

# Tail Wind Times

Experimental Aircraft Association Chapter 1246

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www.EAA1246.org

McKinney, Texas

September, 2005

## Chapter 1246 Movie Night!

### *Spitfire*



This one hour TVS documentary details the remarkable history of a single Spitfire. The film traces the aircraft from the moment it took shape at Midland factory in 1943 to thirty-five years later when she was discovered by engineer Nick Grace in seventeen tea chests in Scotland! Nick went on to restore her to her former glory and splendor. This film encompasses some stunning photography, remarkable archive footage, and interviews with some of the people connected with the Perfect Lady. People from the factory where it was built to the pilots who flew her give

their personal recollections of one of Britain's legendary aircraft. The meeting is:

**September 8, 7:00 PM, Pike Hall,  
Collin County Community College, McKinney, Texas**

## AirVenture 2005 Review

By Marvin Brott

Once again the event that brings thousands of aviation lovers to Oshkosh, Wisconsin is now history for the year 2005.



Everyone I talked to felt that this year's EAA AirVenture was bigger and busier than it has been in recent years. The switch to a Monday-Sunday format may have better suited people's travel patterns. More than 10,000 planes arrived over the 7 days. There were almost 3,000 show planes, including

a record number 1,267 homebuilts, 924 vintage planes, 386 warbirds, 196 ultralights, 130 seaplanes and 24 rotorcraft. Van should be proud of the sea of RV's that had a registered count of over 500.

It is hard to imagine how the Oshkosh of today has grown in depth and diversity of show planes, antiques, classics, homebuilts, and military planes. We see the incredibly rare like the P-38 Glacier Girl to the incredibly popular like the RVs. There are hundreds of vendors catering to every want and need. No matter how hard you try, it's impossible to experi-

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## Berkut 013 Does

### AirVenture 2005

By James & Sandy Redmon

*This article is a partial reprint from James website:*

[www.berkut13.com](http://www.berkut13.com)

OK, let me start off by saying that, for us, this trip was a true adventure! At times it was boring, thrilling, terrifying, relaxing, challenging, exhausting, miserable, enjoyable, but over all...just plain FUN!! Setting us up for this adventure, there were a bunch of "firsts" for both the plane and people - longest duration flights so far, first long cross-country for the Berkut, first cross-country for Sandy, first air race experience, first flights in that part of the country, first long duration (2 hour) full-throttle



run down low, first Oshkosh attendance, first 20+ knot direct cross-wind landing on a taxiway, first "camping with plane" experience, first in-flight encounter with rain, and even my first emergency (term used loosely) landing. To add to the fun, the week also brought extremes in the weather - from record

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## From The President

# Greetings All!



Dave, my husband, and I went back and forth as to whether we would go to AirVenture 2005. Taking a vacation with so much airplane building to do is always a quandary for a homebuilder.

However, the lure of the top billings (Spaceship One, Global Flyer, Chapter Award Winners, etc.) was irresistible and just a couple of weeks before the big show we decided to go. After investing in proper hats, we had a blast seeing as much as we could in 4 days. We met up with old friends and met some new ones. Oh, and of course we looked at every Glasair on the field. All in all, the time away from building our plane was well worth it. We came back motivated to finish our Glasair and have stepped up efforts with daily progress. So if fellow homebuilders are faced with the same dilemma, I highly recommend attending the next big EAA event to rejuvenate your building enthusiasm!

Smiles from under the dust mask,  
Susan

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### AirVenture 2005

ence it all. Don't even try to see everything; plan your time to enjoy your special interest.

If you were at Oshkosh this year you got to see Mel Asberry receive the Tony Bingelis Award. On Thursday, the day of the award, the **AirAdventure Today** newspaper ran an excellent full page article on Mel. That evening a big crowd including about 30 from the Dallas area attended the Homebuilders dinner to see Mel receive the award and deliver an excellent 10 minute acceptance speech. Of all the non-airplane specific awards given at Oshkosh, this is a major award and one that Mel has every reason to be very proud of.

I saw a lot of Dallas people at Oshkosh this year but one I was told many times I would not see this year was Jeff Ferraro. On Saturday Tom and Jeff wandered up to me to say hello. Turns out, Jeff was on his way to Europe for TI and had just one day at Oshkosh before leaving.

Jon Scholl also got to Oshkosh in his new RV 6 with only hours to spare. The rescue team in this case was Chuck

Wilson and Jeff Hanson. All of us at Aero Country have been watching this RV as it is truly outstanding.

This was maybe the most photographed plane at Oshkosh because of its Tru-Fire

paint scheme as accomplished by Mike Lavallee. Jon brought Mike in from Washington State where he has received consid-



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erable national attention (*Monster Garage*) for his custom paint work on cars and choppers. This very unique RV looks like it is flying through fire. You have just got to see this airplane for yourself. Watch for future photos and maybe a movie spot.

Never in my days at Oshkosh have I seen a new product announcement that blew the doors off like the new Garmin 396. Everyone was talking about this GPS/weather handheld and some early arrivals were able to buy one. We have heard for several years the talk about weather in the cockpit. Now with the 396 and satellite XM weather, it is a total reality. The testimonials are coming in and they are all impressive. The only suggestion for improvement is a pay-as-you-use rather than a monthly rate which runs \$29 or \$49 per month depending on the service. I have another suggestion which could save the FAA and their FSS system a lot of money. Provide all of us with a 396. As always, a picture is worth a thousand flight-service words. Technology over the past few years has given us the GPS for position, the sensing elements for 3 axis autopilots, the glass cockpit for flight instruments and now the last great frontier for having everything we need with XM satellite weather. We have come a long way in the last 15 years. Thank you Jack Kilby (*inventor of the integrated circuit at TI*).

This was a banner year for war birds with Glacier Girl, the Lockheed P-38 "Lightning" from Middlesboro, KY, taking the big prize and generating a huge crowd. The story behind this airplane is just phenomenal. Yet, right behind Glacier Girl was a grand champion level North American F-86 "Saber" and Supermarine Spitfire from Houston.

A once-in-a-life-time sight was the Air Force heritage flight which included an F-16, P-38, P-51 and an F-4. You will never see this again since it was announced that the Phantom aircraft are now officially mothballed and will be rigged with remote-controls so they can



be used as drones for target practice. How depressing.

The top show planes had to be Spaceship I, the White Knight, and the Global Flyer. They looked just like the pictures you have seen, yet it was really neat to actually get this close to history. It was neat to see adventurer Steve Fossett and Sir Richard Branson standing with GlobalFlyer. Burt Rutan and Sir Richard took the stage before an overflow crowd and said they had signed the papers to create the new company which will be the manufacturer and marketer for what they envision as a large fleet of spaceships. Instead of today's cruise ships, tomorrow we will have spaceships for our vacations.

Now I am going to show you something that will probably not be seen in the press. I wondered across a replica P 51 with an

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# Pancake Breakfast A Success!

By Susan Wilson

Our first Annual Pancake Breakfast was a huge success! We fed 115 people and had about 20 planes parked in front of the event. We had people and planes from Air Park Dallas, Tyler,



Grand Prairie, and Austin just to name a few. We had a tremendous turn out from Aero Country and look forward to having another chapter event there again. Special thanks to



Tom Moore for organizing the event, Patti Morris for heading up the cooks, Dr. Kramer and James Brend for the use of their hangar, and a huge thanks to all the volunteers who chipped in their time, resources, and hard

work! I had fun getting to know other chapter members during the setup, tear down, and in between.

Thanks again to all!



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*AirVenture 2005*

interesting piece of nose art. The plane was called Camel Smoker with the caption of "I'll Fly 10,000 Miles to Smoke a Camel" and a graphic (check the graphic) to match the words. Probably not politically correct in this interesting world, but I got the message..



There is so much more to report on this years Oshkosh but time and space do not allow. Please follow up on what happened at the LSA Mall, all the classics, the light-jet segment, and the ultralights in the many publications. Also, there are many more local stories to tell such as Jim and Jane Quinn's Falco being 1 of 17 at the show and Philip and Lynn Welsch making their first trip to Oshkosh in the Zenair 601 XL (*Diamond Motor Glider sold*). Maybe we can follow up with local stories. As always Oshkosh is the critically acclaimed convention for being clean and well organized as attested to by my friends Dave and Kay Ewing who attended for the first time. They were totally impressed with how polished this event was.

This year at Oshkosh I had a very interesting and exciting experience. On Saturday before the show, I was waiting for a ride to the airport outside the Gruenhagen dorm when I met John E. Kerrigan, Chancellor Emeritus of The University of Wisconsin Oshkosh. We talked for about 20 minutes. The following Thursday I found a note indicating that if I was available Friday evening to please join him and his wife for dinner. Ken Krebaum joined me as John picked us up at the dorm. We went to their 7<sup>th</sup> story suite overlooking the lake. We met his wife Patricia and then went to the Oshkosh Country Club. We stepped into non-aviation world at Oshkosh and were introduced to many of their friends. The people of Oshkosh are great and we had a wonderful time. Just a note, it was pointed out by Dick and Barbara Flunker who graduated from this university that they never ever had dinner with the Chancellor.

I had a good time with a number of friends from Dallas and elsewhere and the entire scope of the convention was inescapably exciting. I am looking forward to next year.



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***HOLD THE DATE***

Chapter 1246 Chili Cook-Off

October 22

Collin County Regional (TKI)

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### Berkut 013

heat in that region of the country to violent storms and record rainfall for OSH on the second night. WOW! Now THAT IS a vacation...uh, adventure....er, AirVenture!!!

So, lets get going...shall we? Our first non-stop leg of the trip took us from TKI (home) to MGY (Wright Brothers Field in Dayton, OH) to stage for the AirVenture Cup Race. (You can learn more about the race itself from that link.) Being that this flight was the Berkut's first long cross country, I chose to "buddy-up" and flew a wide two-ship formation with Rich Guerra and his Mom (Geez, no way MY Mom would have done the race!) in their beautiful Velocity "Race 24". In fact, very wide at times when I was eating snacks or off sight-seeing for a bit. The flight was beautiful and smooth, but a little on the long side - we battled 15-25 knot head winds all the way adding almost an hour to the overall trip. As long as it was (4hrs, 20mins), we had a wonderful view from 11,500ft - noth'in but blue sky above and puffy clouds below and air-conditioning by mother nature (about 45 degrees OAT). We landed in Dayton much later than planned, and almost missed lunch! But, the EAA folks were VERY helpful and accommodating and we were able to scrounge up some "vittles" to stave off the hunger pangs. But, the fact remains - we made it to Dayton and were now parked along side all the other racers. *Kewl!* As Sandy and I were un-packing our over-night bags, there was quite a bit of activity going on. Several of the "serious" racers were up doing formation photo shoots and low approaches for the local press. There was also a B-17 there giving rides to the locals that came to see what the commotion was all about. The B-17 is one of the my most favorite "warbird" aircraft, and to have it taxi out right in front of us, so close that the shade of the huge wing tip covered our nose, was a real treat! OK, time to go check out my "competition".

The AirVenture Cup race gathers a rather interesting and broad mix of aircraft together - this year, mostly due to



weather across the country, we only had 47 aircraft make the race. The race itself is handicapped into categories based on engine size

(cubic inches not HP) and gear type (retract or fixed), but leaves everything else to the whim of the racer/builder. So, you get some really mismatched planes within the categories - turbo/supercharged planes running against normally aspirated ones, constant speed props against fixed pitch, one-seat race-optimized planes against two+ seat general use aircraft, etc. etc. Needless to say, this makes the race less of a direct competition and more of a friendly, "just fly it and have fun" or "just for the thrill of it", type of event. Some of the race categories have course completion time spreads of *over* an hour between first and last place in this only 500 mile race. Thus, this "race" environment only really yields two types of "racers" - the "tricked out race planes", and the "everyday flyers". My category, Formula RG, is for aircraft with 360ci engines and retractable landing gear and is the most competi-

tive of all the classes. What do I mean by that? Well, there were only 6 planes in this category - all of which (except me) are veteran racers, with highly modified and optimized aircraft. One of which is the Polen Special - a single seat, turbocharged, inter-cooled, race-specific, record setting aircraft that bills itself as "World's fastest 4-cylinder engine"....nice, huh.



Actually, it is quite an exquisite aircraft - you can learn more about it and the pilot at his website. Ok, no chance of beating him...so, who else? The rest of the pack were tricked-out Lancairs - some turbocharged, some not...but all very nice, thin winged aircraft. Oh well...it's not like the "pink slips" are on the line...it's my rookie year and I'm just here to learn the ropes and see how the Berkut... rather "Race13"...behaves in actual race conditions. Remember, plane, pilot and wife have never done any of this before so there is just a slight bit of apprehension about it all. In fact, I made a pact with myself before even leaving home - I will not push the engine and risk damage if the temps get too high, I will not "go low" regardless of winds and not have an "out" incase something unexpected happens, and I will be prepared to "abort" the entire race if EVERYTHING (including Sandy) was not 100% operational. For us, this race was "experimental" enough without adding to the pile of stuff that could go wrong. So, after a very quick walk around the other aircraft (didn't come close to seeing them all), we took the shuttle to the hotel and had just enough time to check-in, drop our stuff off, and make it to the race dinner/briefing. Whew! Day 1 was over...time for some sleep - the last in-door sleeping for a whole week.

The next day was "race day"...and the butterflies were buzzin vigorously in my belly. We were both really jazzed about the day...and could hardly wait to get going - the "waiting around" was the hard part. We pulled the plane out of the grass and onto the pad, loaded her down with all our bags and topped her off with fuel. This time, about 200 locals showed up to watch the race launch and mingle with the racers - so, Sandy and I were packing, prepping, and pre-flying while happily answering questions. (a bad idea...you will soon see why) After an hour or two of this, Sandy and I headed over for the race briefing. No changes to the briefed plan, weather was VFR, so we just went over the course, turn points, frequencies, etc. Then, it was back out to the plane to await "engine start"

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### Berkut 013

and line-up. This year, they launched the planes starting with the "faster" categories first - our class was third in line, and I was right behind the Polen Special. Sandy was in the back shooting handheld video - but as we were about to find out...it was a pointless endeavor for this race. We watched, and waited as the Unlimited and Sport classes departed...then it was our turn! Yee-haa!



Let's get this race in the air! The first timing gate was at the departure end of the runway, so I lifted off, stayed in ground effect and accelerated, pulled the gear up, and zoomed through the gate into a climbing right turn onto course. We're off!!! Just about the time I was having that very thought and half way into my climbing turn...I heard and felt a low frequency vibration I'd never heard before. Humm...not good. I looked over my left shoulder to see a 20+ foot long vapor trail coming out of the strake!!! \$#@?! I knew immediately what happened - the left fuel cap had departed the aircraft and that "vapor" was fuel being sucked out of the tank. My immediate action was to switch to the other tank, and start a turn back to the airport. My second action was to make the radio call that "Race 13 was in-bound with a problem". My third action was to begin cursing to myself (but, out loud) - not because we had to abort, but because I figured I had lost the cap somewhere over town and would never find it! The best I would be able to manage was to have a replacement cap over-nighted - but since this was Sunday, it would be Wednesday before I'd have a replacement...ending the race for us and significantly screwing us out of prime OSH time. My only mistake to this point was the "out loud" cursing...on the intercom...with Sandy listening...OOPS! She was still silent with fear...but mainly because I had not yet included her in on the "happening" and let her know that we were *not* in any real trouble nor did I need to use the "E"-word. Although an immediate landing was in order, the reality was that I could have easily continued flight using the other tank for several hours. I was just so p—d off and disappointed at that point, that I was fit-to-be-tied - and honestly forgot I had a passenger at all...let alone my wife in the backseat! A quick explanation helped calm her nerves, but she was still a bit shaken...hey, so was I. Anyway, an uneventful yet "expedited" landing later...and I had to make the next radio call - "Race 13 has lost a fuel cap and will be full stop". Oh, that one will echo in my head for many years, I'm sure. The funny thing was, right after I transmitted that, several others (on the ground) made radio calls to the race ground crew to "check that left cap, please", or "please latch that right tip tank"...so, I certainly was NOT the only one with a loose cap. With the Berkut, the caps are outboard of the prop, and a loss does not pose much of a danger...but for other aircraft, it can be a total disaster. So, my error could have actually saved a life...only God knows that one. What counts is - plane, pilot, and passenger were safe and sound...but it's generally a bad thing to land with less parts

than when you take off. So, what happened? Distraction...and letting the line guy touch the airplane while re-fueling - neither I do on a normal basis at home. The 1st generation Glasair fuel caps I have are of very poor design. They seal fine, but the locking mechanism allow the cap to turn in BOTH directions and latch - but only ONE direction actually locks the cap. It looks closed and locked the other way, but a slight vibration later...and "pop" goes the top. Add to that, I had not yet installed the cap retaining chains...a later retrofit that was on my list, but is now at the top of it!!

OK, now that the excitement was over...and all the other racers had departed, the race crew was quickly making phone calls to find a local Glasair builder that might have a cap to borrow. Now, since I was the only racer still on the ground...the "crowd" that was the "distraction" before actually came to my rescue! In a lucky twist, a "local" that had been watching the take-offs came over and was listening to me give a recount to the local press. When I got to the "vapor trail as I turned out" part, he piped up and said "Hey, we saw you trailing something when the nose first lifted". Holy smokes! It's on the runway!! I grabbed the race crew and we quickly formed a runway walking party. Sure enough...the cap was quietly waiting for us, mid-field, on the center stripe. I guess it actually popped off when I rotated the nose. It had a little battle damage with scuffs and scrapes, but the seal was fine...so, we were back in business!! The 4.5gals of fuel were replaced, caps back on and triple checked...the timers headed back to the gate and we were off once more - this time with ALL the parts! By now, the crowd was cheering and jumping up and down along the runway as I departed. I can actually say, I had a audience just for me - the underdog, now 45mins behind the pack. ;-) Note: the race rules allow for a restart from the starting line, but no where else. Actually, the start line stays open for up to 2 hours after initial launch...so, there is no "rushing" just to leave and compromising safety - I got a new start time with no penalty. And YES...I have since added fuel cap retaining straps.

The race itself...well, Sandy and I have one word for it to sum it up - BRUTAL!!! OK, we finally launched about 11am (Eastern) and now it was getting hot...really hot. The forecast called for "extreme heat" in the region - we're talking 102-105 degrees in Chicago area "Yankee-land" folks!!! By noon...ground temps were 100 and it was 98 degrees at 2500ft....and TURB-U-LENT! (hence, no pictures) Man, I have never flown a rougher route...ever...in any airplane. Sandy was a real trooper!! There was no way to shoot video or take pictures of anything...heck, I could barely read the GPS, and it would take 5 mins to change radio frequencies my hand was bouncing around so much. Stuff was floating in the cabin when we hit some really hard ones and our heads were hitting the canopy no matter how tight the harnesses were. Add to that, full sun from the bubble canopies, and at BEST 98-degree air from the vents...for more than 2 hours straight! As for the winds...the long leg winds were 20 knot head winds at ground level and got significantly worse as you climbed...so EVERYONE in the race stayed low, really really low! As promised to myself, we did not go lower than 2000ft AGL

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### Berkut 013

(2500ft indicated) and thanks to the turbulence and hot air, was also not able to generate more than 210 knots true airspeed - 15 knots slow by my typical speeds @ 5000ft. in smoother air - high aspect ratio wings generate maximum induced drag down low and that Catto prop was designed for 10,000ft peak performance. I will also mention here, that the



"hard deck" for the race (stated in the rules) was 1000ft AGL (about 1500ft indicated for the course, except for the pylon turns).

Because of the speed reductions of the headwind as you went higher...many "serious racers" (read: all of my competition) went low...reportedly as low as 100-200ft AGL in some places to stay out of the headwinds. Since I elected to play it safe, my wind penalty was a minimum of 15kts (really more like 20+)...had I followed those guys down low, I would have likely placed 2nd or 3rd. But, I would have not only broken my promise to myself and put us at higher risk, but I would have ALSO broken the race rules doing so. (keep in mind, this "rule" is like NASCAR racers are not to bump other cars - yeah, right!) The rest of the course (after the long leg) was relatively short with two pylon turns and with slight tailwind...but the additional boost was given to all the racers equally since it was no longer beneficial to be extremely low or climb too high - but also not long enough to really change the rankings. How did "Race13" perform? Superbly, given the conditions!! All the "serious racers" were concerned with cooling problems with their tweaked out engine systems - me...I didn't have the slightest cooling problem even with the 100+ degree heat. I ran full throttle, 100 degrees rich of peak, for 2+ hours and never saw oil temps above 186 degrees, or peak cylinder temps above 360 degrees. In short, this bird has a bunch more potential in her! Remember, I'm still in rough primer, have not a single speed mod installed, no airframe drag reduction or cooling drag reductions efforts....nada! Everyone I talk to all agree there are at least 15 more knots to be squeezed out of this airframe and engine combo...and why not? Glenn Waters Berkut 360 is doing 236kts TAS right now. :-) Overall, we did very well...only 6 minutes separated our entire category of aircraft over the 500 mile race (excluding the Polen, of course) making our finish the closest in the history of the race. So, guys...look out next year! This time I was a completely stock airplane with a wind disadvantage...next year, I'll have some mods. :-) Checkout the race results at the official race website. (...and no, I didn't put a 540 engine in for the race, and there is not a "D" on the end of our name) :-)

**Ed:** Please see James Redmon's website [www.berkut13.com/berkut55.htm#osh](http://www.berkut13.com/berkut55.htm#osh) for a continuation of this article with many pictures including experiences at his first Airventure Oshkosh and his lunch with Burt Rutan!

## Big Country Airfest Wings & Wheels Abilene (ABI) 9/24

Abilene, Texas EAA chapter 471 will host the third annual "Big Country AirFest" at the Abilene Regional Airport September 24, 2005. Featured attractions include an aviation tradeshow, a Falcon Flight formation-flying clinic, and static displays featuring Cessna, Bonanza, Swift, and Warbird associations. The Air Force will also participate in several aerial demonstrations with the C-17 Globemaster and B-1b Lancer bomber. An air show is scheduled from 12 p.m. to 2 p.m., and several classic cars, hot rods and motorcycles will also be on display. After the air show, dinner will be served at the EAA "T" hangars with music provided by a live country western band. An award presentation is scheduled for 6 p.m. For more information visit [www.bigcountryairfest.org](http://www.bigcountryairfest.org).



## Private Pilot Ground School



**Texins Flying Club** is holding a Private Pilot ground school starting September 13, with registration on September 8. A flyer with all of the details is located on the TFC web at:

[http://www.texins.org/flyingclub/PVTPFLYER\\_F05.pdf](http://www.texins.org/flyingclub/PVTPFLYER_F05.pdf)

The ground school is open to TI employees and the general public as space is available. You do **not** need to be a Texins Flying Club member to take the ground school. Questions? Call Dick Stephens at 972-517-1647.

**CCCC Courses:** CCCC is offering the following courses at the Courtyard Center campus at Park & Preston in Plano:

Private Pilot Ground School - starts 9/08 (16 sessions)  
Instrument Rating Ground School - starts 9/06 (16 sessions)  
Meteorology Review for Pilots (Wings) - starts 11/30 (3 sessions)  
To register call 972-985-3711 (from Plano) or 972-548-6855 (from McKinney) or visit their website at [www.ccccd.edu](http://www.ccccd.edu) for more information.

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## Chapter Fly-out to Meacham

### September 17 By Susan Wilson

The chapter September 17<sup>th</sup> flyout will be to Ft. Worth Meacham Airport (<http://www.airnav.com/airport/KFTW>). We will meet at Byam Propeller shop at 9 am for a tour and slide presentation on prop maintenance given by Karl Byam. Karl has 54 years of prop experience so this will be a treat!

Then we will all pile into various vehicles provided by Karl and head to lunch at a restaurant close by.



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## Holiday Party - December 15

*By Tom Mitchell*

This year, EAA Chapter 1246 is hosting our annual Holiday Party at the Eldorado Country Club in McKinney on Thursday, December 15th at 7 pm. The dress is business casual and the order of the day will be great food, lots of fun, and great conversation.

It's never too early to start thinking about Christmas, so we're looking for some volunteers. The room will already be decorated for the holidays and the Club will cater the party, so we're looking for someone to help plan some exciting new activities. If you'd like to volunteer, or if you've got some ideas, please email Tom Mitchell at [tom@origtech.com](mailto:tom@origtech.com).



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## Sherman Breakfast Fly-in (SWI) - September 10

The City of Sherman will host a fly-in breakfast for its airport reconstruction completion on Saturday, September 10th, from 8:30AM to 10:30AM. EAA Chapter 323 will be doing the cooking; serving pancakes, bacon, sausage, coffee, and juice. Other activities are in the planning stages. Please check the city airport website,

[http://www.cityofsherman.org/airport\\_dept.asp](http://www.cityofsherman.org/airport_dept.asp)

for updates and additional information or call 903.891.4035. The airport (KSWI) is completing a full taxiway extension to RWY 34, adding additional ramp space on the north end, and preparing the grounds for new hangars to be built next year. Please come pay us a visit and enjoy the breakfast. Our fuel prices vary, but are generally the lowest around. Check the web for the latest. 903-891-4035



*Member Classified*

**For Sale: Garmin GPSMAP 195**, \$400 with 2 year old database, \$435 with new update. Includes all standard items plus RAM mounting system and updating cable. Mel 972-784-7544

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## Calendar of Events

(Items in bold are Chapter 1246 events)

- Sep 8 **Chapter Meeting, 7:00 PM**  
**Movie Night - Spitfire**  
**CCCC, McKinney**
- Sep 10 Sherman Breakfast Fly-in (SWI) 8:30-10:30
- Sep 15 Officers Meeting, TKI, 7:30 PM
- Sep 17 **Chapter Fly-out**  
**Byam Propeller shop at 9 am**  
**Ft. Worth Meacham Airport**
- Sep 17 CAF DFW Wing Open Cockpit Day (LNC)  
Approx 20 WW11 aircraft, Lancaster, Tx
- Sep 23-29 National Cross Country Air Races  
Mesquite, TX (HQZ) [www.us-airrace.org](http://www.us-airrace.org)
- Sep 24 Wings & Wheels Big Country Airfest  
Abilene, TX (ABI)
- Sep 24-25 Fort Worth International Airshow, Alliance  
Thunderbirds, Canadian Snowbirds, more
- Sep 25-30 US National Aerobatic Championship  
Grayson County Airport (F39), Sherman TX
- Oct 8 Sheppard AFB Open House & Air Show  
Wichita Falls, Tx
- Oct 8 Texas Yamboree Fly-In, Gilmer, TX (JXI)
- Oct 8 Pecan Plantation Fall Fly-In (0TX1)  
Sponsored by EAA Chapter 983
- Oct 13 **Chapter Meeting, 7:00 PM**  
**CCCC, McKinney**
- Oct 14-16 Land of Enchantment RV Fly-in  
Santa Teresa Airport (5T6), NM
- Oct 14-16 Cedar Mills Safety Seminar & Splash-In / Fly-In  
Earn credit toward Seawings and Wings awards.  
Gordonville, Tx (3T0)
- Oct 20 Officers Meeting, TKI, 7:30PM
- Oct 22 **Chapter 1246 Chili Cook-off**  
**McKinney, TX (TKI)**

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 **WingsPoint**  
aviation services

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

September

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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

**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.)	
Sue Cowan (Member Profiles)	972-549-1030
Chuck Godber (Bulletin Bd)	972-491-6717
David Godber (Bulletin Bd)	903-532-3577