

TAIL WIND TIMES

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EAA CHAPTER 1246
www.eaa1246.org

SEPTEMBER 2003

CHAPTER MEETING SEPTEMBER 11TH 7:00 PM COLLIN COUNTY COMMUNITY COLLEGE

Michael Tuite of Corrosion Technologies To Speak At September Meeting



What keeps the inside surfaces of your plane free from corrosion and the outside surfaces (relatively) free of bugs? Answer - two great products from Corrosion Technologies: *CorrosionX* and *RejeX*.

Mike Tuite is the majority owner and president of Corrosion Technologies. Mike has been an instrument-rated pilot and avid participant in the General Aviation scene for more than 25 years. After getting his private license in the 1970's, he went to work for what was then the Aero Commander Division of Rockwell International as advertising manager. He was "promoted out" of that job, and spent the next several years working on the Space Shuttle program, for which Rockwell was the prime contractor.



After a number of years out of the industry, but still actively flying, Mike returned to his aviation roots in 2001, joining Corrosion Technologies Corporation in Dallas, Texas. The company manufactures CorrosionX, a high-tech anti-corrosion product used in everything from home-builts to the Space Program, and RejeX, a soil barrier created for the military and now a well-accepted wax replacement for aircraft, cars, trucks, boats and RVs.

The Chapter Fly Out on September 13th is the Sulphur Springs 8th Annual Fall Fly-In.

Sulphur Springs' Annual Fall Fly-In will be held on Saturday, September 13th from 8 AM until 2 PM. This year there will be an airshow in addition to the Fly-In, and the airport will be closed to arrivals and departures from noon to 2 PM. So If you're planning to fly in for the show, be sure to check the current NOTAMS.

There will be special parking for classics and warbirds. Judging for aircraft classification awards starts at 10 AM.

If you want breakfast, get there early - Chapter 1094's famous Flapjacks will be served from 7 to 10 AM. If you roll out of bed too late to make breakfast, there will also be a food pavillion open all day.

National Air Tour Re-Creation - September 2003

By Dick Flunker

Between 1925 and 1931, seven National Air Tours took an average of 29 airplanes over varying routes flying thousands of miles across the United States and Canada. The goal was to promote the safety and reliability of air travel and to encourage the development of aircraft and aviation. Commonly referred to as the Ford Air Tours, the first tour departed Ford Airport on September 28th, 1925 and flew 1,600 miles. The tours were a resounding success. Now, in 2003, in honor of the Centennial of Flight and the pioneers of the Golden Age of Aviation, the National Air Tour is back!



From September 8th through the 24th, weather and aircraft permitting, the Tour will fly more than 4,000 statute miles, visiting 26 cities bringing living aviation history to people along the route, and over the internet. More than 25 rare birds are scheduled to make the tour, all vintage ships from the 20's and 30's. Ford Tri-motors, Sikorsky S-38 and S-39, Speedmails, WACOs, and others. Those of you lucky enough to be at Oshkosh saw the planes on display and can attest they are in mint condition.

The National Air Tour 2003 is an all-volunteer effort. Each of the pilots and crewmembers are donating their time and aircraft. The Tour is scheduled to arrive at Fort Worth Meham on Sunday 9/14, and depart on 9/15.

For an up to date schedule during the Tour, visit www.NationalAirTour.org





Chapter 1246 Pilot Profile

by Susan and
Dave Wilson

Name: Michael Snook

Nickname: Mike

Place of birth: Perth Amboy, New Jersey
(Please don't hold this against me... we moved from there when I was 4.)

Family: Wife Rita; Daughter Renee

Occupation: Process Engineering Technician

If I had a different job, I'd be ecstatic! Seriously... It'd be something aviation related... maybe a designer? Sales?

I became interested in aviation because/when: I've loved aviation as far back as I can remember!

I fly/build a: Working on a RV-9a. It's competing with a '67 Mustang, so progress is slow for the time being.

If money were no object, I'd restore and fly the "Spruce Goose". Can you imagine seeing that at Oshkosh? Heck, I might just live in it!

My favorite place to fly for a meal is: Well...I'm not a pilot yet, so for now I just fly downstairs when dinner's ready. Someday I hope to venture a little further away though!

If I had a week off, I'd fly to the Space Center to watch a Shuttle lift-off, then on to the Bahamas!

On my fantasy flight around the world, my 3 guests would be: If they can behave themselves... my Dad, a good friend and Leonardo da Vinci.

The last book I read was: A technical book... probably something about database design.

My hero is Hmm... I'm drawing a blank here. Burt Rutan?

My greatest aviation experience was a one-hour flight in the back seat of an L-29. Did the full complement of acrobatics. What a Hoot!

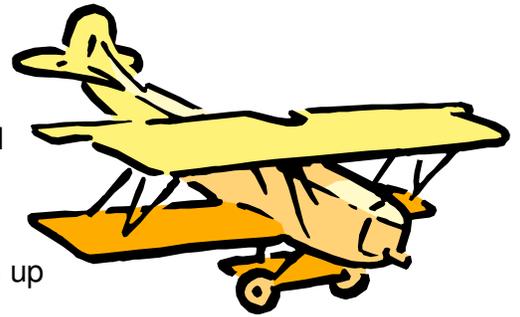
The thing people don't know about me is I used to be a restaurant manager.



Squawk?

Why do we "squawk" a transponder code? What's the origin of this term? From the AOPA newsletter, here's the answer. As with many unique aviation terms, this one has its roots in World War II. During the war, a radar transceiver was developed that could respond to radar interrogation with a specific code. British and American aircraft could be identified by their unique codes while enemy aircraft had no such codes, thus allowing their detection. The British called this system "Parrot". The ground-based radar station would instruct the pilot to "squawk your Parrot" to a specific code. What remains today is, of course, the term "squawk", meaning to set a code in your transponder. Good thing the British didn't nickname the system "Monkey", otherwise today we'd be "spanking" our transponder codes.

Student Pilot Tips *from Bob Rogers*



1. Takeoffs are optional. Landings are mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller.
3. Flying isn't dangerous. Crashing is dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The only time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A "good" landing is one from which you can walk away. A "great" landing is one after which **you** can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival equals a small probability of survival -- and vice versa.
12. Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction.
14. Reliable sources report that mountains have been known to hide out in clouds.
15. There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Keep looking around. There's always something you've missed.
18. If all you can see out of the windscreen is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgment comes from experience. Unfortunately, experience usually comes from bad judgment.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. There are old pilots and there are bold pilots. There are, however, no old, bold pilots.
23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
24. Always try to keep the number of landings you make equal to the number of takeoffs you've made.
25. The three most useless things to a pilot are altitude above you, runway behind you, and a tenth of a second ago.
26. And a bonus tip: Helicopters can't fly; they're just so ugly the earth repels them.

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2216 Wisteria Way
McKinney, TX 75071



McKinney EAA Chapter 1246 Membership Application or Renewal

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Wk (____) _____ Hm (____) _____

E-Mail Address: _____

Pilot/A&P Rating: _____ *EAA # _____

Notes/Comments/Projects:

Membership dues are \$20 per year. 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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David Norman (Treasurer)	972-562-3488
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Chapter Volunteers:

Andy & Sue Cowan (Newsltr)	972-549-1030
Dick Stephens (Flight Advsr)	972-517-1647
Dave Bertram (Flight Advsr)	972-562-5967
Mike Pollock (Tech Cnsr)	972-530-8400
Jeff Ferraro (Program Coord.)	972-542-4131
Dave & Susan Wilson	972-359-0578
(Pilot Profiles)	