

Experimental Aircraft Association Chapter 1246
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www.EAA1246.org

McKinney, Texas
January , 2009

Jim Wilson

Collin County Community College

7:00 PM, Pike Hall

Collin County Community College, McKinney, Texas

Aviation Photography

Thursday, January 15th, 2009

Aviation Photography by Jim Wilson

Jim Wilson is well-known in the aviation community as one of the best photographers in the business. He has an extensive portfolio of incredible aviation photography and will be at our January meeting to share his best examples of marvelous airplanes, along with fascinating stories about them. Come and enjoy the spectacular views captured by Jim with his high-resolution cameras.

Jim shares our love of aviation and flying. He has built his own experimental Firebolt biplane and regularly flies one of several airplanes out of Collin County Regional Airport, McKinney, TX. As a professional photographer, Jim has been invited to photograph many airshows and fly-ins and has been able to explore a huge variety of beautiful and interesting airplanes, both on the ground and in the air.

This will be a feast for the eyes. You should not miss it.



BUILDING FROM SCRATCH

by Mel

What does “scratch-built” really mean? When I was building my RV-6, a fellow EAA member who was building an Acro Sport told me that I wasn’t really building, I was just assembling. A real builder fabricates all parts from raw stock.

Now, building from a “kit” is building. Obviously, not to the extent that building from plans is. But still it is building none the less. After building 7 kit aircraft my wife and I decided we needed a long term retirement project. So I began researching. I’ve always wanted a bi-plane. I wanted something light enough for a small engine but strong enough for aerobatics. Actually this theory works out quite well since G-loading is a factor of weight. I decided on a Canadian design that meets my performance goals. The design has a gross weight of around 1000 pounds and meets aerobatic standards. Being a bi-plane, it has so much inherent drag that supposedly you can’t achieve VNE, which is 120 mph, no matter how hard you try. As a matter of fact, the designer once told me that if you achieve VNE, the first thing to do is check to see if the top wing is still there.

I ordered the plans and raw materials. Actually I did order preformed wing ribs to save time. In hind sight, this was a mistake as the quality of the ribs is such that it took me more time to make them usable than it would have to fabricate them from scratch. My original intention was to build from the plans with few modifications. I started to look closely at the plans and began making parts. It wasn’t long before I discovered that some of the parts I had made from the plans didn’t fit the structure. It was at this point that I began to notice that several of the dimensions on the plans just didn’t add up.

I read several flight reports on the design saying that 80 hp was not enough for good acro. Most people were going with the 100 hp Rotax. I don’t particularly care for the 4-stroke Rotax engines, so I am going with the Jabiru 3300. I have talked with Jabiru about de-rating the engine to 100 hp and we compromised on de-rating to 110 hp. Of course the Jabiru is about 40 lbs heavier than the Rotax, so now the modifications began. I shortened the nose 6”, lengthened the tail 2”, moved the rear cockpit back 4” and moved the front cockpit back 2”. My calculations show the CG should now be about right. I plan to install 2 battery boxes, one forward on the firewall and one aft of the rear cockpit for last minute CG adjustments. All these modifications caused me to have to adjust the control column to match up with the seats. One modification

always leads to several others.

The fuselage was originally designed to have a “round radial engine” look. I didn’t particularly like that configuration, so I rearranged the number and placement of stringers to give a more streamlined appearance. This also saves a little weight. The fuel tanks are riveted structures and integral to the top wings. I attempted to expand the tanks somewhat as they only hold 7 gallons each. This was not possible without structural modifications which I didn’t want to do. I figure that 14 gallons will give me plenty of time for local fun flying. And for cross country in a one hundred mile per hour open cockpit bi-plane, that should be sufficient.

We’ve been working on the project for several years now as a low priority. At this point the fuselage is on the gear with both wings installed and rigged. One very good feeling is that after completely rigging the wings, I measured the flying and landing wires and they are interchangeable from left to right. I must have done something right. The empennage is complete. We’re now ready to remove the wings to complete the leading edges, fuel tanks and wing tips. Then it will be time to paint the fuselage structure and begin installing engine controls and electrical wiring, Then on to covering and painting.

One thing I’ve noticed about scratch building as it differs from a kit is the frustration level. With a kit, occasionally you come to a point where something doesn’t fit quite right. You get very frustrated because, “it’s a kit, it’s supposed to fit!” With scratch building, that statement changes to “Hmm, I wonder if this will fit!”



A WOMAN was flying from Seattle to San Francisco . Unexpectedly, the plane was diverted to Sacramento along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes.

Everybody got off the plane except one lady who was blind. The man had noticed her as he walked by and could tell the lady was blind because her Seeing Eye dog lay quietly underneath the seats in front of her throughout the entire flight.

He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, said, "Kathy, we are in Sacramento for almost an hour. Would you like to get off and stretch your legs?" The blind lady replied, "No thanks, but maybe **Buddy** would like to stretch his legs."

Picture this: All the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a Seeing Eye dog!

The pilot was even wearing sunglasses. People scattered. They not only tried to change planes, but they were trying to change airlines!

True story... Have a great day and remember...



THINGS AREN'T ALWAYS AS THEY APPEAR.

A DAY WITHOUT LAUGHTER IS A DAY WASTED!!!

The difference between a duck and a co-pilot?

The duck can fly.

A check ride ought to be like a skirt.
Short enough to be interesting, but long enough to cover everything.

Speed is life.
Altitude is life insurance.

It only takes two things to fly:
Airspeed, and money.

The three most dangerous things in aviation:
1. A Doctor or Lawyer in a Cessna. (Should be a Bonanza,)
2. Two captains in a DC-9.

Aircraft Identification:
If it's ugly, it's British.
If it's weird, it's French.
If it's ugly and weird, it's Russian.

Without ammunition, the USAF would be just another very expensive flying club.

The similarity between air traffic controllers and pilots?
If a pilot screws up, the pilot dies.
If ATC screws up, the pilot dies.

The difference between flight attendants and jet engines is that the engines usually quit whining when they get to the gate. (Heard this one was pilots)

New FAA motto:
'We're not happy, till you're not happy.'

If something hasn't broken on your helicopter --it's about to.

I give that landing a 9 . . . on the Richter scale.

Basic Flying Rules:
1 Try to stay in the middle of the air.

2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly in the edges.

Unknown landing signal officer (LSO) to carrier pilot after his 6th unsuccessful landing attempt:
"You've got to land here son. This is where the food is."

AviationCartoons.com
Cartoon of the Week

LANDING PERFORMANCE

PRESS ALT	DEGREES		CELSIUS		
	0°	10°	20°	30°	40°
S.L.	1205	1340	1430	1690	2075
1000	1320	2580	2720	2970	3025
2000	1450	2920	3010	3260	3520
3000	2032	3120	3340	3620	3790
4000	2530	3350	3580	3920	4075
5000	3060	3520	3790	4110	4310

NOTE: INCREASE DISTANCES 10% FOR EACH BOUNCE.

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Calendar of Events

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

Jan 15 **EAA 1246 General Meeting. 7:30pm**
Pike Hall, Collin Co. Community College.
Jim Wilson Aviation Photography

Jan 17 **Justin Tx Texas Chapter AAA Flyin**
Propwash 16X
Maria Dougherty 817-468-1517

Jan 26 Tarrant County College
GPS from the ground up
FAA Seminar

Mar 7-8 Bryan Tx Heart of Texas LSA Expo
Coulter Field CFD
Karl Preston 979-412-1611

Mar 26-28 Addison Tx Flying Magazine
Parade of Planes
KADS

North Texas Flying Club

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

McKinney Airport (TKI)

www.ntxfc.com

Bill Powell
POWELL/SOUTHWEST AGENCY

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Addison, TX 75001

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January 2009

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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.
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
Andy Cowan (Treasurer) 972-549-1030
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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