

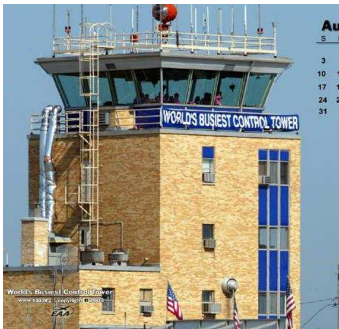
TAIL WIND TIMES

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EAA CHAPTER 1246
www.eaa1246.org

AUGUST 2003

CHAPTER MEETING AUGUST 14TH 7:00 PM COLLIN COUNTY COMMUNITY COLLEGE



Up In The Sky! It's A Bird. It's A Plane. Nooo... What Is It?

Come to the August meeting to see pictures from this year's Oshkosh EAA Airventure. Included in the slide show will be some strange and unusual planes and other aviation stuff. We're going to let the audience try to guess what's in the picture. So join us Thursday night August 14th to see if this year's Oshkosh picture takers can 'Stump the Chumps'.

Mountains and Planes! *by Dick Flunker*

Barb and I enjoy mountain scenery, so we jumped at the chance to fly to the EAA Rocky Mountain Regional Fly-in in the foothills near Denver. Planes and mountains on the same trip is hard to beat. The 25th annual RMRFI was held at Vance Brand Airport (2V2), Longmont, Colorado. Per some of the local chapter members this was the largest fly-in to date. The weather was fabulous on Saturday, clear blue, visibility unlimited. I didn't get an accurate count, but I'd guess there were 250+ planes on Saturday. The fly-in was a fun event, very laid-back yet with all the larger fly-in activities.

Total flying time from TKI to 2V2 in the RV-6A was a bit over 4 hours. I dislike flying in heavy traffic environments, so we flew to Longmont on Friday to beat the rush for the Saturday/Sunday fly-in. The Friday weather was ideal VFR - very few clouds over the entire trip, smooth most of the way, and unlimited visibility. With my 3-hour personal per-leg limit, we made a bio/fuel stop at Guymon, OK. GUY has an interesting runway. It is plenty long and wide, but the hill between the ends makes for some interesting winds as you are about to touch down. The slope is not as abrupt as Lake Murray, but it is still very interesting. Although I had to ask, Barb definitely



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confirmed that it was not one of my better landings.

Longmont is located on the northwest side of Denver, just outside class B. After flight following handed us off to Denver approach I requested clearance through class B. The direct path would have taken us over DIA, but ATC vectored us to the west and then north to 2V2. This path was very scenic route since it took us directly over downtown Denver - and

closer to the mountains. Longmont had a temporary tower for the fly-in on Saturday and Sunday, but on Friday it was uncontrolled. By arriving on Friday we got a very nice spot on the paved ramp.

In addition to spending a day at the fly-in looking at many airplanes and talking to many RV builders, pilots and wantabes, we also took a side-trip to the casinos at Black Hawk (a scenic hour+ drive), and we spent a full day touring the Rocky Mountain National Park. The views in the park are breath taking. We also stopped at an arts and crafts event in the foothill town of Lyons. There were some very nice offerings, but unfortunately J the RV has limited baggage capacity.

Denver is short 30 mile drive south of Longmont, so we made a half-day trip to Denver before our return on Monday afternoon. The capital and the Colorado Natural History Museum are located a block apart in a very nice setting. Both are interesting places to tour.

Our return retraced the outbound path and included another stop at Guymon. My second landing at Guymon was better than the first, but I definitely need more practice. Hey – that’s another reason to go back that way again next year!!





Chapter 1246 Pilot Profile

*by Susan and
Dave Wilson*

Name: Wayne Williamson

Nickname:

Place of Birth: Lawton, OK

Family: Wife Nita; Patti Jo, Russ, Kenny

Occupation: Retired Flight Engineer for American Airlines

If I had a different job I'd be: I don't want a job!!

I became interested in aviation when at age 6 my Dad and I rode in a Ford Trimotor that came to Lawton offering rides.

I fly a Cessna 182N.

If money were no object I'd fly a Lance Turboprop.

My favorite place to fly for a meal is Ardmore, OK.

If I had a week off I'd fly to Alaska.

On my fantasy flight around the world, my three guests would be Nita, Gen. Chuck Yeager, and someone to share the expenses.

The last book I read was Jack Higgins' "East of Desolation".

My hero is Gen. Chuck Yeager.

My greatest aviation experience was a flight Russ and I took to First Flight Airport,

We need your questions....

Do you have a question or two about your plane or airplane maintenance in general? For one of our future chapter meetings we're planning a question and answer session for these kinds of questions. We're working on establishing a panel of "local experts" from within our chapter and we'll have them provide answers and valuable opinions on your questions.

To make this presentation work we need your questions! Any airplane related question is fair game. We would like to have several questions in advance to start the program off and then open the floor for additional discussion. Please send your question(s) to Larry Spears. His e-mail is LBSpears@Comcast.net or you can give him a call at (972) 495-7965.

The success of this presentation will require lots of great questions from you, and I'm sure you won't let us down.

Secrets Of A Positive Preflight (Edited from a 1997 AOPA Article)

Performing a thorough preflight inspection is a fundamental step a pilot learns during primary training. Whether you're making a 10-minute lap around the pattern or a three-hour cross-county, this step is essential. Statistics bear witness to many accidents that pilots could have prevented with a proper inspection prior to takeoff.

You should keep several steps in mind when performing your preflight. First, go by the book - the pilot operating handbook (POH). The manufacturer put all the items on the preflight checklist for a reason. It's not your place to second guess or short-change the people who wrote the book!

Many pilots perform their preflights by walking around the airplane, moving from one checklist item to the next in a logical, circular path and checking the item thoroughly. Your instructor may add items to this list, and you add these items to your list - and check them.

As you walk toward your airplane, look at the airplane. Examine it for glaring errors such as a flat tire, broken window, or one elevator up and the other down. If you do find something glaringly wrong, stop! Do not proceed any further until the problem is rectified.

If you have passengers, it's often a good idea to ask them to wait inside. You need to concentrate, and their conversations can distract you, causing you to overlook something important. Remember, as the pilot in command, you are responsible for the safety of the flight you are making. Tell them this up front, so they know what to expect and won't be offended. Once you're satisfied the airplane is airworthy, bring your passengers to the airplane, strap them in, give your takeoff briefing, and then answer their questions.

In aviation, familiarity breeds complacency. If you fly the same airplane regularly, you may occasionally skip some items during your preflight because you assume they are okay, as they usually are. Don't assume. Unless you've personally guarded the airplane since you last flew it, you don't know what might have happened to it.

Don't take any shortcuts. Go through the preflight as if you were going on a checkride. If you find something that doesn't look right, it probably isn't. Question it. Get an instructor, mechanic, or even another pilot for a second opinion. I've done this many times, and no one ever made me feel silly for asking. The only dumb question is the one you don't ask. When in doubt- don't go!

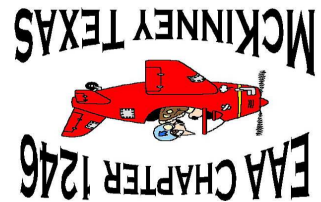
There is no secret to a proper preflight inspection. It's just a good, fundamental, and safe habit that adds to your safety. It's not just a quick walk around the airplane or a boring chore that you'd rather do without. It's the first and most important step before turning the key. All items checked and ready? Let's go flying!

Have you heard???

We have added to our volunteers! Dave Bertram has applied to and been approved by the EAA as a flight adviser. He along with our existing flight advisor Dick Stephens, will be helping our chapter. Make it a point to see Dave at the next chapter meeting.
THANK YOU DAVE!

*

2216 Wisteria Way
McKinney, TX 75071



McKinney EAA Chapter 1246 Membership Application or Renewal

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Wk (_____) Hm (_____)

E-Mail Address: _____

Pilot/A&P Rating: _____ *EAA # _____

Notes/Comments/Projects:

Membership dues are \$20 per year. Make checks payable to EAA Chapter 1246.

Mail applications to:
David Norman
2216 Wisteria Way
McKinney, TX 75071

*National EAA membership required. National EAA Offices:
EAA Aviation Center
P.O.Box 3086
Oshkosh, WI 54903-3086

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David Norman (Treasurer)	972-562-3488
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Chapter Volunteers:

Andy & Sue Cowan (Newsltr)	972-549-1030
Dick Stephens (Flight Advsr)	972-517-1647
Dave Bertram (Flight Advsr)	972-562-5967
Mike Pollock (Tech Cnslr)	972-530-8400
Jeff Ferraro (Program Coord.)	972-542-4131
Dave & Susan Wilson	972-359-0578
(Pilot Profiles)	