



Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

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May, 2005

J.W. "Corkey" Fornof Motion Picture Pilot



"Corkey" is a member of the Screen Actors Guild, the Motion Picture Pilots Association, and holds a current Motion Picture/Television Flight Operations Manual. His expertise includes Aerial Coordinator, Stunt Pilot, Technical Advisor, and Aviation Stunt Double. More information on page 2. The meeting is:



**May 12, 7:00 PM, Pike Hall,
Collin County Community College, McKinney, Texas**

From a 54 foot Wingspan to 27!

By Lynn B Welsch

Our last trip in the Diamond Katana Motor Glider was a stunning one from the air as the October trees were glowing beautiful fall colors below. It was bittersweet for us as we neared our destination of Clow International Airport in Bolingbrook, Illinois.



We had flown more than 650 hours in the Diamond in the past five years. We were bringing our motor glider there for a pre-buy inspection and to

leave it for the buyer. The new owner would be flying commercial to Clow to spend some time learning to fly it and get his glider rating before he flew it home to Connecticut.

We decided to sell our motor glider for a variety of reasons. Due to the ten year time requirement of the type certificate data sheet, the engine would need to be overhauled in four years (regardless of time on the engine). There were also numerous other timed part replacement or overhaul requirements (regardless of condition). The propeller was also a

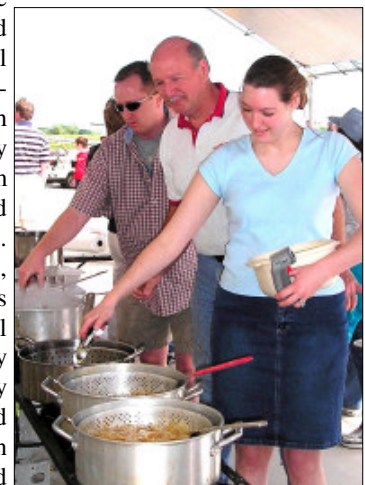
(Continued on page 3)

What's a Fish Fry!!

By Dick Flunker

Great company, great food – the word got out. The turnout provides testimonial to another great 1246 event. Over 200 EAA'ers and friends came

to enjoy fish, fix'ns, and friends at the 7th annual Chapter 1246 Fish Fry Fly-in. Thanks to the March Fish-out effort organized by Roy Matheny and Tom Mitchell, the chapter had ample fish to prepare. About 14 gallons of filets, or approximately 75-85 lbs of fish were consumed – all prepared to perfection by fish fry guru Garry Ackerman, family and crew. The Ackerman recipe for tasty fish and fix'ns is the best there is.



And yes, 86 hot dogs were also consumed - I sure hope the hot dog folks also had some fish. And the desserts!! The dessert bar was a pot-luck of sorts. Wow, there are some good

(Continued on page 6)

May Meeting Speaker J.W. "Corkey" Fornof

"Corkey" is a member of the Screen Actors Guild, the Motion Picture Pilots Association, and holds a current Motion Picture/Television Flight Operations Manual. His expertise in the motion picture and aviation field includes Aerial Coordinator, Stunt Pilot, Technical Advisor, and Aviation Stunt Double.



"Corkey" has 15,000-plus hours in over 287 different types of aircraft. He has been around the world with his flying abilities and has numerous contacts in this field. The varied skills and contacts that he possesses allow him to help productions *capture the thrill and fascination of aviation in the safest, most cost-effective manner.*

"Corkey" has flown low level stunts for every major airshow in the United States, Canada, the Bahamas, Mexico and South Africa. He formed the first civilian high performance aerobatic flight demonstration team, using WWII fighters. He also formed and lead the first civilian jet demonstration team. Additionally, "Corkey" has worked as a test pilot and corporate pilot.

"Corkey" has been featured in every major aviation magazine in the world, and has filmed all over the United States, Mexico, New Zealand, Australia, Costa Rica, Argentina, South Africa, the Bahamas, Canada and Thailand.

Gary Kirby's "New" Cherokee 140

By Andy Cowan

Here is a picture of Gary Kirby and a few of his closest friends just after he picked up his 'new' Cherokee 140 from Cleburne. Gary got a ride over there from Dave Seymour with Hop (Anson Hopper) riding shotgun. The plane is white with blue exterior accents and has a very nice red interior.



Congratulations Gary !

2005 Tony Bingelis Award

By Dick Flunker

The EAA Tony Bingelis Award recognizes EAA Technical Counselors for dedicated service and/or significant contributions in assisting members to build and restore aircraft. At AirVenture 2005, chapter 1246 member **Mel Asberry will receive the 2005 award.** Mel was nominated by Dallas Chapter 168 for his many years of service and contributions as a Technical Counselor, Flight Advisor, Safety Officer, SWRFI forum presenter, numerous newsletter articles, and having helped many builders to safely achieve their dreams.



Mel Asberry

Mel was my primary technical counselor throughout the building of my RV-6A. In addition to the more formal airframe inspection visits, Mel was always available to answer questions and/or help solve problems. Without Mel's guidance and assistance, I might not have completed my airplane. I'm sure my experience has been shared by many others. On behalf of all the builders Mel has helped,

Congratulations Mel!



Poker Run – June 18

By Tom Mitchell

If you can't take that trip to Vegas this year, on June 18th, EAA Chapter 1246 and WingsPoint Aviation has an exciting alternative. Okay, you won't be able to win a million dollars, but you can win great prizes, and Vegas doesn't let you fly your airplane between casinos. Yes, you can test your luck and your flying prowess in the annual poker run. For those of you who have never participated in a poker run, it's a game that combines both flying skill and pure luck.



Each hand costs \$5.00, and the highest three poker hands win some really great prizes, but don't be discouraged because even if you don't win a prize, after the poker run, all the players can meet and compare winning or losing strategies over lunch in the **WingsPoint** Hanger right next to the FBO at Collin County Regional Airport (TKI).



(Continued from page 1)

54 to 27

major issue as it was a full feathering constant speed MT propeller that was very expensive to overhaul and had to be done at a certified repair shop in Florida.



We own a runway lot at Casa Adobes Airstrip in Mimbres, New Mexico (where Red Marron, and John and Nancy Whatley live). The runway is chip and seal, with chips periodically

coming up and hitting propellers! Since we are planning to retire to New Mexico in two years, we needed to get a plane that was more affordable regarding maintenance requirements, less costly to overall, and with a propeller that could be serviced in the field. Since Philip self certifies for his medical, the new Sport Pilot rule opened up new possibilities of aircraft that he could fly.

It was hard being without an airplane as Philip researched possibilities. We went to Executive Airport to test fly the Thorp T-111. Thorp is still trying to demonstrate meeting one of the requirements for Sport Pilot and wouldn't have aircraft in production until that was done. Then Philip found an aircraft advertised for sale on the Skyshop web site. It had been built as a demo plane and was displayed at Sun-N-Fun and other Fly-ins during 2004. The 601 XL had just about everything Philip wanted in an aircraft. It was certified Experimental-Amateur built. It met the LSA requirements and could be flown under the new Sport Pilot rule. It was also a new airplane as it had just slightly more than the 40 hour fly off time on the Hobbs meter.

Philip contacted the owner, only to find out that he had just listed the plane for sale on eBay and if we wanted to buy it, we would have to bid on it. My first reaction was, "are you crazy?!" I thought about it and I knew people bought all kinds of things on eBay. So what if we had never even looked at the eBay website and had never bought anything there! So we registered and put in our bids. The price climbed for a few days and then just sat there without uncovering the reserve. We had a pretty good idea about where the reserve price would be as we had seen the asking price on the Skyshop website. It was a ten day auction and for six days, there was no action. On the last day, 30 minutes before the auction closed, a new bidder came on-line and bid the plane up to the reserve price and had the high bid. I sat at the computer and just watched it and at 4 minutes until the closing of the auction, I put in our high bid of the amount we were willing to pay to get the plane. It posted and out-bid the other bidder to win the plane. We ended up getting the plane for about \$1,000 less than the asking price on the Skyshop web site, so we did OK buying the plane on eBay. We were thrilled that it was ours! Now we just had to get to Florida and fly it home - in early December!

In looking over the spec sheet and talking with the owner, Philip discovered that there was no ELT in the plane. This needed to be corrected prior to the cross country flight back to Aero Country. He purchased an ELT from Tex-Air to bring with us and install prior to leaving Florida. We also had very light carry on luggage not suitable for check-in. So off we went to DFW for a night flight with one-way tickets carrying head sets, a GPS, charts for our flight back, and an ELT with battery....

We expected to be carefully scrutinized by DFW airport security and we weren't disappointed! Each level of security called their supervisor until at least six TSRA staff were crowded around the viewer of the x-ray machine looking at the ELT. We were duly pulled aside and questioned. The ELT was removed from the box and swiped and tested for explosives (we think). Finally, we were determined to be odd, but no risk, and we were on our way to Fort Lauderdale, Florida.



It was fun to see and checkout our new airplane! We were excited to find out how spacious the wing lockers were! We called to have our in-place insurance activated (AIG through Powell, SW). NAFCO was also called to activate our in-place loan and to wire the balance owed after we inspected the aircraft. Then Philip took off with an instructor that he had lined up for his 2 hours of transition training. When he returned that afternoon, work was started on the ELT installation. The antenna had to be installed at the back of the fuselage near the tail. I was the only one who could get a hand in the opening available to install the antenna, so I worked along with the mechanic and Philip!

The next day, Friday, the ELT installation was finished. The seller released the plane to us as the NAFCO wire transfer had reached his account. We took off for home that afternoon, determined to get as far as we could before night-



fall. It was my first flight in the plane and it was really disconcerting to look out the canopy and see the stubby little wings holding us up! I had become accustomed to seeing the motor glider wings! We made it as far as Perry, Florida at the top of the panhandle that night. The airport was pretty much

(Continued on page 4)

	DR. STEPHAN M. KRAMER FLIGHT SURGEON AEROSPACE AND INTERNAL MEDICINE BOARD CERTIFIED - A.B.I.M. <i>Federal Aviation Administration</i> <i>Senior Aviation Medical Examiner - Class 1, 2, or 3</i> <i>ATP Rated Pilot MEL, SEL, SES</i> <i>We specialize in problem waivers, denied, and special issuance FAA medicals</i>	
BY APPOINTMENT (972) 346-9007	AVIATION MEDICAL CENTER 230 AERO COUNTRY AIRPORT RD. MCKINNEY, TX 75071	

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54 to 27

deserted but it was too dark to go any further. Philip fueled the plane at the automatic pump while I called the local Hampton Inn. They came right over and picked us up. It was a great place to stay with exceptional service and a restaurant next door. We were even able to do our laundry.



Lynn & Philip Welsch

After the Saturday morning mist lifted, we were able to continue. We stopped in Demopolis, Alabama for fuel, and our next stop was in Spring Hill, Louisiana. It was getting dark, so we knew it would be our overnight stop. Spring Hill

was the typical deserted small town airport. A small boy about nine years old came out from a trailer parked behind the small old FBO building to turn on the pumps so we could fuel. He gave me his aunts phone number who ran the airport. She gave us permission to put our plane in an old empty hanger we saw when we landed, and she made arrangements for one of her friends to give us a lift the 3 miles into town. Her friend left us at what she called the better motel (as she said the other one rented rooms by the hour!). It was an old motel, but clean, it had the weather channel, and was within walking distance of the small downtown and some restaurants. What more do you need! Well, we ended up spending **three nights** in Spring Hill as rain, fog, low ceilings, and thunderstorms rolled through! We walked around the town, went to the dollar store and bought some cards, and tried about every restaurant in town. We even went to the movies one night to see the only choice - The Polar Express. The theater was an old restored downtown movie theater. We were told it had the largest single screen in the state.

Finally, all the storm systems rolled through and the morning dawned bright and clear. We called the woman at the airport to get a ride back out there. Her car battery was dead but she said not to worry, she'd call the local police to give us a ride. Sure enough, within 5 minutes we had a black and white police cruiser at our motel room door to give us a ride to the airport! Two hours later, after an uneventful flight we arrived at our home base, Aero Country Airport.

Since we returned, Philip has been busy getting familiar with the plane and getting it just the way he wants it! A new GPS, canopy cover, turn & bank instrument, etc. were ordered.

Flying the Zenair 601XL *By Philip Welsch*

The Zenair flies and lands very differently from the motor glider so it has taken some getting used to. The plane has a 27 foot wing span and a 100hp Rotax 912 UL engine. It seats two side by side in a 44" wide cockpit and has a rear baggage compartment as well wing lockers. It burns fuel at about 4 gph, has two 12 gallon fuel tanks, and flies approx 120 mph.

Learning to fly the Zenair 601XL during the past several months has



been interesting and upon occasion, humbling. The flying and ground handling characteristics of the XL, as would be expected, are dramatically different from those of the Diamond Katana motor glider. I've had to unlearn many of the techniques that worked well during the 650 hours I logged in the motor glider (MG) and reacquire practices learned in light, powered aircraft during my flight training some sixteen years ago.

Handling variations between the XL and the MG principally involve differences in glide ratio, stability, ground steering response, and take off performance. The MG had a glide ratio of 27:1, while the glide ratio of the XL has been described as approximating that of a brick with feathers. Typical landing protocol with the MG included flying at pattern altitude until abreast the numbers and then pulling throttle to idle, opening the spoilers fully, immediately turning a curving base to short final and then landing on the numbers. With the XL, the procedure involves 60% or higher power to the key position, 3,000 rpm (5,400 maximum possible with the current propeller configuration) on base and to short final, and then about 2,000rpm through the flair to touch down - somewhere on the first third of the runway. Less than 2,000rpm at touch down lets the nose wheel slam and even full backpressure won't soften the strike. Full flap landing technique with the XL is completely different from that just described. Someday I hope to figure out just what the full flap technique is.

The MG was a much heavier aircraft than the XL (composite structure is really heavy compared to 0.025 aluminum). The

(Continued on page 5)

Jason Romo
CEO/CSO

1-866-NGC-4SEC
(642-4732)

jromo@networkguardian.net
www.networkguardian.net

7858 La Verdura Dr
Dallas, TX, 75248.



AIRCRAFT ELECTRONICS
SALES AND SERVICE

Phone (972) 239-3791
FAX (972) 239-6770

FLITE ELECTRONICS, INC.

Email: mark@fliteelectronics.com
Website: www.fliteelectronics.com

MARK PLEDGER
President

4786 AIRPORT PARKWAY
ADDISON, TEXAS 75001

(Continued from page 4)

Zenair 601 XL

empty weight of the MG was about the same as the gross weight of the XL (although the XL has more than 100 lb. greater useful load). The additional weight of the MG in addition to the length and flexibility of its wings provided a fairly comfortable ride even in moderate turbulence. The XL, conversely, is a very light, low inertia aircraft with short stiff wings. Turbulence bounces it like a cork and constant attention is required to maintain course and altitude in anything greater than light turbulence. This characteristic of the XL makes every gusty, cross wind landing a true character building experience.

Ground steering of the MG was done with a free castering nose strut and differential braking. There was a delay between pedal input and direction change that was consistent and could be learned. The XL has direct steering connection (rods) between pedals and nose strut. There is no delay and very little pedal deflection results in extraordinarily large, immediate direction changes (far more sensitive than Piper's direct steering). This works great for tight turns in confined spaces but it can produce initial take off rolls and landing roll outs that mimic shore leave sailors exiting dock side bars.

Finally, take off characteristics of the two aircraft are substantially different. The MG rolled to almost take off speed before the nose wheel would lift (t-tail) and when the nose wheel got light the rudder was still not fully effective. For the briefest instant on every take off, just before liftoff, the MG was "wallowy" and directional control seemed questionable. This was especially pronounced during cross wind take offs when inertia from the long wings could worsen the directional control issue. The XL with half flaps rolls almost no distance before rotation. The all-flying rudder allows excellent directional control at rotation and climb out is so fast I need to be very careful not to exceed Vfe (the departure angle necessary to keep the air speed below Vfe is scary).

I expect, eventually, to get appropriate operational techniques for the XL worked out. When they finally become second nature I imagine the characteristics of any other aircraft will seem peculiar to me. An IA I once used (who had also been a working commercial pilot) made a habit of not test flying his work with anyone who had less than 100 hours in make and model because he didn't consider them adequately familiar with the aircraft. I hope it doesn't take me that long.

I have made a number of changes/modifications to the XL since we got it to Aero Country. I relocated the intercom and removed two power receptacles making room on the center console for a Garmin 296. I installed a Zenair provided nose wheel fork doubler to improve side load resistance of the fork. I installed a TruTrak electronic T&B to supplement the existing vacuum AI and DG. I also installed a LC-2 chronometer. I also had a new weight and balance done (it actually weighed 37 lbs. less than noted on the original report). I am planning to recertify the aircraft to the design gross weight of 1,300 lbs. (1,232 presently) and I hope to change the N number to

Chapter 1246 Fly-out May 21 Winnsboro (F51)

Winnsboro is located 68 nm on a 97 degree heading from TKI. The Winnsboro businesses pitched in and bought an airport courtesy car, and are looking forward to our visit and using it. They even have their local paper lined up to be at the airport to take some pictures!! **Plan to arrive at F51 at 10:00**, and we'll ride over to Shirley's Kountry Kitchen for breakfast / lunch.



Let's have a big 1246 turnout!



EAA SW Regional Fly-In May 13-15

The EAA SW Regional, also known as SWRFI and "The EAA Texas Fly-In", is being held this year at Hondo, Texas, a short drive west of San Antonio. Hondo has two runways and acres of hard surfaced ramp area with plenty of tie-downs. Everyone can stay out of the mud if it rains, and the ramp is big enough for all the vendors - including those wishing to give demo rides to prospective buyers.



Air shows are scheduled to start at 4 PM on Friday and Saturday. Admission for EAA members is \$5 per day or \$10 for all days. Auto parking is \$2, and camping is \$10. More info including the arrival procedure is available at www.swrfi.org.



CCAC Meeting May 7

Collin County Aviation Coalition (CCAC) Executive Roundtable meeting is May 7th, 9-11AM at Pike Hall, CCCC Park Central, McKinney. The topic is the future of GA in Texas and Collin County, the role organizations play in that future, and the factors for success for local airports. See www.collinaviation.org for more information.



something that can actually be understood over the radio.

All in all, the Zenair 601 XL meets our needs for a fun useful plane to fly for food locally as well as for our long summer cross country trips. It will also work out very well for our retirement needs regarding purchase and maintenance costs, ease of repair, and flying off of our airstrip in New Mexico.



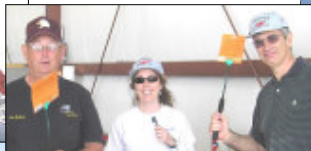
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dessert chefs in the chapter....

Fish Fry

The weather allowed some fly-ins and with all the cars and planes, parking had to be organized a bit. To allow the fly-ins to park their planes near the fish-fry hangar, some folks had to walk a bit to get to the food. Thanks to everyone for being considerate and working together on this. Special thanks go to Garry Ackerman and family, to Pete Huff for the use of his hangar, and to everyone that helped with the setup, food preparation, and clean-up.

Fish Fry Photo's

This kind of chapter event is hard to beat....



(Color photos on website)

Board Meeting Minutes

Minutes by Tom Moore

The monthly EAA Chapter 1246 board meeting was held at the TKI terminal on April 21, 2005. Present: Susan Wilson, Tom Mitchell, Patti Morris and Tom Moore. Following are the minutes from the meeting.

Fly-outs

May 21 - Fly Out to Winnsboro, TX F51

June 18 - No Fly-out - Poker Run

Insurance has been confirmed for the May event.

A rain date will now be set for the following weekend on all monthly fly-outs starting with the July fly-out.

Monthly Meeting Programs

May is Corkey Fornof - "Stuntman Flyer"

June is Jay Miller - Aircraft Photography

Future speakers have been listed and are being verified.

Fish Fry

All items on the new Fish Fry check list were gone over and covered.

Chili Cookoff - We are looking into getting judges for the Chili Cookoff that have cookoff experience.

Poker Run - The Poker Run will be at Wings Point again. New card selection options will be in place for this event. Prizes are being confirmed. Patti Morris will be contacting local and mail order aviation businesses to see if they will contribute prizes.

Xmas Party - We are still looking into the possibility of having the party at a new location and will firm this up in the next month.

Pancake Breakfast - We are still looking into having a Pancake Breakfast over at AeroCountry airport. The officers are looking for a spot to host this event.

Ambassador Program - A new program is being established to welcome new chapter members and introduce them to other members who have similar aviation interests. Several chapter members have volunteered for this.



**Hold The Date -
Chapter Poker Run is June 18th**

Member Classified

For Sale: Garmin GPS 195. Includes yoke mount, data/power cable, remote antenna, recent database. \$300?
Dick Flunker 972-396-0018.

Calendar of Events

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

- May 7 Taildrager Fly-in, O'Brien Airpark. (25XS)
Waxahachie, TX.
- May 7 Chapter 983 Spring Fly-In
Pecan Plantation (0TX1)
Grandbury, TX
- May 12 Chapter Meeting, 7:00 PM
Corkey Fornof - Motion Picture Pilot
CCCC, McKinney**
- May 13-15 EAA Texas Fly-In (SWRFI)
Hondo, TX (HDO)
- May 19 Officers Meeting, TKI, 7:30 PM
- May 21 Chapter Fly-out, Winnsboro (F51), 10:00
Please see article on page 5**
- May 21 Denton Air Fare (DTO)
Pancake Breakfast, Fly-bys, Antique Cars, etc
Denton, TX
- May 21 Texas RV Fly-in (JWY)
Midloathian, TX
<http://www.vansairforce.net/TEX/tex.htm>
- May 21 Poker Run and Fish Fry (JSO)
Skyways Aero, Jacksonville, TX
- May 28 Pancake Breakfast, Granbury, TX (GDJ)
- Jun 3 19th Annual Biplane Expo, Bartlesville, OK (BVO)
- Jun 4 Mid-Way Pancake Breakfast (JWY)
Breakfast Tickets \$5 Vintage Airplanes and Fighters,
Remote Control Model Flyers, Jazz Band and more
- Jun 9 Chapter Meeting, 7:00 PM
Jay Miller - Aircraft Photography
CCCC, McKinney**
- Jun 11 Greenville Majors Fly-in Airshow (GVT)
Pancake breakfast 7:30 to 9:30. Aerial demonstrations,
static displays, Wright Flyer replica, skydivers
- Jun 10-12 Antique Association Fly-in (GLE)
Gainesville, TX
- Jun 16 Officers Meeting, TKI, 7:30 PM
- Jun 18 Chapter 1246 Poker Run TKI-? ?-TKI**
- Jun 18 Cowtown Warbird Roundup 9AM- 4PM
Flying Museum - Meacham Field (FTW)
- Jul 25-31 EAA AirVenture Oshkosh

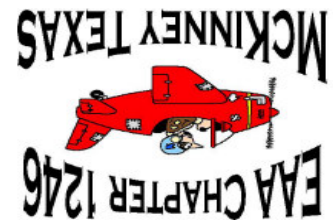
WingsPoint
aviation services

Mike Livezey
Operations Manager
1500 E. Industrial Blvd.
McKinney, TX 75069 972.562.5555, ext. 210

May

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5504 Democracy Dr. Ste 220
Plano, TX 75024



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. Na-
tional 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:

Dick & Barb Flunker (Newsltr)	972-396-0018
Newsletter@EAA1246.org	
Dick Stephens (Flight Advsr)	972-517-1647
Dave Bertram (Flight Advsr)	972-562-5967
Mike Pollock (Tech Cnslr)	972-530-8400
(Program Coord.)	
Sue Cowan (Member Profiles)	972-549-1030
Chuck Godber (Bulletin Bd)	972-491-6717
David Godber (Bulletin Bd)	903-532-3577