

Experimental Aircraft Association Chapter 1246
Volume 9, Issue 9

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McKinney, Texas
September, 2007

Corkey Fornof and the LoPresti Fury

Collin County Community College

7:00 PM, Pike Hall

Collin County Community College, McKinney, Texas

Corkey Fornof Presents The LoPresti Fury

Speed Merchant Roy LoPresti patterned the Fury design after the timeless Globe Swift, but made it much better and faster. His dream has now come to life and this Ferrari of the skies is ready for production. The LoPresti organization has asked Corkey Fornof to be its chief pilot for the new airplane and to show it off at every possible airshow and aviation event.

Corkey has agreed to make a presentation on the LoPresti Fury at our September meeting, which should be fascinating. As you may know, Corkey is famous in his own right. He has more than 15,000 hours in over 287 different types of aircraft. He has been around the world in major airshows and as a test pilot and corporate pilot. More interestingly, Corkey has been involved flying as the stunt pilot in numerous Hollywood movies, which he talked about at our May 2005 meeting. Corkey has filmed all over the United States, Mexico, New Zealand, Australia, Costa Rica, Argentina and Thailand.

Be sure and join us for this interesting and informative meeting!



Oshkosh AirVenture 2007

By Bob J. Rogers

If you did not make it to Oshkosh AirVenture this year, you missed a good one. If you did go, then you know what I mean. Teri Ann and I had not been to Oshkosh since 2003, when they celebrated a century of flight. It seemed like a good time to go back and see what had changed. We were there for opening day on Monday, just as the gates opened.

A lot of EAA Chapter 1246 members attended this year's show and to make it easier for them to contact each other at Oshkosh, we gathered their names, cell phone numbers, and days of attendance - then published the list to all who went. On Monday, several of us met at the base of the World's Busiest Control Tower for lunch. After standing in some long food lines, we found a nice grassy spot in the shade where we could visit and share experiences. We got to hear about the AirVenture Cup Race from James and Sandy Redmon and Dave and Susan Wilson. There were four race entries from our Chapter and all did well, but no first place wins. Oh well, there is always next year. The overall winner was the Nexus NXT with an average speed of 337.46 mph. Our chapter members, Mike Schipper, Max Probasco, Steve Ruzic, and Todd Agold for the success of their company, AirGizmos. It is obviously doing well and we got to visit their booth at Oshkosh. Every avionics dealer and aircraft supplier in the country is selling their products, partly because AirGizmos has cornered the market for the GPS Panel Dock kit. If you want to mount your portable GPS on your panel, you need to buy their panel dock kit.

The Beach Boys concert Monday evening drew a large crowd of 40,000 or more. We could not get close enough to see them, so we just walked among all the beautiful homebuilts and listened to the great music. Every afternoon, AirVenture puts on an excellent airshow. It is amazing and inspiring to see such precision and daring in aerobatic flight.

We got to see some interesting and beautiful airplanes. One of my favorites is the P-51D Mustang. In the homebuilt category, I liked the Glasair III. Also, Larry Kinder's 1981 Grand Champion Mustang II is timeless (maybe I am prejudiced). There were many pristine classic aircraft, such as the Globe Swift and the Beechcraft Staggerwing.

We saw an incredible array of military aircraft and new airplanes at every turn. There were just too many to mention. It was glorious. We were in airplane heaven!

On Wednesday evening, Teri Ann and I were invited to a reception for all the EAA Chapter Presidents, hosted by Ford Motor Company. As we stood in line to enter, we were greeted by a nice man wearing a Ford shirt. We had a friendly conversation about how he had been to McKinney

with the Light Sport Aircraft tour last year and remembered our Chapter. It turned out that the Ford representative was none other than Edsel Ford II himself. We also got to visit with Eric Lindberg, the grandson of Charles Lindberg, who was the first to fly solo across the Atlantic. Tom Poberezny gave a good speech at the reception about the value of our members to aviation. You really do make a difference.

Oshkosh AirVenture is an awesome experience. Everyone should go at least once. We left Oshkosh with some wonderful memories and new enthusiasm for finishing the airplane. Now, I look forward to sharing many hours of flying with my EAA Chapter 1246 friends.

You can see more pictures from Oshkosh AirVenture 2007 by going to our Chapter website at EAA1246.org and clicking on Photo Gallery.



Black Hills Get-Away

By Dick Flunker

It was a number of years since Barb and I had visited Mt Rushmore, so this year we decided to escape the hot weather for a couple of days and head to South Dakota. We decided to fly into Spearfish, located on the northern edge of the Black Hills.

Departing TKI we flew northwest to Goodland, Kansas. The Butterfly Café is located on the field at GLD, so we timed the 3 hour flight in the RV6A to arrive at GLD around noon. After lunch, it was a shorter 2 hour flight to Spearfish. Since we were flying, one of the objectives was to do a photo fly-by of Mt Rushmore. We were using flight following, so as we approached the Black Hills I mentioned to Denver Center that I would like to do a photo pass over Mt Rushmore. ATC was very cooperative, and when we were handed off to Ellsworth Approach we were provided vectors to Mt Rushmore. I was surprised that Mt Rushmore was not indicated on the GPS396. Although the sky was clear, it was hazy so the vectors were very helpful. Ellsworth provided a minimum altitude and ground references for minimum radius info, and also provided the advisory frequency to use in the vicinity of Mt Rushmore. Because of the haze, we made a quick low-level pass of the area and then continued on. The aerial view of Mt Rushmore is impressive, and I would definitely recommend a fly-by when you are flying in the area.

The Black Hills are very scenic tree covered mountains. There are numerous roadways and several tunnels that provide many interesting views. Mt Rushmore is certainly a main attraction of the area, but there are other attractions including Custer State Park with its buffalo herds and other wildlife, the Crazy Horse Monument, and the city of Deadwood. As luck would have it, Deadwood was celebrating the annual "Kool Nites in Deadwood". The event is a combination Hot Rod and Vintage Car Rally, combined with free evening concerts on main street. The number of vintage cars was amazing. And of course, there is the gambling. It seems all the establishments on the historic main street of Deadwood have a casino, as do all the hotels in the area. The Kool Nites event was really kewl.



We also spent a day touring the Rapid City area. Ellsworth AFB and the South Dakota Air and Space Museum are located just east of the city. There are many aircraft on display at the museum, including a B-1, B-52, B-29, and many jet fighters. Ellsworth also offers a bus tour of the AFB, but unfortunately our time constraints prevailed. Rapid City has a very interesting Historic District, and several interesting museums. Our favorite was the Geological Museum on the campus of the "College of Hard Rocks".

Just a short drive to the west of Spearfish is the Devils Tower National Monument of "Close Encounters" fame. We managed a hike around the tower but never did find the alien landing area...



Our trip to the Black Hills was a very enjoyable getaway, and something I would highly recommend. By the way, the evening temperatures were mid-50's with daytime highs in the 70's. That was also a very big treat for the mid-August getaway.

Website of the Month

In case you haven't looked lately, there is a new entry on the Favorite Links page of our website "EAA1246.org." It is called "Kitbuilt Aircraft Showcase" and it features outstanding websites of the builders of various kitplanes. You can click on the links to see incredible detail on how to build the featured aircraft and share the joy of flying the completed project. Currently included are websites created by builders of the Berkut, RV-9A, Velocity XL RG, and Mustang II. Each website will educate and inspire you. If you know of similar top-quality websites for other makes of kitplanes, please let us know and we will add them

Sucking For Air.....Or.....

Say, Bill, Is that a Moose in Those Clouds?

By Timothy Smith

Recently I drove up to see me cousin in Salt Lake City. I decided to drive, and wind my way through some mountains I have never seen. I took along the pertinent sectionals, current of course!, and my handheld GPS. There is some awesome countryside to be seen in the west, if you take the time to look.

My cousin Mark lives around 7000 ft MSL, on the East foothills of the Wasatch Range. Just East and North of there is the Uinta Mountains, that extend along the top of Utah, and into Wyoming. The passes through these mountains start around 8000 to 9000 ft. and the mountains themselves climb to above 14,000 ft. Mark likes to hike around in these mountains, so I obliged him and went along for a few hikes.

While laboring along a path at 11,000 ft I was thinking about the pilot requirements for supplemental oxygen, (and wishing I had some!)



To paraphrase FAR 91.211 Supplemental Oxygen, In non-pressurized aircraft, After 30 minutes at a cabin altitude of 12,500 ft to 14,000 ft MSL the required flight crew must use oxygen, and above 14,000 ft MSL the crew must use oxygen at all times.

Well, to a VFR gadabout flatlander such as myself, That is just something else to memorize, after all how many times have I flown up to such dizzying heights? The couple of times I have gone to 10,500, I felt vaguely apprehensive for some reason, which quickly went away with a relatively slight reduction in altitude, but boy, you can sure see forever from there!

The jaunt to the high country brought home the utility of that memorized rule. The properties of our atmosphere change with altitude, as we all know. Ask anybody on the street why its hard to breathe up there and they will likely tell you its because there isn't as much oxygen up there. Well, bzzt, wrong answer! There is just as much Oxygen there, but the air is less dense and the pressure it exerts isn't as great as it is down here at the bottom. That means for every breathe you take, you don't absorb as much. If you stay at altitude for several days, the body will adjust by producing more red blood cells, and therefore absorb the O2 more efficiently. That's why the goat people of Upper Berzerkia are able to chase down jack rabbits for dinner, and we low land visitors get winded just picking up the fork!

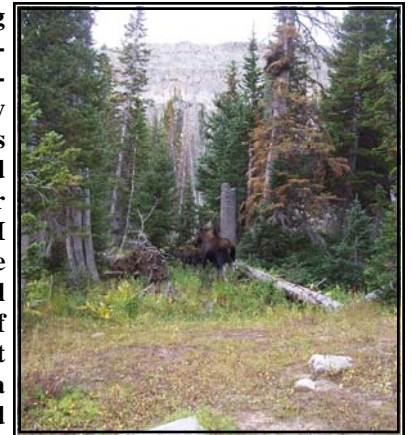
Some of the symptoms of altitude sickness, or Hypoxia, are

apprehension, confusion, headache, nausea, spasms, and loss of consciousness, among others. Most of these symptoms are related to the lowered O2 levels in the brain. I experienced head aches after a short while at the top of the mountains, that went on for a good while when I came down to lower elevations. Lower as in 7000 ft instead of my usual 500 ft!

From that experience, I will consider taking Oxygen with me if I intend to fly above 9000 ft or so, just to be on the safe side.

How about when you are putting along up there and you realize you're lost, low on gas, or similar situation? You subconsciously start breathing rapidly and soon are becoming overwhelmed with panic? OhNo OhNO OHNO!!! Starving for oxygen? I think not, Tim. Sounds like hyperventilation. The body's response to stress is to start breathing rapidly to build up that burst of energy (Oxygen) for "fight or flight." A different kind flight, as you are already flying (not to confuse the issue). The way to fight that is to breathe into a paper sack, preferably one that hasn't been used by a queasy passenger! The steady breathing into a bag sounds kind of silly for such a situation, however it does serve a purpose. The build up of carbon dioxide from exhaling, and inhaling said CO2 will lower the saturation of O2 in the blood and brain, and reduce the likelihood of uncontrolled panic.

As we were wondering around the alpine meadows, admiring the wonderful scenery that can only be seen at the upper limits of the tree line, we walked up on a moose and her calf, about 20 ft away. I started thinking about the little 80 horse engine I will soon hang on my plane, if I got a chance to live that long. (It seems to be that a moose and her calf would just as soon stomp you into the next world as look at you).



Doesn't sound like much umph to be flying around up here. But then again, it wouldn't matter what size engine was on it, they would all be laboring under the same circumstances. Lack of air pressure to develop full power. That's why we lean out our engines at altitude. There is not as much O2 available for combustion, because the air is less dense. The power developed from a normally aspirated engine is a miserable fraction of what is developed at our sea level bases. Take offs and climbs at these upper altitudes require more room to roll, and to outclimb obstacles such as canyon walls, rocks, trees, and the occasional tower. I noticed that a lot of runways seem to be verry long, compared to our lowland runways. However, 6000 ft could seem pretty short when the end is approaching rapidly and your still not airborne yet, when by all rights in our sea level world, we should be entering the pattern.

The are ways around both of these obstacles to high altitude flight. The human body can use canned oxygen to increase the saturation of O2 in the blood, then the body operates as we would expect it to down here. You could also use it for extended flight at less than 12,500 ft to prevent the dull headaches you were blaming on the extended excitement of just being able to fly!

The piston aircraft engine can use a turbocharger to overcome the pressure problem. Simply put, the turbo is an air compressor that increases the amount of air, and thus oxygen, in the cylinders, allowing it to perform as if it were at a lower altitude.

As I was crossing the mountains and looking at my sectionals, I thought about what it would take to cross them in a light plane. Patience and planning are the keys. If you absolutely had to be there tomorrow, then take a 737. There is no guarantee you can cross those passes now, tonight, tomorrow, or next week! In New Mexico, I was crossing the divide, clear blue beautiful day, and then the next minute clouds formed and it was raining, with no room under, over or around, to cross the next ridge. In the Uintas, we went up into the mountains on a beautiful summer day, and crossed the pass into a cloud layer close to the ground, no room to maneuver in a plane. We went higher and it started to rain. On the way back down it disappeared in an instant and was sunny again. One of the passes in Colorado was a pleasant drive till I got to the top, then the wind was blowing so hard it was rocking the car.

Mountains make their own weather.

If you are going to fly in the mountains, find a qualified instructor and pay attention to what they say. Some ground instruction and dual time will go a long way to increasing the longevity of your flying career.

One fine day, when my plane is finished, I plan on crossing these mountains again, on my way to the freedom of the skies.



Get rid at the outset of the idea that the airplane is only an air-going sort of automobile. It isn't. It may sound like one and smell like one, and it may have been interior decorated to look like one; but the difference is — it goes on wings. *Wolfgang Langewiesche*

In Memory of Those Who Perished

11 September 2001



Smoking Ruins...

Silent Skies...

We Will Never Forget

Freedoms Price

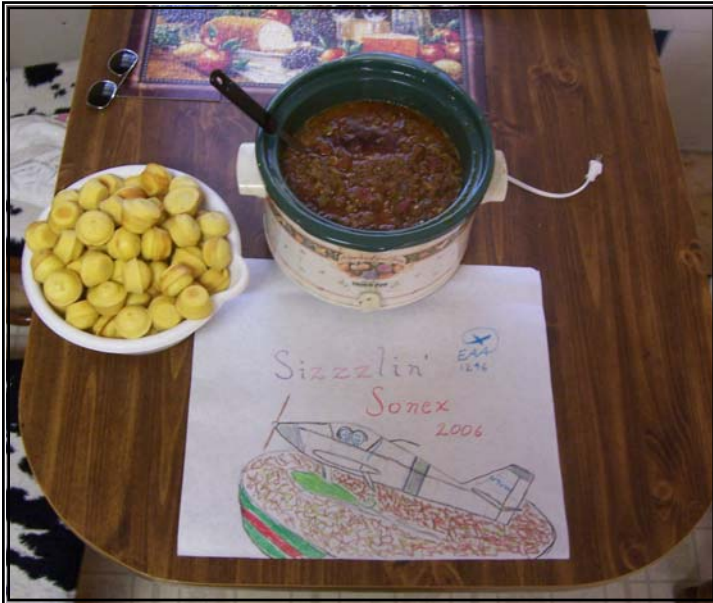
Pray for our Fallen.....

..our Sons & Daughters in Harms Way

.....Our Resolve To Overcome

Tyranny & Terror

.....*Get Your Chili Ready*.....
*Before You Know It , It'll be Tomorrow
Night*.....



*Come Join Us for the 8th Annual EAA
Chapter 1246 Chili Cookoff and Fly in
Collin County Regional Airport (TKI)*

22 September 2007

Judging Starts at 11:00

Have your Chili ready by 10:30

Please come join us for our annual Chili cook off and fly in.
This is a rain or shine event.

Fly in or drive up for your chance to sample some of the finest chili our part of Texas has to offer!

Enter your own batch of chili and compete for some great prizes!!!!

If you are flying in, ask Ground for directions to the MHOA ("mow-ah") hangers, there's plenty of parking!

If you are driving in, turn left at the fire station and follow the signs to the MHOA area.

If you get lost, crack the canopy and follow your nose!!!

EAA Chapter 1246

Officer's Meeting

August 15, 2007

7:30 p.m.

1. Chili cook-off details were discussed.
2. Future speakers – October & November
A number of options were reviewed for future guest speakers.
3. Status of finances
 - a. Tables purchase
A decision was made to purchase 12 new tables for our events.
 - c. Hats purchase. Complementary hats will still be provided to our guest speakers. Members can order hats, shirts, and other chapter items from the web site.
4. Tuskegee Airmen Youth Day. Volunteers and equipment needed were discussed.
5. Christmas Party. Reservations were confirmed for the Dec 6th event.
6. Web site
 - a. Chapter News feature
 - b. Display trophy in Lobby
 - c. Contest next year
7. Newsletter status

That this tiny two-seater box of metal managed to rise into the air at all felt unbelievable. Once we broke ground, it seemed as if I were floating on a magic carpet. The lightness and height made me tingle in somewhat the same way I feel aroused before making love. When I took over the controls, I felt as if I were at the center of my universe instead of orbiting someone else's. I felt then, and still believe now, that piloting a small aircraft is about as good as it gets.

- Barbara Cushman Rowell, *'Flying South: A Pilot's Inner Journey.'*



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Member EAA 1246 - Ask about N9VW !



Calendar of Events

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

- Sept 13** **EAA Chapter 1246 General Meeting**
7:00p Pike Hall Collin Co. Community College
-
- Sept 12-16 44th Annual Reno Air Races
-
- Sept 15 2nd Annual Fly in: Paris Tx.
-
- Sept 19** **EAA Chapter 1246 Officers Meeting**
7:30 p Cutter Aviation, TKI
-
- Sept 22** **EAA Chapter 1246 Chili Cookoff & Fly in. 11:00 TKI**
-
- Sept 29 BOLD Air Race, Denton Tx.
-
- Sept 29 Challenge Air Fly Day, Mesquite Tx.
-
- Oct 11 EAA Chapter 1246 General Meeting
 7:00p Pike Hall Collin County Community College
-
- Dec 6** **EAA Chapter 1246 Christmas Party**

Disney World Bahama Bay Resort & Spa

June 3rd—7th 5 Day / 4Night
 \$316.00 total all Four Nights
 Up to 6 People in a Room!

Royal Carribean Bahama Cruise

Sep. 17th-21st
 \$59.00—\$99.00

Www.nitabertram.worldventures.com
 www.nitabertram.com

September 2007

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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.
Make checks payable to **EAA Chapter 1246**.
Mail applications to:

Sue Cowan
2250 Purdue Dr.
Lucas, Tx 75002

* National EAA membership required.

National EAA Offices:
EAA Aviation Center
P.O.Box 3086
Oshkosh, WI 54903-3086

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Secretary@EAA1246.org
Sue Cowan (Treasurer) 972-549-1030
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Chapter Volunteers:

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scooterpilot028@yahoo.com
Dick Stephens (Flight Advsr) 972-517-1647
Dave Bertram (Flight Advsr) 972-562-5967
Mike Pollock (Tech Cnslr) 972-530-8400
Ann Asberry (member Profile) 972-995-0372
Chuck Godber (Bulletin Bd) 972-491-6717
David Godber (Bulletin Bd) 903-532-3577
Jim Smith (Fly-Out Co-ordinator / webmaster) 214-906-7701