

Experimental Aircraft Association Chapter 1246

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[www.EAA1246.org](http://www.EAA1246.org)

McKinney, Texas

January, 2008

**Upset Recovery– Dave Honaker**

**Collin County Community College**

**7:00 PM, Pike Hall**

**Collin County Community College, McKinney, Texas**

Thursday, January 17, 2008 -

In-Flight Emergencies:

Upset Recovery

### *Making the most of a bad attitude*

**H**ow many times have you accidentally been upside down? Never, for most of you. It is difficult to believe it could ever happen to you. But a little ice on the wings, a lot of wake turbulence from an airliner, winds tumbling across mountain ranges, an autopilot gone berserk-any of these could cause an unwelcome attitude.

Spins get their fair share of publicity, but this presentation is primarily about extreme attitudes not involving spins. On your back and headed down, for example. Extreme attitudes are ones involving more than 25 degrees of pitch up, or 10 degrees of pitch down, or more than 45 degrees of bank. For the inexperienced, the most confusing aspect of an extreme unusual attitude may involve heavier G-forces.

Instinctively, most pilots thrown on their back begin to pull on the elevator to keep the aircraft from going down. In a perfect world, pulling back equals up. But if the aircraft is already upside down, then it is easy to understand, sitting as you are in the comfort of your living room, that pulling plunges the aircraft towards the ground in a split-S maneuver. Pulling is also a mistake if the aircraft is not upside



down, but in a steep bank; it leads to an accelerated stall.

**D**ave Honaker, owner of Four Winds Aviation will describe what is involved in learning how to recover from unusual attitudes in your airplane. His company, Four Winds Aviation, located at Aero Country, McKinney, Texas, uses an aerobatic Super Decathlon and a Pitts S2B to provide a wide range of training to pilots wishing to learn more about upset recovery, as well as tailwheel instruction and aerobatics. Check out their website at: [Tail-wheel.com](http://Tail-wheel.com). Dave is also a simulator instructor at CAE SimuFlite, DFW airport.

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## House Aviation Subcommittee Names New Member

Sen. Kay Bailey Hutchison, R-Texas, has been named to succeed Sen. Trent Lott on the Senate Aviation Subcommittee. When longtime Sen. Trent Lott, R-Miss., announced last week that he will leave the Senate at year's end, that raised questions about what will happen next in the user-fee fight in Congress. Lott is the ranking member of the Senate Subcommittee on Aviation, where he has been a proponent of user fees. On Wednesday, Sen. Kay Bailey Hutchison, R-Texas, was named to serve as the new ranking member of the Subcommittee, and the National Business Aviation Association was glad to hear it. "The Senator is very knowledgeable on aviation issues and has an in-depth understanding of general aviation," said NBAA President and CEO Ed Bolen. "NBAA looks forward to working with Senator Hutchison and the other Subcommittee members to advance our aviation system, which is the world's largest, safest and most efficient." AOPA spokesman Chris Dancy said his organization is looking forward to working with Sen. Hutchison. "She voted with general aviation earlier this year on an important amendment that would have stripped user fees from the Senate's version of the FAA reauthorization bill," he told *AVweb*.

"AOPA is looking forward to the opportunity to work with her in her new role as ranking member of the aviation subcommittee." Hutchison's appointment will become official following Lott's retirement.



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## Getting Started In Aerobatics

By Mike Heuer

A lot of times, people will walk up at an aerobatic contest or air show and say, "You know, that really looks like fun and I really wish I could get into it, but I don't know where to start." There are probably a lot more who would like to take a shot at aerobatics but the very thought of leaving straight-and-level flight brings sweat to their palms, tense muscles to their wrists, and a change in coloration.

It's sometimes amazing what a few phone calls to local FBOs will produce. Quite a number have a Citabria or Cessna Aerobat tucked away in a corner. You may have to travel to get at one and to find an instructor who knows how to use it. Obviously, if an aircraft that's approved for aerobatics is an extinct species in your community, you must face the prospect of journeying to an aerobatic school that advertises in aviation publications. Actually, when you look across the country, there are quite a few to choose from. The International Aerobatic Club also maintains a list and this can be obtained, free of charge, by writing.

If distance is not a discouraging factor, you will want to check out items like the instructor's qualifications, the airplane used for training, and the cost and availability of both instructor and equipment. Write for information or invest in a phone call. Many of the 6,000 members of the International Aerobatic Club can help you, too.

No matter who you fly with, parachutes are required equipment when flying dual and should be required by any aerobatic school when flying solo. Few schools, however, permit solo flying for insurance reasons. The school you work with should have a designated training area. No matter where you fly, your minimum altitude for any maneuver should be 1,500 feet AGL.

If you have already logged a fair amount of straight-and-level time and you feel up to it, you might ask for a demonstration right off of the kind of maneuvers that will be encountered in your course of training. Make sure you have a good intercom or signal system and can indicate when you've had enough. Remember to tighten your thigh and stomach muscles when pulling positive Gs (this helps prevent blood from rushing to one end of your body.)

On the other hand, if you'd like to ease into the sport gradually, as most people would, you'll be content to build up a tolerance to the excitement. It comes on pretty fast anyway.

In most cases, aerobatic instructors will try to determine your skill with some fairly simple but revealing activity, like steep turns, Dutch rolls, or lazy eights.

Maintaining altitude and allowing for wind are just as important as achieving and holding the angle of bank.

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Again, we are talking aircraft control.

Within the first hour you should also be introduced to or asked to review chandelles and wingovers. Neither are very demanding exercises, but doing them correctly requires coordination, judgment, planning and an understanding of what your control surfaces are doing.

From that point on it becomes a matter of instructor's preference. Some will get into spins, some might go to rolls, others will introduce you to loops.

Those first few hours will demand tremendous concentration and probably leave you feeling quite tired. It takes a while to build up stamina. Learning to relax, while hanging upside down in a slow roll, may require some conscious effort. The point is, every day you fly aerobatics, whether it's your first encounter or your thousandth, you'll be learning, perfecting, reaching, and enjoying the experience. In a sense, it's like skiing or figure skating, where you first have to learn to stand up, then move, turn, stop, and eventually leap. The more you learn, the more demanding the sport becomes and the more you can enjoy a sense of accomplishment. Ask a gold medalist if it's worth the effort.

Your instructor will tell you when you're ready for solo aerobatics and you'll be told what your limits are. At some point you should start putting maneuvers together, watching your entry speed and altitude for each one. Do two loops in a row or fly a loop followed by a roll. When you reach the point that you can put a spin-loop-roll sequence together and fly it with reasonable control, you are eligible for the first of ten Achievement Awards issued by the International Aerobatic Club. The Basic patch should be within reach after a couple week-ends of practice. Over 3,000 pilots have already earned Achievement Awards.

If you keep going and decide you'd like to measure your talents against some other people, IAC sanctions over 50 aerobatic contests around the country every year. There are five levels of competition: Basic, Sportsman, Intermediate, Advanced, and Unlimited. There are also categories for glider aerobatics. These are explained elsewhere in this brochure. The most popular level is Sportsman and a lot of pilots use rented or borrowed aircraft in this category. While it's a seriously competitive sport, nearly everyone who shows up for a contest enjoys the esprit that develops so quickly at the contest sites. A calendar of events around the world is carried in SPORT AEROBATICS magazine, the official monthly publication of IAC.

Aerobatic instruction and aerobatic aircraft are not cheap, but if you can muster the means and handle the thrills, the art and sport of aerobatics are hard to beat. Aerobatics will improve your proficiency and make you a better pilot.

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## American Legend Aircraft Company To Host Fabric Piper Restoration Seminar Featuring Clyde Smith Jr

American Legend Aircraft Company announced today the company will host a 3-day seminar with Clyde Smith Jr., fabric aircraft restoration expert. Smith is well known in the classic Piper aircraft industry. He has dedicated his time to preserving the art of building and restoring fabric covered aircraft.

Dates for the seminar are February 22-24, 2008. American Legend Aircraft Company will host and sponsor the event at the factory in Sulphur Springs, Texas (KSLR). The 3-day event will be held in conjunction with the company's KwikBild program. KwikBild is a builder-assist instructional program for customers who elect to fabricate their Texas Sport kit aircraft at the factory. Builders of any aircraft are encouraged to attend the seminar.

Clyde Smith Jr. is a member of the American Legend Advisory Board. In this role, Smith provides direction and advice on the manufacture of the Legend Cub--a light-sport certified design based on the classic Piper J-3 and PA-11. In addition, Smith has contributed technical assistance to builders in the manufacture of their Texas Sport kitbuilt aircraft. Texas Sport Aircraft Company ([www.txsport.aero](http://www.txsport.aero)) was formed to market the kit-built Texas Sport, a design based on the Legend Cub.

Smith is duly known in aviation circles as "The Cub Doctor." He presently serves as an advisor and author for the Cub Club ([www.cubclub.org](http://www.cubclub.org)) having given countless seminars on aircraft restoration. Smith is a 19-year veteran of Piper Aircraft Corporation where he served in such capacities as engineering drafting, technical writing, technical instruction, product support, and Super Cub kit program creator.

Clyde Smith Jr. commented on the upcoming session, "I have been restoring aircraft, often working one-on-one with owners and restorers, for nearly 30 years now. In recent years, I have put my restoration work aside to conduct regional training sessions and work with small groups. I look forward to the event at American Legend. The company has a world class manufacturing operation and employs many talented aircraft builders." He concluded, "It is my goal to preserve the past for the future, and pass this information on, so that these fine aircraft may be preserved, maintained, and enjoyed well into the future."

American Legend Aircraft Company manufactures the Legend Cub, Legend FloatCub, Legend Combat, and Legend Cub Special--all FAA-certified aircraft for sport, recreation and training. The Legend Cub is the most popular American-manufactured light-sport aircraft. It can be flown with the privileges of Sport Pilot rules. An array of options available on the Legend Cub allows customers to specify their aircraft uniquely matched to their individual personality. The timeless design, all-modern Legend Cub will propel your dreams of outdoor adventure.

Cost of the seminar is \$380; a \$50 reservation/deposit is re-

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quired. For further information and to reserve a spot, contact American Legend Aircraft Company at 1810 Piper Lane, Sulphur Springs, Texas 75482; call 903-885-7000; or log on to [www.legend.aero](http://www.legend.aero).

Additional information can be found at [www.cubdoctor.com](http://www.cubdoctor.com).

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## Dream It, Build It, Fly It

The world of homebuilt aircraft — officially known in the United States as Experimental Amateur-Built Aircraft — has existed as long as powered flight. One could say, in fact, that the Wright brothers were the first homebuilders, since they never relied on a factory to construct their airplanes. They, like the homebuilders of today, used their own abilities and craftsmanship to construct a safe and efficient flying machine.

Today, tens of thousands of homebuilt aircraft fly throughout the world. A significant number of homebuilt aircraft have flown around the globe and one, the *Voyager* in 1986, was the first airplane ever to fly around the world non-stop on a single tank of fuel.

EAA was founded in 1953 by a group of airplane enthusiasts mostly comprised of airplane builders, although anyone with an aviation interest has always been welcome in the organization. EAA has been the organization of record as the homebuilt movement moved from simple, one-place tube-and-fabric airplanes 50 years ago to today's wide spectrum of aircraft that feature plans- and kit-built models. No matter the airplane project, one thing remains constant — homebuilt aircraft provide a path where nearly anyone can pursue their personal dream of flight.



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## MINUTES

**EAA Chapter 1246**

**Officer's Meeting**

**November 7, 2007**

**7:30 p.m.**

### Christmas Party Plans

**Details have been arranged**

**Projector being sought**

### Future speakers

**January will be Upset Training – Dave Honaker**

**February will be Geology from the air**

### Calendar Updates

**No December Officer's Meeting**

### Status of finances

**We remain solvent**

### Reimbursements

**All reimbursements were made**

### Newsletter

**Articles welcome**

### Web site discussed

### Other

**AOPA offers new safety courses**

**January fly-out to Stevensville KSEP**

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*What is the cause of most aviation accidents?*

Usually it is because someone does too much too soon, followed very quickly by too little too late.

*Steve Wilson, NTSB investigator, Oshkosh, WI, August, 1996.*

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There is no problem so complex that it cannot simply be blamed on the pilot.— *Dr Earl Weiner*

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## Calendar of Events

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

**Jan 16 EAA Chapter 1246 Officers Meeting**

7:30p Cutter Aviation, TKI. Everyone welcome

**Jan 17 EAA Chapter 1246 General Meeting**

7:00 Pike Hall Collin County Community College. Dave Honaker, Upset Recovery.

**Jan 19 EAA Chapter 1246 Fly Out**

Stephenville KSEP

**Feb 14 EAA Chapter 1246 General Meeting**

7:00p Pike Hall Collin County Community College, Aileen Duc, Geology Rocks!

**Feb 20 EAA Chapter 1246 Officers Meeting**

7:30 pm Cutter Aviation, TKI Everyone welcome.

*North Texas Flying Club*

Garry Ackerman  
 972/867-8713  
 gack@dallas.net

McKinney Airport (TKI)

www.ntxfc.com

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January 2008

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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.  
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:**

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