



Tail Wind Times

Experimental Aircraft Association Chapter 1246
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McKinney, Texas
August, 2006

Ballooning in the Civil War by Doug Boone
Air Venture Recap with Jeff Ferraro
August 10, 7:00 PM, Pike Hall,
Collin County Community College,
McKinney, Texas

A Preview of Ballooning In the Civil War

By Doug Boone

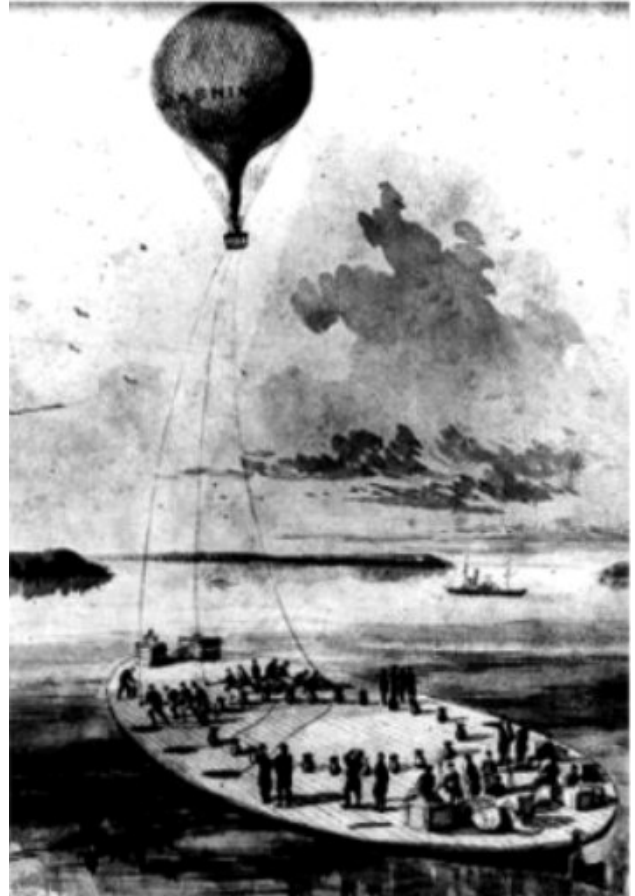
I would like to spend a few minutes talking about a new little book which opens a window into a little known part of aviation history.

The War of the Aeronauts: The History of Ballooning in the Civil War by Charles M. Evans.

Balloons, like aircraft, developed rapidly during their first hundred years. Indeed before the great war of northern aggression, aeronauts knew enough about air currents and balloon navigation to enable an 800 mile round trip from Cleveland over southwestern Virginia and returning to Cleveland landing only a few miles from the take-off site! No wonder money was already being raised for a transatlantic crossing attempt when the war broke out. At the next meeting I would like to summarize for you the highlights of Evans' sometimes repetitive telling of the balloon reconnaissance efforts of both the Northern and Confederate Armies during that tragic conflict.

In the North, we will watch Thadus Lowe sell his novel ideas to the highest levels of government, A. Lincoln, only to have the project undermined by the officers in the field. We will observe the Confederate scramble to have their own balloons and observe the

reactions of their officers. We will talk about the technology advances accomplished during the war as well as the military results.



Oshkosh – Oh My Gosh!

By Nita Bertram

David, my husband, has had this dream to build his own airplane and fly it to Oshkosh Air Venture. This year the dream came true. I have sat in my living room & have listened to many stories about Air Venture, but none of the stories began to do it justice. Even when the stories seemed a bit wild and I thought they couldn't be true, they now seem tame compared to all the wonders I saw and experienced as a first-timer.

First, I was a bit nervous just landing there. That's a lot of planes to get on the ground. It didn't help when we were simply called a "low wing" rather than our official Velocity 350TX name. Being given directions to "follow the railroad" and "dip our wings if we got the message" didn't feel all that professional to me, either. When it was our time to land it wasn't even on the regular runway, but on a taxiway. As we were descending I was quite nervous about the men and a truck that were there on that taxiway. We missed them, of course, or this would be an entirely different article!

I must digress here and report that I have never in my life seen so many airplanes in one place! It was a solid sea of planes, but they all seemed to be intact. So I guess the landing method they had worked out was successful.

After following first one bright yellow person after another, we arrived at our spot. Very polite and efficient people pushed our Velocity into what turned out to be a perfect vantage point for all the shows. Even though our plane is an experimental home-built, they placed it in the area with other auto engines since ours has a Chevy 383 V8 in it.



(Other uses for wheel wells and long wings!)

You airplane people are all alike! When we took off the cowling it was like a magnet drawing on-lookers to the plane. I sat in amusement watching men say, "Wow!" then turning their heads this way and that to get a better look at wires, pipes, doohickeys, and gizmos. It's just an engine, guys!



Leaving Oshkosh was also an experience. We were in a line behind about 30 other planes. Our doors were open to let in air since we had quite a wait ahead of us. Suddenly David yelled, "Shut your door, we're going!" I couldn't believe how quickly they had all these planes taking off. One plane would barely start its run when they would start the next one. Again I wondered about this strategy. But we were up and away with all the rest. It brought to mind the title of an old movie, The Crowded Sky.

All in all, except for the heat, it was a most pleasant experience. And even though I watched the building of this airplane from the very beginning and even helped a little, I understand little of the intricacies of airplanes and flying. But this I do know, David did an amazing thing building something that can take us clear across the country in the air, and I am so proud of him I could burst!



A Good Place to Eat

by John Bradberry

I know a bunch of pilots from McKinney fly down to Sulphur Springs on Saturdays to eat at the Red Barn. We would like to invite you all to fly down for the Indian Summer Days and Dutch Oven Cookoff at the Hopkins County Historical Park on Saturday, October 7th. Plan on eating lunch at the Park. It doesn't say on the flyer, but admission is usually \$2 plus all the Dutch oven cuisine and Hopkins County stew you can eat for another \$5.

If you all would like to come, we will need to know ahead of time so we can arrange for ground transportation.

<http://www.frontporchnews.com/heritagepark/indiansummerdays.htm>

<http://www.frontporchnews.com/heritagepark/dutchoven.htm>

<http://www.sulphurspringsairport.com/>

Let me know if there are any questions. We hope you all will come.



New Arlington Tower (GKY)

Notice Number: NOTAC0477

Arlington Municipal Airport will mark a milestone next month with the opening of the general aviation field's fully staffed control tower. Beginning Aug. 14, air traffic controllers are expected to staff the tower from 7 a.m. to 9 p.m. daily. The number for the tower is: 817-459-5562.

The frequencies for the new facility are as follows:

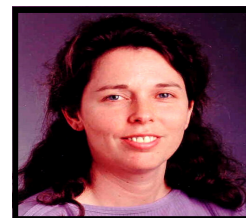
Tower – 128.62

Ground – 121.75

ASOS/AWOS - 127.375



From the President



Greetings All,

For all of you who could not make it to Oshkosh / Air Venture this year, cheer up. Chapter members will be reporting back on their adventures at Air Venture for our August program.

Jeff Ferraro is coordinating the program so if you have anything to add, please contact Jeff Ferraro

(jferraro@ti.com). For all who went to Oshkosh, this will be a chance to re-live the magic:).

We will start the evening off with a short presentation by Doug Boone highlighting earlier days of air excursions. Then we will break for lemonade followed by the Adventures at Air Vventure program.

I hope to see you all there for a great summer evening!

Blue Skies,

Susan

New FREE flash cards regarding Air Space.

You can print these from the AOPA site.

They're great for experienced pilots to use as a refresher or new pilots.

Web site is:

<http://download.aopa.org/asf/airspacecards.pdf>

Here is a neat website pilots might find interesting. The address is <http://skyvector.com/>

This website provides an online sectional that you can easily scroll or zoom in/out. It also has the most current Metar info available for all reporting stations available on the chart. This seems like it will be a great tool for VFR flight planning.



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

**Aug 10 7:00 p.m. Chapter Meeting CCCC
Ballooning in the Civil War—Doug Boone
Air Venture with Jeff Ferraro**

**Aug 12 10:00 AM Lexington, OK (044) Fly-In
Steve Ruse 405-209-9010**

Aug 16 7:30 Officer's Meeting TKI

Aug 19 8:00 A.M. Pancake Breakfast T31

**Aug 19 Wings & Wheels Abilene Regional Airport
Big Country Airfest**

**Sep 14 7:00 P.M. Chapter Meeting CCCC
Weather Factors you Weren't Taught
Wayne Fink**

**Sep 16 10:00 AM Fly Out
Possum Kingdom (F35) Jackson's Restaurant**

Sep 20 7:30 PM Officer's Meeting TKI

LEARN TO FLY! *TEXINS FLYING CLUB*

Private Pilot Ground School
Registration Sep 7th Classes Start Sep 12th
Classes: Tues & Thurs 6:30pm - 9:30pm
McKinney Airport,
Dick Stephens 972-517-1647
dick@stephens-family.net

Tool Daffynitions



HYDRAULIC FLOOR JACK: Used for lowering a car to the ground after you have installed your new front disk brake setup, trapping the jack handle firmly under the front fender.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a Car upward off a hydraulic jack.

PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

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North Texas Flying Club



Garry Ackerman
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 gack@dallas.net

McKinney Airport (TKI) www.ntxfc.com

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 Aircraft Insurance Broker
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 mlivezey@cutteraviation.aero * www.cutteraviation.aero

 **Timothy Smith**
 972-679-0674
 email: timsmith@kw.com

Helping your Dreams take flight !

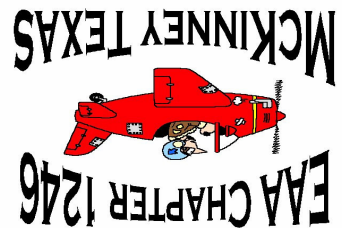
Member EAA 1246 - Ask about N9VW ! 

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:

Susan Wilson (President)	972-359-0578
President@EAA1246.org	
Tom Mitchell (Vice President)	972-548-8488
VicePres@EAA1246.org	
Tom Moore (Secretary)	214-491-8481
Secretary@EAA1246.org	
Patti Morris (Treasurer)	972-378-5699
Treasurer@EAA1246.org	

Chapter Volunteers:

David & Nita Bertram (Newsltr)	972-562-5967
davnit@comcast.net	
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 (Flight-Out Co-ordinator)	214-906-7701