

Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

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www.EAA1246.org

December, 2005



Chapter Holiday Party - December 8, 6:30 PM

Eldorado Country Club, McKinney



Directions and map on page 2

Instead of trucking over to CCCC in McKinney for the December meeting, come on down to the Eldorado Country Club and have some great food and some fun. The EAA Chapter 1246 Holiday Party will begin with a social hour at 6:30. A traditional turkey dinner with all the fixins will be served at 7. There will be a cash bar, lots of games and prizes, the year in review, member aircraft pictures, and some really interesting people to keep you entertained. This year we're going to be doing some hanger flying at the party, so bring your best story—pure facts or exaggeration—and be ready to regale your fellow members with your stories. Everyone who tells a story will receive a prize.



Reservations must be made by December 1st so either call Patti Morris at 972-378-5699 or email Treasurer@EAA1246.org to make sure you have a seat at the EAA 1246 event of the year. Tickets are \$15/person and \$30/couple for members, and \$25/person for non-members.

We are going to raffle off the EAA leather jacket and the SR-71 painting at the party. You still have one last chance to get in on this outstanding deal. Tickets—at \$3/ticket or 6 tickets for \$15—will be available at the registration table.

Once again this holiday season, Chapter 1246 is supporting the **Samaritan Inn** in McKinney. The **Samaritan Inn** is a non-profit organization that helps displaced individuals and families in Collin County regain independence through programs of Homeless Prevention, Emergency Shelter, Case Management, and Supported Transitional Living. The **Samaritan Inn** has requested gift cards to area stores in McKinney such as Wal-Mart and Target. The gift card amounts recommended are \$10 and \$15. (Please stay less than \$25 per card) They are also accepting direct monetary donations, but the gift cards are preferred. It is the only facility serving the homeless in Collin County, so please be generous.



Light Sport Pilot Tour

Visits TKI *By Dick Flunker*

The EAA Light Sport Pilot Tour held at Collin County Regional Airport on November 12 drew a large crowd of approximately 750 interested aviation enthusiasts. Aircraft manufacturers flew 15 Light Sport Aircraft to TKI from as far away as Tennessee, Arkansas, Oklahoma, and of course Texas. Cloudy skies and high winds reduced the number of demonstration rides to prospective buyers, but the rains stayed



away making it a very enjoyable day to get up close to all of the Light Sport Aircraft.

Wingspoint Aviation provided a great venue for the event, and EAA chapters 34 (Arlington), 168 (Dallas), and 1246 (McKinney) helped EAA National make it happen.

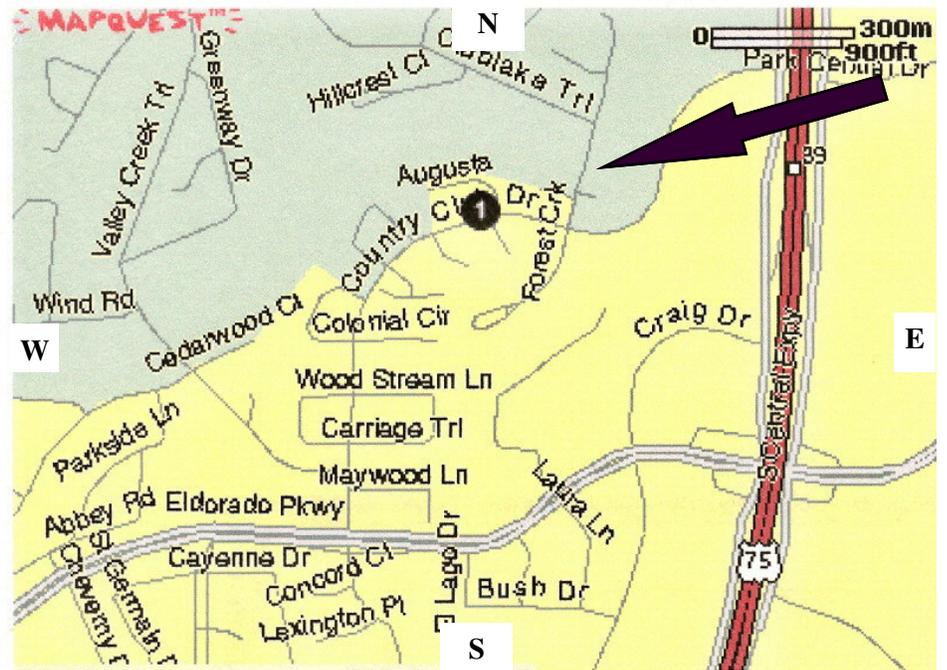
Forums were held throughout the day by EAA representatives Joe Norris, Ron Wagner, and Dan Johnson. Presentations included medical issues for FAA-licensed pilots; eligible aircraft and maintenance requirements; how to buy

(Continued on page 2)

Directions to Eldorado Country Club

The Eldorado Country Club is located in McKinney at 2604 Country Club Road, just north and west of the intersection of Hy 75 and Eldorado Pkwy. The location is indicated by the dark circle with the "1" on the map.

Hope to see you there!



(Continued from page 1)

LS Pilot Tour

an LSA; flight school issues, and other topics. EAA national and the local chapters staffed information booths for prospective members and early feedback indicated that there was much interest in joining EAA.

All of the representatives from headquarters and several of the manufacturers said this was the best organized tour yet.

Special thanks go to WingsPoint Aviation for their fantastic support allowing the use of their hangar and donating aviation fuel and T-Shirts for door prizes. Thank You and a "job well done" goes to Mel Asberry, Susan Wilson, and Ann Asberry for coordinating the local activities, site preparation and auto parking, and food concession. Chapter 168 members Michael Stephan and David Cheek handled the flight line and forums. And a big thanks to all the chapter 1246 members that helped with the setup/take-down, auto parking, and booths. Susan counted 28 chapter 1246 members that contributed their time and effort! Keeping the large number of cars parked in an organized manner was definitely a challenge that you handled very well.

Jim Smith put together a slideshow of some of his pictures that is viewable on the following website:

<http://www.smittysrv.com/slideshow.asp?sectionid=37>



What's The Best Way To Start A Cold Engine?

By Ben Visser, *General Aviation News*,



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What's the best way to start a cold engine? I've recently received several questions about this, with some asking about pre-oiling, hand propping or even squirting a small amount of oil into each cylinder before cranking.

All of these procedures may help a little, and they shouldn't hurt anything. However, the biggest problem with cold starts, especially after long storage, is getting oil to the cam and lifter interface. Of all the wear points in an aircraft engine, the highest load point is the cam and lifters. The rod and main bearings carry all the load, but they are plain bearings that operate under hydrodynamic lubrication, which means that there is a film of oil between the bearing and the crank at all times. In addition, a film of oil is usually trapped between the bearing surfaces, so there is some residual lubrication on the initial startup.

When the cam lobe starts to open the valve, the unit loading at the small contact area is significantly higher than that in the rod or main bearings. In fact, the load is well above the limit for hydrodynamic lubrication, which means that there is some metal to metal contact, especially during startup. At the interface, there is rolling and sliding contact that is lubricated by splash lubrication coming mainly off the rod bearings.

At startup, the first few swipes of the cam lobe are the source of most wear on an engine in good condition. Once wear has started and the mating surfaces become rough, then wear will progress, even during normal operation. This means that the key to long engine life is to properly lubricate the cam from the start.

Pre-oiling was developed for radial engines and works well because it forces oil into the lifter bores and the oil then drips down on the cam prior to starting. In an opposed engine, the oil from the lifter bores does not drip onto the cam, so will have little effect on initial start up lubrication of the cam/lifter interface. There will be more benefit in a Continental engine than a Lycoming since the oil from the rod journals may drip onto the cam. If you have a Lycoming engine, you will need to install a drip rail above the cam in order to see a major benefit to pre-oiling.

If you squirt oil into the spark plug holes before starting, it may lubricate the cylinder walls some, but this will have little benefit. Likewise, hand propping has little, if any, benefit. When you hand prop, the loads are the same on the cam/lifter interface. Even taking the plugs out and cranking the engine

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 for 2006. 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**

will not reduce the wear on the cam and lifter.

So what is the best procedure? The first step is more frequent use. When a plane sits for long periods of time, especially in a humid climate, the coating of oil tends to run off and the surface rusts. Then on startup, this rust acts as a grinding compound to increase the wear rate.

So when you start your engine, just follow the normal procedures. If the temperatures are below freezing, preheat. Preheating warms the oil so that it will flow to critical wear surfaces as soon as possible. You may also consider using multi-grade oil in the winter to improve flow rates even more. Once your engine starts, keep the rpm down. One needs to run the engine long enough to ensure proper oil flow to all parts of the engine before taxiing out.

Some people will idle the engine long enough to get the oil temperature into the green. I usually recommend that you idle the engine only long enough to see the oil temperature gauge move. Then just start your taxi, and by the time you reach the run up area, your oil should be warm enough.

A final point, CHANGE YOUR OIL OFTEN. I cannot stress the importance of frequent oil changes enough, especially for low usage aircraft. The only way to remove the rust particles from the oil is to drain the oil and put in new. Remember, oil may be expensive, but it is a lot cheaper than a new cam and lifters.

Ben Visser is an aviation fuels and lubricants expert who spent 33 years with Shell Oil. He has been a private pilot since 1985. You can contact him at:

Visser@GeneralAviationNews.com.



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Lake Murray Turkey Trot - Great Turnout! *By Dick Flunker*

The chilling wind and high overcast didn't stop the eleven planes and sixteen chapter members that flew to Lake Murray for the Turkey Trot Flyout. Lake Murray (1F1) is a short



60nm northwest of TKI. The runway is one of the more interesting runways in the area in that you land uphill regardless of which way the wind is blowing. It was amazing that everyone had landed short enough to make the turnoff - except for the person that just landed.

The runway is next to the Lake Murray State Park golf course, with the north end of the ramp area real close to a green. For you non-golfers, some folks have been known to overshoot a green on occasion.. Just something to think about next time you select a parking spot for your plane.



The turkey trotters weren't all that obvious, but most of the group did walk the short distance to the state park lodge while several of us waited for the courtesy van. As it turned out the walkers and riders arrived about the same time. As we approached the lodge we were surprised to see the parking lot nearly full. The van driver explained there was a weekend meeting of an Oklahoma chapter of AA.

It was interesting that as we were leaving the waitress asked where we were from, and seemed surprised when we told her we had flown our planes in from McKinney. Was she thinking about the AA group???



Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

For Sale: Raceair "Skylite"

Paid Advertisement



Raceair "Skylite", 1 seat cubalike (Jan 05 Kitplanes) Pro welded 4130 fuselage, alum spars/ ribs, all Stitts covered & paint. 14hrs on 35hp 2Si, Ivo prop. Well built, always hangared @ Caddo Mills, 45mi NE Dallas. Plans, jigs, const. photos. \$7200.

Gus (214) 320-1102, gustovision@earthlink.net

November Board Meeting

By Tom Moore

The monthly EAA Chapter 1246 board meeting was held at the TKI terminal on November 15, 2005. Present: Susan Wilson, Tom Mitchell, Patti Morris, Dick Flunker and Tom Moore. Following are the minutes from the meeting.

Fly-outs

November 19 - Fly-out to Lake Murray
December - No Fly-out due to the Holiday Party.

Treasure's Report

Checking account balance is \$2875 and the CD balance is \$1018.

Monthly Meeting Programs

January is Rich Graham - SR-71
February - A&P Open Forum

Holiday Party

Preparations were discussed for the Holiday party. The menu was confirmed and anticipated head count was discussed.

Holiday Raffle

Tickets for the holiday raffle will be available during the Holiday Party

Sport Aviation Magazine on CD

Susan Wilson has acquired a box set of CD's that contain all past Sport Aviation magazines. The CD's were donated to the chapter by the national EAA.



*Mankind has a perfect record in aviation;
we never left one up there!*

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Calendar of Events

(Items in bold are Chapter 1246 events)

- Dec 8 Chapter 1246 Holiday Party**
Eldorado Country Club (see article)
McKinney, TX
- Dec 10 Air Salvage of Dallas
Fly-in and Sale
Lancaster (LNC)
- Jan 12 Chapter Meeting, 7:00 PM**
Col. Rich Graham
CCCC, McKinney
- Jan 14 EAA Chapter 1219 Fajita Fly-In 10-2
Angelina County Airport (LFK)
Lufkin, Texas
- Jan 19 Officers Meeting, TKI, 7:30PM
- Jan 21 Chapter Flyout - Hilltop Lakes (0TE4)**
Meet there at 11 AM
- Feb 9 Chapter Meeting, 7:00 PM**
A&P Open Forum
CCCC, McKinney
- Apr 4-10 Sun 'n Fun (LAL)
Lakeland, FL
- May 12-14 EAA Southwest Regional Fly-In (SWRFI)
Hondo Airport (HDO)
Hondo, Texas
- Jul 25-31 EAA 54th AirVenture Oshkosh 2006
Wittman Regional Airport (OSH)
Oshkosh, WI



Timothy Smith

972-679-0674

email: timsmith@kw.com

Helping your Dreams take flight !

Member EAA 1246 - Ask about N9VW !



Member Classified

For Sale: Garmin GPSMAP 195, \$400 with 2 year old database, \$435 with new update. Includes all standard items plus RAM mounting system and updating cable.
Mel 972-784-7544

December

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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:

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