EAA Chapter 1246 McKinney, Texas

# Tail Wind Times

Experimental Aircraft Association Chapter 1246 McKinney, Texas
Volume 9, Issue 6 www.EAA1246.org June, 2007

## Collision Avoidance

## Collin County Community College

## 7:00 PM, Pike Hall

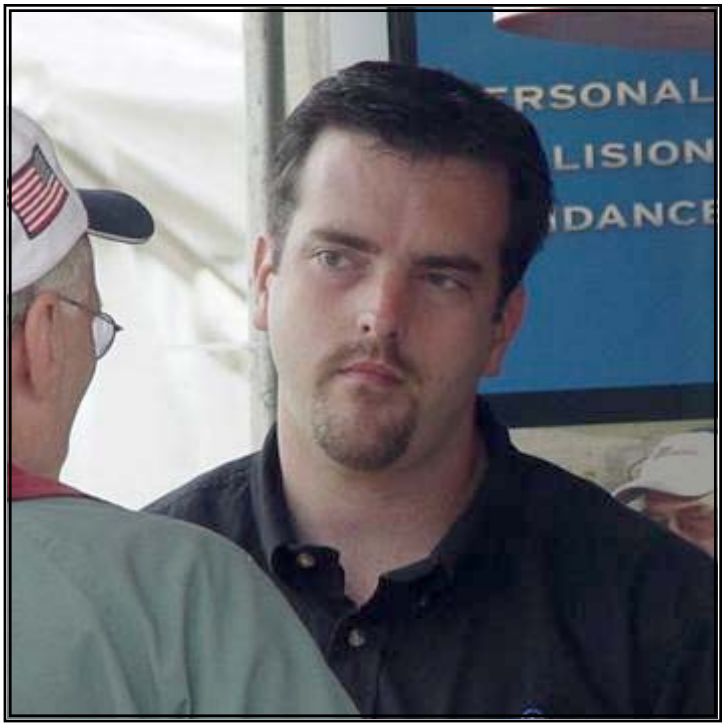
## Collin County Community College, McKinney, Texas

### Jason Clemens

**CEO of Zaon Flight Systems, Inc. will speak about aircraft collision avoidance products and technologies.**

**PCAS, which stands for Portable Collision Avoidance System, is a trademark of Zaon Flight Systems for technology similar in function to TCAS (Traffic and Collision Avoidance System). TCAS is the industry standard for commercial collision avoidance systems. The original PCAS technology was developed in 1999. Now, the MRX/XRX line of collision avoidance systems incorporates the fourth generation of PCAS technology. Through this technology, transponder-equipped aircraft are detected and ranged, and the altitude is decoded. PCAS G4 technology has advanced to the point that highly accurate range, relative altitude, and quadrant direction can be accurately detected in a portable, all-in-one cockpit device.**

**Be sure and join us for this outstanding and informative meeting!**

**Jason Clemens has over a decade of experience working in product design, marketing, art direction, web-based, Windows-based applications, and database programming, and mechanical engineering. His background also includes FAA program development and corporate liaison. Mr. Clemens founded SureCheck Aviation, Inc. in 1997, and Zaon Flight Systems in 2005. Mr. Clemens is also a private pilot.**

# 2007 Poker Run

*By Tim Smith*

**Our 2007 Poker run was a rain or shine event, and fortunately we got SHINED on this year! Despite an iffy forecast in the morning. Clearing skies brought out plenty of attendees for our 9th annual event.**

**James and Sandy Redmon did an excellent job coordinating the event this year. The clue sheets had everyone ponderin' for a little while and checking the charts to make sure they were heading in the right direction!**

**This years prizes were supplied by Cutter Aviation, Wicks Aircraft, Sporty's Pilot Shop, Trade-a-plane, Wag-Aero, and AOPA. We would like to extend a special thank you to Cutter Aviation for donating their hanger space to house the event.**

**Our intrepid dealers got their safety briefing and destinations, then departed to man the checkpoints at 0900. The course was approximately 120 nm and included Denton, Decatur, Gainseville, and Grayson County, then back to Collin County Regional. Over 60 hands of poker were played as all of our contestants safely traversed the course.**

**A special thanks was in order to Russ Henson and his son Tyler for manning the grills and keeping up with the demand for hamburgers and hotdogs for the hungry participants.**

**Chuck Roberts took First Place with a Full House.**

**We're sure he'll find a good use for the 50 gallons of Avgas donated by Cutter Aviation!**

**Brendon Goss took Second Place with a natural flush!**

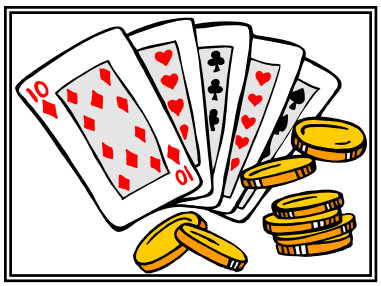
**Kenzie took home the Youngest Player Award. She checked in at 4 years old. Watch out Dad! She might make this a habit!**

**Ann Seymour was our Third Place winner with 3 Aces.**

**Our EAA visitors from Lufkin Texas were awarded the long distance award. Thanks for coming! Hope to see you next year!**

**And Last but not Least, Jeff Ferarro was awarded the prize for Worst Hand with an 8 high!**

**This years event was a huge success! We hope to see all of you again next year for EAA Chapter 1246's 10th Annual Poker Run!**



## Website of the Month

If you do not already have this web site marked as one of your favorites, you should do so now. Go to http://faasafety.gov/ and click on "Learning Center."

Then, click on "Pilots Resources" (in the left column). This takes you to a gold mine of resources and other links dealing with virtually every aspect of flying.

Although the web site has many other areas worth exploring, including the "Aviation Learning Center," with its Online Courses and Learning Center Library, the Pilots Resources page is my favorite. It takes you to pages like http://www.faa.gov/pilots/ where manuals, handbooks, and all manner of information for pilots are available. Check it out."

## Planes of Fame

## N350TX

*By Dave Bertram*

I am the proud owner of Velocity N350TX. I received my kit in November of 1999 and began the never ending job of building. As you all know you never seem to finish the project as there is always something to do or redo. My first flight was on Thanksgiving of 2004. My first major problem to overcome was keeping that big Chevy V-8 cool. As a result of over-heating I burned two pistons and eventually (after an off runway landing) replaced the engine. My new V-8 runs cool with my newly designed belly scoop.

In the cockpit I have a Blue Mountain EFIS One and an EFIS Lite. This gives me a moving map and lots of engine instruments. I also have an autopilot and hope to add XM weather in the near future.

The performance of my Velocity is really great. I get around 400hp on take off with lots of torque for cruise. I run a constant speed MT prop which lets the V-8 cruise at 4000rpm and 200kts true if I don't worry about the fuel burn. If I back off to a 180kt cruise, I can get my fuel burn to about 15gph. This makes it a nice cross- country machine. However one of the special features of the V-8 is the distinct sound it makes especially on take-off. Even at cruise my wife knows I am flying in the area by the sound of the big V-8.

My thanks to my wife Nita and all my friends at the MOHA, who have helped and supported me in this building experience.

## Congratulations!

Our Chapter 1246 Website has placed in the top 5 chapter websites this year! We will bring more details after the awards at Oshkosh! Thank you for your dedication and hard work!

**Well Done, Jim Smith!**

# How to Make Successful Landings: Part 2

*By Wayne Fisher, EAA #0529247*

In the first article we presented some of the key points and suggestions related to successful landings in general. This article will deal with the specifics to successful landings in a tricycle gear airplane.

It turns out there is nothing different about the approach, when it comes to tricycle gear airplanes and tail-wheel or conventional gear airplanes. (From now on the terms tail-wheel or conventional gear will be used interchangeably throughout this article.) Differences in technique do begin to show up after the final approach, when it comes to tricycle gear airplanes and tail-wheel airplanes. The things specific to tricycle gear airplanes deal with that small window of the flare to a landing and the rollout.

The first difference we will consider is W & B (Weight and Balance) of a tricycle gear airplane in relation to the placement of the landing gear. It is important to note that we are not talking about W & B as it relates to an airplane in flight but rather as it relates to the position of the main landing gear in relation to the CG (Center of Gravity) when on the runway. In tricycle gear airplanes the CG is well forward of the main landing gear. This helps stabilize the landing roll making the rollout much easier for the pilot of a tricycle gear airplane. Part of the popularity of tricycle gear airplanes over conventional gear airplanes is that they have easier ground handling qualities.

The tricycle gear design results in a landing roll phase that is somewhat easier than a conventional gear airplane, and much easier in a crosswind, because of the stabilizing effect of the forward CG in relation to the main landing gear. However, a pilot by no means should become complacent when it comes to the landing rollout. Good practices to help avoid complacency is landing on the centerline and staying on it throughout the landing roll. Another good practice to help avoid complacence would be to always plan to land on the same spot. The most common practice is the top of the numbers, or the second set of landing lights in the case of a grass runway. This is a standard required for the check ride and should never be departed from.

Another consideration influencing tricycle gear landing technique is the fact that the nose wheel is well forward of the firewall, usually in an area just under the engine. This makes it difficult to strengthen supports to the nose gear compared to that of the mains. Pilots of tricycle gear airplanes must, therefore, be conscious in their landing technique to protect the nose gear at all times.

The weaker nose wheel support situation means that a tricycle gear airplane should always be landed in a full stall, nose high configuration. A lot more could be said on this, and previously mentioned topics, but much is made of these points during ground instruction, during initial training. These points are sometimes mentioned during refresher courses and Flight Reviews so little more will be mentioned about W & B, etc. issues here.

The final point we will discuss pertains to the effects of cross winds and how to have successful landings in spite of this condition. We've all heard the horror stories about cross-winds and conventional gear airplanes but the statistics about loss of control after landing accidents, especially adding gusty wind conditions, surprisingly applies to tricycle gear as well as conventional gear airplanes. The point is, tricycle gear airplanes are not immune to this type of accident.

There are factors related to the airplane and there are factors related to the pilot. First, related to the airplane, manufacturers publish crosswind limitations in the POH/AFM. The maximum crosswind limitation for an airplane is arrived at by determining how much crosswind will be required for maximum control inputs. A Wind Component Chart is usually provided to determine crosswind and head-wind components. We'll not go into the meaning or theory of the Wind Component Chart here or how to read the Chart, but you are encouraged to study this topic. Perhaps we'll consider it, and other charts, in another article at a later date.

Second, related to the pilot, are a number of factors that effect successful landings in crosswind conditions and more specifically the proper techniques that will result in successful crosswind landings.

Let's begin by presenting some general issues. The reference to general issues means that they are matters that deal with all components of the crosswind landing or are a factor in more than one component. Probably the most crucial general point would be to fly the airplane clear through the landing. Or, in other words, "stay with the airplane" all the way to the turn off to the taxiway. This may seem obvious but one of the most common mistakes pilots make is to relax or mentally quit flying the airplane once it touches the runway. Not a good idea! That's exactly when, and partially why, the loss of control after landing accidents occur.

Another general issue is landing on the centerline and staying on it throughout the landing roll all the way to the turn off to the taxiway. There are far too many pilots who aren't even conscious of whether they are landing on the centerline and/or staying on it throughout the landing roll. Think about your landings. Are you conscious of whether you land on the centerline? Re-applying a previous issue, it's very easy to get complacent about this matter. It has been suggested that this standard could be disregarded in the case of a crosswind by landing on one side of the runway and crossing to the other side during the landing roll to reduce the angle of the crosswind. It turns out the benefit of this technique to reduce the angle of the crosswind is very little compared to the risk of operating near the edges of the runway. The only pilots that have an excuse about not landing on the centerline are those that operate from a grass strip, however, even then a good consistent placement on the center of the most worn grassy area, and staying there is a good measure of a successful centerline landing.

Now let's present some of the specific issues related to a successful crosswind landing. First, let's consider the proper technique when on final approach. There are two schools of thought here and it really depends on the proficiency and preference of the pilot. One technique is to establish the crosswind configuration of the airplane (forward slip) soon after turning final, that is, upwind wing down enough to hold the airplane on the centerline and enough rudder to keep the airplane in line with the flight path. The other technique is to hold the aircraft on the centerline down final but in a crab. Then as the flare begins the pilot "kicks" the airplane into a forward slip just prior to touch down. This later technique takes less work but requires more skill and proficiency. The former takes more work because the airplane must be held in a forward slip for a longer time but it does allow the pilot to get used to the forward slip configuration prior to touch down.

The forward slip should be held such that a tricycle gear airplane is landed on one main wheel, the upwind main, first. After touch down, the forward slip must be held all the through the landing roll. Obviously, there's no forward slip once the airplane touches down but the upwind aileron still needs to be held up into the wind on the landing roll to avoid the crosswind from picking up the wing.

Finally, things happen fast enough in a landing but happen even faster, and increase in complexity, when there's a crosswind, that's why pilots need to fly the airplane all the way through the landing.

Following these pointers, and with practice, a pilot will be able to handle a significant crosswind and still land successfully, and more importantly, safely.


Wayne Fisher, EAA #0529247, is a recent new member of Chapter 1246. He is a CFII with single engine and multiengine instructor ratings. He has 3,000 hours total time, which includes over 600 hours of instruction. He moved to McKinney, TX one year ago after a lengthy career as a K12 public school educator in Nebraska. He spent the last 20 years working with the Nebraska Dept. of Education as an Instructional Technologist. His primary area of expertise was the Internet. A medical condition has forced early retirement.

**In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks.**

***— Wilbur Wright in a letter to his father, September 1900***

# EAA Chapter 1246

# Minutes of the

# Officers Meeting

# June 20, 2007

The officers meeting was held at Cutter Aviation, McKinney Tx. At 1930.

The following officers were in attendance. Bob Rogers, Andy Cowan, James Redmon, Russ Henson, with volunteers Jim Smith, and Tim Smith.

The following items were discussed.

Poker Run Planning:

James Redmon is the coordinator and gave the report on preparations and remaining items to be done. All preparations are now made for a successful outcome for this months Poker Run.

Future Speakers/Programs:

Bob Rogers gave an update on the next few months of Speakers, and entertained suggestions on further planning of the chapter meetings.

July: Collision Avoidance with Jason Clemens of Zaon Flight Systems, Inc.

August: Frontiers of Flight Museum

September: ?

Christmas Party dates and reservations were discussed.

Fly Out for July shall be the Lufkin Fajita Fly-in on July 14th. The August 18th fly out will be to Stephenville, KSEP

The Chili Cook-off has been rescheduled for September 22, due to airport closures.

Andy Cowan gave the status report of chapter finances. Meeting Room rentals and Reimbursements were taken care of.

Newsletter status and Website were discussed.

Dues adjustments were discussed. When new members apply after September, their dues shall be applied to the following year, and the Oct-Dec period shall be free of dues.

Making a cell phone/contact list for our members attending Oshkosh was discussed.

# Calendar of Events

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

**July 12** **EAA Chapter 1246 General Meeting**

**7:00p** Pike Hall, Collin Co. Community College

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**July 14** **EAA Chapter 1246 Fly Out**

Fajita fly-in, Lufkin, Tx. Angelina Co. KLFK. Sponsored by Airport and EAA Chapter 1219

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**July 18** **EAA Chapter 1246 Officers Meeting**

**7:30p.** Cutter Aviation. All are welcome.

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July 23-29 Oshkosh, WI.

EAA AirVenture 2007

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**Aug 9** **EAA Chapter 1246 General Meeting**

**7:00p** Pike Hall, Collin Co. Community College

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**Aug 15** **EAA Chapter 1246 Officers Meeting**

**7:30p.** Cutter Aviation. All are welcome.

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**Aug 18** **EAA Chapter 1246 Fly Out**

Stephenville KSEP. Hard Eight Pit BBQ.

July 2007

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2250 Purdue Drive
Lucas, Texas
75002

## 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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|---|---|
| Bob Rogers (President) President@EAA1246.org | 972-761-2280 |
| James Redmon (Vice President) VicePres@EAA1246.org | 972-335-9474 |
| Russ Henson (Secretary) Secretary@EAA1246.org | 972-335-0516 |
| Sue Cowan (Treasurer) Treasurer@EAA1246.org | 972-549-1030 |

**Chapter Volunteers:**

| | |
|---|---|
| Timothy Smith (Newsltr) scooterpilot028@yahoo.com | 972-679-0674 |
| 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 (Fly-Out Co-ordinator / webmaster) | 214-906-7701 |