

Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

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www.EAA1246.org

March 2004

Dick Stephens - EAA Flight Advisor



Chapter 1246 member Dick Stephens will lead a discussion on the role EAA and EAA Flight Advisors play in the safety of amateur built aircraft. An EAA member since 1971, Dick has over 3000 hours in single engine aircraft, ASEL, AMEL, Instruments, CFII. A focus of the discussion will be an article from the February 2004 issue of Flying magazine, "Aftermath, Amateur Accidents" by Peter Garrison. This article highlighted Amateur builders voluntarily turn their backs on the benefits provided by certification and professional construction and maintenance to experience an adventure". The chapter meeting is: **March 11th, 7:00 PM, Pike Hall, Collin County Community College, McKinney, Texas.**

Tail of the Tiger

By Jeff Ferraro

Becoming the new owner of a 1978 Grumman AA5B Tiger brought all the excitement you might imagine as we looked at all the little neat things we could do to make an already nice airplane even better. Several quick fixes were accomplished for things like a leaky fuel drain, inop flap indicator and



some general clean up. What next? How about some new glass, after all we want to use it as an instrument trainer, but maybe foggles or a hood might be a better idea than an extremely cloudy windshield! SOP practice in today's world seems to be to surf the web to get any tidbits of information

(Continued on page 3)

Fish'n Fly-out March 20th

By Tom Mitchell

This year's EAA Chapter 1246 Fish'n Fly-Out will be held on March 20th. Once again Tom Mitchell and Roy Matheny will be organizing the fishing activities. We'll meet at Cedar Mills Marina (<http://www.cedarmills.com>) on Lake Texoma at 8 AM Saturday morning rain or shine. Be on time because



the boats will be leaving the dock at 8 AM sharp. Don't worry if you're not an expert, we welcome both experienced fishermen and novices. In fact, if you don't know how to fish, or you aren't familiar with Lake Texoma, fishing with

(Continued on page 4)

Pilot/Builder Profile By Susan Wilson



Name: *Marvin Brott*

Place of birth: Scottsbluff, Nebraska

Family: Wife Pat, daughter Shauna and Jesse Wilson, grandson Reid and son Greg and Christy Brott, granddaughter Avery.

Occupation: Retired engineer from TI/Raytheon.

If I had a different job, I'd be: Concert Pianist or maybe a political pundit.

I became interested in aviation because/when: My bicycle and I found our way to the airport during elementary school days. Learned to fly in 1968 and have built a Sonerai 1, RV 4 and 8.

I fly/built a: RV-8 which first flew in March, 2001.

If money were no object, I'd fly/build a: I would love to see a B-36 fly again but the RV-8 approaches the money-is-no-object-airplane.

My favorite place to fly for a meal is: Oshkosh - where there is a big party for a week, the meals are ok.

If I had a week off, I'd fly to: I now have all weeks off.

On my fantasy flight around the world, my 3 guests would be: This is really a hard question. After finding a good pilot like Pete Huff to take us (he has been part of the way), my guests would be my above mentioned family members.

The last book I read was: Armeys's Axioms by Dick Armeys
My hero is: Will Rogers

My greatest aviation experience was:

A flight to Van's Homecoming in the RV-4 and the opportunity to get into the Spruce Goose and sit in Howard's seat with my right hand on all 8 throttles.



The thing people don't know about me is: I am much, much, much younger than I look!

Editors note: Marvin didn't mention that his RV8 is a frequent award winner. Marvin received an Outstanding Workmanship award at EAA Oshkosh 2002, and Best RV8 at the Las Cruces RV flyin in both 2001 and 2003.

Congratulations Marvin!



EAA Members Outbuild GA Manufacturers From EAA News

The General Aviation Manufacturers Association (GAMA) released its 2003 GA Airplane Shipment report on Wednesday, February 11, which showed that piston-powered aircraft production rose last year, with a 9.5 percent increase worldwide (from 1,731-1,896) and 6.3 percent increase (1,496-1,590) in the U.S. Comparing EAA members' production to the production runs of single-engine piston manufacturers for almost the same period, EAA members produced more single-engine aircraft than any single GA manufacturer! EAA Members 707, Cessna 588, Cirrus 469, Diamond 228, and New Piper 185.

EAA recognized 707 EAA members who completed their homebuilt aircraft from December 17, 2002, to December 17, 2003, as part of EAA's Centennial of Flight celebration. Each member received a commemorative stainless steel data-plate, a certificate of accomplishment, and their project posted on the EAA website. "It is truly amazing to think that EAA members, in their basements and garages, built more aircraft than the biggest single-engine manufactures in the world," exclaimed Charlie Becker, EAA's Director of Aviation Information Services. "The desire to fly is just as strong today in our members as it was in the Wright brothers 100 years ago."

The EAA's Centennial Homebuilt website can be viewed at www.eaa.org/homebuilders/centennial.asp. For a copy of GAMA's report, visit www.GAMA.aero.

(Continued from page 1)

Tail of the Tiger

you can before starting a project like installing a windshield. Interestingly, as searched for Grumman Tiger, a new SAIB popped up. A few days later, it also arrived in the mail. So what's an SAIB you ask? It's a Special Airworthiness Information Bulletin issued by the FAA. It's essentially a document based on some evidence that suggests an inspection be performed. By law, compliance is not mandatory, just advised. In this specific case, a close inspection of the tail and stabilizer attachment was the focus of the bulletin. Since we felt the tail played an important role on the overall flight characteristics, we decided to peek inside and take a look. After all, this is just an information bulletin, chances are

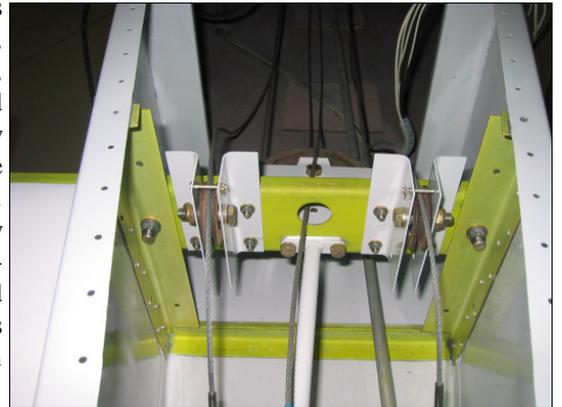


everything is OK right? We quickly saw that there was a good reason the SAIB bulletin had been issued. Cracks in the stabilizer support structure were visible through the inspection holes of the fuselage. It was clear that to repair this, some disassembly of the tail area would be required. One suggestion for anyone that is disassembling anything, take some digital pictures before and as you do it. They are invaluable when you are trying to put things back together. As we peeled off the layers, we found additional cracks and deformed brackets that held the stabilizer spar onto the aircraft. Now this is when you start thinking about the stalls and maneuvers that you were doing the weekend before! In reality, it points out just how well engineered and structurally sound our flying machines are. Chances are the problems we found had been there for a long time. Normal annuals and inspections probably would not have spotted this condition, however we'll know what to look for in future inspections.

First order of business was to determine the best method of repair. Calls to the contacts on the SAIB (Tiger Aircraft and the FAA) proved to be very worthwhile as both individuals were very helpful in explaining what they thought was really going on and why. They also offered suggestions for completing the repair. Another call to FletchAir (the Grumman Guru's) also proved to be beneficial. Turns out they have made the same repair several times to other aircraft and were generous in sharing the detailed information as to how we should to go about completing our

repair. They also provided the necessary replacement parts and a kit including the process for making repairs of this type. Since Grumman Tigers are bonded together, it was a new experience for us. If anyone suggests that bonding is not as strong as rivets (or anything else for that matter), they haven't tried to delaminate a bonded component of a Grumman airplane. This stuff is amazingly strong. (I'm starting to re-think the stalls and maneuvers again!). After working a process with a heat gun and blade, we were able to separate the bonded support angles and clean up the area. After much measuring, re-measuring, checking angles etc... we installed new parts. The repair process was to bond and rivet the new parts. We were told this was the recommended repair process since bonding was a very controlled process at the factory and was not easily duplicated in the field, thus use some rivets along with the bonding material. We can assure you, these new parts are secure! Since the entire tail including both the vertical and horizontal stabilizers as well as the elevators and rudders were removed from the plane, this was an excellent time to go through everything else in the back end. The entire area was

cleaned, primed, repainted and new hardware installed. All is now back together and two flights have been logged.



The general opinion of the experts is that the original problems were typically related to what they referred to as "dynamic events" and not caused by normal flying or day to day operations. One of them also suggested that there may be a relationship to pushing the tail of the aircraft down and moving it around. Since Grumman's have a full swivel nose wheel, ground handling without a towbar is not easy. We all might think about that the next time we push down on the Stabilizer or pile weight on it to get the nose wheel off the ground. Are they really designed for that type of loading??? In our case, we certainly won't plan any "dynamic events" or pushing on the tail anytime soon!

-- Wanted -- **Program Coordinator**

Want some one-on-one time with interesting aviation people? Want to be a bit more active in chapter 1246? Be the chapter 1246 program coordinator - no training required.. Contact one of the officers.

(Continued from page 1)

Fish'n Fly-out

Captain Roy and his friends is like having your very own, private, fishing guide.

If you have a boat or some equipment, bring it with you, but



if you don't, everything will be provided. You can fly to Cedar Mills Marina, hop a ride with someone who's flying out, or drive. Just email Tom Mitchell at Tom@origtech.com or call 972-548-8488 by March 12th to let me know if you're coming to reserve your front row seat. When you email, please let me know if you have a boat and what equipment, if any, you'll be bringing. Make every effort to come and fish with us. I guarantee that if you do, you'll be hooked – on fishing, that is.

Directions To Cedar Mills (March 20):

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

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

Caught on Lake Texoma with 20# line.



Hmm.

The **Fish Fry** will be held on **April 24th** in Pete Huff's hanger at TKI. The Ackermans have volunteered, again, to cook all the fish we can catch. There will be plenty of good food, and lots of wonderful company.



Fishing Hat Competition

That's right. It's time again for the famous Chapter 1246 Fishing hat competition. At our March meeting we will be giving away a fabulous grand prize to the wearer of the winning sou'wester. Any and all participants are welcome. Winner will be picked by our coveted and patent pending "applause-o-meter".



Fly out to Ardmore

By Dick Flunker

Clear skies, very little wind and unlimited visibility generated a good turnout for the February flyout to Ardmore, Oklahoma. A rough count of 12 planes kept the Ardmore (ADM) tower controller very busy as most planes arrived about the same time. The restaurant on the field has recently changed management, but the hamburgers looked to be as good as ever and I can confirm that the buffet was very good.



As we were about to leave, Dick Dumai arrived with several passengers in an ultimate hamburger run machine – his Piper Meridian. We gathered around for a quick picture before departing. I noticed Jim Wilson was near the runway taking departure photos. Once again we look forward to seeing them at the annual party.



- Dues -

If you have not paid your 2004 dues, this will be your last issue. Sorry.

Make checks payable to EAA Chapter 1246. Pay at a chapter meeting or mail to our treasurer:
David Norman
2216 Wisteria Way,
McKinney, TX 75071.

February Board Meeting

The monthly board meeting was held at the TKI terminal on February 19, 2004. Attending the meeting were Larry Spears, Calvin Coffey, David Norman, and Dick Flunker.

1. Dick confirmed that Pike Hall has been reserved for the April 8, May 13, and June 10 meetings.
2. Upcoming meeting programs were discussed. Calvin has arranged Dick Stephens for the March meeting. Larry has arranged Jim Wilson for the April meeting. Calvin discussed several contacts he has made for May, but there have not been any commitments at this time. Calvin also mentioned several other possibilities and will pursue making initial contacts. We all agreed we need to have **other members share the program coordinator role.**
3. Dick confirmed that insurance has been filed for the Ardmore flyout on Feb 21, the Fish'n Fly-out on March 20, the Fish Fry on April 24, and the Poker Run on June 19. The May 15 flyout will be to SWRFI.
4. Tax forms were discussed. Larry will file the necessary address change, and David will proceed with the filing.
5. The Fish Fry was discussed. Larry will contact MHOA and the FBO to insure they are aware of the event and to discuss parking and other considerations. Dick will contact Dallas chapter 168 and Sherman chapter 323 inviting them to the event.
6. Larry will organize the 2nd annual "Favorite Fish Hat" contest for the next meeting. Larry will forward a notification of the event to Dick for inclusion in the newsletter.
7. Initial discussions occurred regarding the June 19 Poker Run. Calvin will mention the event to the FBO and Flying club.
8. Initial discussions regarding new officer elections and recruiting for fall election.



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3501 Hearst Castle Way Home: 972-491-0011
Plano, TX 75025 Cell: 214-621-0982
Email: Habu05@aol.com

Calendar of Events

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

- Mar 6 AYA South Central Grumman FlyIn
Lancaster (LNC); 361-228-9008
www.aya.org/southcentral
- Mar 11 Chapter Meeting 7:00 PM**
CCCC, McKinney
Dick Stephens - Flight Advisor
- Mar 18 Officers Meeting 7:30 PM TKI Terminal
- Mar 20 Chapter Fish'n Fly-Out**
Cedar Mills (3T0) - Lake Texoma
- Mar 27 Pancake Breakfast,
Granbury Municipal (GDJ)
- Apr 8 Chapter Meeting 7:00 PM**
CCCC, McKinney
Jim Wilson - Aviation Photography
- Apr 13-19 EAA Sun'n Fun, Lakeland (LAL)
www.sun-n-fun.org
- Apr 15 Officers Meeting 7:30 PM TKI Terminal
- Apr 24 Fish Fry - TKI**
Pete Huff Hangar (MHOA)
- May 1 Texas RV Flyin, Mid-Way Regional (JWY)
www.vansairforce.net/TEX/tex.htm
- May 8 EAA 983 Spring Flyin
Pecan Plantation (OTX1)
- May 13 Chapter Meeting 7:00 PM**
CCCC, McKinney
- May 14-15 SWRFI, New Braunfels (BAZ)
www.SWRFI.Org
- June 4-5 National Biplane Exposition
Bartlesville, OK
- June 5 Pancake Breakfast
Mid-Way Regional (JWY), Midloathian, TX
- June 11 Texas AAA 40th Flyin
Gainesville, TX (GLE)
- June 26-27 Rocky Mountain Regional Flyin
Front Range Airport (FTG), Watkins, CO
- July 27- Aug 2 EAA AirVenture Oshkosh
www.EAA.Org

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Technical Counselor
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MEL ASBERRY

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972-784-7544

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McKinney, TX 75071



McKinney EAA Chapter 1246 Membership Application or Renewal

New Member: _____ or Renewal: _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Wk (_____) Hmmm (_____)

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

Chapter Officers:

Larry Spears (President)	972-294-1042
Tripacer55@aol.com	
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)	