

Experimental Aircraft Association Chapter 1246  
Volume 11, Issue 4

[www.EAA1246.org](http://www.EAA1246.org)

McKinney, Texas  
April, 2009

To Be Determined

Collin County Community College

7:00 PM, Pike Hall

Collin County Community College, McKinney, Texas



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## Bob Rodgers First Flight

You couldn't have asked for a more beautiful day for a first flight. Cool temperatures, blue skies and a light wind. Bob was surrounded by a throng of good friends as he pulled his aircraft out of his hangar, powered up and taxied out.

The airport was busy that day with an unusually large number of aircraft in the pattern. Bob had to hold in the taxi area for over 15 minutes, waiting for the "cleared for take-off" transmission from the tower.

Finally he got clearance and took to the skies with a grin from ear to ear. His good friend, Andy Cown, flew his Cirrus SR22-G2 as the chase plane with Bob's wife Terri Ann on board, ready to take pictures.

All went extremely well. Bob flew his new bird well above the airport traffic pattern, checking everything out, stalls and all.



## Purge “Probably” From Your Flying Vocabulary

Just as a drug-sniffing dog alerts in the presence of an illegal substance, you should be alert anytime the word “probably” pops into your head when flying. Probably means that you’ve done an informal assessment of the likelihood of an event occurring and have assigned a probability to it. The term implies that you believe that things will most likely work out but that there’s some reasonable doubt in your mind. Because humans are in general optimistic, there’s also a good chance that you’ve overestimated the probability of success, as do the approximately 300 pilots a year who suffer fatal accidents.

If you ever think that your course of action will “probably work out,” you need to choose a new option that you *know* will work out. Even if you feel there’s a 99-percent probability that things will work out, that shouldn’t be sufficient justification for you to continue with a course of action. Would you play Russian roulette with a gun that had 100 chambers and just one bullet in it? I hope not.

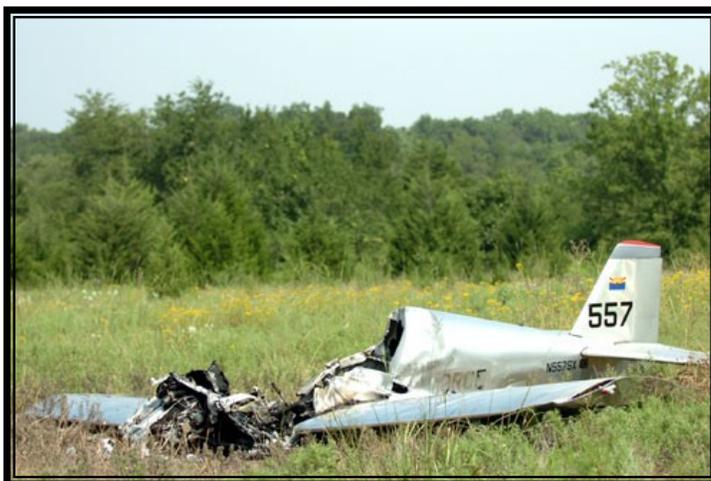
Pilots can also be lured into a false sense of security if they’ve performed a risky behavior successfully in the past. One CFII, known locally by his colleagues as “Luke Skywalker,” had a reputation for always being able to make it into his local airport—which didn’t have an instrument approach—regardless of how bad the weather was. Having succeeded perhaps a hundred times, he may have felt justified in believing that he could always make his system work. The last time he tried, however, it didn’t work and he became a statistic.

In the San Francisco Bay area, about one-half of all VMC-into-IMC accidents occur in the Livermore Valley, probably because a marine layer of clouds frequently obscures the mountains that rise from sea level to about 4,000 feet. A common way to traverse this area is through the Altamont and Sunol mountain passes. I tell pilots that if they ever approach these passes and, based on visibility, think “they can probably make it

through,” they need to make a 180° turn and land at an alternate airport. Undoubtedly, every pilot who crashed in this area thought that he or she would “probably” make it through—otherwise the pilot wouldn’t have continued.

You should always assess risk and prepare a Plan A, Plan B, and Plan C before you take off. That way, the first time the word “probably” flashes through your mind, you can instantly begin to execute Plan B or Plan C. Fully thinking out these plans before you leave the ground leads to better decisions. Waiting until you *know* things are not going to work out is the wrong time to improvise a seat-of-the-pants decision.

You can download the article in PDF format by following this link: [https://www.faasafety.gov/files/notices/2009/Mar/FAA Team Safety Tip 3.pdf](https://www.faasafety.gov/files/notices/2009/Mar/FAA%20Team%20Safety%20Tip%203.pdf)





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# Calendar of Events

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

**Apr 9** **EAA 1246 General Meeting. 7:30pm**  
**Pike Hall, Collin Co. Community College.**

**Apr 15** **EAA 1246 Officers Meeting. 7:00pm**  
**Cutter Aviation, TKI. All members**  
**Welcome!**

**Apr 18** **EAA 1246 Fish Fry TKI**  
**Collin County Regional Lots of good food**  
**fun and friends!**

**May 14** **EAA 1246 General Meeting. 7:30pm**  
**Pike Hall, Collin Co. Community College.**

**May 20** **EAA 1246 Officers Meeting. 7:00pm**  
**Cutter Aviation, TKI. All members**  
**Welcome!**

**Jun 11** **EAA 1246 General Meeting. 7:30pm**  
**Pike Hall, Collin Co. Community College.**

**Jun 17** **EAA 1246 Officers Meeting. 7:00pm**  
**Cutter Aviation, TKI. All members**  
**Welcome!**

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April 2009

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Lucas, Texas  
75002

**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

**Chapter Officers:**

Dave Wilson (President)	972-984-1877
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Bob Everett (Vice President)	972-618-4134
VicePres@EAA1246.org	
Norman Lindsay (Secretary)	972-231-9119
Secretary@EAA1246.org	
Andy Cowan (Treasurer)	972-549-1030
Treasurer@EAA1246.org	

**Chapter Volunteers:**

Timothy Smith (Newsltr)	972-679-0674
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