

Experimental Aircraft Association Chapter 1246

Volume 9, Issue 11

www.EAA1246.org

McKinney, Texas

November, 2007

Norris Warner - Fly in Organizer

Collin County Community College

7:00 PM, Pike Hall

Collin County Community College, McKinney, Texas

What is Involved in an EAA Fly-in?

Ever wondered what it takes to put on a first-class EAA fly-in? Now you can find out. Norris Warner, a lifetime pilot, aircraft homebuilder, and principal organizer of the fly-in, will present information on the EAA SW Regional, known as "The EAA Texas Fly-In." The stated mission of SWRFI is to bring together present and future EAA members to experience the "Love of Aviation" that we share and to learn more about aircraft building, restoring, flying, and safety issues; to inspire the next generation of aviation; and to encourage the fellowship that is unique to our organization.

You will learn about the work and coordination that goes into creating a successful EAA fly-in, much of which you can use for your local chapter fly-in. Also, you may discover opportunities to participate in an important EAA event attended by pilots and aviation enthusiasts from all over the United States. SWRFI is like Oshkosh in our own backyard – don't miss an opportunity to learn more about it and possibly get in on the action.

The monthly Chapter meeting starts at 7pm. Everyone is welcome

★ Young Eagles Flights on Saturday-Where Kids Fly FREE ★
Speaker: ★ GENE KRANTZ (NASA-Apollo Missions)
Demonstration flights ★ Forums & workshops ★ Aircraft manufacturers
Commercial Exhibitors ★ Food vendors & Banquet ★ Fly market
Camping sites & showers ★ Experimental Aircraft Association



Wayne Fisher

Gone West

Chapter member Wayne Fisher passed away Sunday morning, October 7, 2007, of cancer. We did not get to be with him for very long, but Wayne made a difference. He joined our chapter in April 2007 after moving from Nebraska and right away, he made a valuable contribution. Wayne loved aviation and flying. He was a longtime pilot and instrument instructor, single and multi-engine, with more than 3,000 hours of flying time. Wayne was happy to share his knowledge about aviation and he demonstrated that by writing a wonderful three-newsletter-series article for our chapter on how to make successful landings in your airplane. (You can go to our website at <http://www.eaa1246.org/newsletter/june07.pdf> <http://www.eaa1246.org/newsletter/july07.pdf> and <http://www.eaa1246.org/newsletter/aug07.pdf> to re-read the article.)

We knew that Wayne had to stop flying and take early retirement because of illness, but we did not realize just how sick he really was. Even though Wayne barely had enough strength to walk, and needed a cane (later, a walker) to get around, he came to our meetings faithfully until the very end. Wayne did not complain about his condition. He was enthusiastic about flying and loved to talk about it to anyone who would listen.

We have lost a valuable resource and a good friend. People like Wayne Fisher are the reason that EAA is worthwhile. Thank you, Wayne, for being a part of our group, even if for a short time. We will miss you.

Some of you may already know this from the Caring Bridge website, but I just wanted to be sure you knew that Wayne went Home to be with the Lord, Sunday morning, October 7. He went peacefully in his sleep. We are sad yet rejoicing knowing that he is no longer in pain & that we will be reunited with him again someday.

Thank you for all the words of tribute to Wayne, the comforting words to us, and for all your thoughts and prayers. You don't know how much that has meant to us.

Robbie and Family

Russ Henson's Piper Pacer

By Russ Henson

Although I have not had a "first flight" in my restored Pacer, I have completed my project, and want to relate my restoration experience.

I bought my Pacer in 1999 and flew it until three years ago. It was as close to a derelict as a plane can come and still be flying. My complaints were many. It had a two-place intercom screwed onto the pilot's upper window rail that left cables dangling in the pilot's face. It's low dollar transponder had been bolted under the panel like an 8-track from 1970. The control cables had a rusty hew to them. The tires were worn bald on the inside. Bird strikes and hangar rash were more common than straight metal, and the interior which appeared original, had that "old Buick" smell to it. The windshield was cracked, but had been stop drilled, while the remaining windows were so scratched that they may well have had cracks that were not visible. The Ceconite had numerous patches, and had obviously been recovered by a first timer. In level flight the yoke was turned 20 degrees to the right. But it flew strong and had a low time Lycoming O-320.

During a yearly flight to Montana, we were stopped in Gainesville by rain, and after spending a day waiting for the weather to lift, decided to bag it, go home and try again the next day. During the flight back to AeroCountry the windshield cracked completely in half, and a quarter inch gap was letting in a nice breeze. That was the point at which I decided to restore it. This would be my second restoration. The first, a Colt, turned out a very nice plane, and I had hopes of besting my original project.

I had the Pacer towed home on the back of the Pinky Tow three years ago, and towed back to AeroCountry in June. All of the squawks I mentioned above had been addressed, and a few that I didn't know about until I started tearing it apart. As it turned out, the control cables had been rusted through at an uninspectable area, and were waiting to kill me. Mud dobber cities had been constructed in each wing and probably adversely affected the weight and balance. The panel was changed from red to black, and the tape gun lettering had been replaced with white press on lettering. The entire interior and exterior were new. The old cream with green was replaced with red and black, with 12" stenciled and painted N numbers. The stack was actually "stacked", with a precision IFR package with IFR GPS, and a four place stereo intercom. The original chromed pieces were rechromed. It didn't look new, but it looked very well cared for. (And it smelled Good!)

The most difficult part of the project was wiring the avionics. Rewiring the plane was easy in comparison. The avionics had to be wired together so that information could be shared. Wiring the Mode C with the GPS, and running the wiring through the annunciator was true mental gymnastics. But in the end it all worked. If I had it to do again, I would hire it out. This was supposed to be fun!

It took better than a month to get the wings, ailerons and flaps on, the fuel lines and electrical attached, the weight and balance performed, fueled up, and signed off. Then began taxi tests. After three years of silence, it was a thrill to start up the engine. The taxi tests revealed a couple of easily repaired squawks. It was fun to run down the runway at full throttle. No more sitting in the silence of the garage making engine noises. With one of the tanks almost empty, I decided on one last taxi test on that empty tank to deplete it of "old" fuel and make room for a fresh full tank. I took off down the runway and got up to about 35 kts, when the engine quit. I reached down to switch tanks and fumbled for the switch. I looked down for a second to find the switch. When I looked up I was on the edge of the runway headed for the Pacific. I stomped on the rudder, and the next thing I knew I was headed for the Atlantic. Again I stomped on the rudder causing it to turn sharply to the right. The right wing made a nasty scraping noise, a sort of shuddering, as the plane slid sideways down the runway. You gain a whole new respect for asphalt when you're going sideways down a runway. Then the wing spars broke and it leaned over hard. The gear couldn't take the strain and snapped off, causing the belly of the fuselage to land on the gear. The plane slid off the runway into the grass and to a stop. I was shaken up, as you would expect, but in pretty much the same shape as when I got in the plane. Crawling out took some effort, as the door was sort of angled up in the air.

There are lots of nice people out at AeroCountry, and I got to know most of them that day. Quite a few said, "Boy, it sure was a pretty thing." That was sort of gratifying. But unfortunately I won't be regaling you with stories of my first flight, as my plane now belongs to the insurance company. I guess some first flight stories have to have a sad ending, so that we can really appreciate the success stories.



Greetings fellow EAA'ers,

It's finally cooling off outside and I am reminded that it won't be long until it's time for the 2007 EAA Chapter 1246 Christmas Party.

In fact, it's only about 6 weeks away so make your plans and reservations now! It's time to relax and have some fun after a busy year

of working, flying and volunteering. Heck, you deserve it!

The festivities will again be held at the El Dorado Country Club in

McKinney on Thursday, December 6th at 6:30 pm. We'll have a cash bar

that will be open starting at 6:30, and a delicious buffet-style dinner

will be served at 7 pm. We have some fun and games planned that will

begin after dinner with some nice prizes to win. The cost this year is

only \$20 per person, members/guests and non-members are ALL welcome!

Thanks to our award winning chapter website, it's easier than ever to

register and pay! Simply go to <http://www.eaa1246.org/> and scroll

down and press the "Pay Now" button to pay via PayPal. There is also

a link to the El Dorado Country Club website if you need driving

directions. We will also be selling tickets "the old fashion way" at the

November 8th Chapter Meeting and at the door. Any case, we must have an

accurate count for dinner, so please let us know if you plan to attend by Sunday, November 25th.

If you have any questions, please feel free to contact me directly – James Redmon, V.P. (817-991-3595) or by email Vice-Pres@eaa1246.org

Hope to see you all there!



EAA 1246 Christmas Party

Raffle Grand Prize!

“The Untouchable”

Aviation Print by Philip West

Donated by Rich Graham

The Lockheed SR-71 Blackbird is the world's fastest and highest flying jet aircraft. For over 23 years, the SR-71s gathered highly classified intelligence around the world for the President of the United States, the Central Intelligence Agency, the National Security Agency, the Pentagon and other governmental agencies, allowing them to make crucial political and military decisions during the Cold War.

At Mach 3+ cruising speed, the SR-71's leading edges heat up to over 600 degrees, where the outside air temperature is already at a -60 degrees. In September 1975 the SR-71 set a world speed record from New York City to London in one hour, 55 minutes. When the SR-71 was delivered to the National Air & Space Museum in 1990, it set a Coast-to-Coast record, flying from Los Angeles, California to Washington, D.C., in 64 minutes, 20 seconds.

The important thing in aeroplanes is that they shall be speedy.

— Baron Manfred Von Richthofen

I am helping a fellow (Jerry Yagen) <http://www.fighterfactory.com/> locate World-War-One era engines/airframes or replicas. Hispano-Suiza, Mercedes, Hall-Scott, Liberty, OX-5, Siemens-Halske, Oberursel, Clerget, LeRhône, Gnome, other rotaries, etc. If you know of anything for sale or trade I'd appreciate any information.

I also do aircraft construction/restoration (tube-and-fabric, wood, aluminum etc.) if I can be of service to anyone.

A mention of the engines in your newsletter or website (or member email list) would be much appreciated.

Sincerely,

Russ Lassetter
EAA# 0448996
Cleveland, Georgia
rblasset@alltel.net
706-348-7514

Well boys, we've got three engines out, we've got more holes in us than a horse trader's mule, the radio is gone and we're leaking fuel and if we was flying any lower why we'd need sleigh bells on this thing...but we've got one thing on those Russkies. At this height why they might harpoon us but they dang sure ain't gonna spot us on no radar screen!

— Major T. J. "King" Kong in the 1963 movie 'Dr. Strangelove or: How I Learned to Stop Worrying and Love the Bomb'

As a piece of applied science the aeroplane has a place alongside the wheel, gunpowder, the printing press and the steam engine as one of the great levers of change in world history. The effect of aircraft on the way we live has been profound: they have shrunk the world, mingling previously isolated cultures, they have added a menacing dimension to warfare, spawned new technologies, created new economic zones and given us a toehold in Space.

— Iven Rendall, first paragraph of the introduction, 'Reaching for the Skies,' 1988

At that time [1909] the chief engineer was almost always the chief test pilot as well. That had the fortunate result of eliminating poor engineering early in aviation.

— Igor Sikorsky, reported in 'AOPA Pilot' magazine February 2003

MINUTES

EAA Chapter 1246

Officer's Meeting

October 17, 2007

7:30 p.m.

Christmas Party Plans

Cost set at \$20/head.

Time constraints discussed

Cash bar will be available

Pilot Bingo will be included

Background details agreed upon

Jim will set up PayPal for ease of payment

Members will be recognized for their contributions

Future speakers

Nov. Norris Warner and the TX Fly-In

Dec. Christmas Party

Meeting Hall Reservations

Jan. general meeting moved to Jan 17

Future problems outlined

Status of finances, still solvent

5. Reimbursements made
6. Newsletter articles discussed
7. Web site modifications coming

November Officer's meeting changed to Nov 7

New "Display Case Coordinator" needed



DR. STEPHAN M. KRAMER
FLIGHT SURGEON
 AEROSPACE AND INTERNAL MEDICINE
 BOARD CERTIFIED - A.B.I.M.



*Federal Aviation Administration
 Senior Aviation Medical Examiner - Class 1, 2, or 3
 ATP Rated Pilot MEL, SEL, SES*

*We specialize in problem waivers, denied, and special issuance
 FAA medicals*

BY APPOINTMENT
 (972) 7319555

AVIATION MEDICAL CENTER
 7589 PRESTON ROAD SUITE 750
 FRISCO, TX 75034

North Texas Flying Club

Garry Ackerman
 972/867-8713
 gack@dallas.net

McKinney Airport (TKI)

www.ntxfc.com

Bill Powell POWELL/SOUTHWEST AGENCY

Aircraft Insurance Broker
 16015 Addison Rd.
 Addison, TX 75001

Email: Bill@powellsouthwest.com

Tel 972-490-0919
 Tel 877-900-7792

Mobile 972-743-0680
 Fax 972-490-1612

CUTTER AVIATION

Mike Livezey
 Operations Manager

1500 East Industrial Blvd., Ste 100 * McKinney, Texas 75069-7516
 Phone (972) 562-5555 * Fax (972) 548-2313

mlivezey@cutteraviation.aero * www.cutteraviation.aero



Timothy Smith

972-679-0674

email: timsmith@kw.com

Helping your Dreams take flight !

Member EAA 1246 - Ask about N9VW !



Calendar of Events

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

- Nov 3 EAA Chapter 983 Fly-in
 Granbury, Tx. Pecan Plantation Airpark
 09:30-4:00 pm
-
- Nov 7 **EAA Chapter 1246 Officers Meeting**
 7:30 pm. Cutter Aviation, TKI
 Everyone welcome
-
- Nov 8 **EAA Chapter 1246 General Meeting**
 7:00 pm Collin County Community
 College.
-
- Dec 6 **Chapter Christmas Party**
Eldorado Country Club, McKinney Tx.
-
- Jan 16 2008 **EAA Chapter 1246 Officers Meeting**
 7:30 pm. Cutter Aviation, TKI
 Everyone welcome
-
- Jan 17 **EAA Chapter 1246 General Meeting**
 7:00 pm Collin County Community
 College.
-

NOV 2007

*

*

*



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.
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:

Bob Rogers (President) 972-761-2280
President@EAA1246.org
James Redmon (Vice President) 972-335-9474
VicePres@EAA1246.org
Russ Henson (Secretary) 972-335-0516
Secretary@EAA1246.org
Sue Cowan (Treasurer) 972-549-1030
Treasurer@EAA1246.org

Chapter Volunteers:

Timothy Smith (Newsltr) 972-679-0674
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