



# Tail Wind Times

Experimental Aircraft Association Chapter 1246

Volume 7, Issue 3

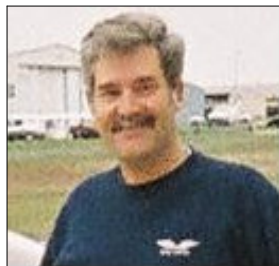
www.EAA1246.org

McKinney, Texas

March, 2005

## Superior Engine Workshop

Winn Harris



Winn has been a general aviation flying nut since his first flight in the family's Piper Cub when he was only 4 weeks old. Since that flight he has gone on to fly 1,500 general aviation hours in over 20 types of aircraft. He has been an EAA member since the age of 12 and he purchased an experimental RV-4 in 2001. From 2001 till 2004 he flew the 4 back and forth to work (Lake Dallas to Greenville) In March 2004 he embarked on a project to upgrade the plane and "finish" it up. Winn will talk about his upgrade adventures at the March meeting including building a new Superior XP-360 for his plane. The XP-360 is the focal point for what is now a totally revitalized homebuilt aircraft. The meeting is Thursday:

**March 10, 7:00 PM, Pike Hall,  
Collin County Community College, McKinney, Texas**

## Fish'n Fly-Out March 19

**Join the Fun** *By Tom Mitchell*

This year's EAA Chapter 1246 Fish'n Fly-Out will be held on March 19<sup>th</sup>. Once again Tom Mitchell and Roy Matheny will be organizing the fishing activities. We'll meet up with Roy at Cedar Mills Marina on Lake Texoma (<http://www.cedarmills.com>) at 8 AM Saturday morning rain or shine. Be on time because the boats will be leaving the dock at 8 AM sharp. Don't worry if you're not an expert, we welcome both experienced fishermen and novices. In fact, if you don't know how to fish, or you aren't familiar with Lake Texoma, fishing with Captain Roy and his friends is like having your very own, private, fishing guide.

If you have a boat or some equipment, bring it with you, but if you don't, a rod and reel will be provided. You will be required to have a 2005 Texoma fishing license if you want to fish. Fishing licenses can be purchased at any Wal-Mart or

sporting goods store, and the license is good from Jan to Dec 2005. Make sure you ask for the Texoma fishing license, a Texas or Oklahoma fishing license is *not* ok for fishing on Lake Texoma.

If you want to get the jump on the fish, Roy will be having the "Early Bird" special on Friday March 18<sup>th</sup> for those die hard fisherman that just can't wait. If you want to fish on Friday just e-mail or call Tom Mitchell and let him know since some equipment may be limited for the Friday adventure.



You can fly to Cedar Mills Marina, hop a ride with someone who's flying out, or drive. Just e-mail Tom Mitchell at [Tom@origitech.com](mailto:Tom@origitech.com) or call 972-548-8488 by March 12<sup>th</sup> to reserve

your front row seat. When you e-mail, please let me know if you have a boat and what equipment, if any, you'll be bringing. If you come every year, don't let us down, and if you've never been, come along and give it a try. I guarantee that if you do, you'll be hooked – on fishing, that is.

*(Continued on page 7)*

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## Young Eagle #1 Visits Chapter 1246

By Dave Wilson

In case you were not able to attend the February chapter meeting, you missed a very special guest. We were visited by Lesley Poberezny. Lesley has the distinction of being the first-ever young eagle to take a flight with the EAA! She pioneered where over one million others have followed.

In case that name sounds familiar, it should. She is also the granddaughter of Paul Poberezny the founder of the EAA (and her dad is Tom Poberezny, the current President of the EAA). As you might imagine, she has had more than her fair share of exposure to general aviation. Although Lesley is not a pilot, she feels very at home around small airports. Susan and I had the pleasure of showing her around TKI the week before the chapter meeting and she really seemed to enjoy the familiar sights and sounds of the airport. She met quite a few of the



TKI "regulars" and really seemed to brighten up when she saw some of the younger kids playing and hanging around at the airport.

At lunch with Jeff Ferraro, she shared with us some of her many experiences growing up in the EAA. She has been to Airventure 22 times (She is only 22!); she has flown in a seaplane during the airshow; she met Harrison Ford and John Travolta. As we all know, the EAA is an exciting place and she has been fortunate enough to be at the center of a lot of it!

Lesley is currently attending SMU and plans to graduate later this year. No matter where her career takes her, I am certain that from time-to-time you will find her "at home" at a small airport.

We hope to see you at the next chapter meeting. After all, you never know who might show up!



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## Private Pilot Ground School

The Texins Flying Club is conducting a private pilot ground school starting March 15. The ground school is open to the general public as space is available and will be held at the Wings Point conference room at TKI. For more info see [http://www.texins.org/flyingclub/PVTPFLYER\\_S05.pdf](http://www.texins.org/flyingclub/PVTPFLYER_S05.pdf)

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## KitFox Raffle

EAA Chapter 517 in Missoula, Montana is finishing up their fund raising sweepstake on April 2, 2005. The Grand Prize is a beautiful 1997 KitFox Model V. Pictures and further details are available on their web site at <http://www.eaa517.org/>.

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## SWRFI 2005 Accommodations

From Brenda Anderson, EAA Chapter Administrator

The Texas Fly-In will be held in Hondo, Texas May 13th, 14th and 15th of 2005. Preparations for the event are well advanced, especially with regard to accommodations and amenities.



For the convenience of participants arriving in their own airplanes, Hertz Car Rental will have as many rental cars on site as SWRFI needs; Hertz is the official national EAA rental-car agency. Shuttle service will be available between the Fly-In and the local hotels and motels. This same shuttle service will take people to downtown if they want to shop the antique stores in Hondo.

In Hondo, fly-in officials have blocked out approximately 50 motel rooms, and in nearby towns such as Devine, Castroville, D'Hanis, Sabinal, and Bandera at least 100 more are blocked out including some of the finest Bed-and-Breakfast establishments in the nation. In San Antonio, forty-five minutes by car, are thousands of rooms.

For full information - photos, descriptions, rates and telephone numbers - on all forms of lodging, prospective visitors should use the internet to consult: [www.swrfi.org/lodging.htm](http://www.swrfi.org/lodging.htm) <<http://www.swrfi.org/lodging.htm>>. On this SWRFI web-site accommodations are grouped according to towns, and the towns are listed according to mileage from the Hondo Airport.

Moreover, taking a leaf from the Oshkosh playbook, Texas Fly-In has launched a housing bureau by which residents of the South Texas Winter Garden can rent rooms or their entire homes to visitors for the three-day event. Fly-In visitors will be charmed by these hospitable homes, some dating from the era around 1881 when Hondo was founded. Rooms range between \$35 and \$75 per night; homes from \$75 up. All these homes are within 4 miles of the Hondo airfield. Call the Housing Bureau at the Hondo Chamber of Commerce at (830) 426-3037.



For adventurous attendees there is camping on the airfield itself. The Texas Fly-In offers all types of on-site camping - an area for tent camping, travel trailer camping, camping with your aircraft, and an area for motor homes. Facilities include indoor showers and plumbing; electricity and water hookups; meals on site at all meal times, and dinner gatherings each evening with entertainment and open bar after 5:30 p.m., Thursday thru Saturday. The cost for RV campers will be \$15 a night. Aircraft

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## My Pulsar XP

By Bill DuCharme

*Ed. This is a continuation of the Bill DuCharme article describing his Pulsar XP acquisition experience. This portion picks up at the Macon, Georgia airport after having flown the plane, pulled the wings, and mounting the plane on the trailer.*

It was around 9 PM Saturday evening when we left the airport and all we could think of was getting cleaned up, getting something decent to eat, and getting a good nights sleep before we headed for home. So the first stop on our trip back to Texas was going to be the first passable motel we ran across. We drove for about 30 minutes before we found a decent motel. I walked in and the clerk informed me that they were sold out. Back in the truck, we drove another 10 or 15 minutes stopping at the next motel. Again, sold out. This time I asked the clerk what was going on and she informed me that the hurricane had accelerated and hit land in Florida much earlier than expected. Apparently all the Floridians had evacuated and gone northwest to escape the weather.

So back in the truck pulling my new airplane ever so carefully to motel after motel until finally at about 3 AM the next morning we finally found a room at a Holiday Inn. I'm not one to judge but shortly before midnight during our motel search two girls pulled up next to us at a red light and asked us if that thing we where a-pullin went on the water or what? My friend Paul and I commented that people in Georgia were sure nice and very friendly, but...

We hit the sack like 50 tones of bricks and four hours later we were up and back on the road. You'd think the motel would have given us some kind of a discount but nothing doing. Truth is by then I'd have paid almost anything for a shower and a place to rest for just a few hours. Since we'd driven so long the night before we only had about an 8 or 9 hour drive to go the next day. We drove and drove and were making pretty good progress. Each time we stopped for gas or food I'd take a little extra time to check all the tie-downs and make sure everything was well secured.

Now before I go on too much further I've got to set this up a little. Remember the trailer I talked about earlier. Well, whoever built this thing apparently built it for runs across town, not long hauls across multiple states at high speeds. The reason I say this is that believe it or not, the plane sits on the trailer backwards. Yep, you read that correctly, it sits backwards - tail first on the trailer. As you can imagine this causes some pretty serious problems you need to be prepared to deal

with when traveling down the road at 50 plus mph. The trailer was designed to utilize the tail tie down as the key tie down point. The trailer had a mast of sorts, not unlike a mast a blimp would tie down to. The tail was secured to the mast with a single 4-inch bolt going through the tie down, theoretically keeping the wind from getting under the tail and ripping the entire plane right off the trailer. Theoretically...

Believe it or not this trailer setup appeared to be working. Well at least it did for about 600 miles or so. With somewhere around 400 miles to go we stopped for gas. As was my normal practice I checked everything to make sure all was secure. We pulled back onto the freeway and no more had we gotten up to what I felt was our max cruise speed of about 55 mph and I noticed that the plane was bouncing just enough to make me nervous. I thought to myself, you know if that one little bolt that's holding the tail down broke there would be fiberglass all over the freeway. I forgot to mention that by then we were well into Louisiana so I had already called my insurance agent to activate my insurance. Boy that was a load off my mind but something very terrifying was about to happen.

Worried sick at the bounding caused by the uneven pavement I pulled into another gas station and sure enough the 4 inch bolt that held the tail down was seriously bent and the hole through the tail tie down was slightly enlarged. I also noticed that the paint around the tail tie down was cracked. I knew this cracking was caused buy the side loads the plane was taking on this not so calm day as each semi truck screamed by as we slowly but surely headed for home. We carefully looked at what we had to work with and knowing that this rigging had worked adequately for hundreds of miles we pushed on. Worried about what could happen I kept my desire to get home in check and kept my speed down in the 40 or so mph. Needless to say this made all the other drivers on highway happy as clams. Although once they saw what we were pulling most seemed to give us a break. I mean how often do you see an airplane being pulled down the freeway?

Then it happened.... We were coming up on Shreveport when I looked back through the rear-view mirror and about had a heart attack. Oh S---!!!!!! Excuse my French. The tail had come loose and the plane was cocked at about 30 degrees to the right, tail low. As quickly and carefully as I could I pulled over and stopped. At this point I assumed the worst and figured the tail section had hit the trailer mast and caused serious damage. Not much I could do but get out and assess the damage. Turns out we were extremely lucky. In fact so lucky that we should have stopped right then and there and bought lottery tickets or gone to one of the casinos and done some gambling. We were in Shreveport after all.

*(Continued on page 4)*



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### Pulsar XP

There was no damage at all to the tail. Big relief! Turns out the epoxy holding the tail tie-down in place had cracked and the tie-down had been pulled out of the airframe. I knew I could easily fix this but we still had a serious problem. We had already used every tie down I owned and we were sitting off a busy highway with virtually no room to work on the plane and no way to move it. A few minutes later a guy in a pick-up truck pulled up and asked us if he could help. We told him what the problem was and he told us to hold on a second. He went back to his truck and pulled out two massive tie downs. These were tie downs use to strap heavy cargo onto flat bed semi trailers. The guy said "here use these." With no other options, we took him up on his offer. He stuck around long enough to help us put the heavy duty straps on the plane and as we where working explained that he had three different airplanes at a nearby airport. I don't remember what the other planes were but I do remember him saying that he belonged to the local EAA chapter and that he owned an RV-6A.

The plane strapped in again, I asked our newfound friend if I could pay him for the tie-downs. He said, "No", explaining that he owned a couple NAPA stores in the area and said he had plenty more where those came from. I then offered to mail them back to him and again he wanted nothing in return but for us to get home safely with the plane in one piece. We exchanged business cards and he asked me to send him an e-mail when we got home to let him know how the rest of our trip went. What a nice guy.

We moved off cautiously and took the first exit we could find. Stopping at the first gas station we checked all the tie-downs again now that we had a little more working room. I was still not happy with how the plane was secured without the critical tail tie down so we stopped at a Wal-Mart about 3 blocks away and I bought another 2 rolls of box tape and a set of 4 more tie-downs. I spent another hour securing everything and off we went again. It was starting to get dark and we still had 4 or 5 hours to go. I kept my speed below 50 and the plane appeared to be fairly secure.

Boy was I beat. My friend Paul asked several times if I wanted him to drive but I said, "No". Believe me I wanted to take him up on his offer but if something did happen I didn't want him to feel in any way responsible, so I kept driving. Finally we hit Dallas and I knew we only had about an hour to go. I can tell you trailering an airplane down 635 at 9 PM on a Sunday night is no joy ride.

We arrived at Aero Country a little after 10 PM, backed the trailer into the hanger, closed the doors and headed for home. I don't think I've ever been so tired. McKinney, Texas to Macon, Georgia and back pulling an airplane in two and a half days, not an experience I'd willingly do again.

Since then I've gone through the entire airplane putting everything in good working order. I've changed, repaired, and/or replaced so many things I have a hard time remember every-

thing I've done. Here is a list of a few of the projects I've completed since I purchased the plane. I've installed new tires, brakes, and brake drums. I also installed a heavy-duty nose wheel and converted a mountain bike shock to improve



ground handling and set the plane in the right attitude when sitting on the ground. I've opened up both wings to fix minor fuel leaks, replaced the landing lights, installed a Garmin 195 GPS, installed a digital clock and had the wheel pants re-

ainted. I've touched up the paint on the entire plane, had the foam on the seats and seat backs cut down and eventually replaced to increase headroom. I've redesigned the side panels to increase elbow room, repainted the entire interior with spatter paint and organized all the wiring. I replaced a breaker and serviced several of the instruments. The list goes on and on.

Since I bought the plane about five months ago I've flown it three times for a total of only about three hours. The plane is simply awesome and I look forward to tinkering on it less and flying it a lot more now that I have it the way I want it. It cruises at about 140 to 145 mph at 75% power and burns less than 4 gallons per hour. The builder flew it to Sun-and-Fun in 1998 and I'm told he won best kit built and second place grand champion. I don't recall what month it was but a nice article was written about the plane and it appeared in Sport Aviation that year. During the flight to Sun-and-Fun the previous owner burned less than 3 gph at a cruise speed of around 135 mph. That's better than most cars. He was flying with another Pulsar that had a smaller 2 stroke engine so he had to keep the speed down so they could stay together.

The plane also appeared in Sky-Star magazine later that same year and won an award at the annual Pulsar fly-in in Kansas. It took some digging but I was able to obtain original copies of both of the articles from individuals who belong to the Pulsar builders and owners group. The Vne on the plane is 165 mph so, it'll get you there pretty quickly if you push it a little. It has a center stick with electric elevator and aileron trim. As I mentioned before, it's like a little fighter. It is definitely the

(Continued on page 5)

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MARK PLEDGER  
President

4786 AIRPORT PARKWAY  
ADDISON, TEXAS 75001

## EAA AirVenture 2005 Update

Beginning this year, EAA AirVenture Oshkosh will operate on a Monday-through-Sunday format, instead of the Tuesday-through-Monday schedule of the past several years. That means EAA AirVenture 2005 will begin on Monday, July 25 and conclude on Sunday, July 31.

EAA AirVenture 2005, the 53rd annual convention of the Experimental Aircraft Association, is highlighting the 60th anniversary of the end of World War II. Two of the greatest airplanes from the World War II era will be present. The Boeing B-29 "Fifi" and Consolidated LB-30 (B-24) "Diamond Lil" are extremely




rare flying examples of the aircraft that played significant roles during that conflict. The airplanes are owned and operated by the Commemorative Air Force as part of its "Ghost Squadron," based in Midland, Texas.

**SpaceShipOne**, the world's first successful civilian-built spaceship that captured the world's attention last fall by winning the \$10 million Ansari X Prize, is coming to Oshkosh! The history-making spacecraft and its carrier aircraft, **White Knight**, have been confirmed for arrival at EAA AirVenture. This is the *ONLY* planned public appearance of these two aircraft in one place.



For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or [www.eaa.org](http://www.eaa.org). EAA AirVenture information is also available through the World Wide Web at [www.airventure.org](http://www.airventure.org).





**Jason Romo**  
CEO/CSO

**1-866-NGC-4SEC**  
(642-4732)

[jromo@networkguardian.net](mailto:jromo@networkguardian.net)  
[www.networkguardian.net](http://www.networkguardian.net)

7858 La Verdura Dr  
Dallas, TX, 75248.

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### Pulsar XP

funnest plane I've ever flown. A Rotax 912UL is installed which provides 80 hp via a ground adjustable wooden prop. It has a very nice panel with everything you could ever want except an artificial horizon which I may add at some point.

Ground handling is the only area requiring extra attention. The nose wheel is free casting and steering is provided via differential braking. The brakes are mechanical and fade dramatically when they get hot. On take-off you have to drag the right break to compensate for P-factor and as your ground speed hits about 30 or 35 mph you have to slide your feet off the breaks and on to the rudder pedals quickly as the rudder provides adequate steering at these speeds. The plane performs exceptionally once you break clear of the ground. Acceleration and rate of climb are incredible. This little plane weighs less than 600 lbs. empty with a max gross about 1200lbs.



Prior to purchasing my Pulsar, I had only flown a plane with a stick on two separate occasions. I was a little worried about the transition but after about 10 minutes you forget about it and quickly appreciate the knee room. Any extra room in this little plane is a blessing. As I mentioned I've cut the foam in the seats down twice now and I've been able to pick up over two inches of headroom. My neck thanks me.


Lessons learned from this experience:

- Don't say your thinking about selling your plane before you really truly decide your ready.
- Never ever trailer a flying airplane. And finally,
- If you do decide to ignore any of these pieces of wisdom at least rest assured that if it doesn't come off the trailer and scatter itself all over the freeway you'll have a fantastic time working on and flying a great little Pulsar.

I look forward to seeing everyone often this Spring/Summer for fly-in and fly-out events.

*Bill DuCharme, Pulsar XP, N242PW*





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## EAA's Aviation Services

From Brenda Anderson, EAA Chapter Administrator

EAA members are one call, e-mail or letter away from a wide range of technical aviation services available from the Aviation Services Department at EAA. First and foremost, the Aviation Services Team is responsible for answering member technical inquiries relating to pilot and aircraft issues. This one-on-one consulting covers everything from "How do I register my homebuilt?" to "What's involved in the A&P exam" to "How do I convert my ultralight for the new sport pilot rule?" and more.



Experienced pilots, aircraft owners, homebuilders, ultralighters and sport pilot specialists staff the department. Their personal and professional experience enable them to field just about any technical aviation question that comes their way. And if they can't answer your question right away, they'll do the research needed to help guide you to the right resource or solution. EAA's in-house library is an additional resource the Aviation Services team counts on for information and the library is also available to members visiting the Oshkosh headquarters offices.

The Aviation Services Department supplies a great deal of the technical information found on the Members Only portion of EAA's website at [www.eaa.org](http://www.eaa.org). The Homebuilders Headquarters section on the site provides a wealth of information on building, maintaining and flying an experimental amateur built aircraft. A significant amount of the content on EAA's Sport Pilot website page is also developed by the Aviation Services team.

Two of the most popular "hands on" offerings from the Aviation Services Department are the Technical Counselor and Flight Advisor programs. There's a network of over 1,000 EAA members across the US who are registered EAA Technical Counselors that will come to your homebuilding location to provide in-progress inspection of your project. The Flight Advisor program has several hundred EAA members who will provide advice and assistance on taking that first flight in your new homebuilt aircraft.

FAA Medical assistance is one of the individual offerings also available from the department. If a member needs assistance receiving a special issuance from the FAA, Aviation Services personnel will track the application all the through the process until approval to ensure that nothing derails your application. In addition, we have a network of doctors that are AMEs and EAA members who volunteer their services to help other members retain or regain their medical.

For more information on your EAA Technical Services offerings please call 1-800 -EAA-INFO. They're ready for your questions!



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## SPAN Fund Raiser April 2 Denton Airport (DTO)

by Dave Seymour

SPAN (Special Programs for Aging Needs) is holding a fund raiser to honor the many Armed Services Veterans SPAN has served over the last 30 years. Funds generated will help provide meals on wheels, lifeline emergency response, benefits counseling, transportation, caregiver support, and additional core services to disabled vets, elderly and physically challenged residents of Denton County.

The April 2nd event will be held in a large hangar at the Denton Airport. Barbeque will be catered from Ruby's, and an 18 piece orchestra will play for dancing and swing dance demonstration. The program will start at 6 PM, dinner is at 7 PM, with the music going from 8 - 11 PM. Cost is \$35.

The organizers would like to have a display of airplanes - especially warbirds. Since it starts at 6 PM and goes to 11 PM, they are willing to put people up in a hotel for those who do not wish to fly back at night. Donations will be accepted for those that fly in (non-flyer cost is \$35). For those that are interested in flying, please let Dave Seymour (972-952-1438) know by Mar 15th.



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## Gilmer Spring Fly-In April 2

Fox Stephens Field (JXI) at Gilmer, Texas is hosting the Spring Fly-In and Aviation Art Show on April 2<sup>nd</sup>. The Flight of the Phoenix Aviation Museum Aviation Art Show is featuring aviation artist R.T. Foster and a portion of his art gallery. R.T. Foster will be on hand for nose art commissionings and for special art projects you might want to discuss. Participating is EAA 972, CAF Line Star Wing, and the T-6 Texan Warbird flyin and formation practice. Food and refreshments will be available. Featured performers will be the Texas Heat Wave radio controlled model aircraft club from the DFW area. The Heat Wave puts on an amazing aerial display that is interesting, educational, and AMAZING. Visit the Heat Wave website at [www.ThatShowTeam.org](http://www.ThatShowTeam.org).

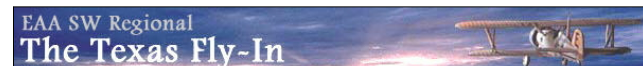


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**SWRFI - Texas Flyin**

campers bed down beneath their wings for their cost of admission to the event: ten dollars. There are also RV parks in Hondo and most of the surrounding towns.

Texas Fly-In officials note that for aviators, Hondo is a mere 39 nautical miles further south than Kerrville, where SWRFI took place for many years. HDO already feels like home. For E.A.A. members, the welcome mat is out. For more information on the EAA Texas Fly-In go to: [www.swrfi.org](http://www.swrfi.org).



# Board Meeting Minutes

Minutes by Tom Moore

The monthly EAA Chapter 1246 board meeting was held at the TKI terminal on February 17, 2005. Present: Susan Wilson, Tom Mitchell, Patti Morris and Tom Moore. Following are the minutes from the meeting.

### Auto Dialer

The auto dialer project is still progressing.

### Fly-outs

March – 19 – Cedar Mills – Fly ‘N Fish

April – No Fly-out due to the fish fry.

Insurance has been confirmed for the March event.

### Monthly Meeting Programs

March is Winn Harris – “Superior Engine Workshop”

April is Steve McCauley – “Aviation Weather”

### Fish Fry April 23rd

It’s been verified that we have a place to hold the Fish Fry. The Ackerman’s have volunteered to cook at the Fish Fry

**Poker Run** -Tom Mitchell has volunteered to organize the Poker Run.



(Continued from page 1)

*Fish-out*

### Fish-out Directions:

**To Drive:** Take Route 75 north to Route 82 go west on 82 to exit 624. Take Highway 377 north 12 miles, turn right at the billboard for Cedar Mills Marina. Veer left at the Y. It's 2 miles to the marina.



**To Fly:** There is an airport at the marina. Airport identifier is 3T0, 34 miles on the 295R of BYP. GPS coordinates are: N33-50.40; W096-48.70. Runway: 7-25: 3,000 x 60 turf.

**Boats leave the dock at 8 AM sharp!**

**IF WE DON'T CATCH FISH,  
WE CAN'T EAT!**



Member classified

### For sale: Headsets

David Clark H-10-40 with gel seals (2 pair) - \$100 ea (\$180 for both) - Sigtronics S-40 - \$75. Contact Philip Welsch at prwelsch@comcast.net. ph. 972-423-2636

# Calendar of Events

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

- Mar 5 EAA 59 Pancake Breakfast 8:30-11  
McGregor Executive (PWG)
- Mar 5 OpenAirNet Inc FREE Hot Dog Flyin!  
Franklin County Airport. (F53)  
Mt. Vernon, TX. All day! Lunch starts at 11:00 AM.  
FREE Hot Dogs and FREE T-Shirt Contests. Contact:  
Jim Smith 214-906-7701
- Mar 10 Chapter Meeting, 7:00 PM**  
**Winn Harris – Superior Engine Workshop**  
**Pike Hall, CCCC, McKinney**
- Mar 17 Officers Meeting, TKI, 7:30 PM
- Mar 19 Chapter Fish’n Fly-out - 8:00 AM**  
**Cedar Mills (3T0) - Lake Texoma**
- Apr 2 Spring Fly-In and Aviation Art Show  
Gilmer, TX (JXI)
- Apr 9 Wings Over the Red II  
Shreveport, LA - Downtown (DTN)
- Apr 12-18 EAA Sun’n Fun (LAL)  
Lakeland, FL
- Apr 14 Chapter Meeting, 7:00 PM**  
**Steve McCauley – Aviation Weather**  
**CCCC, McKinney**
- Apr 21 Officers Meeting, TKI, 7:30 PM
- Apr 23 Chapter Fish Fry Fly-In 11:00**  
**MHOA Hangar, TKI**
- May 6-8 Central Texas Airshow (TPL)  
Temple, TX
- May 7 Chapter 983 Spring Fly-In  
Pecan Plantation (OTX1)  
Grandbury, TX
- May 12 Chapter Meeting, 7:00 PM**  
**CCCC, McKinney**
- May 13-15 Texas Fly-In (SWRFI)  
Hondo, TX (HDO)
- May 21 Denton Air Fare (DTO)  
Pancake Breakfast, Fly-bys, Antique Cars, etc  
Denton, TX
- May 21 Texas RV Fly-in (JWY)  
Midloathian, TX  
<http://www.vansairforce.net/TEX/tex.htm>

## WingsPoint

aviation services

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Operations Manager  
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March

\*

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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:**

Dick & Barb Flunker (Newsltr)	972-396-0018
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.)	_____
_____ (Member Profiles)	_____
Chuck Godber (Bulletin Bd)	972-491-6717
David Godber (Bulletin Bd)	903-532-3577