



TAIL WIND TIMES

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EAA CHAPTER 1246

OCTOBER 2003

www.eaa1246.org

CHAPTER MEETING OCTOBER 9TH 7:00 PM COLLIN COUNTY COMMUNITY COLLEGE

October Chapter Program – Junkyard Wars!!

Join us at the October chapter meeting to watch three international teams compete to build and fly their designs of early 1900's type aircraft, built using period tools from period JUNK in only 20 hours. Yes, that's 20 hours, not years! This show is from the wildly popular The Learning Channel Junkyard Mega Wars series. The British, French and American teams frantically compete to build and fly a period type aircraft in the Mohave Desert. Even the Wright brothers would be impressed by how these teams overcome overwhelming odds and a very short schedule. Popcorn will be provided.

Fourth Annual Chili Cook-Off Saturday October 11th *By Ann Asberry*

Date: Saturday October 11 from 10 AM to about 2 PM. Location: McKinney Airport at Tor hangar (that is the same location as last year). Look for a sign on the street to direct The event will be at the west end of the south hangars, between the first two rows. There on the street, but someone will be there to allow admittance. Parking is allowed on the end of the hangars.



The theme again is "HAVE FUN"!! Even though you may not consider yourself to be a good Chili cook we want to make this another FUN event so take the plunge and try your hand at fixin' a "Bit of the Red". The more cooks; the merrier!!

All Chili should be cooked at home and brought to the event. There is electricity for crock pots, but if you have a camp stove or the like, bring it to keep your Chili warm. Remember to bring a big spoon too. Naming your Chili is encouraged, it adds to the FUN part. Even though Chili is a meat dish, by Texas definition, beans or vegetarian is OK, but, no road or runway kill, please. Cooks should plan to make at least 12, 8 oz servings (2 to 2 1/2 quarts). More is very welcome because we always run out and never know exactly how many folks to count on attending. All Chili must be HOT and READY by 11 AM so we can harvest the samples for the judges. After that is done the eating will begin. Prizes will be awarded around 12:30 or so whenever the judges reach their decision. A suggested donation of \$3.00 will get you a bowl, spoon and a drink plus condiments and dessert. Additional drinks are a suggested donation of 50 cents each. All Chili contest entrants will get two free bowls, etc. The Chapter is furnishing utensils, crackers, fritos, cheese, chopped onion, dessert and Pepto Bismol.

Need volunteers to bring some dessert!! Call Ann Asberry (972) 784-7544 before October 1st if you will volunteer to bring a dessert or need further information. We will also need some folks to help with the "puttin' up and tear'n down" too, so show up early or stay late to lend a hand. **This is an all weather event, rain or shine, flyin' or not. Y'ALL COME!!**

GOIN' TO THE RACES *by Bob J. Rogers*

If you haven't been to the Reno Air Races, you owe it to yourself to go. If you have, you know what I mean. It is a blast! My wife (Teri Ann) and I have wanted to see the races for several years and were finally able to schedule them in this year. On Friday, September 12, we departed DFW for Reno, Nevada, courtesy of Delta Air Lines. It would have been more fun to make the 1,200 mile trip in my own Mustang II kitplane, but since it is not yet finished, that adventure will have to wait. Although the qualifying heats began on Thursday, we decided to attend on Saturday and Sunday when the races that really count are flown. (I guess they all count, but the final Gold races were on Sunday, and we wanted one day just to get oriented and look around.) As it turns out, we missed some excitement, because on Friday, in the six-lap Unlimited Gold Heat 2-A, the highly modified P-51 "Dago Red" #4 set a new Reno speed record by being the first airplane ever to break the 500 mph mark with an average speed of 507.105 mph, with some laps of more than 513 mph. For a prop-driven WWII airplane, this is "smokin'!"



On Saturday, we bought pit passes at \$25 each and toured the pits, which was very enlightening. Each race plane had its own entourage and some had 18-wheeler trailers equipped with extra engines, tools, and equipment, fancy enough to make Bill Gates proud. (He is the richest man in the U.S.A.) Each class of planes was located together, so we looked at the Unlimiteds, then the T-6s, and the L-39 Albatross Jets, all on the flight line. The Sport Class, Biplane, and Formula One airplanes were all in three big hangars at the end of the pit area. In addition to the P-51's, there were a lot of Hawker Sea Fury planes entered in the Unlimited Class. Our friend Stewart Dawson was there in his Sea Fury "Spirit of Texas" #105, and he was fast enough to be in the final Gold race on Sunday, but he did not win. You may recall that Stewart gave a fascinating presentation on air racing to our Chapter last year at the July 11, 2002 meeting.



At the other end of Reno Stead Field opposite the pits was a very nice static display of military aircraft and classic general aviation aircraft, including a couple of beautiful Beech Staggerwings. We bought tickets in the reserved seating grandstand right in front of the finish line and had an excellent view of all the races. Between races are numerous other events to keep your attention, such as aerobatic demonstrations and fly-bys. They even dropped a car from 500 feet, slung beneath a military helicopter, allegedly to show what happens when you park in the wrong lot. Behind the grandstands were all the booths and food vendors, varied enough for any taste. The weather was perfect, and the races started promptly at 8:00 a.m. each day. Each class (except the Jets) was

grouped by qualifying speed into either the Bronze, Silver, or Gold race. The Bronze finals were held on Saturday and the Silver and Gold finals were on Sunday. The winner of the Bronze and Silver final races each had the option of racing in the next fastest category.

On Sunday, it was do or die, no holding back, go for the glory Race Day! Some of the races were very close, with only a few feet separating the winner from second place. There is a saying at the Reno Air Races, "Fly low, go fast, turn left," and that is exactly what the planes do. You have not lived until you see a squadron of T-6s roar by directly in front of you 50 feet off the ground with their radial engines growling



and blade tips going supersonic, all banked in a 90 degree turn. There was some excitement in the Biplane Gold race when one of the leaders got smoke in the cockpit on the last lap and elected to hold on until the finish line, at which time he declared an emergency and turned his Pitts S1 around to land on the nearest runway, which happened to be Runway 26 directly in front of the grandstands. Unfortunately, it was also downwind and slightly downhill. Trailing smoke, the Pitts came in high and fast and touched down directly in front of the finish line, which left half of the runway behind him. The Pitts ran off the end of the runway and traveled several hundred feet in the dirt before it flipped over on its back. Luckily, there was no fire and the pilot escaped

unhurt, but the poor biplane lay upside down in the weeds for the rest of the day.

The Formula Ones sounded like angry hornets as they buzzed around the course. The winner of the Gold race was Gary Hubler in a highly modified Cassutt 111M called "Mariah" #95 at a speed of 253.8 mph. The plane was first built in 1972, was wrecked and rebuilt a couple of times, and has been racing at Reno for many years. Since John Sharp's "Nemesis" retired in 1999, this plane has been a top contender and has been either first or second in the Gold race ever since.

David Rose won the Biplane Gold in his Rose Peregrine named "Frightful" #3 at a speed of 219 mph. Norman Way came in second in his Pitts S1 "Magic" #27 at a speed of 208 mph and then made the emergency landing described above. For Norman, the magic ended abruptly.

The T-6 races were exciting because all the planes are pretty evenly matched and tend to stay close together in the 6-lap race. Nick Macy won the Gold race in his T-6 "Six Cat" #6 at a speed of 235 mph, but all the excitement was with one of the few women pilots at Reno, Mary Dilda, who came from the back of the pack, passing everyone in her T-6 "Two of Hearts" #22 and at one point was dead even with the leader. In the end, Six Cat pulled back ahead slightly and won by about 3 seconds. Mary also flew in and won the Jet race in her L-39 Albatross "Heartless" #22 at a speed of 434 mph. She is clearly an exceptional pilot.



In the Sport class Gold race, Darryl Greenamyre won in his Lancair Legacy #33 at a speed of 324.5 mph, just like he won the year before. This plane holds the one-lap qualifying speed record for the Sport class of 347.774 mph, set in 2002 and repeated this year at 347.616 mph. This year, however, the Gold race was close, because Greenamyre only beat the second place finisher by two seconds. There were several Glassair IIIs in the Sport class, but none of them averaged more than 290 mph. It is great that Reno has added the Sport class to show what experimental planes can do. In the first three years of the Sport class competition, the Gold was won by the Lancair IV prototype #99, with a winning speed in the year 2000 of 328 mph. Not bad for an experimental, kit built, four-passenger plane designed for cross-country IFR and business travel.

The big race, of course, is the Unlimited Gold, held at the end of the day on Sunday. All nine of the race



planes were towed out in front of the grandstands, accompanied by their crews, and each pilot and plane was introduced. Then all the racers started their engines; it was something to see so much horsepower sputtering to life at once. They taxied in single file to the end of the runway and took off majestically, like a lost squadron of

WWII combat planes. The planes then formed up in a line abreast and headed for the course from behind the grandstands. We all strained to hear the engines and see the planes appear from over our shoulder, and they dove for the first pylon when the pace plane announced, "Gentlemen, you have a race!"

The P-51 "Dago Red" had the pole position, and we all knew it would win if the engine could hold together. The Rolls Royce Merlin V-12 engine ordinarily puts out about 1,700 horsepower, but the crew for Dago Red modified its engine to generate 3,500 horsepower. I guess the hope is that an engine will run at maximum speed and get to the finish line just before it self-destructs. That did not happen for two planes, which had to pull out early. The race was really between Dago Red and Rare Bear, an F8F-1 Bearcat #77, piloted by John Penney. Rare Bear has won many races at Reno in the past, but has not been there for several years. The plane is back and is a strong contender, but was not fast enough to have any hope of passing Dago Red, so both planes slowed down to an average speed of just under 488 mph for Dago Red and 484 mph for Rare Bear. By the finish, both planes were at least one-half lap ahead of the third-place plane, which was "Critical Mass" #10, a Hawker Sea Fury. At the beginning of the race, however, Dago Red put in a couple of laps exceeding 507 mph, just to show who was boss, and by the end of the 8-lap race, both Dago Red and Rare Bear had lapped two or three of the slower planes.



The first lap of the Unlimited Gold race was the best, when all the planes were still pretty close together and nine magnificently prepared WWII vintage fighter planes came roaring by at full tilt, so near you could almost touch them, with the thunder from their engines vibrating your chest. The distinctive harmony of the Merlins in the P-51s was countered by the frightening growl of the Wright R-3350 radial engines, which produce up to 4,000 hp. It was glorious! This is one of the best ways I know of to turn a lot of money into sound. You should plan to go next year.

The **EAA Chapter 1246 monthly board meeting** was held on September 25, 2003. Attending the meeting were Larry Spears, Calvin Coffey, and Dick Flunker. Following are the minutes from the meeting.

1. The October meeting will be a video on the Junkyard wars.
2. The October fly out will be the Chili Cook-off on 10/11. Location will be the same hangar as last year - Tom's old hangar in the south hangars. Volunteers are needed for setup and cleanup. A signup sheet to be distributed at the Oct meeting.
3. The November program will be organized by Tom Ferraro. "Ask the A&P Night" Questions are needed.
4. Larry reported that he has many arrangements in place for the Nov 1, Centennial of Flight Celebration at TKI. The chapter will have a table with handouts etc. Volunteers are needed to staff the table. A signup sheet will be circulated at the Oct meeting.
5. Dick mentioned a possible YE event for November. Hopefully more information will be available at the Oct meeting.
6. Calvin discussed the status of preparations for the Christmas party. The room reservation has been confirmed and a reservation deposit made. A decoration committee needs to be established. Calvin will arrange for the caterer. A volunteer signup sheet will be distributed at the next meeting. Larry will contact a potential MC.
7. Meeting dates for first three months of 2004 are 1/8, 2/12, and 3/11. Dick will request the Pike Hall reservations.
8. Several possible programs were discussed for 2004.

Calendar of Events

(Items in **bold** are chapter events)

- Oct 4 Chapter 983 Fly-In
Pecan Plantation (OTX1)
- Oct 9 Chapter Meeting 7:00 PM
CCCC, McKinney**
- Oct 11 Chapter 168 Chili Cookoff TKI
(see article page 1)**
- Oct 16 Officers Meeting 7:30 PM TKI
- Nov 13 Chapter Meeting 7:00 PM
CCCC, McKinney**
- Oct 24-26 Flying M Ranch Fly-In
Reklaw
- Nov 15 Chapter Fly-Out TBD**
- Nov 20 Officers Meeting 7:30 PM TKI
- Dec 11 Chapter Holiday Party
Holiday Inn, McKinney**
- Dec 18 Officers Meeting 7:30 PM TKI
- Dec 20 Chapter Fly Out TBD**
- Jan 8 Chapter Meeting 7:00 PM
CCCC, McKinney**
- Feb 12 Chapter Meeting 7:00 PM
CCCC, McKinney**
- Mar 11 Chapter Meeting 7:00 PM
CCCC, McKinney**

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Military Experience: Instructor Pilot 5 Years,
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3501 Hearst Castle Way
Plano, TX 75025

Home: 972-491-0011
Cell: 214-621-0982
Email: Habu05@aol.com

FAA

Designated Airworthiness Rep
Aviation Safety Counselor
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EAA

Technical Counselor
Flight Advisor
Safety Officer

MEL ASBERRY

2464 County Road 655
Farmersville TX 75442-6014

972-784-7544

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2216 Wisteria Way
McKinney, TX 75071



McKinney EAA Chapter 1246 Membership Application or Renewal

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Wk (_____) Hm (_____)

E-Mail Address: _____

Pilot/A&P Rating: _____ *EAA # _____

Notes/Comments/Projects:

Membership dues are \$20 per year. Make checks payable to EAA Chapter 1246.

Mail applications to:

David Norman
2216 Wisteria Way
McKinney, TX 75071

*National EAA membership required. National EAA Offices:

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

Chapter Officers:

Larry Spears (President)	972-495-7965
LBSpears@attbi.com	
Calvin Coffey (Vice President)	972-423-1770
Cfly@airmail.net	
Dick Flunker (Secretary)	972-396-0018
Rflunker@attbi.com	
David Norman (Treasurer)	972-562-3488
dnorman@ticnet.com	

Chapter Volunteers:

Andy & Sue Cowan (Newsltr)	972-549-1030
Dick Stephens (Flight Advsr)	972-517-1647
Dave Bertram (Flight Advsr)	972-562-5967
Mike Pollock (Tech Cnslr)	972-530-8400
Jeff Ferraro (Program Coord.)	972-542-4131
Dave & Susan Wilson	972-359-0578
(Pilot Profiles)	