

Experimental Aircraft Association Chapter 1246
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McKinney, Texas
July, 2008

Cavanaugh Flight Museum
Collin County Community College
7:00 PM, Pike Hall

Collin County Community College, McKinney, Texas

Cavanaugh Flight Museum

Doug Jeanes

Thursday, July 10, 2008 - [Doug Jeanes, Cavanaugh Flight Museum](#)

Our speaker for July is Doug Jeanes, Director of the Cavanaugh Flight Museum. He loves to fly warbirds and has been flying since 1975. The high point of his career? Flying in Martin Scorsese's movie *The Aviator* (2004), starring Leonardo DiCaprio. The low point? A near-death experience when a P-47 he was flying caught fire and crashed.

Doug launched a career in aviation when he was about 19 or 20. He began going to air shows and restoring airplanes as a hobby. Fourteen years ago, he turned that hobby into a career. He joined the Cavanaugh Flight Museum as director of maintenance and then was promoted to director nine years ago.

Doug has seen the Cavanaugh Flight Museum grow from 18 planes to 42 planes and five hangars. In fact, the museum has grown so much Doug and the Town of Addison are in the planning stages to build a new facility.



Sonex 028 Update...

By Timothy Smith

This is the next installment in the continuing saga of N9VW, a plans build(ing) Sonex, someday powered by an AeroVee 2180 VW engine. It is currently being built on the pay as you go plan. Perhaps not the cheapest or fastest way to get a plane built, but it will be all mine when its done!

The airframe has been built, and the next major projects are the instruments, radios, and engine & prop. A couple of electrical side jobs came up to earn enough money to purchase the instrument suite. The instruments were ordered last Tuesday and arrived on Thursday, 3 July 2008. It was like



Christmas in July! Woo! Hoo!

Meanwhile...

One fine day I was pondering the finish of the dash panel. I was at first going to paint the panel, but thought less of the idea as time wore on and the test painted pieces got dirty and scratched up. I was thinking of formica laminate to glue on to the panel pieces. However, after making a few fruitless visits to your local formica/plane parts retailers, in order to procure a few scrap pieces, it turned out that you can't just get what you need without buying the whole darn chunk of counter-top. Not having a use for an additional 6 feet of formica, I decided that wasn't going to work.

Then, on my way home from this frustrating turn of events, I thought about the cabinet shop up the road from my house. Woodpecker Cabinets is owned by one of our church members, Dennis Guinn. I popped in on him about 5 that afternoon, and asked about formica or wood veneer. He got on the phone for a few minutes, asked me how big, then said it will be on the truck tomorrow! He ordered a 2' x 2' piece of red oak veneer for me. It showed up the next day, All he wanted for it was a



plane ride when its finished. Oh My! What a pretty piece of wood! Plenty of grain structure, it will stain up nicely. It is only as thick as 2 sides of a file folder. I have decided to get 2 more pieces and do the bulkhead at the back of the cabin.

I stopped by the local hardware store/interior aviation finish dealer with my teak wood control handgrips and a test piece of veneer and picked out a pint of stain to match. It helps to be vague about what its for, non attuned personnel tend to roll their eyes and quit listening right after "airplane..." I have found the same phenomena at most auto parts stores. Without a make and model, they seem confused about AN931 grommets 3/16 ID 5/8 OD. Try finding a spring for your vent closure!!!

Every home built is different in details from builder to builder of the nominally same design. My dash is no different. The prototypes appeared with a Grand Rapids EIS, and a rudimentary electrical system geared for them. I am a dial and steam gauge kind of guy, so I opted to do my own thing. I have the basic gauges plus a few. I also de-

signed my own electrical system to accommodate what I want it to do.

All the gauges are 2 1/4 except for the sensitive altimeter, which is 3 1/8. There is an airspeed indicator, slip/skid gauge, electronic G meter/voltmeter/clock/timer/margarita mixer, an angle of attack computer, and pedestal compass round out the flight instruments.

The engine instruments consist of a tach, EGT/CHT dual gauge, oil pressure, oil temperature, and Hobbs meter.

While I was standing around with nothing to do but wait on Christmas to arrive in July, ((BTW, YOU TOO can prevent idleness by referring me to your friends and neighbors for ALL their Real Estate needs! 972-679-0674 hint, hint!)) I started doing something about the upholstery.

Now, being the frugal fellow that I am, and not inclined to give up hard earned cash on factory

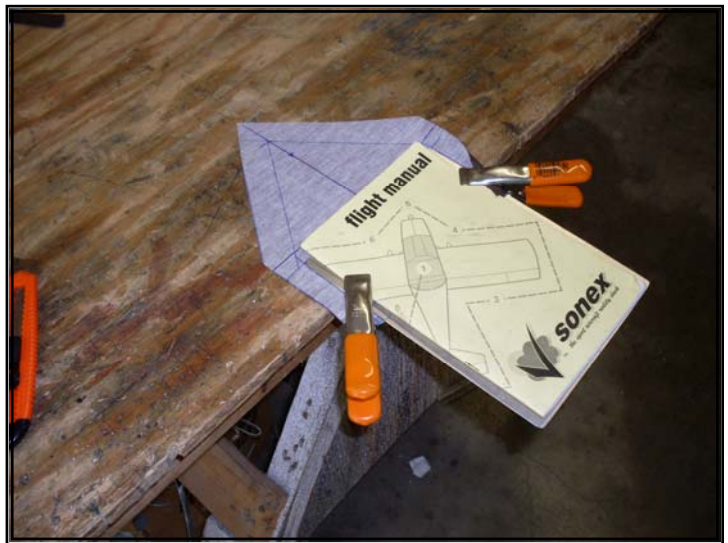


anything, let alone an upholstery package unless I have to. Those things are pricey!!! Besides, by now I can do anything!

My neighbor, Bobby Dalton, is an avid hunter, as well as a project enabler. It would appear that Naugas are not mentioned in any hunting regulations in Collin County, and pretty much being overrun with them we decided to learn how to clean, cook, and most importantly, prepare their hydres for domestic and aerial use. Wiley critters

that they are, they often masquerade as bus seat covers. Their natural camouflage extends right down to the staples and pencil holes often found in their domestic brethren. After cleaning and curing, I believe we have harvested enough Naugas to get the job done.

I have been giving some thought for a while on the most efficient use the limited space in the cockpit. I have settled on a pocket on the left side to hold the required flight manual as well as checklists and other documents. I have also made a couple of gathered pocket storage areas on either side panel. I tried to make them large enough to hold a couple of charts and water bottles each. They are ready to be sewn. Now I just have to find an aviation minded seamstress to make them happen (see previous phone number!) I hope they work. To be honest, the last time I hung out with a seamstress was when I was a kid watching my mom. I looked in a Bengelis book and saw a photo of a gathered



pocket and engineered it from there. Only took 2 tries! I have enough good hydres to upholster the seat bottom and back. This is my first seat job, and sometimes it feels like reinventing the wheel. But, there is plenty of information and help if you just ask for it. (Help!) I still need a chunk of Comfofoam to do the seat bottom, if you have any electrical needs that should be attended to!

With the same Aircraft Spruce order, I got all the control cables and the rest of wire etc to penetrate the firewall, as well as the couple of aluminum an-

gles to make the rear panel cross member to brace control cables, radios and wiring.

A plans built aircraft is an extremely rewarding experience if you maintain the right attitude. Just think of it as a 3D puzzle you have to visualize and then make all the pieces! ((Well, maybe not, or you wont ever start!))



Your Story Here!

Send us your stories, project updates, money, spare parts etc.

Scoterpilot028@yahoo.com

972-679-0674

What is chiefly needed is skill rather than machinery.

Wilbur Wright, 1902

One can get a proper insight into the practice of flying only by actual flying experiments. . . . The manner in which we have to meet the irregularities of the wind, when soaring in the air, can only be learnt by being in the air itself. . . . The only way which leads us to a quick development in human flight is a systematic and energetic practice in actual flying experiments.

— Otto Lilienthal, 1896.

AGENDA

EAA Chapter 1246

Officer's Meeting

June 18, 2008

7:30 p.m.

Future speakers

W B McDonald will speak on aviation insurance at the August meeting

Status of finances

Increasingly sound

Reimbursements

One made

Display Case – Digital Photo Frame

Key procured

Digital frame agreed upon

June flyout – Lockhart

Jeff is coordinating

August flyout

Lancaster – Aug 16

No July flyout

7. Poker Run

a. Set for Sep 20

b. Additional Poker Run prizes agreed upon

8. Chili Cook-Off – Oct 25

9. Other

12 new folding chairs will be purchased

Newsletter will be distributed by e-mail



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Guardian
 Real Estate

Timothy Smith

972-679-0674

email: tim@guardiancom.net

Helping your Dreams take flight !

Member EAA 1246 - Ask about N9VW !



Calendar of Events

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

July 10 **EAA 1246 General Meeting. 7:30pm**
Pike Hall, Collin Co. Community College.
Cavanaugh Flight Museum

July 16 **EAA 1246 Officers Meeting. 7:00pm**
Cutter Aviation, TKI. All members
Welcome!

July 26 **Denton DTO. Tex-Mex Fly in. Free Food!!**
Free Food and lots of airplanes! Nick Periman
940-383-2484

Aug 14 **EAA 1246 General Meeting. 7:30pm**
Pike Hall, Collin Co. Community College

Aug 16 **EAA 1246 Fly Out**
Join us for our monthly Chapter flyout at
the Happy Landings Resturant right on the
airport. We plan to meet there at about
11:00 a.m., weather permitting.

Sept 20 **EAA 1246 POKER RUN !!!**

Oct 11-12 **Fort Worth Alliance Airshow**



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75002

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
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