Experimental Aircraft Association Chapter 1246
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McKinney, Texas April, 2007

Mike Huffman—Sport Aviation Specialties Collin County Community College 7:00 PM, Pike Hall

Collin County Community College, McKinney, Texas

Airplanes, Old and New

By Bob Rogers

Experience the magic of bringing a classic airplane back to life; explore the mysteries of constructing a cutting-edge experimental; and see the future of aviation through the new Light Sport Aircraft category.

The presentation for this month will be from Mr. Mike Huffman, the owner of Sport Aviation Specialties, a Missouri based company that does a number of things related to experimental aircraft. The reason Mike is available to meet with us is because, on the weekend of April 14-15, he will be in the area conduct-

ing one of many seminars that his train and qualify owners of Expericlass) ("E-LSA") to obtain the FAA tion Rating, which allows them to on their own E-LSAs.

Mike is a Designated Airworthithe few who specializes in certifying can explain what is involved in getairworthy. Mike has also been inrestoring a wide range of experimen-



company is holding around the country to mental Light Sport Aircraft (airplane issued Repairman – Light Sport Inspecperform the annual condition inspection

ness Representative ("DAR") and one of Experimental Light Sport Aircraft. He ting an E-LSA certified and in keeping it volved in building, modifying, and/or tal and production aircraft for the past 35

years and has a fascinating presentation involving approximately fifteen aircraft projects on which he has worked, many of which have won awards at Oshkosh. You can look forward to an entertaining and informative evening by someone who shares a love for flying and building/restoring experimental aircraft. Mike has shared his knowledge and experience at numerous other EAA chapters and aviation gatherings. We are honored to have him visit with us at our next EAA Chapter 1246 meeting on April 12, 2007.

You can view the Sport Aviation Specialties website at: http://sportaviationspecialties.com/



"TRAFFIC IN THE AREA, PLEASE ADVISE"

Mel Asberry, Safety Officer EAA Chapter 168

As many of you know, one of my "pet peeves" is unnecessary chatter on the radio. One of my complaints, which, in the past, has raised some argument has been clarified in the 2007 Airman's Information Manual. Under 4-1-9, paragraph g, states; "Traffic in the area, please advise" is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition.

Simulator Flight Training in a 737

by Tom Ferraro

For some, to fly a Boeing 737 is just all in a day's work. For some of us, however, to fly a large transport category aircraft is a dream come true. That dream came true for Juli, Jeff and me recently. Thanks to a very creative group at Juli's school, she received a gift certificate for Christmas from an organization called FlyASim.com. It's marketed for Holidays, Birthdays, Achievements, Graduations, etc. My initial thought was a vision of a room with some computer simulation set up to look and fly like a Boeing 737. I was wrong! We contacted the number on the certificate to set up a time slot for the flight.

The folks that run FlyASim were extremely professional and made it very clear from the start that this event is designed to be fun for the participants. It was very much a real 737 simulator. Actually, the facility is a full time training facility with 3 full motion Boeing 737 training simulators. It is located on the west side of DFW near American's maintenance hangar. During most of the week, they spend time working out airline pilots and providing training for professional pilots to get their type ratings. During the non-scheduled hours, they set up sessions in the simulator for anyone else.

The preliminary work was very detailed and fully secure, as you might expect these days. We needed to send in our applications, copies of birth certificates, passports and signed legal paperwork. We also had to produce the official documents the day of the flight. Charley contacted Juli several times ahead of our flight to gather information. They seem to tailor the session based on our skills and interest.

Once there, we were greeted by Greg, our instructor. He is a full time Sim instructor for Southwest Airlines and does this work for fun. We spent an hour (seemed like about 15 minutes to me) going over the posters of the cockpit, all the systems, how they work, etc. Greg assured us that we

EAA Chapter 1246 Fish Fry



Saturday, Apr 28, 2007; starting at 10:30 a.m. McKinney, TX (TKI) The annual fish fry is our first big chapter event of the year. All family

and friends are welcome, come rain or shine. We will gather at Pete Huff's hangar in the MHOA area, next to the fire station at the Collin County Regional Airport. Gate attendants will let you in. Garry and Janne Ackerman will cook up some of the best fish you have ever eaten. Don't miss it!

We may still need some volunteers to bring desserts. If you can help, please contact: Bob Rogers 972-761-2280, or by e-mail at president@eaa1246.org.

didn't have to really understand or be prepared to deal with this stuff since we only had one hour of actual simulator time. (Good thing, I think it might have taken Juli, Jeff and me an hour just to figure out how to start the engines!) The overview was very interesting. I was really quite amazed at how automated many of the systems and interfaces are (ATP's, don't take that wrong – I know your job isn't easy!) Ever wonder how the flaps, slats, spoilers and wing parts all work so smoothly together? Automated! We learned about how braking can be automated once you hit the runway by pre-setting a switch. We also learned how reversers really work. Lots of cool stuff for us little airplane guys!



Time to get into the simulator. First thing we noticed when we entered the building was the size. It's probably 4 stories high and we were told that these units use much of the open space once they are operating. Upon entering the rear door, it quickly became apparent you were entering a real (continued on page 3)

(continued form page 2)

737-200 cockpit. From that point on, it was REAL. There was no indication that this was a simulator. (Airline pilots can quit laughing now.....) We were told by Greg that the guys who get their type ratings in the Sim take their next flight with a load of passengers, so I guess it's good that they are that real!

Since it was Juli's gift, she was the captain first, Jeff grabbed the right seat and I observed. Engines were running and we were on runway 18R at DFW. Greg talked Juli and Jeff through the takeoff. With Jeff calling out the speeds to rotate, we were airborne. Juli even kept it on the runway (Thank goodness for wide runways!). Looking out the window at DFW at night was amazingly real. Juli worked to keep the little orange airplane between the white lines of the flight director. We were at 6000 feet before we knew it. Level off and see 360kts. This part was almost like flying the Pacer J. A turn toward the North East and the lighted skyline of Dallas was incredible. Stop the sim!



Push a few buttons in the back and instructor Greg sets up for an approach to DFW. Look out the window, runway 18R with full ILS, lights and approach set up. Juli flew the approach pretty well at 135kts with Jeff reading out the radar altimeter. Landing was amazingly real too, with the shock absorbing landing gear doing most of the work. Juli did another takeoff and landing then turned the captain's seat over to me. My first duties were to assist Jeff with the same routine: takeoff, landing, reversers, braking. The whole deal . He did well. Seems like youth has its advantages. Jeff made the smoothest landing of all of us.

Back to the end of the runway for my turn. Takeoff went well, even kept it on the centerline. Turbines don't have torque issues like our airplanes. A Flight Director is really neat, Jeff and I decided we should have one in the Tiger. Keep the airplane in the lines and it takes you where you want to go. Approach phase... All lined up, flaps set power at 62% - uh oh... rain and clouds. No more runway? I think Sim Instructors probably like doing this to us poor unsuspecting pilots! Broke out at about 200 feet. Not lined up exactly on the centerline. Here's where it got interesting for me. First of all, you really don't need rudders in this airplane. For a little tail dragger pilot used to sliding it around with rudders, this was not a good thing. We went right, then left, right/left and flared too high. You can bounce a 737! I did stay on the runway though. Second trip around was very smooth but still flared too high. My copilot seemed to think we may have damaged (severely) the nose wheel strut. After we discussed this, I now realize you really don't flare for landing. I'd love to have another couple hours to work that out someday!

All in all, the 3 of us had a great time and were very pleased with the overall experience. We all received a certificate, hats and some great pictures. The FlyASIM follow up letter contained the line "Providing customers with a safe and memorable extreme adventure" - That they did!



EAA 168 Meeting Dallas Executive Airport (RBD)

When...Saturday, April 14th. 10:30 a.m. promptly.

WHERE...Northern most hangar on the east side of runway 17.

Program will be presented by Paul Dye.

Paul Dye is a Lead Flight Director for NASA's Manned Space Program. He will be talking about the Space Shuttle as the highest and fastest flying aircraft ever built. His talk will focus on the questions that pilots most frequently ask how does it fly, what are the controls and displays like, and what is the flight profile like. He will share some of the experiences he has had in his 25 year career as part of the Shuttle operations team, including the excitement of participating in many of the vehicle great "firsts".

Paul will fly his beautiful RV-8, "Valkyrie" up from Houston.

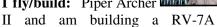
Drinks and snacks will be available. For more information call Mel Asberry @ 972-784-7544

EAA Chapter 1246 Member Profile

Name: Bruce Pauley

Nickname: Boomer Place of birth: Herington, Kansas Family: Wife Kathy and 5 kids 17-27 Occupation: Sales Manager

If I had the perfect job: I'd be an Astronaut. I fly/build: Piper Archer



I became interested in aviation: When I was about 7 and flew in an Eurocoup 415 with my brother.

My favorite place to eat: Saltgrass.

If I had a week off: I'd probably be in the garage building or go fishing.

If money were no problem: I'd buy G-V and see more of the world .

Fantasy vacation: My guests and I would be going to Cabo in my G-V and fishing and then flying to Hawaii and doing it all again. I would have to take Kathy and then the guys. She can't stand to fish too long. Might have to make a few trips to get all the guys down there though. The last book I read: Flying Tiger's Diary by Charlie Bond and had the opportunity to have lunch with Charlie. Great guy. OH General!!!

My hero: My Dad and Granddad (94), they both had time for me when I was growing up and taught me a lot about mechanics. I would have not even attempted to build an airplane without the knowledge that I received from them.

My greatest aviation experience: when I attended a water survival class in 1978 and the first of six women astronauts showed up at the same class. They were: Sally Ride, Rhea Sheddon, Kathryn Sullivan, Anna Fisher, Jud;y Resnick (Challenger), and Shannon Lucid. Also included was Stephen Hawley who married Sally Ride. There were two more

Challenger victims, Ellison Onizuka and Ron McNair. A total of twenty people were in the class and were taught how to survive in an ocean environment. All were astronaut trainees except for the six of us that were Boom Operators. Jodi Hartell was the first female Boom Operator. Enough of that. I just want a ride in a F-18 or the shuttle and make me sick!!!!!!!

Susan Wilson made her first flight in their new Glassair Super II S FT on Saturday, March 17, 2007. As you can see from the pictures, she is pretty happy about the flight









The thing people don't know about me: I was a KC-135 Boom Operator for 4 years and that I flew around the world 2 times by the time I was 21. I also flew a support mission for the Iranian hostage crisis back in 1979. I also flew support for the first F-16's to go to Israel.

I'd like to be remembered as : A great guy that always found time to talk or help out when I was needed



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McKinney Airport (TKI)

www.ntxfc.com

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Timothy Smith

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email: timsmith@kw.com

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Calendar of Events

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

Apr 11	7:30 Officer's Meeting TKI 7:00 PM Chapter Meeting CCC Mike Huffman—Sport Aviation Specialties	
Apr 12		
Apr 14	Durant, OK (DUA) Hamburger, Hotdog lunch from noon-3:00	
Apr 17-23	Lakeland, Fl (LAL) Sun 'n Fun Fly-in	

Apr 21 Gladewater, Tx(07F) Gusher Days Flyin Pancake breakfast & Gumbo lunch. Conctact Jerry

Apr 27-28 Waco, Tx (KCNW) Fifth Texas Aviation EXPO 2007 Contact Margy Mahoney 512-454-9476 margy@txaa.org

Apr 28 1246 Annual Fish Fry Pete Huff's hangar . Contack Bob Rogers 972-761-2280

May 10 1246 EAA Meeting TBA

May 19 Grandbury, Tx (0TX1) Pecan Plantation Airpark Spring Fly-in

May 16 Officer's meeting TKI 7:30 pm



Disney World Bahama Bay Resort & Spa

June 3rd—7th 5 Day / 4Night \$316.00 total all Four Nights Up to 6 People in a Room!

Tortola British Virgin Islands

Long Bay Beach Resort & Villas June 20th—24th \$396.00 ppdo

http://www.EarnVacations.com/Nita

April 2007

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75002 Lucas, Texas 2250 Purdue Drive



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:

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

Sue Cowan (Treasurer) 972-549-1030

Treasurer@EAA1246.org

Chapter Volunteers:

David & Nita Bertram (Newsltr) 972-562-5967

davnit@tx.rr.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-214-906-7701

ordinator / webmaster)