



Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

Volume 6, Issue 9

www.EAA1246.org

September, 2004

TI Hangar Tour - Durwood Heinrich



The September meeting is a tour of the Texas Instruments hangar at Collin County Regional Airport (TKI). Durwood Heinrich will conduct the tour of the 43,000 square foot facility currently housing two Bombardier Global Express ultra long-range aircraft. Flight hours average approximately 100 hours per month, roughly half of which are international. All aircraft maintenance is accomplished in-house. There are 8 pilots and 3

FAA certified dispatchers to handle day to day operations. See page 2 for additional information regarding Durwood. The meeting and tour is:



September 9th, 7:00 PM, TI Hangar,

Collin County Regional Airport, McKinney, Texas

EAA Oshkosh 2004

By Marvin Brott

Once again the event that brings thousands of aviation lovers to Oshkosh, Wisconsin is now history for the year 2004. This year's theme was the "Next Century of Flight." As always, we enjoyed a week filled with looking at all kinds of airplanes, reviewing new products at the world's biggest trade show, attending interesting forums, and for some, watching the air shows. When compared to last year, it seemed like the total attendance was down slightly (about a 12% decrease



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Chili Cook-off October 9th

By Ann Asberry

Mark your calendars - the 5th Annual Chili Cook-off is planned for Saturday, October 9th at Collin County Regional Airport (TKI), McKinney. Pete Huff has volunteered the use of his hangar #2529 located in the MHOA hangar complex north of the fire station. Everyone has a month to practice those recipes, so no excuses, enter your best this year!



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

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September Meeting Speaker Durwood Heinrich

The speaker and TI Hangar tour guide for the September meeting is Durwood Heinrich. Durwood received his



B.S. in Aerospace Engineering from Texas A&M University, his M.S. in Management and Administrative Sciences from the University of Texas at Dallas, and he is a graduate of the Aviation Safety Program at the University of Southern California.

Durwood recently

completed his doctoral dissertation at Capella University, and will soon be awarded a PhD degree in Industrial-Organizational Psychology. He was a USAF T-38 master instructor pilot, and following brief tours with an airline and a jet charter company, he joined Texas Instruments as a corporate pilot. He has served TI as the Director of Aviation and Chief Pilot for more than 20 years. He is currently on the Board of Directors of the National Business Aviation Association and serves on the Corporate Advisory Committee of the Flight Safety Foundation. As an Airline Transport Pilot, Instructor Pilot, FAA Pilot Examiner, and FAA Aviation Safety Counselor, Durwood has accumulated over 13,000 accident-free flight hours, primarily in multi-engine jet aircraft. He is currently flying the Bombardier Global Express ultra-long range business jet aircraft in which he holds several world speed records between major city pairs. Durwood has presented and published a number of papers related to aviation safety, including crew duty time, fatigue, stress, risk management, and situation awareness. He is a member of numerous aviation and psychology organizations.



Check out this great weather information links website:
<http://pages.sbcglobal.net/bbunting> - Ann Koenig

Notice the Bulletin Board Lately?

By Dick Flunker

Caught in action at the WingsPoint bulletin board are Debbie DeGroat and Frank Phipps.

Debbie and Frank keep the bulletin board current to promote and report on various Chapter 1246 activities. Pictured here they are assembling the current presentation, including the vertical stab of the Zodiac they are building.



Debbie is always looking for pictures and other items for the bulletin board. Contact Debbie at Debbie@FrankPhipps.com.

Thank you Debbie and Frank for the excellent bulletin board presentations!



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Chili Cook-off

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.



More details will be available at the meeting and in the October newsletter.



- September Meeting is at the TI Hangar -
The September meeting (9/9) will be at the TI Hangar at TKI. The TI Hangar is located south of the tower, south of the T-Hangars.

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Oshkosh 2004

per EAA) and the reason is really undetermined. Last year was a big year due to the centennial anniversary of the Wright Brothers' historic first flight celebration and the Hughes H-1B Racer replica. Once again EAA brought together the world of flight (10,000 airplanes including nearly 2,500 show planes, 802 exhibitors, 30,000 campers, 4,000 volunteers, and 700 reporters) that is unmatched anywhere else in the world for its size and scope. These kinds of numbers make Oshkosh an event that garners attention from reporters, companies that want to sell something (Ford and John Deere), and the so called policymakers such as FAA and Congressional representatives. The 700 reporter's number is interesting in that if you want to really find out the details of what's happening at Oshkosh, check the internet. I am always amazed how much I find out about Oshkosh once I get home. Oshkosh is sort of like watching a football game on TV; you find out more about the game, but miss the excitement of being there. The following are some observations and comments about EAA Airventure Oshkosh 2004.



It seems like Oshkosh adheres to the 80/20 % rule in that 80% of the people and airplanes make the convention every year. Many of the people from the Dallas area I never saw and if I did

run across someone it was only by chance. This year just after I had landed and was taxiing in I noticed two people (Dick Flunker and Gary Kirby) waving and taking my picture. And you can see in the picture that Gary was doing what is done best at Oshkosh, relaxing and watching the arrivals. I did have the good fortune to see Tom Moore with his new RV-7A. He left McKinney about 30 minutes ahead of me and made it to Oshkosh with the same 30 minutes lead.



So what was the star event for the show? Well in my book it was aircraft designer Burt Rutan and his lead astronaut, Mike Melvill, as they arrived in a Beech Starship, for a series of overflow forums. I attended one

of their forums on Saturday and was just captivated. The two told the story of their spectacular supersonic flight above the atmosphere, showing clips from a Discovery Channel documentary that will be released later this



year. The best part of my week was 18 minutes of cockpit video, which provided a glimpse of the incredible view from the top of the spaceship's flight to a curving horizon 950 miles away beneath a deep, black sky. They accomplished what NASA and Alan Shephard did more than 40 years ago. I am ready to take a space ride, as was most of the crowd. Watch for their attempt for the X Prize.

What was the most outstanding homebuilt airplane for the show? It was a no contest decision this year. It was a plane called Symmetry. The claim was that this could

be the most accurately built aircraft ever in that the goal was 1/1000 of an inch. Cory Bird from Scaled Composites took approximately 15,000 hours to



design and build Symmetry over a total of 14 years. It is a two place, 200-horsepower Lycoming IO-360 powered 240 knot aircraft. I heard many people in the crowd offering their opinion that this was Grand Champion and it was. I am sure we will see an excellent article in [Sport Aviation](#).

Finally at last, Richard VanGrunsvan, or Van, received his due recognition from EAA. On Thursday night he received the Freedom of Flight Award. It is presented each year to the person whose contributions to aviation closely mirror the integrity and high standards that EAA established over its 50-plus year history. Van is in good company with past recipients, which include aviation legends Steve Wittman, Chuck Yeager, Burt and Dick

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Oshkosh 2004

Rutan, Robert "Hoot" Gibson, Neil Armstrong, and Paul Poberezny. At the Saturday evening RV banquet I spoke to Van briefly and he was doing his best to convince everyone that the entire RV community shared in this award. Van is one humble man as his ego was inflated not one iota.



The RV-8 in the picture along with the other 331 RVs at the show was Lyle Hefel's. He won the Silver Lindy Reserve Grand Champion Kit Built award. I believe this is his third RV-8 all of

which have won Grand Champion awards. Chapter 1246 had three RVs at Oshkosh this year with Tom Moore's RV-7A, my RV-8 and Dick and Barb Flunker's RV-6A. The 331 number made RVs 50% of the total homebuilts registered at Oshkosh 2004 per what I heard on the grape vine. Last year it was an official 36%. Now that's what I call success and a major achievement for Van's Aircraft. Clearly Van is the Henry Ford of experimental aircraft.

You could not escape Oshkosh this year without feeling the upbeat mood for the new sport-pilot rule. After all it has been in the works for about nine years. There is still a lot of work in final definitions before LSA is operational. I feel the European aircraft companies are poised to meet the needs. Some of that upbeat mood was tarnished by the fact that if you have ever been denied a third class medical, the LSP is not for you. The real question is how many people are waiting to become pilots if some of the price and complexity barriers are lowered? I hope to see a real success in several years with LSP.

After several years of suppliers introducing glass panels, this coincidentally became the year of glass for all of the major certified builders. Mooney, Cessna, Beech and Piper now offer glass cockpits (Cirrus has had glass for several years). For the experimental category, several manufacturers will put together a glass panel for you. The introductions of new glass instruments (mainly for experimentals) are accelerating. For example, Blue Mountain unveiled their new EFIS/Lite primary flight display which will fit into a 3 and 1/8 cut out. RC Allen, a long time vacuum gyro builder, will be certifying this flight display.

Weather information display in the cockpit is slowly coming. Avidyne announced that it would offer an XM-based data link (like in XM Radio) option for buyers of its EX500 multifunction display. This XM variant link is said to be more reliable, faster and has the possibility of really breaking into a cost bracket that would appeal to you and I. There is talk of carrying a PDA for viewing weather. Weather data display in the cockpit is the last great frontier for having everything we need since we now know where we are (GPS) and we have someone to fly the airplane (autopilot).

Now let's look at some insanity at Oshkosh. At the end of the air show each afternoon they like to have a big finale like at the July 4th fire works shows. Airshow veterans Jimmy Franklin, Jim LeRoy, and Bobby Younkin came up with the idea of creating the so called X-Team Masters of Disaster. The idea is to create as much mayhem (smoke, fire, and noise) as possible with screaming airplanes, jet trucks and pyro explosions. Well, at least we are not having staged accidents like they did in the 1930s such as throwing a water melon stuffed pair of coveralls out of an airplane onto the runway.

Finally, I would have to say this was one of the better Oshkosh fly-ins for me. The weather up on Monday and back on Sunday could not have been better. The time at Oshkosh was sunny with a breeze, not too hot, not too humid. I had a good time with a number of friends from Dallas and the entire scope of the convention was inescapably exciting. As you have guessed, Oshkosh is addictive for me. No matter how hard I try, it's impossible to experience it all. I am looking forward to next year.



Decatur Municipal (LUD) Open House 9/11

From the Decatur webpage

Dedicated to the men and women who died on 9/11/2001. We shall never forget. Time: 8AM to 3PM. Opening ceremony at 10 AM including Wise County police and fire departments flag bearers, active duty / reserve / retired military honor guard. 8 AM breakfast with food and beverage service all day. Discount fuel 8 am - 3 pm. On display will be aircraft of all types (military and civilian), autos, trucks, tractors, and military vehicles. There will also be vendor displays, rides and games for the kids, live 50's & 60's music and dancing.



Builder Updates

By Dick Flunker

Following are some updates from the respective chapter 1246 homebuilders.

James Redmond – Berkut #013 – It Flies!!

James moved his project to the airport on 8/7, it became an airplane on 8/13, and completed the first flight on 8/28. Let's



look forward to an article from James regarding his building and flying the Berkut.

**Congratulations
James!**

Mel Asberry - Murphy Renegade

Ann and I just received the plans for our next project! Its a Murphy Renegade open cockpit biplane. We're building from plans this time instead of a kit. A box of tubing is expected mid-September. This will be a "spare time" project. Estimated completion date is Saturday 2:15pm. year, month and week TBD. - Mel

Mike Snook – RV-9A



Not much progress on the 9A due to other priorities and diversions. However, Mike does have the spirit.



Check out the vehicle and tag!!

David Pavelock - Mustang II

David is building a Mustang II from a kit. He is close to

finishing the forward fuselage and is currently priming and riveting skins and a few other assemblies. The project is in the shop at his house.

The best way for members to contact David is via e-mail drimp66@yahoo.com.



Working on a project? Send a photo and a status update to share with the membership to Dick Flunker e-mail at: RFlunker@Comcast.net.



Private Pilot Ground School

The Texins Flying Club is holding a Private Pilot ground school starting September 14, with registration on September 9. The class is open to the general public as space is available. A flyer with all of the details and a map is located on the TFC web-site at:

www.texins.org/flyingclub/PVTPFLYER_F04.pdf



Free Online Training Course

Aviation Tutorials Co, LLC, is offering a free online course as part of the promotion of their other products. There is no charge for the course. It teaches how to read METAR's and TAF's. The course is fully voice-narrated with about 2 hours of training, and is available on their website: www.avtutorials.com.



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Sulphur Springs Fly-in 9/10-11

From the EAA1094 webpage

The Ninth Annual Sulphur Spings Fall Fly-In will be held on Friday, September 10 and Saturday, September 11, 2004 at the Sulphur Springs Municipal Airport (SLR). The event will host some of the finest aircraft in the region, from RV's to Bonanzas and Pipers. Hundreds of GA planes will be on site. This year's fly-in will be celebrating antique aircraft and tail draggers, to coincide with the opening of the new 2300' X 125' grass strip located west of the main runway. The new grass runway is oriented 17 - 35 and has standard left traffic to 35 with a right hand traffic pattern to 17.

Saturday will have the famous "EAA 1094 Flapjack Breakfast" 7 to 10 AM. A new camping area for RV campers and tents and a picnic area is close by. There is plenty of ramp space and new taxiways to park 200+ aircraft including warbirds, homebuilts and many many more. Rain date is Sept. 17th and 18th. Check NOTAMS - the new frequency is **123.075**. Contact phone 903-885-7613.



September Board Meeting

The monthly EAA Chapter 1246 board meeting scheduled for August 19, 2004 was cancelled due to conflicts with the majority of the officers. The next meeting is scheduled for September 16, 2004, 7:30PM at the TKI terminal.



Check out www.airnav.com. Great pictures of airports, fuel prices, and much more. - *Chuck Godber*

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Big Country AirFest Abilene (ABI) 9/25

by Gray Bridwell, Big Country Airfest

The "2004 Big Country Airfest" in Abilene, Texas is an event designed for aviation enthusiasts...by aviation enthusiasts. This year's event is scheduled for the weekend of September 25th. Saturday will be a full day of aviation thrills with over 400 aircraft on display - from homebuilts to the giant Air Force C-17 and everything in between. Aircraft judging will be in the afternoon, and there is a special evening planned for you too! Steaks will be cooked at the EAA "T" hangars with a live country western band. (We do need to have an idea of how much food to provide, so please e-mail me at Gray1@jefflutherconstuction.com and let me know if you are planning to come. Also let me know any special requests.)

Here are just a few of the aircraft and events that have been confirmed. for this year's Big Country Airfest.

- Van's Aircraft is bringing the second RV-10
- Military aircraft C-17, C-130, B-1B, Harrier, and more!
- Classic Warbirds T-6, BT-13, T-34, TBM, PT-17, F-8F Bearcat, FM2 Wildcat, Sear Fury, and more!
- Aviation trade show- 50+ booths
- Educational forums
- Heart pounding Air Show

John Klatt - Staudacher S300D
Trojan Phkyers-T-28 dual formation grp
Texas Twisters - T-34 formation group
Gallaway Airshows - Pitts Special
John MacGuire - 180 HP Cub
Paradise Airshows - T-6
Ron Cain Airshows - Chipmonk
and More!

Please check website for more information including the arrival procedure.

<http://www.bigcountryairfest.org/index.htm>



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The September meeting (9/9) will be at the TI Hangar at TKI. The TI Hangar is located south of the tower, south of the T-Hangars.

A New Method of Instrument Flying?

Submitted by Calvin Coffey

Basic Instruments: Cat and Duck.

Place a **Live Cat** on the cockpit floor. Because a cat always remains upright, it can be used instead of the artificial horizon. Simply watch which way the cat leans to determine if a wing is low, and if so, which one.



The **Live Duck** is used for the instrument approach. Because any sensible duck will refuse to fly under instrument conditions, you only need to hurl your duck out of the aircraft and follow it to the ground.

Limitation to Cat and Duck Method:

- Get a wide-awake cat. Most cats don't want to stand up at all. It may be necessary to carry a large dog in the cockpit to make the cat pay attention.

- Make sure your cat is clean. Dirty cats spend all their time washing. Trying to follow a washing cat usually results in a snap roll followed by an inverted spin.

- Use an old cat. Young cats still have many of their nine lives left, but an old cat has just as much to lose as you do and will be more dependable.

- Avoid cowardly ducks. If the duck discovers you are using the cat to keep the wings level, it may refuse to leave without the cat. Ducks are no better at IMC than you are.

- Make sure your duck has good eyesight. Nearsighted ducks may fail to realize they are on the gauges and go flailing off into the nearest mountain. Very nearsighted ducks may not realize they have been thrown from the aircraft and will descend to the ground in a sitting position. This is very difficult to follow in an airplane.

- Use land-loving ducks. It is very discouraging to break out and find yourself on final to a rice paddy, especially if there are duck hunters around. Duck hunters suffer from temporary insanity after sitting in freezing blinds and will shoot at anything that flies.

- Finally, choose your duck carefully. It's easy to confuse ducks with geese because many waterfowl look alike. Geese are competent instrument fliers, but they seldom go where you want them to go. If your duck sets off for Canada or New Zealand, you can sure you've been given a goose.



Calendar of Events

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

Sep 4	Open Cockpit Day - CAF Lancaster, TX (LNC)
Sep 9	Chapter Meeting 7:00 PM TI Hangar Tour - Durwood Henrich TKI, McKinney
Sep 10-11	Chapter 1094 Fall Flyin Sulphur Springs, TX (SLR)
Sep 11	Decatur Municipal Open House 8-3 Decatur, TX (LUD)
Sep 16-19	Reno Air Races, Reno-Stead Airport, Reno NV
Sep 16	Officers Meeting 7:30 PM TKI Terminal
Sep 18	Chapter Fly-Out - Matties - 11:30 Decatur, TX (LUD)
Sep 18	Chapter 343 Air Show and Fly-in Shreveport Downtown (DTN)
Sep 18-19	Fort Worth International Air Show Alliance Airport (AFW)
Sep 25	Big Country Airfest, Abilene, TX (ABI)
Oct 1-3	EAA Southeast Regional Fly-in Evergreen, AL (GZH), www.serfi.org
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 (OTE4)
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 23	Chapter 983 Flyin, Pecan Plantation, 0TX1
Nov 18	Chapter Meeting 7:00 PM (3rd Thurs this month)
Dec 9	Chapter 1246 Christmas Party Holiday Inn, McKinney

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*

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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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