

Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

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October, 2004

OAA - Ostriches Anonymous Association

Bob Besco



The purpose of the Ostriches Anonymous Association (OAA) is to promote aviation safety and risk awareness by sponsoring the anonymous annual Oliver Ostrich "Head-in-the-Sand" Award (the OLIVER). The Oliver's intent is to enlighten and entertain, not to embarrass. The Oliver is awarded annually to the individual or organization that does the most to deny, discount or ignore a significant aviation risk. All quotations and references are paraphrased and sanitized to preserve anonymity. The OAA is, by design, purposely humorous, entirely autonomous, occasionally innocuous, resolutely ridiculous, and generally blasphemous. OAA membership is open to all individuals interested in aviation safety, who also have a sense of humor.

The meeting is: **October 14th, 7:00 PM, Pike Hall,**

Collin County Community College, McKinney, Texas

Sonex N214SX Flies!!

By Todd Agold

On September 18th, my Sonex took to the air for the first time. It's a taildragger with a Jabiru 2200, Aero-carb, and dual sticks. It's built almost exactly to the plans except for a few minor things like an added flap notch. It came in at 609 lbs. empty. I do have a few extras on the panel like a transponder and a Garmin 195 mounted on the panel. I'll try to start this flight report from the beginning...



a low time pilot (80 hours total, 11 tailwheel in a C-140) so I was thankful for all of his input. Another really important thing (I think) was that I got a ride in a Sonex to see what it feels like.

Before the first flight, I wrote out what I was going to do and put it on a checklist. I was going to climb to 3000 feet and orbit the airport, try some slow flight with and without flaps and then land and go celebrate. I told myself that I wasn't going to deviate from this plan. I also put a friendly reminder to "FLY THE

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To prepare for the first flight, I did a lot of reading. I read a lot of Sonex flight reports. They really helped to prepare for the maiden voyage. I also read the FAA advisory circular on flight testing. Another thing I did was talk to people that have done test flights, not just in Sonex airplanes, but lots of others as well. Another thing worth mentioning is that I got an EAA Flight Advisor. My flight advisor (Dick Stephens) was also my tailwheel instructor, so that was really nice. He knew my skill level and provided some very wise advice. I'm

Chili Cook-off October 9th

By Ann Asberry

The 5th Annual Chili Cook-off will be held on October 9th at Pete Huff's hangar at Collin County Regional Airport (TKI). Pete's hangar is one of the new hangars located north of the



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October Meeting Speaker

Bob Besco

Bob Besco's professional career is committed to improving margins of aviation safety through enhanced flight crew performance. He has been dedicated to this goal since the start of his aviation career in USAF flight school in 1954. His dedication to achieving this goal manifested itself in study and research while earning a Ph.D. in Industrial Psychology and Human Engineering at Purdue in 1960 and becoming a Board Certified Industrial Psychologist in 1962. From 1960 through 1966, he continued his R&D, flight-testing, and system engineering contributions while a Supervisor of Human Factors Engineering Groups and programs at both North American Aviation and Hughes Aircraft. While there, he supervised research and development programs on the X-15, B-70, Apollo, Gemini, Manned Orbiting Laboratory, AMSA, Lunar Landing Module and other classified military programs. He was principal investigator on major USAF and NASA research programs on handling qualities criteria for manned spacecraft control systems. In 1964, Bob was the first candidate/applicant considered for the NASA Scientist-Astronaut Program.



In 1966, he joined American Airlines as a pilot and accepted an Adjunct Associate Professor appointment to the Faculty at the USC Aviation Safety Institute. He simultaneously served as an independent consultant in flight crew performance, accident investigation, and flight department leadership. He also served American Airlines as a consultant to the Flight Training Department. Electing to take an early retirement from American in 1987, he now devotes his efforts to providing flight crew performance improvement programs to the aviation industry. He founded the Ostriches Anonymous Association in 1988 and the Flight Crew Performance Institute in 1995; both are non-profit avia-



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Chili Cook-off

fire station in the MHOA hangar complex. This is a Fly-in or Drive-in event. If you drive, the entrance to the MHOA hangar area is just west of the Fire Station. Look for the 'EAA Chili Cook-off' sign as you approach the Fire Station. If you fly in, taxi to the MHOA (MO-ah) ramp, and plan on using 122.95 while taxiing in the "alley-way" to and



from the MHOA ramp.

All chili should be cooked at home and brought to the event. There is electricity for crock pots, but if you have a camp stove or the like, bring it to keep your chili warm. Naming your chili is encouraged, it adds to the *fun* part. Even though chili is a meat dish, by Texas definition, beans or vegetarian is OK, but no road or runway kill, please. Cooks should plan to make at least 12, 8 oz servings (2 to 2 1/2 quarts). More is very welcome because we always run out and never know exactly how many folks will be attending. All **chili must be HOT and READY by 11 AM** so we can harvest the samples for the judges. After that is done the eating will begin. You can also be a judge and vote for your favorite chili for the People's Choice award. Prizes will be awarded around 12:30 or so whenever the judges reach their decision. A donation is requested from the non-contestants. Contestants will be provided 2 free bowls.

Come early for some extra hangar flying, to help with the setup, parking, gate watching, etc - and an extra hand is always appreciated with the clean-up / tear down.

See you there!!



PLANES OF FAME

by Susan Wilson

Many thanks to Durwood Heinrich, Beau McVay and Texas Instruments for the excellent tour of the TI Hangar and Global Express. Here are some details from Beau.

Make/Model:
Bombardier Global
Express BBD-700

Owner:
Texas Instruments

Year: 2003

Engine/HP:
BMW-Rolls Royce BR-700 14,750 lbs static thrust, sea level, ISA+20
Cruise Speed: Mach 0.85 **Stall Speed:** around 85 KIAS
Empty Weight: 51,500 lbs. **Gross Weight:** 98,200 lbs.

Unique additions, features, paint, panel, etc: Equipped with HUD (heads up display).

Best characteristic (what you like most)? Huge performer (just like a Learjet).

Worst characteristic (what you like least)? Lots of computers on the airplane and sometimes there will be glitches.

What would you modify or do to your airplane (if money etc. was not an issue)? I'd put Collins avionics in it.

Most memorable moment flying this aircraft: Flying from Tokyo to McKinney, nonstop, in 10 hours, 26 minutes.

Would you (or wouldn't you) recommend this plane? Yes, fun airplane to fly.



(Continued from page 1)

Sonex Flies!

AIRPLANE" on this check list. Dick had more than one story about some people that crashed only because they quit flying the airplane. I heard Chuck Yeager speak one time several years ago, and this was one of his big points. I figure he knows what he's talking about .. The night before my first flight, I met with Dick and we went over my test plan. He mentioned a few things I might want to do. I was planning on leaving my GPS off to keep it from being a distraction, but he said I might want to use it for a backup airspeed and altitude in case the pitot/static system was way off. Good thinking!

I got up early and my wife and I headed to the airport. Max Probasco and Mike Schipper met us there to take pictures and I went over the airplane again to make sure everything was in order. I also went over my flight test plan and reminded myself to "FLY THE AIR-PLANE." I've spent a lot of time typing all of this preparation stuff because I felt that it is very important to be prepared!!!! Now on to the flight.



After a thorough preflight, I gave my wife a kiss and fired up the engine. The Jabiru 2200 fired right up. I let it warm up a little and watched the temps closely. I had called TKI tower on the phone earlier and told them what I was going to do, so when I called ground, they knew what my intentions were. They cleared me to runway 17. There was hardly any wind. Since my hanger is on the south end of the runway, the taxi was pretty long. I did my runup and everything checked out. I was ready to go. There was a Cessna doing touch and goes in the pattern that was about to turn base, so I waited to call to tower to tell them I was ready. I knew they would have cleared me for immediate take off, but I didn't want to be rushed, so I waited until I knew they would have me hold short and then position and hold. I called the tower and they told me to take position and hold. Everything felt good. I was ready to fly.

The tower cleared me for takeoff, and I slowly added power. At least I thought I was adding it slowly until the airplane accelerated quickly and started to turn left. I added right rudder and then the tail came up and more right rudder was required. It required more rudder than I expected or was used to, but there was plenty of authority. Before I knew it, I was airborne and climbing at 85 mph. The climb rate as a lot more than I'm used to in the C-140, but I don't know what it is yet because I didn't install a VSI. I was almost at pattern

altitude before I got to the end of the runway. I continued to climb to 3000 feet so I could get a feel for the airplane. On the way up, my EIS warning light started blinking. One of the CHT's was at 304 degrees. I reduced my climb angle a bit to get a little more speed and cooling.

Once I was at 3000', I started to marvel at the view and took note of the control feel. The airplane flew straight and level and I didn't notice a wing heavy condition. I continued to orbit the airport and watched the engine temps and let them stabilize. On the third time around, I did some slow flight without flaps. It started to buffet around 45 mph indicated while still being very controllable. The next time around, I did slow flight with flaps. I was still flying and the airspeed was indicating something below 40 mph (it doesn't have any markings below that) and the GPS was showing a 35 kt groundspeed. One note about the flaps. They take a pretty good pull to get 30 degrees. The pitch change is significant and quick, but not uncontrollable. It will just take a little getting used to. The trim is very effective in taking out the pitch change. The next time around, it was time to descend and come in to land. I descended slowly and I hit 120 mph without even trying. The Sonex is pretty slippery. On downwind, I slowed to about 90 and put in 10 degrees of flaps. On base I put in 20. On final, I quickly realized that I was high, so I put in 30 degrees of flaps to get down. I was behind a landing Cessna and he couldn't make the taxiway, so I had to go around. I added

power and with full flaps was easily able to establish a climb and do a left 360 to make another attempt. On my second approach, I was high again (I'll have to work on that), so I put in full flaps again. I flew final at about 65-70 mph. I flared a little high and the full flaps are pretty draggy, so I started to sink pretty good. I also didn't have the tail quite low enough, so the mains hit first and I bounced a couple of times, but the gear took it really well. Overall not too bad for the first landing. I applied some brakes and made the first turnoff which is at 1500 feet.



Here are some random thoughts that I have about the flight...

1. The pitch forces are light, but the airplane is very stable.
2. I have NEVER flown an airplane with my right hand or with a stick except when I got a ride in a Sonex, but I really didn't notice.
3. I felt good and I felt very prepared even though some things surprised me.
4. ***This thing is a blast to FLY!***

- Todd Gold

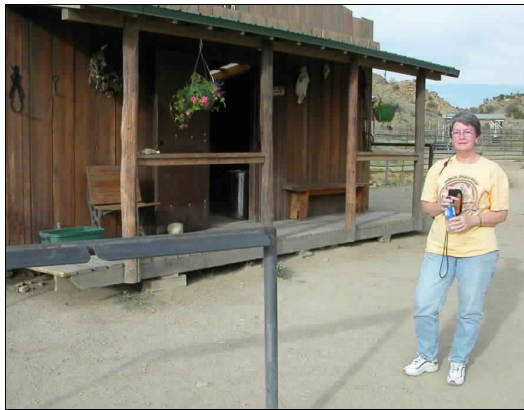
ed: Congratulations Todd!!



Santa Fe – A Great Long Weekend...

by Sue Cowan

Santa Fe is one of our favorite places to visit. We made a four day trip there in early June. It was a relaxing, enjoyable time. The flight takes about four hours in our Cessna 182 and traverses gradually rising terrain until you land at Santa Fe, which is at 6348'. I love watching the changing scenery below. I had my camera handy and couldn't resist snapping pictures of irrigated fields, mesas, and small settlements out in the middle of nowhere. You get a good look at the mountains north and south of Santa Fe on the way in, but you really don't have to fly over much rugged territory to get there.



When we landed, we picked up the rental car and headed to our motel to check in. Creatures of habit, we usually stay at the El Rey Inn on Cerrillos Rd. It's a comfortable, reasonable place with a pool, complimentary continental breakfast, lots of birds, trees, flowers, and some especially nice rooms in the courtyard.

Next stop was the Plaza Restaurant for lunch. Their Gyro Sandwiches are really good. And then to top it off, ice cream! We're not big shoppers so we headed out to see the countryside.

We enjoy taking day trips. The Santa Fe Visitors Guide (you can pick one up in any hotel or motel) lays out day trips you can take in five directions: (1) West on the Jemez Mountain Trail, (2) northwest to Georgia O'Keeffe Country, (3) North to Taos, (4) East to Las Vegas, NM, and (5) South on the Turquoise Trail.

Andy was looking for a pot to add to his collection, so we headed to the Chimayo Trading and Mercantile in Chimayo. It was a little hard to find, but we made it there after a bit and found that they had some beautiful pots. We escaped with two pots and a whimsical painting I couldn't resist.

We always make our way out to the White Rock Overlook to stand above the Rio Grande and just drink in the view. White Rock is just a few miles west of Santa Fe on the way to Bandelier National Mon-



ument. It's very beautiful. I always pick up some little volcanic rocks to bring home to my "rock collection". Some-

times there have been rock climbers practicing on the cliffs under the overlook.

Bandelier National Monument is a beautiful spot to visit, but this trip we didn't have time. It has a self guided tour where you can see the remains of cave dwellings and stone houses of earlier people. You can get a lunch there and eat on picnic tables in a little courtyard (where squirrels sometimes entertain) if you want to tarry a little longer.

Of course, we had to check out the Taos Airport on another day. There was a large group of gliders at the airport that afternoon that had glided over from Albuquerque. We visited for a while at the FBO before heading on down the road to the Rio Grande River Gorge. The land is flat until you come upon a bridge over a deep gorge. We walked across the bridge and on the way back across looked at a native woman's jewelry on display by the side of the road.

We had plans to visit the new exhibit at the Georgia O'Keeffe Museum. Unfortunately, it was closed while they were installing the exhibit. We missed it by a week. Next time! We did visit the Museum of Fine Arts, and it was very pleasant.

There was no question that we'd go for a repeat performance of our last trip's horseback ride. We called ahead and made a reservation for the sunset ride at the Broken Saddle Riding Co. (505-424-7774) located 23 miles south of the plaza on Highway 14. It was fabulous! The horses are gaited. We rode Missouri Trotters. They glide! No bouncing! And they don't try to stop and eat along the way or brush you off the saddle under a tree! The owner limits the size of a party to five people. The stable is next to state land and it's a gorgeous place to ride. We galloped up and down the trails, enjoyed the scenery and learned a lot from our guide about the history of the area. As sunset came, we stopped to watch and took a few pictures. Riding again with Broken Saddle will be at the top of my list of "must do" activities next time too!

It was a great trip. There was plenty to do, and it was as beautiful as always.

Hope you get a chance to visit Santa Fe!



The Red Barn at Sulfur Springs is now open on Sundays for breakfast and lunch from 8 AM to 2 PM - Chuck Godber

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Board Meeting Minutes

Minutes by Larry Spears and Tom Moore

The monthly EAA Chapter 1246 board meeting was held at the TKI terminal on September 16, 2004. Present: Larry Spears, Calvin Coffey, David Norman, Tom Moore, and Susan Wilson. Following are the minutes from the meeting.

TI Hangar Tour - Many thanks to Dave Seymour for arranging the TI Hangar tour. It was a great meeting.

Officer election will be held at October meeting. Nominations are still open. The candidates to date are:

President – Susan Wilson
Vice President – Tom Mitchell
Secretary – Tom Moore
Treasurer – Patti Morris

Hat price \$10. Start selling them at the chili cook-off.

T-Shirts – Tom Moore will bring some t-shirts to the chili cook-off, we will sell and take orders.


Chili Cook-off – Calvin was asked to contact Wingspoint to solicit a prize donation. Wingspoint was again very generous with fuel certificates. Larry will make some flyers to post and will give them to Tom Moore for distribution. Larry will ask Tom Ferraro to contact MHOA members to let them know about the cook-off and invite them to join in. Parking, etc. will be the same as for the fish fry. Tom Moore will submit a listing for the chili cook-off on the "fun places to fly" web site.

November meeting – still open, Calvin is working on leads.

November flyout 11/20 – Hicks, 11 AM

November meeting is 3rd Thursday (11/18)

November officer meeting will be 2nd Thursday (11/11)

Christmas Party – Suggestion made to check Sicily's Italian restaurant (on 380) for possible catering, and also check Hutchin's BBQ. Announcement will be made at the October meeting for Christmas party committee volunteers. A signup list will be started for the Christmas party. Suggested we do the "call all members" again since it really helped attendance last year. Banquet room at the Holiday Inn has been booked and deposit paid. 

Wanted: Hangar Space at TKI or T31

I am looking for hanger space to rent at TKI (McKinney Muni) or T31 (Aero Country, McKinney). Plane to be hangered is an Aero Designs - Pulsar, low wing with only a 25' wing span. The hanger I'm currently renting is being sold and I need to find a new home for my plane. Please contact me if you have room for my little plane.

Bill DuCharme, work: 972 431-1424, home: 972 540-1869,
work email: bwduchar@jcpenny.com,
home email: wducharm@prodigy.net

**WingsPoint**
aviation services

Mike Livezey
Operations Manager
1500 E. Industrial Blvd.
McKinney, TX 75069 972.562.5555, ext. 210

Calendar of Events

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

- Oct 7-10 Copperstate Regional Fly-in
Phoenix Regional (A39), www.copperstate.org
- Oct 9 Chapters 168 & 1246 Chili Cookoff**
Pete Huff hangar #2529
TKI, McKinney
- Oct 9 Hilltop Lakes Annual Fly-in (0TE4)
- Oct 9 Octoberfest Fly-in
Mt. Vernon, TX (F53)
- Oct 14 Chapter Meeting 7:00 PM**
Ostriches Anonymous Association - Bob Besco
CCCC, McKinney
- Oct 15-17 Land of Enchantment RV Fly-in,
Las Cruces, NM (LRU)
- Oct 15-17 8th Annual Splash-in, Cedar Mills (3T0)
- Oct 21 Officers meeting, TKI, 7:30 PM
- Oct 22-24 Reklaw Fly-in
Flying M
- Oct 23 Chapter 983 Fly-in
Pecan Plantation, 0TX1
- Oct 23 Pancake Breakfast
Granbury, TX (GDJ)
- Nov 11 Officers meeting, TKI, 7:30 PM
- Nov 13 Veterans Day Fly-in
Scott Airport (31TX)
Crawford, TX
- Nov 18 Chapter Meeting 7:00 PM (3rd Thurs this month)**
CCCC, McKinney
- Nov 20 Chapter Fly-out to Hicks 11 AM (T67)**
Rio Concho Cafe "Home of the Bonanza Burger"
Fort Worth, TX
- Nov 27 Pancake Breakfast
Granbury, TX (GDJ)
- Dec 9 Chapter 1246 Christmas Party**
Holiday Inn, McKinney
- Dec 16 Officers meeting, TKI, 7:30 PM
- Apr 12-18 Sun'n Fun
Lakeland, FL



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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:

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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Tripacer@classicnet.net	
Calvin Coffey (Vice President)	972-423-1770
Cfly@airmail.net	
Dick Flunker (Secretary)	972-396-0018
EAA1246@Comcast.net	
David Norman (Treasurer)	972-562-3488
dnorman@ticnet.com	

Chapter Volunteers:

Dick & Barb Flunker (Newsltr)	972-396-0018
RFlunker@Comcast.net	
Dick Stephens (Flight Advsr)	972-517-1647
Dave Bertram (Flight Advsr)	972-562-5967
Mike Pollock (Tech Cnslr)	972-530-8400
_____(Program Coord.)	
Dave & Susan Wilson	972-359-0578
(Pilot Profiles)	
Debbie DeGroat (Bulletin Bd)	972-547-4995
debbie@frankhipps.com	