

Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

Volume 7, Issue 8

www.EAA1246.org

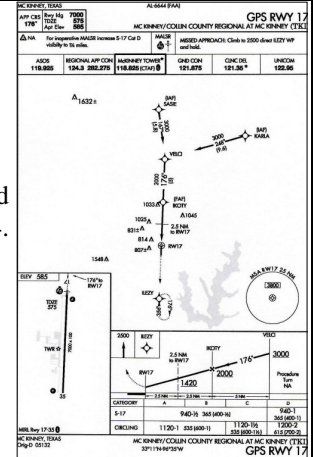
August, 2005



GPS Approaches Beau Williamson

Beau Williamson has been an FAA Safety Counselor since 2002 and specializes in GPS training and lectures. More bio info on Beau on page 4. Beau will discuss GPS Approaches at the chapter meeting on:

**August 11, 7:00 PM, Pike Hall,
Collin County Community College,
McKinney, Texas**



The Saga In Hangar 203

By Jerry Burchfield

Once upon a time, back in 1987, I bought a KR2 kit. I was going to have it complete and flying in 18 months. It is now



July of 2005. With a little luck, I really will have it done in 18 months! I probably should stop this article right now, before it makes a liar out of me. But I won't.....

First things first. The airplane. A KR2 is a combination wood and composite, low wing airplane, with the propeller in the front and the tail in the back. It is purported to cruise at 180

(Continued on page 3)

EAA 1246 Pancake Breakfast

August 20 By Tom Moore

I hope you're getting your appetite in shape and are making plans to come out to the chapters first Pancake Breakfast. The breakfast will be at **Aero Country Airport (T31)** on the northwest side of McKinney. We will start serving at 08:00, so you'll need to get an early start that morning. For those of you driving, Aero Country is north of Virginia Pkwy, west of Custer Road, about a mile south of Hy380.. There is a large McKinney water tower just south east of the airport.



Coming from Virginia Pkwy, cross Custer (FM 2478), con-
(Continued on page 5)

Ken Morris' RV-7A Flies!

By Patti Morris

I want to share some reflections on the first flight of Ken's plane accomplished on Sunday, July 3rd at 7:22 AM. A few friends gathered with us bright and early that morning for the big event: John Oldencamp, Mark and Kathy Brown, Chuck Olmstead, and Mike Roberts. For those of you that weren't there, Tom Moore was the pilot-in-command and did an ex-

(Continued on page 4)

EAA Major Achievement Award - Tom Ferraro

Tom Ferraro received the EAA Major Achievement Award at AirVenture Oshkosh 2005. The award recognizes individual EAA members for their personal contributions to EAA, EAA Chapters, their fellow EAA members, and the recreational aviation community as a whole. Nominations for this prestigious award are submitted by chapters and are reviewed by a panel of EAA members and EAA staff. An individual may receive this award only once during a 20 year period. For those of you that know Tom, you will certainly agree that he is most deserving of this prestigious award. Following is the nomination letter submitted by Susan Wilson.



Tom Ferraro is an outstanding person and contributor to the spirit of aviation. He is the very definition of true fellowship and it is my honor to nominate him for the 2005 EAA Major Achievement Award. I will highlight as many achievements as I can and please note that it would take a book to fully describe his contributions to the EAA, aviation in general, and the communities he has lived in.

Tom has been a member of the EAA since 1971. He built an Oshkosh award winning Steen Skybolt in 1978 and rebuilt a Sun&Fun/Oshkosh award winning Piper Pacer in 1985. Tom has also rebuilt an Aeronca Chief in 1986 and a Bellanca Citabria in 1995. He is an A&P mechanic and has been a mentor and informal technical advisor to numerous home-build/rebuild projects. I personally met Tom in 1998 when I, my husband, and our Glasair project moved to McKinney. Within my first day on the airport, it was clear Tom was the one to go to for solid advice and miscellaneous parts.

Tom has been an active member and leader in EAA chapters including chapters in Muncie, IN and Atlanta, GA. He initiated and formed the McKinney, TX EAA Chapter in November 1998 and served as our first chapter president, setting a stellar example of fellowship and aviation spirit. Tom continues to lead as a volunteer and ambassador to new members in our chapter. Tom also serves on the EAA Museum committee. At our local airport, Tom founded the McKinney Hangar Owners Association (MHOA) and led a group of 40+ people in an effort to build state of the art hangars. He worked closely with the city, current airport tenants, engineers, contractors, and association members to successfully build the area now known as "The MHOA," the friendliest hangar neighborhood on a public airport you will ever find.

I have highlighted some of Tom's achievements, but the key reason I am nominating Tom is because of the person he is

EAA Tony Bingelis Award Mel Asberry *By Dick Flunker*

Mel Asberry received EAA's Tony Bingelis Award at the annual Homebuilders' Dinner at EAA AirVenture Oshkosh 2005. The Bingelis Award was created to honor Tony Bingelis, noted aircraft building authority and EAA Sport Aviation columnist. Mel was nominated by EAA Chapter 168 for his numerous contributions as an EAA Technical Counselor, EAA Flight Advisor, and more than 14 years as chapter 168's safety officer. Mel has written numerous technical articles for chapter newsletters, developed several chapter meeting programs, and is a regular presenter at the Southwest EAA Regional Fly-In forums. Mel continues to educate and guide aircraft builders through numerous presentations in Texas, as well as forums during EAA AirVenture Oshkosh.



Ann and Mel Asberry

Congratulations Mel!



EAA Newsletter Editor Award

By Dick Flunker

Prior to the EAA AirVenture Oshkosh 2005 I received a very pleasant surprise from Brenda Anderson, EAA Chapter Administrator. To my surprise, the EAA Chapter 1246 newsletter was selected as a 2005 top 5 award winner!



I am very proud to report that the **EAA 1246 newsletter received the top award.. 1st Place! Wow..**

While, I am proud to accept the award, I want to be clear that the award is truly a reflection on all the fine articles contributed by the chapter members. One of the things that makes our newsletter unique and enjoyable to read are the many articles from different chapter members. Watch for all the different by-lines on the articles! Without their efforts and the many article contributions, this award would not have been received.

Congratulations to all of you, you are the true winners of this award.



every day. His contributions to aviation have been felt in many communities and at local and national EAA events. And almost everyday, you will find him at the airport, helping someone, going to his hangar to get that part you need, stopping by to see how your project is coming, pitching in with an extra hand or great idea, and always smiling and ready to fly.

Congratulations Tom!!



(Continued from page 1)

Jerry's KR2

mph on 75 hp. (More lies will be told as this article progresses.)

Actually the airplane is pretty efficient (40 mpg). It is fast. Most do better than 150 mph. It is light. About a thousand pounds gross. It is aerobatic. I love to watch two in a dogfight. It is strong. It has a 7G airframe. Properly loaded, it flies well.

It was originally designed as a retractable tailwheel airplane - like a DC3. It did not do well on the ground. The tailwheel didn't want to stay down. You actually had to misload the airplane to make that happen. If you did that, it did not fly well.



Jerry Burchfield

The main gear was short. Too short. Crosswind landings were a nightmare. Touching the wingtip down, before the mains, tends to spoil your whole day. Landing with the original design, in a crosswind, is a death defying act. The guy who told me that, proved his point at Gila Bend, AZ. He expired forthwith..that is why MY airplane is fixed gear, with a training wheel. So are most other KR2's. And that is that.

But I bought one anyway, before I knew all that. What you get is a construction manual and a box of sticks and plywood. Oh yeah, and two gallons of epoxy. The airframe went together rather rapidly. I had the fuselage and wing spars finished in a couple months. That is where I got the bright as...d 18 month idea!

Then, wouldn't you know it, my boss ran out of airspeed, altitude and ideas all at the same time and promoted(?) me to a road warrior job. Airplane building was reduced to an occasional Saturday or Sunday and that lasted until I retired in late 1991. Then I took another road warrior job with DSC/Alcatel and it was the same story until April 2001.

When I finally got back to work on it, I had become convinced that the fuselage needed to be lengthened (Many have done it successfully) to improve the longitudinal stability. I really didn't want to tear into that fuselage. And then the God's smiled. I was discussing it with Bob Diamond one day and he offered to sell me his stretched KR2 for a buck. Whatta Deal! And it was painted too!

There was nothing wrong with Bob's plane. It just wasn't exactly what I wanted. And there would be issues with the 51% rule. Besides, he kept the engine.

So I commenced to install all my "51%" parts, including the engine, landing gear, control system, electrical system, instru-

ments and avionics, seats, etc. etc.....It is 2005, and I am finally beginning to see daylight.

Bob had a Continental C65. I have a 2100cc Revmaster, which is basically a VW, with a big fat, forged crank, quad CD ignition, and develops 75hp at 3600 RPM. It is driving a Prince P-Tip, "almost constant speed" prop. The P-Tips are actually little winglets at the end of the prop that keep the thrust envelope from folding over on itself, thus increasing the effective length of the prop. Some 'ting, huh?

As I said, the landing gear is fixed, with a castoring nose-wheel, circa Grumman tiger, TR2, Yankee, etc. Nice wide stance. Oughta work pretty good.

Bob had a full rollover bubble canopy. I wanted a fixed windshield. That is what I now have. A windshield and a rollover windowed canopy that I can convert to a gull wing arrangement, some day.

Bob had no electrical system. I have all that good stuff, including radio, nav, transponder and a full VFR instrument panel with electric gyros. No lights yet. That will come later when the airplane and I have proven ourselves. Flying in the dark, in an unproven airplane just ain't my idea of good judgment.

I have a set of wings that I built. But I am going with Bob's, for now. For one thing, they fit perfectly. Mine do not. That is what happens with handmade airplanes, coupled with a lack of instructions from the designer. Bob did it one way. I did it another. I gotta tweak my attach fittings before I can use them. They are a later design than Bob had. They are supposedly less drag and have a lower stall speed. We will see...

Did an engine start a couple weeks ago. After much huffing and puffing, I got it running. (Water in the gascolator.) But it flunked the ignition cycle test. It seems that half of the system is not working; but I still have one plug firing in each cylinder. It is back at the factory, for testing and repair.....

Meanwhile, back at the hangar, I have nothing more to build. I am basically making fine adjustments here and there. One of these days, I am not going to be able to find anything more to do. That is when I am going to get all you guys over to the hangar and do an end-to-end CS inspection. I will fix everything you find. Then and only then, will I call in the big guy to inspect and sign it off for flight. One day soon....



 <p>KELLER WILLIAMS REALTY</p>	<p>Timothy Smith 972-679-0674 email: timsmith@kw.com</p> <p><i>A new career is ready for take off !</i></p> <p>Member EAA 1246 - Ask about N9VW !</p> 
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(Continued from page 1)

Ken Morris RV-7A Flies

cellent job of taking N953AM up for her maiden flight. He took off headed north on the runway and circled around the airport a few times, and then disappeared into the blue sky. Even though the prevailing winds were from the south that morning, he took off in the northward direction as a safety precaution in case of an emergency at takeoff. There is a lot of



Ken Morris & Tom Moore

open space to the north of the airport, unlike to the south where there is a hilly golf course which would make for a treacherous emergency landing! After several minutes Tom reappeared in the sky and came down for a low (about 10' above the ground) runway pass, zooming past us as we watched from the side of the runway. After a total of about 25 minutes, Tom landed heading south

and taxied to where we were near the runway, did a few turnarounds for us and then headed back to the hangar.

When we all returned to the hangar, Chuck Olmstead christened the plane with a fresh can of beer (classy touch, eh?) as we took more pictures. The group then headed to McKinney for the traditional celebratory breakfast and to hear more details about the flight from Tom.

Ken was thrilled to see his plane in action and happy that it went smoothly, but wished he could be flying it himself...that day will come soon enough... Ken will be starting his lessons in it soon with his instructor at Aero Country. Talk about putting the cart before the horse!

Ken wants to dedicate this first flight to a friend of his that got him started on this project: Terry Cole from Lubbock, TX. We first met Terry and his wife, Mickie at an RV Fly-In at a ranch down near Crawford, TX four or five years ago, where Terry was giving rides in his RV-6 that he had built. He took Ken up for a ride and from that day on, Ken was hooked on the idea of building a plane for himself. We ran into them several times during the next few years and he and Ken got to know each other pretty well through phone calls and emails. Terry was always so full of fun and enthusiasm, and always giving Ken good advise and moral support. He was an all-around great guy and was working on a new project himself - an

August Meeting Speaker

Beau Williamson



Beau Williamson is a part-time CFI, CFII, MEI, Advanced and Instrument Ground Instructor and teaches Instrument Ground School at Mountain View Community College in Dallas. He has also been an FAA Safety Counselor since 2002 and specializes in GPS training and lectures.

He has devoted numerous hours to mastering and teaching the art of using Garmin, King and Apollo (now Garmin) panel mounted GPS units as well as some of the more popular hand-held GPS units. In his daytime job as a network engineer with a major network equipment vendor, Beau has also worked directly with the Raytheon Corporation to help build the ground based network for the FAA's new GPS Wide-Area Augmentation System (WAAS). Beau has been flying since 1966 and is often found flying his 1981 Cessna T210N in the Dallas area or on long trips with his wife and son.

RV-10, which is the bigger 4-place model. Unfortunately Terry didn't live to see either Ken's or his new plane to completion...Terry passed away suddenly of a heart attack at the age of 52 a few months ago. Ken and I were so sad when we heard the news, not only for Mickie and the family he left behind, and that we will miss his friendship, but also because we knew what a kick he would have gotten out of seeing Ken with his plane completed, the dream that he helped to spark, fulfilled. So we dedicate this first flight to Terry and like to think that he was smiling down on us as the plane soared up into the sky that morning!



Tom Moore prepares to fly!

Thanks so much to all of you who have helped Ken with this project in various different ways...your help, support, and camaraderie have been invaluable and very much appreciated. Thanks also to Chuck Olmstead and Tom Moore for volunteering to fly off the FAA required 40 hours on the plane. And extra-special thanks to Tom Moore for taking this first flight for Ken...you're a brave soul and we truly appreciate it!

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Board Meeting Minutes

Minutes by Patti Morris

The monthly EAA Chapter 1246 board meeting was held at the Susan Wilson's hangar at TKI on July 23rd. Attending were Susan Wilson and Patti Morris.

The officers updated the budget with current actual revenue and expenditure figures and reviewed the year-to-date budget status. Issues discussed included the venue for the monthly meetings and whether or not we can continue to meet at CCCC when the price increases to \$70/month in January.

The upcoming Pancake Breakfast was discussed and Susan expressed the need to get new members involved in volunteering for the event so that they can get to know other Chapter members. Buying the food, supplies, and logistical details were discussed. Also discussed was the need for signs advertising (and directions to) the event near the entrance to Aero Country at least a week prior to the event date, so that we get the word out to the people at Aero Country. A similar sign should be posted at TKI if possible. Tom Moore is handling this event and will be delegating tasks to volunteers.



(Continued from page 1)

Pancake Breakfast

tinue about one mile. The airport will be on your right.
From Preston going north, turn right on Rockhill road. Rockhill road will become Virginia Pkwy in a couple of miles. T31 will be on your left before you get to the water tower.
From 121, go north on Custer and turn left on Virginia Pkwy.
From 380, turn south on Custer and right on Virginia Pkwy.

Turn north onto Aero Country Road. The breakfast will held in the hangar of Dr. Stephan Kramer. Those of you who have been to Dr. Kramer for your flight physical know exactly where it is.



For aircraft flying in, the breakfast will be in a hangar near the north end of the runway 17 on the west side. Monitor the uni-com freq. (122.9) after landing for directions. A volunteer will help direct you to parking.

If you haven't had a chance to visit Aero Country this will be a great opportunity to have a special breakfast and see some unique aircraft. A lot of the hangars will be open around the airport and there is a large variety of planes nested there. So come on out, eat a few pancakes, and walk around the airport. What better way is there to spend a beautiful Saturday morning than with good friends and airplanes.

Tom Moore is coordinating this event, so please contact Tom for specifics on how you can help.

Let's make the Pancake Breakfast another great 1246 event!



Calendar of Events

(Items in bold are Chapter 1246 events)

- Aug 11 Chapter Meeting, 7:00 PM
Beau Williamson - GPS Approaches
CCCC, McKinney**

- Aug 13 East Texas Fajita Fly-In. (LFK)
Free fajita's and reduced fuel prices. Sponsored by
EAA Chapter 1219 and
Angelina County Airport

- Aug 20 Chapter 1246 Pancake Breakfast
Stephan Kramer's Hangar
Aero Country Airport (T31)**

- Sep 8 Chapter Meeting, 7:00 PM
CCCC, McKinney**

- Sep 10 Sherman Breakfast Fly-in (SWI) 8:30-10:30

- Sep 15 Officers Meeting, TKI, 7:30 PM

- Sep 17 CAF DFW Wing Open Cockpit Day (LNC)
Approx 20 WW11 aircraft on display, military
vehicles, restored farm tractors, Antique autos.
Lancaster, Tx

- Sep 23-29 National Cross Country Air Races
Mesquite, TX (HQZ)
www.us-airrace.org

- Sep 24 Big Country Airfest , Abilene, TX (ABI)

- Sep 24-25 Fort Worth International Airshow
Thunderbirds, Canadian Snowbirds, Gold-
enknight's Jump Team, F-15 & F16 demo Teams
Alliance, TX

- Sep 25-30 US National Aerobatic Championship
Grayson County Airport (F39)
Sherman, TX

- Oct 14-16 Cedar Mills Safety Seminar & Splash-In / Fly-In
Participants earn credit towards their Seawings
and Wings awards. Flying events Sat & Sun
Gordonville, Tx (3T0)

- Oct 22 Chapter 1246 Chili Cook-off
McKinney, TX (TKI)**



Mike Livezey
Operations Manager
1500 E. Industrial Blvd.
McKinney, TX 75069 972.562.5555, ext. 210

August

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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:

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Tom Moore (Secretary)	214-491-8481
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Patti Morris (Treasurer)	972-378-5699
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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