was Charlie Hillard's A&P from 1994-1996.

Mr. Janovetz started at Bell Helicopter in July of 1998 as a toolmaker. He was hired to oversee the XV-3 restoration project in July, 2004.

"I will be doing a power point presentation on the history of the Bell Helicopter XV-3 Convertiplane, telling a little about me, and how the restoration is going so far," Mr. Janovetz wrote. "The XV-3 was

built in 1955 and was the first aircraft to take off like a helicopter, transition its rotors and fly like a airplane."

His personal credits include: Rebuilding 1958 Beech



Travelair; winning Reserve Grand Champion Contemporary Class at Air Venture Oshkosh, Wisconsin, 2003; Winning Grand Champion Custom Contemporary Class at Sun-n-Fun, Lakeland, Florida, 2004. His aircraft has also been featured in two national magazines.

This promises to be an interesting and informative evening. Mark your calendars now so you won't miss it!



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 FAASafety.gov to improve your skill and knowledge. - From FAASafety.gov

Destination DQ

By Dick Flunker

That's DQ as in Dairy Queen... Yes, I like the ice cream treats served at DQ - and now I have a DQ flyout destination in North Texas! Where you say? It's Graham Municipal, identifier RPH, located about 100 nm west of TKI. It is just a short walk from the ramp area!

I had heard about this DQ destination some time ago, but had lost track of where it was or who told me about it. After hearing about it again recently,

I decided to check it out. Per airnav.com, Graham Municipal is 98.8 nm on a 268 degree heading from TKI. RPH has crossing runways - 3-21 is 4200' by 75', and 17-35 is 3300' by 50. I landed on 35 and departed on 03, and can report that both runways are in acceptable condition.

The DQ is near the north end of the field, just west of the hangar area. There is a small ramp area west of the hangars that is just across the road from the DQ. The closest ramp is rather small and has some grow-over, but there is another ramp area east of the hangars that is in much better condition. However, the ramp east of the hangars would be a longer walk to the DQ.



Over the years Barb and I have managed to stop at a fair number of DQ establishments, and as a self-proclaimed fan, I can definitely say that this one is not your normal DQ. The seating area is comfortably large with a fireplace and it has some decorative iron tables in addition to the more standard tables and booths.



Regarding the fare, I sampled my favorite blizzard, but as I left, I noticed a sign indicating that every Friday is Catfish Day. Sounds like I might need to make a repeat visit some Friday just to check that out.



The information below is relevant to anyone who has interest in purchasing Hanger 2524 or the Bonanza from the estate of Dennis Chasten. This is an attorney who is representing Ms. Lena Bine, Dennis's aunt.

David D. Rippel, 972-424-9500

Fax 972-424-9522520

Central Parkway East, Suite 203,

Plano Texas 75074.



SafetyGeneral Aviation Common Challenges 2005

From FAASafety.gov

General Aviation Common Safety Challenges 2005 identifies key areas of concern and provides some tips to improve your safety in the air and on the ground. To view the document go to website: faasafety.gov/SPANS/events/2005-Sep/19_General_Aviation_Safety_Challenges_2005_Rev_D.pdf

This information is provided by the FAA's Small Aircraft Directorate.

From The President

Greetings,

All of us in Chapter 1246 extend our thanks to Rich Graham for generously contributing the proceeds from his book sales at our January meeting.



Although we still need more rain, pray for blue, windless skies on March 18 so we can all join in the Hotdog and Ice Cream Pig-Out in Mt Vernon ,(F53), at Jim Smith's hangar. Jim says to come early for coffee and stay all day. The movie "Star Wars" will be shown for the kiddos. He also notes that Mt Vernon has cheap fuel! If you have any questions, contact Jim 214-906-7701; email: jsmith@openairnet.com


The info you need is: Runway: 13 /31.
Dimensions: 3900 x 60 ft. Surface: Asphalt.
Communications: CTAF/UNICOM:123.0
Distance: 68.0 nautical miles from TKI

Hope to see all of you at 7:00p.m. at our March 9th meeting.

Blue Skies to All,

Susan



EAA CHAPTER 1246

MCKINNEY TEXAS

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:
EAA Chapter 1246

Pay at the meeting or mail to our treasurer,
Patti Morris
5504 Democracy Dr. Ste 220
Plano, TX 75024

GETTING READY FOR THE DAR

By Mel Asberry

You have finally finished your project of building an amateur-built aircraft and are ready to get its "Birth Certificate". It's time to call the DAR for an airworthiness inspection.

But are you going to use a DAR? The FAA will do the airworthiness honors for free. Now "free" always gets my attention. But let's look at the reality of this important inspection. The FAA guys are pretty busy and will probably want 4 to 6 week notice. These 4 to 6 weeks can easily turn into 8 to 10 weeks. On top of that, many FAA inspectors are not that familiar with home-builts, so their inspection may not be the most thorough. On the other hand, a DAR will be familiar with the type airplane that you are presenting and therefore will be able to give you a very thorough inspection and hopefully find that one little item that you missed.

Regardless of which way you go, your preparation will be the same. The first thing you need to do is make sure that the aircraft is properly registered with the FAA Aircraft Registry in Oklahoma, City. Make sure that you properly fill out and include all the necessary forms. A glitch here can cost valuable time. Once you have the hard copy of the aircraft registration, make sure that the information on your data-plate and form 8130-6 (application for airworthiness) agree EXACTLY with the registration.

Then, and only then, should you call the inspector of your choice and schedule the inspection. At this time the inspector will ask you a few questions such as what engine and propeller combination you have. If your engine/propeller combination is certificated by the FAA then you will probably get a 25 hour test period. If not, your test period will probably be 40 hours of flight time. I say probably because these are minimum test hours. The inspector can add additional time if you have anything that makes him uneasy about your choice of engine or the quality of your workmanship. These same circumstances may cause him to issue an airworthiness certificate that is good only for phase I flight testing. In this case the airplane must be inspected again before the phase II unlimited

(Continued on page 4)

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airworthiness certificate is issued. He will also question you about where you want to do your test flying. The test area must be over water or sparsely populated areas. Your test area will depend on the speed of your aircraft. Where an ultra-light type aircraft will usually receive in the neighborhood of a 25 nautical mile radius, a Glasair III will generally need a much larger area. After all, you will need to fly straight and level sometime. The inspector will send you a packet of paperwork including a program letter for the aircraft. This packet should give you all the information you will need for the inspection.

When you are finally ready for the inspection you should present the aircraft complete and ready for flight except for the removal of cowling and inspection panels. I want to stress the "complete and ready for flight". So many times I arrive to find the aircraft held together with clecoes. Will the aircraft be flown with clecoes? Not with my name on the airworthiness certificate. You will also need to be sure that all necessary placards are in place and all switches, circuit breakers and indicators are labeled as to their function.

You will present your builders log to show that you did indeed build the aircraft. The weight and balance sheet will be discussed to be sure that you understand the loading limits of your aircraft. All of your paperwork will be reviewed for accuracy. Finally the aircraft will be inspected and you will be given a "squawk" list. If the squawk list consists of any "safety of flight" items or too many minor items, the inspector will ask you to call him for a re-inspection after you have cleared all discrepancies. If the squawk list consists of only a few minor items, the airworthiness certificate may be issued on the promise that the items will be taken care of before flight. Either way the DAR will expect payment at this time. Remember, you are paying for the inspection, not the certificate. Upon the issuance of the airworthiness certificate, your long term project becomes an AIRPLANE.

Next month we will go into some details about how to get the registration correct the first time and how and when to apply for the repairman's certificate.



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MLivezey@WingsPointAviation.Com

Hangar Space Available at Aero Country Airport (T31)

I have hanger space available in a large, insulated brand-new hanger. Located in an ideal position on the field mid-runway. Hanger is ultra-clean, has bathroom, compressor, electric door, epoxy painted floor and more. RV friendly, share space with an RV-8A and a RV-10 nearing completion. \$200 per month for an RV sized ship. Please contact me for additional details.

Your Business Card Here -

For a reasonable fee, you can advertise your business in this newsletter *and* support EAA Chapter 1246.

Contact Dave Bertram (972-562-5967) for additional information.

 **Timothy Smith**
972-679-0674
email: tmsmith@kw.com

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MARK PLEDGER
President

4786 AIRPORT PARKWAY
ADDISON, TEXAS 75001

Chapter 1246 Member Profile

Name: Garry Goff
Nickname: Air Force call sign was "Psycho" (still used by AF buddies)
Place of birth: Bryan, TX
Family: Margaret (24 yrs married), Bobby 20 in college, John 19 in the USMC, David 16 in High School, Mike 14 in Middle School
Occupation: Airline Captain & instructor of Human Factors
Perfect dream job: flying fighters (did this)
I fly/build a: building a WW1 Fokker Dr.1 Tri-plane replica from plans
I became interested in aviation because: in 1968 my Father was a bomber pilot in the USAF & the TV show "12 O'clock High"
Favorite place to eat: any good steak place
If I had a week off: I'd ride my Harley Davidson motorcycle
If money were no problem: I'd buy a big hanger and land for airstrip
My fantasy vacation would be: The Caribbean
Last book read : "They Fought For The Sky" (a WW1 book)
My hero: My Dad for teaching me to fly upside - down
My greatest aviation experience: flying the OV-10 & F-15 in the USAF
What people don't know about me : how much I care about pilots making good decisions to avoid bad situations. I love teaching Cockpit Resource Management (CRM)
I'd like to be remembered as: a good aviator who helped pilots become aviators.



Calendar of Events

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

- Mar 9 Chapter Meeting, 7:00 PM**
J.J. Janovetz (Bell Helicopter CCCC, McKinney)
-
- Mar 15 Officers Meeting, TKI, 7:30PM
-
- Mar 18 Chapter Flyout Mt. Vernon**
-
- Mar 25 Mineral Wells Airport (MWL)
 New Factory Aircraft display with factory reps. and demo's. LSA & other new aircraft & demo's. Food & beverage.
 Jody Stevens 817-253-8083
 jstevens@wt.net
-
- Apr 4-10 Sun 'n Fun (LAL)
 Lakeland, FL
-
- April 8 Pancake Breakfast Fly-in Beaumont Hotel, KS (SNO7) hotelbeaumontks.com
 Contact: Linda Jensby 620-843-2422,
-
- May 12-14 EAA Southwest Regional Fly-In (SWRFI)
 Hondo Airport (HDO)
 Hondo, Texas
-
- 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	Dean Fellows
Joseph Marron	Steve Sims

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



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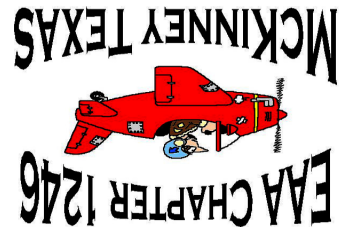
WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint swirls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

March

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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