

Tail Wind Times

Experimental Aircraft Association Chapter 1246

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February 2004



David Cheek To Discuss The Sport Of Soaring

The guest speaker for the February 12th meeting is David Cheek. David is a CFI, glider instructor, and tow plane pilot frequently involved with glider operations at Caddo Mills airport. David will discuss the Sport of Soaring including glider operations and cross country flying. This meeting will be a great time to ask those questions about soaring.

The Chapter Meeting is: **February 12th, 7:00 PM, Pike Hall, Collin County Community College, McKinney, Texas.**

First Flight! N621TM

by Tom Moore

You know the old saying "Time Flies When You're Having Fun". This last year has certainly lived up to it. When I last updated you (Mar. 03) on the progress of my RV-7A kit, I had finished the tail and wings and had just started work on the fuselage. Well, on December 20th, 2003, I flew the plane for the first time.

So let me bring you up to date. If you remember, this was a Quick-build kit. Like the wings, the fuselage had a lot of the work already completed. I still had a couple of top skins to put on and needed to finish out all of the interior plumbing. That left three big tasks to complete - instrument panel and wiring - hang and plumb the engine - and construct the canopy.

Since this ended up being a day VFR plane, the instrument panel went pretty quickly. I cut five 3 1/8" holes for the ASI, ALT, VSI, and T&B, with one large hole left blank for a possible electric attitude indicator to be installed in the future. Three 2 1/4" holes were filled with a tach and two fuel gauges. Those are all the round instruments. A Rocky Mountain Engine Monitor will do all

of the engine monitoring. This is a digital engine monitor that sits in my radio stack. It monitors all of the basics, oil press, oil temp, amps, volts, EGT, CHT, MP, Fuel Press. and Tach. It also measures Carb temp, OAT, Fuel flow, Tach time, Flight Time, Zulu time, and Local time. The fuel monitor shows GPH, fuel remaining, and estimated fuel exhaustion time. Most of the readings are displayed continuously, but you do need to push a few buttons to get

the different times and fuel readings. The monitor also allows you to set high or low alarm points for most of the areas it monitors. This was the most time consuming item to wire on the entire panel. Part of the time was spent building the monitor itself. The company offers the monitor pre-assembled or in a kit. The price is reduced \$300 if you do the assembly yourself. I have done several electronic kits in the past and this, by far, is the best one. The plans and organization were excellent. It took about 20-25 hours to complete.



The engine installation wasn't too complicated. I bought a Superior XP-360 engine, which is basically identical to a Lycoming O-360-A1A2 engine. Along with this I got a firewall forward package from Vans for this engine type. It included all the fuel lines, oil cooler and lines, throttle and mixture cables, air box with filter, and baffling mate

rial. Once the engine was mounted, I had to fit the cowling and then fit the baffling. The baffling was the most time consuming. There is a lot of cowling on, cowling off, cowling on, cowling off stuff in an effort to get the aluminum baffling to match up to the fiberglass cowl.

That left only the sliding canopy to do. I wanted to save this for last since I felt it was going to be the toughest job to get done. It didn't let me down. The biggest challenge was trying to get the steel frame to match up to the fuselage.



There were times when I just didn't have enough strength by myself to adjust it, so I would invite help over for a two on one wrestling match. You would get the front bow lined up, but then the back bow would be out of alignment. You adjusted the right side and that screwed the left side up. It took many hours of frustrating attempts to coerce the frame into place. Then, one day, you make an adjustment and everything seems to line up. I took that as a sign, and didn't touch it again. The plexiglas shell comes as one piece and you have to cut it in half to separate the windscreen from the portion that slides to the rear. This definitely was the most stressful time of the construction. You hear horror stories of builders cracking the canopy during the cutting stage and I didn't feel like ruining a \$1000 part. With that done, it was just a matter of attaching it to the frame, mounting the windshield and fiberglassing it on.

November 1st. – The fuselage is on the gear, the instrument panel installed, firewall forward was complete, and the canopy is mounted. Since I couldn't put both wings on at the same time in the garage, it was time to move the project to the airport. The wings went on and off about three times over the next few days to make some adjustments, and on November 10th they went on for the last time. It was really starting to look like an airplane, but there were still a lot of little things to do. I contacted the FAA at Love Field and they came out on December 8th to inspect the plane and issue an Airworthiness Certificate. They really didn't gig me on anything, but did say I should label the throttle and mixture so I would know which was which.

Again, there were still a few things to do before the first flight. I forgot my Bi-Annual flight review had expired and I needed to get current. This is one of those situations where an obstacle turned into a stepping stone to opportunity. During the Bi-Annual we spent a lot of the time working on emergency situations that I might encounter during the first test flight.

On December 17th (Wright Bros. Anniversary) I did some high speed taxi runs on the runway to break in the brake pads. At the end of that day I decided it was ready to fly. All I needed now were some nice winds, which meant something other than the current crosswinds. The forecast for the morning of December 20th looked great. I got to the airport early and warmed the engine up in the hangar, called the tower on the phone to let them know what I was planning, and then pulled the plane out. I started to taxi out and the radio died. I substituted a hand held with headset jacks and started out again.

At the end of the runway with the checklist complete it was time to do it. I taxied onto the runway and started to add power slowly. She really started to accelerate and I could feel the controls tighten up in my hand. When I added back pressure the nose came up and she lifted off the ground. The climb performance was strong in the cold morning air and I leveled off at 2500' above the airport. After a couple of laps to verify all was working normally, I left the pattern for Lavon North just outside TKI's airport traffic area. I spent about 20 minutes getting familiar with the plane, doing some turns, slow flight, power off stalls and such. All the time trying to remember to monitor the engine. Since it was so cool, all the engine temps stayed comfortably in the green. Well, I couldn't think of anything else to do, so it was time to come back in. The landing went well with none of the wheels falling off and I



HEAR YE! HEAR YE!
If we have not received your dues you will no longer receive the newsletter...
Dues....

An illustration of a hand holding a quill pen, positioned at the bottom right of the text box.

taxied back in with a big ol' grin on my face. I want to thank all the chapter members who pitched in to lend a hand with this project. I would still be working in my garage if wasn't for all the help I received. I especially want to thank Gerhard Deffner for a tailor made BFR and our chapter flight advisor, Dick Stephens for helping me prepare for the first flight.

ed: ***Congratulations Tom !!***

Letter From Barry Ward

Barry flew his RV-6A from McKinney to France and now lives in Biscarrosse, France

Last year was quite a busy one for us in France. My son Anthony finished his International Baccalaureate which is the equivalent of a high school diploma. He has gone to University in England at Colchester which is just north east of London where he is studying Computer Engineering. Colchester is the oldest known town in the UK as the Romans built there over 2000 years ago. However changes have been made since then!

As Anthony had been in an International school near to Nice once he had finished we were free to move from the Cote d'Azur area which has become very crowded and not a pleasant place to live these days. We have moved to the west coast of France to a town called Biscarrosse which is 40 miles or so south of Bordeaux and on the Atlantic coast. We are in the process of preparing to build a house and hope to start the building permit phase next week. With a bit of luck the house should be completed by the end of this year.

We did about 80 hours flying last year with the main trip being to England for the PFA fly in at Kemble. This is the equivalent of EAA Oshkosh but on a much smaller scale with about 2000 planes arriving and the fly in lasting 4 days. Fortunately the weather was good but a bit too hot. Most of Europe has had the hottest summer since records were kept over 100 years or more. We (Anthony and I) have been a couple of times to Corsica and once to Italy. Corsica is part of France but is an island 100 N Miles south of Nice in the Mediterranean sea. When one goes from one country to another it is necessary to file a flight plan. However most of Europe has no customs requirements so one can take off and land at any airport. The main exception to all this is the UK where one has to go through customs although it is a very simple procedure. In fact in France the French customs often never show up. When we went to Kemble we landed at Alderney which is a small island in the English Channel which belongs to the UK. Hence we cleared customs there for the UK. The advantage of the channel island is that the fuel is tax free so it covers the cost of the landing fee and a bit more. With my wing tip tanks I can take on 56 gallons of fuel so that also is an advantage. We did the flight back from Kemble in the UK direct to Cannes which was about a 4 hour trip and 607 N Miles.

It has been decided by one of the RV folks here (RV8 builder and flyer) to run the first French RV fly in near to Bordeaux at the beginning of May. There are three of us in the area

with flying RVs out of a total of 12 in France. There are about 50 being built. It is hoped that people from all over Europe will come to this RV fly in and I know some from the UK plan to attend. We are going to see if there is any interest for a 5 day trip after the fly in to Corsica and back through the Alps. If there is I will be responsible for organizing the trip.

The weather has not been too good here since the New Year as although it is not too cold we have had a lot of rain. I hope as soon as I can get some Jeppesen charts to take a trip with my wife to Malaga in Spain as the weather should be a bit better down there.



On the issue of fuel prices it is about 1.25 Euro per liter. This works out at about 4.75 Euros per gallon. As the US \$ has fallen against the Euro to about 1.25 US\$ per Euro this makes about \$6 per gallon. Its a good job the RV is economical. I averaged just under 8.1 gallons per hour all of last year. With most of the flights being cross country

as the average flight time was over 1.2 hours. Apart from that insurance costs are about 1950 Euros per year and the present hangar is 130 euros per month.

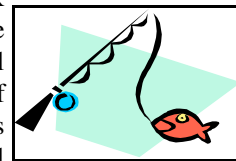
My new email address is barry.ward@wanadoo.fr
Take care for now and my best regards to all in chapter 1246.

Best Regards,
Barry

Fish-out and Fish Fry Dates Set

by Tom Mitchell

March 20th is the date planned for the Fish Fly-Out at Cedar Mills. Once again Tom Mitchell and Roy Matheny will be organizing the fishing activities, and the Ackerman's have volunteered again to cook all the fish we get to jump into the boat. The Fish Fry will be on April 24th at Pete Huff's hangar at TKI. If you'd like to join the rest of us in this year's fishing expedition, please email Tom@origtech.com or call Tom at 972-548-8488 by March 16th to reserve your front row seat. If you have a boat and/or extra fishing tackle, please give Tom that information when you email or call so that everyone who wants to fish will have a fishing rod and have a boat to sit on. We'll provide free drinks and snacks for all the 'hard-working' fishermen or women. This is not only a great way to support the EAA, it's just about, well almost definitely, one of the most relaxing ways to have fun that I can think of.



Informal Flyout to Norman, OK

by Susan Wilson

The informal fly out to Norman, OK on Jan 10th was well attended. Planes aplenty met in OK around noon and we ate lunch in the restaurant on the field. After good food and



aviation banter, we all left the restaurant and were met by a long white limousine. We couldn't resist and lined up for the photo next to the limo and the driver took our picture. (If you're ever in need of a limo in Norman, OK, call HNR Limo at 405-364-0493.) We all flew home, enjoying a beautiful unlimited VFR day.

Phillips 66 Aviation Helps EAA Fly One Million Young Eagles

From EAA eHotline

With its \$1-per-gallon rebates on Phillips 66 Aviation 100LL avgas, ConocoPhillips played a key role in EAA's achieving 1 million Young Eagles this past November, and says it will continue the program for the foreseeable future. "This program fits so well with ConocoPhillips leadership role in general aviation that we just wanted to continue to support young people gaining their first experience of flight," said Steven G. McCullough, ConocoPhillips General Aviation manager. "The EAA Young Eagles program introduces young people to the world of aviation at the same time it makes entire families aware of how important aviation is to their communities, their country and their world. This program is too important to discontinue." Since Phillips 66 Aviation officially joined the EAA program in 1994, about 3,500 pilots who used Phillips avgas flew an average of about 100 Young Eagles each, or 350,000 kids ages 8-17. For more information on the program, visit the ConocoPhillips website.

*A co-pilot is a knothead until
he spots opposite
traffic at 12 o'clock,
after which he's a goof-off for
not seeing it sooner..*

Cavanaugh Flight Museum

By Dick Flunker

With the low ceilings and threatening weather, it was a great day to have a drive-out to visit the Cavanaugh Flight Museum in Addison. The museum's Chief Pilot Aubrey Hair led 30+ chapter members through the museum provid-

ing interesting insight to the many aircraft on display. Many of the WWII aircraft are flown regularly and it was interesting to



note those that have combat history. In the maintenance hanger the chapter members were able to get up close. I overheard a member mention that he worked on several of



the types during his military career. As several of the members mentioned, Aubrey gets to fly these planes that many of us just dream about. Thank you Aubrey for a great tour.

Dues - Dues - Don't Forget The Dues...

It's time to pay your 2004 Chapter 1246 dues. Once again we have *reigned in inflation* and dues are still just \$20/year! Make checks payable to EAA Chapter 1246. Pay at a chapter meeting or mail to our treasurer, David Norman at 2216 Wisteria Way, McKinney, TX 75071.

January Board Meeting

The EAA Chapter 1246 monthly board meeting was held at the TKI terminal on January 15, 2004. Attending the meeting were Larry Spears, Calvin Coffey, David Norman, and Dick Flunker. Following are the minutes from the meeting.

1. Payment to Roy Matheny for storage of the chapter chairs/tables was approved.
2. The monthly newsletter will not be mailed to those that have not paid their dues after the February issue.
3. Upcoming meeting dates - Feb 12, March 11, April 8, May 13, June 10
4. Upcoming monthly programs:
 - February is David Cheek, the Sport of Soaring.
 - March is still open. Calvin has two candidates to contact.
 - April will be Jim Wilson, Aviation Photography.
 - Several other possibilities were discussed for later in the year.
5. Flyout Dates and destinations:
 - February 21 is Ardmore, with the backup plan to meet at TKI and drive to a local restraunt.
 - March 20 - Cedar Mills Fishout
 - April 24 - Fish Fry at TKI
 - May 15 - SWRFI - New Braunfels
 - June 19 - Poker Run
6. Tom Mitchell and Roy Matheny will coordinate the Fish out on March 20.
7. Pete Huff has volunteered the use of his hanger for the Fish Fry.
8. David Norman reviewed the chapter finances - all is well.

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Calendar of Events

(Items in **bold** are chapter events)

Feb 12	Chapter Meeting 7:00 PM CCCC, McKinney David Cheek - "The Sport of Soaring"
Feb 19	Officers Meeting 7:30 PM, TKI Terminal
Feb 21	Chapter Fly-Out - Ardmore 11:30 at ADM for Lunch
Mar 6	AYA South Central Grumman FlyIn Lancaster (LNC); 361-228-9008 www.aya.org/southcentral
Mar 6	EAA1347 Monthly BBQ, Lancaster (LNC), 10:00 AM - 1:00 PM
Mar 11	Chapter Meeting 7:00 PM CCCC, McKinney Dick Stephens - Flight Advisor
Mar 18	Officers Meeting 7:30 PM TKI Terminal
Mar 20	Chapter Fly-Out Fish-Out Cedar Mills (3T0) - Lake Texoma
Apr 8	Chapter Meeting 7:00 PM CCCC, McKinney Jim Wilson - Aviation Photography
Apr 13-19	EAA Sun 'N Fun, Lakeland (LAL) www.sun-n-fun.org
Apr 15	Officers Meeting 7:30 PM TKI Terminal
Apr 24	Fish Fry - TKI Pete Huff Hangar
May 1	Texas RV Flyin Mid-Way Regional (JWY) www.vansairforce.net/TEX/tex.htm
May 13	Chapter Meeting 7:00 PM CCCC, McKinney
May 14-15	SWRFI, New Braunfels (BAZ) www.swrfi.org

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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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Dave & Susan Wilson 972-359-0578
(Pilot Profiles)