



# Tail Wind Times

Experimental Aircraft Association Chapter 1246

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www.EAA1246.org

McKinney, Texas

June, 2005



## Jay Miller Aircraft Photography

Jay Miller is chairman of the International Association for Aviation Photography and will talk about aircraft photography. Jay will bring along some interesting equipment and a batch of airplane slides. More info about Jay Miller on page 2. The meeting is:

**June 9, 7:00 PM, Pike Hall,  
Collin County Community College,  
McKinney, Texas**

## Flying Tiger

By Jeff Ferraro

I always figured I'd own an airplane...someday. Someday came a little sooner than planned when N28745's longtime



owner ordered a new Cirrus in 2003. Wanting to see his 1978 Tiger go to a good home, Bob approached me about buying the Tiger. I'm not sure what my initial response was, but my instinct surely said "no way - why do you need an airplane, how will you afford an airplane, when will you have time for an airplane, etc., etc." Besides, it wasn't someday yet. Of course, the wheels started turning and less rational thoughts soon prevailed.

I began researching an airplane I knew relatively little about,

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## 7th Annual Poker Run

June 18th

By Thomas Mitchell

Everyone that can beg, borrow, or steal—well not actually steal—an airplane, it's time to test your luck and your flying prowess in the **EAA Chapter 1246 7th Annual Poker Run** hosted by **WingsPoint Aviation**. For those of you who have never participated in a poker run,



it's a game that combines both flying skill and pure luck. Each hand costs just \$5.00, and the players with the highest poker hands can win some great prizes: 50 gallons of gas from WingsPoint, \$50 worth of tools, a \$25 gift certificate from Aircraft Spruce, a Tote Bag full of cool stuff, two subscriptions to Trade-A-Plane, or no less than 8 instant prizes. Don't be discouraged because even if you are one of the few players not lucky enough to win one of those great prizes, you still get to enjoy a free lunch. It's a win-win proposition, no matter how you look at it. At 12:30, just as you're winding down after an exciting morning of flying and playing poker, all the players can meet and compare winning or losing strategies

*(Continued on page 4)*

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## Member Profile - Patti Morris

Submitted by Sue Cowan



Patti Morris

**Place of Birth:** Las Vegas, NV  
**Family:** Husband of 28 yrs: Ken, Daughter: Alana 26, Son: Michael, 19 (college student)

**Occupation:** Accounting/Office Mgr. for our healthcare software company.

**If I had the perfect job, I'd be a Fashion Designer.**

**I fly/build:** Ken is building an RV-

7A - getting close to completion - just started up the engine for the first time on 5/15. I've helped some along the way, doing a little bucking while he rivets, but mostly stuff like sweeping the hangar and trying to organize the infinite number of parts, tools, etc. Problem is, after I "organize" he can't find anything. Neither of us are licensed pilots - yet. We've both attended ground school but haven't taken the written test ...it's on our "to do" list. Ken plans to take his practical instruction in our plane once the hours have been flown off. He had assigned me the job of making the seats and side panels, so I bought a set of Van's foam seat forms, two skins of leather and a leather industrial sewing machine off Ebay. But we recently made the decision to buy the whole works from Classic Aero Designs. They just looked so good and come complete with stick boot covers, booster cushions, contoured side panels, carpet etc. for a complete snap/velcro-in interior finish. Yes, I guess you could say I took the easy way out!

**I became interested in aviation because:** I've always loved watching planes of all kinds take off and land, but never really thought about becoming a pilot myself. Ken first brought up the whole subject of building a plane and becoming a pilot (in that order) a few years ago. I've learned one thing in all our years together - if he says he's going to do something he's going to do it! Lucky for me, the things he has decided to do so far have been good things!

**My favorite place to eat is:** La Tertulia Restaurant on Aqua Fria St. in Santa Fe - Ken took me there on our first date when we were seniors in college. Great food, atmosphere and killer margaritas!

**If I had a month off, I'd** travel all over Europe visiting all the castles, cathedrals, art museums, outdoor cafes, pubs, and of course do lots of shopping!

**If money was no problem, I'd buy** beautiful old mansions to restore to their original beauty and open up as bed & breakfasts, then travel from one to the next - staying as a guest. And I'd buy Ken a Lancair like the one we saw at a fly-in near Waco - I think he'd like that.

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## June Meeting Speaker

### Jay Miller



Jay Miller is 57 years old, married to a princess, has two terrific daughters, and writes about and photographs airplanes for a living. He is the past Director of Vulcan Warbirds (the Paul Allen collection), the past Director of the American Airlines C. R. Smith Museum, and the past President of Aerofax, Inc., an aviation book publishing company. He is the author of 33 aviation books and well

over a thousand magazine articles. He works with the television and movie industries, enjoys nature photography for relaxation, and is a serious collector of aviation books, magazines, photographs, and aviation memorabilia.

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**The last book I read was:** A Royal Duty

**My favorite all time book/movie is:** Far and Away

**My greatest aviation experience was:** I remember the scariest...back in college some friends and I were heading home to Albuquerque in a 4-place Cessna on a Sunday afternoon after a weekend trip to the lake...we were about 90 miles south of town, headed north, and ahead of us was an enormous mass of dark rain clouds (the term "supercell" comes to mind). The pilot (freshly licensed and relatively inexperienced) had to make an off-field landing in a dirt field due to high crosswinds and only one runway (wrong direction apparently) at the Socorro airport. I was petrified and, needless to say, I kissed the ground (dirt and all) when I got off that plane! We waited out the storm as it moved through during the night, and made it home safely the next morning.

**The thing people don't know about me is:** I have always driven faster than I should. Guess I like the feeling of acceleration. I'll get my fill of that when we start taking off in the RV!! I also like to go upside down. Not sure I want to do that in a plane though!

**I'd like to be remembered as:** An honest, dependable and loyal friend, loving wife and mother (maybe grandma someday).

*Ed. Patti is the Chapter 1246 Treasurer*



**Timothy Smith**

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(Continued from page 1)

### Flying Tiger

save the fact it was faster than a Pacer from watching it fly by once or twice. Research showed it was fairly fast (135kt) for a simple configuration (fixed pitch, fixed gear), fairly economical (180hp), fairly capable (900lb useful), had no significant maintenance issues, and a loyal following. Flying N28745 showed it to have all that plus great visibility, responsive controls, and the potential to be a great IFR trainer. I became an airplane owner in October 2003.

Little did I know it would be over a year later before I'd be flying my new toy regularly! Dad and I had flown it a couple times, even proved our skills under the watchful eye of an instructor for our biennial flight reviews that December. I'd already started lurking on the



Grumman Gang – an internet listserv for the Grumman guru's (and the Grumman know-it-alls). Rumbblings regarding cracks in the tail supports of Tigers had begun, and a Special Airworthiness Information Bulletin was published directing inspection of said supports. Simple check and we'd be done, right? No. N28745 had cracks just like the bulletin's pictures. Great.

Buyers remorse? Ok, not really, or not for long – the real Grumman Gurus are at Fletcher Aviation in Houston, and with their directions and materials, the Tiger's tail had come off, been cleaned, repaired, and reassembled.

I flew a couple more times, and then decided to tackle the couple of 'TLC' items lurking. There was nothing *wrong* with N28745, but new owners have grand schemes to make things better (same thing seems to apply to houses, ugh)! The Tiger's glass was 27-year old original – and was great for IFR training in bright sunlight, but unfortunately stayed that way when you didn't want to practice IFR. The panel was decently equipped, if a generation old, but needed to be cleaned up and reorganized. The prop had an annoying placard forbidding operation in the handy 1700-2200rpm range used for descending and approaches, looked to have been filed excessively on one end, and had a recurring AD. There were wheelpants with the airplane, but they were missing many of the mounting brackets needed to become one with the airframe (tigers have the most over-designed wheelpants you'll ever see).

So it began in January 2004...just going to do these quick improvements, get back in the air, and enjoy flying. After all, this wasn't a "project" airplane or anything. We removed the interior, all of the glass, the drooping headliner, the entire panel, the brakes, and probably some other things I'm forgetting. We removed a 1980's loran, moved radios, rebuilt hazy gauges, rewired things, installed an intercom, added a CHT/EGT, OAT, and replaced the throttle cable. All placards were replaced, the glare shield was re-covered, and the new overlays for the panel were painted a nice gray to match the

interior. We stripped the headliner of the foam the interior shop had installed, as well as the original and rotted foam underneath that. On our second attempt and after a search for just the right color vinyl, the headliner was installed and looked pretty good! The interior was in good shape, and the few soiled spots cleaned up great with carburetor cleaner (no, I haven't tried doing laundry this way – yet).

Some poor Cheetah gave it's life after a bad landing – we were lucky recipients of the elusive Grumman wheelpant brackets, kind of like an organ donor! This was to be a simple task, too – the wheelpants were already white from the plane's paintjob a few years ago, so we'd install the hardware, touch them up, and be ready to go. Wrong. 40 rivets, nutplates, fiberglass repairs, etc. later and the wheelpants looked like they were from the wrecked cheetah. And just painting them white wouldn't do – we had to stripe them, inside and out, to match the airplane. Oh yeah, had to take that strange nosegear out too, not only to make it pretty again, but to make sure it didn't notoriously seize in the torque tube. Then a new boot and shock absorbers would be necessary while it's out, right? Sure. The nifty piece of triangle rubber behind the nose strut is back in place, too, generating that extra knot.

The green tint glass in a pile on the floor, we finally were faced with installing glass. We started with the side windows. Cleanup of the frames was took the most time, installing the glass really wasn't that bad. The windshield is an imposing task – you have to rig it, trim it, drill it, and bond it to the canopy bow with silicone before installing it. Strange. Ok, so we did the glue part twice, too - we just wanted to become experts.

From tail to firewall, we'd gone through the Tiger. We skipped that thing between the prop and firewall (for now), and I became the only one in my class to get a propeller as a graduation present. January 2005, the tiger flew again. Ok, so maybe grad school and that pesky job thing relegated the tiger to get attention only once or twice a week, but it was still more than we bargained for. Well,



maybe more than we cared to admit to ourselves.

I guess I hadn't thought about it much, so it's a bit of a shock when strangers come by and say "that's a *nice* tiger." Well, I guess it is! It was a lot of work, but it was worth it, I learned a lot, and it was a lot of fun. I can also say we did it ourselves. By we, you'll know that the other half is my chief mechanic and partner in (airport) crime – thanks, Dad!



# Winnsboro Flyout

By Dick Flunker

Excellent turnout! Great reception by Winnsboro!! 14 planes and 26 chapter members made it to Winnsboro for the May 21 flyout. With President Susan Wilson's excellent planning, we arrived at 10 AM – just a bit ahead of the 97



degree temperature and high humidity.

Several of the city officials greeted the arriving aircraft, took some pictures, and then provided their private vehicles and the new airport courtesy car to get everyone to Shirley's Kountry Kitchen for lunch/brunch. Shirley's had the meeting room waiting for us and we were all able to sit around the very large table. Everyone received a Winnsboro pin and Winnsboro travel brochures.



Fuel was \$2.60/gal, so several of the aircraft topped off before the return trip.



Thank you Winnsboro for the wonderful hospitality. All the flyout folks had a great time!



(Continued from page 1)

## Poker Run

over lunch in the WingsPoint Hanger right next to the FBO. For those of you who have never participated, the game goes like this. Registration is at Collin County Regional Airport (TKI) at the WingsPoint FBO lobby from 9:00 am to 9:30 am, Saturday, June 18<sup>th</sup>. At that time, you will select the deck number(s) from which you will draw your cards, and you'll pick up an airport clue sheet. You will then fly to 4 other airports, as directed by the airport clue sheet. At each airport, you will find a friendly EAA Chapter 1246 dealer. He/she will allow you to select a card from your deck number. After you select the card, they'll staple the card to your play sheet. The cards cannot be removed from the play sheet. After you have collected a card at each airport, you'll return to TKI for your final card. For all returning pilots, this year we've added a few new wrinkles. If you get back to McKinney with a hand full of nothing, you'll have a chance to improve your luck because each player will be able to buy—at \$2.00 each—up to 5 replacement cards. We've also inserted a few instant winner cards into each deck. The pilot or passenger who is lucky enough to select an instant winner card at the 4 outlying airports will receive a prize right there and then from the dealer.

You may play more than one hand for yourself, and you may play hands for others. So, if you know someone who cannot fly that day, you may play for him or her. Just fill out a play sheet in their name and go. A pilot can take as many cards as his plane can carry, but only pilots and their passengers will be eligible to win the instant prizes.

WingsPoint line crew will direct aircraft parking on the ramp in front of the FBO before and after the poker run, and WingsPoint Aviation will offer a 30 cent discount on gas to all participants flying in the event.

Lunch will be provided by WingsPoint and will be held at the large WingsPoint hanger next to the FBO at 12:30 pm.

If the weather looks questionable, please call Tom Mitchell 972-365-0797 to confirm cancellation of the poker run.

**Lunch will be served rain or shine!**



Check out this weather webpage: <http://usairnet.com>  
Then click on aviation forecast on the right column.

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President

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## Board Meeting Minutes

Minutes by Tom Moore

The monthly EAA Chapter 1246 board meeting was held at the TKI terminal on May 19, 2005. Present: Susan Wilson, Tom Mitchell, Patti Morris, Tom Moore and Tom Ferraro. Following are the minutes from the meeting.

### Fly-outs

June 18 - No Fly-out - Poker Run

July 16 - Fly Out to Mt Vernon, Hubbard's Cafe Insurance has been confirmed for the Poker Run.

### Monthly Meeting Programs

June is Jay Miller - Aircraft Photography

July is Dave Roesch - McKinney tower operations

Future speakers have been listed and are being verified.

### Poker Run

The Poker Run is set to go on Saturday, June 18<sup>th</sup>.

### Xmas Party

The Xmas party will be held at the Eldorado Country Club.

### Pancake Breakfast

A site has been confirmed for the chapters first Pancake Breakfast at AeroCountry on August 20th.



## Antique Aviation Fly-In Gainesville, June 10-11

The 43rd Annual Texas Antique Aviation Chapter Fly-in at Gainesville (GLE) is set for June 10-11. In addition to a lot of wonderful antique aircraft, there will be vendors, fly-bys, a fly market, and lots of hangar flying. Aircraft judging will include antique, classic, experimental, and military. Friday night is the BBQ. Camping is welcome but there are no shower facilities available. There is RV parking available around the terminal building complete with a dump station.



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## Calendar of Events

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

- Jun 3 19<sup>th</sup> Annual Biplane Expo, Bartlesville, OK (BVO)
- Jun 4 Mid-Way Pancake Breakfast (JWY)  
Breakfast Tickets \$5 Vintage Airplanes and Fighters,  
Remote Control Model Flyers, Jazz Band and more
- Jun 9 Chapter Meeting, 7:00 PM**  
**Jay Miller - Aircraft Photography**  
**CCCC, McKinney**
- Jun 11 Greenville Majors Fly-in Airshow (GVT)  
Pancake breakfast 7:30 to 9:30. Aerial demonstrations,  
static displays, Wright Flyer replica, skydivers
- Jun 10-12 Antique Association Fly-in (GLE)  
Gainesville, TX
- Jun 10-11 Lone Star Aerobatics Contest  
Grayson County (GYI)  
www.iac24.org
- Jun 16 Officers Meeting, TKI, 7:30 PM
- Jun 18 Chapter 1246 Poker Run TKI-? ? -TKI, 9AM**
- Jun 18 Cowtown Warbird Roundup 9AM- 4PM  
Flying Museum - Meacham Field (FTW)
- Jun 20-24 B24 and B29 visit  
Cavanaugh Flight Museum
- Jun 25 Breakfast Fly-in, Granbury
- Jul 14 Chapter Meeting, 7:00 PM**  
**Dave Roesch, McKinney Tower Operations**  
**CCCC, McKinney**
- Jul 16 Chapter Fly-out - Mt Vernon, Hubbard's Cafe**
- Jul 21 Officers Meeting, TKI, 7:30 PM
- Jul 25-31 EAA AirVenture Oshkosh
- Aug 11 Chapter Meeting, 7:00 PM**  
**CCCC, McKinney**
- Aug 20 Chapter 1246 Pancake Breakfast**  
**Dr. Kramer's Hangar**  
**Aero Country Airport (T31)**
- Sep 23-29 National Cross Country Air Races  
Mesquite, TX (HQZ)  
www.us-airrace.org
- Sep 24 Big Country Airfest  
Abilene, TX (ABI)

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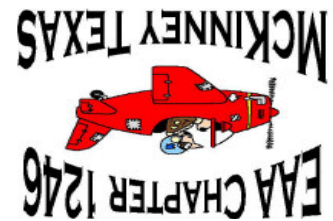
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June

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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

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Patti Morris (Treasurer)	972-378-5699
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**Chapter Volunteers:**

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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