



TAIL WIND TIMES

VOLUME 6, ISSUE 01, #63

EAA CHAPTER 1246
www.eaa1246.org

JANUARY 2004

CHAPTER MEETING JANUARY 8TH 7:00 PM COLLIN COUNTY COMMUNITY COLLEGE



Aubrey Hair, Chief Pilot at Cavanaugh Flight Museum, To Speak At January Chapter Meeting

The guest speaker for the January 8th meeting is chapter member Aubrey Hair. Aubrey has over 50 years of flying experiences and is currently the Chief Pilot for the Cavanaugh Flight Museum. After starting to fly with his father during the 1940's, Aubrey soled on his 16th birthday in a J-3 Cub. He flew a new Super G18S Twin Beech for the Governor of Louisiana, and followed that with a 35+ year career with Delta Air Lines. Aubrey started flying for Cavanaugh in 1993 by flying the newly acquired Grumman TBM to an air show. Flying the Spitfire followed, and he has been flying most everything Cavanaugh has acquired.

Another Great Holiday Party *by Sue Cowan*

EAA Chapter 1246's Annual Holiday Party started to take shape at 1:00 p.m. on the 11th when the decorating committee arrived at the McKinney Holiday Inn and started putting things together. Greenery and lights were arranged, tables were decorated, and poinsettias set out. The hotel brought in two decorated Christmas trees and helped us with the furniture set-up.



As 6:30 rolled around, people began to arrive and mingle. It was great to have so many of us together again at one time. Hutchins BBQ did a great job with the catering – the holiday meal was delicious. And our dining companions were superb company. After dinner it was time for the program, orchestrated by Jim Wilson, who once again pitched in as our M.C. Tom and Jeff Ferraro led off with the annual TIKI Award presentations which was good fun. Next followed chapter service awards for 2003. The evening was capped off by a slide show, compiled and set to music by Tom Ferraro, which featured photos from several 2003 chapter events.

It was a really enjoyable evening, and for myself I can say it was this season's best holiday party.

Thanks to everyone who helped to make it possible: our chapter officers who made the party arrangements, our decorating committee, the TIKI guys, our Master of Ceremonies, and all our friends who came to celebrate the season with us. We'd also like to thank all of you who contributed money to our gift to Samaritan Inn this holiday season, helping to make a difference for those in need.

Fly-Out Destinations *By Calvin Coffey*

Looking for a nice fly-out dinner destination with scenic route? An evening trip from McKinney (TKI) over downtown Dallas to Ft. Worth Spinks (FWS) is the ticket. Take off early enough to land before dark at Spinks to enjoy the sights of Dallas enroute.

After departing McKinney tower's class D airspace, contact Ft. Worth Approach on 124.3. "Regional Approach, Nxxxxx VFR off Mckinney, request Class B clearance over Love to Spinks." You will most likely hear "Nxxxxx, squawk yyyy, altimeter zz.zz". After a short time, the controller will radar identify you, and then issue a clearance.

The routing normally will take you just north of the Dallas downtown skyline, over Love Field and the Trinity River bottoms, over the old Naval Reserve Station, Grand Prairie (GPM) and Arlington (ARL) airports, before reaching Spinks.

The airport is uncontrolled and easy to find. Tie down on the ramp on the west side of the runway. Fuel and services are available at the FBO. Cracker Barrel, Chili's, On the Border, Outback Steakhouse, Spring Creek BBQ, Tia Pan Chinese, Lafayette Seafood Company, McDonald's and a Lowes are available within a short ¼ mile walk west of the airport.

My student and I opted for the Lafayette Seafood Company, located just past McDonalds. The seafood is served Cajun style and is fresh, delicious and very reasonably priced. Their phone number is (817) 295-9346 if you wish to check their hours.



After dark, the return leg is absolutely beautiful. Depart Spinks and contact Ft. Worth Approach on 135.975. "Regional Approach, Nxxxxx VFR off Spinks, request Class Bravo clearance over Love to McKinney". The clearance should allow you to pass over the same route in reverse to McKinney. Have a great dinner flight!

From AOPA EPILOT...

NATION OBSERVES CENTENNIAL OF POWERED FLIGHT

December 17 marked a day of celebration and irony as people around the country recognized the Wright brothers' first powered flight 100 years ago. Some pilots took checkrides or soloed on the historic date, while the focal point was Ken Hyde's brainchild, a recreation of the Wright "Flyer's" famous moment on the sands of Kill Devil Hills, North Carolina. While the "Flyer" didn't make it into the air--thanks to a lack of wind and engine power--in front of a rain-soaked crowd of more than 35,000 and a perfectly dry TV audience, Hyde's Wright Experience team came away with newfound respect for what the Wright brothers had done. President George Bush spoke at the Centennial of Flight ceremonies to honor aviation's pioneers, but with his visit came temporary flight restrictions (TFRs) barring general aviation aircraft from flying in the vicinity.

...AND GLIDER CLUB DECLARES DAY OF MOURNING

Meanwhile, the Adrian Soaring Club in Michigan observed a day of mourning on the anniversary of powered flight. To them it was the day that Orville and Wilbur gave up gliding. The club planned to make as many glider flights as possible. "We invite glider pilots everywhere to join us in reminding the public the Wright brothers did a masterful job right up until that tiny little faux pas on December 17, 1903," according to the club.

SWRFI

Dear EAA Member,

The following message is being provided to you from the EAA Southwest Regional Fly-In. Inquiries concerning the fly-in may be directed to Stan Shannon at shannons@ktc.com.

EAA Southwest Regional Fly-In (SWRFI); May 14 - 15, 2004; New Braunfels, Texas (BAZ)

We are well into planning for SWRFI 2004, our 40th year. With our move to New Braunfels, we have the proper place to grow and make it a very significant event.

Changes in place are:

1. A new more user friendly arrival procedure that starts farther from the airport and has a holding pattern provision.
2. A new layout that puts all vendors together near the terminal with the forums near this area. We also expect many more vendors - even though last year was our biggest ever.
3. More forums closely grouped in tents or in the new school being built on the airport beside the vendors with signage to show times and places.
4. More and better planned aircraft parking. We had in excess of 700 planes last year (our largest ever) and hope for even more in 2004.
5. We will have many more food vendors and will have a great banquet on Saturday night at the Civic Center. It is an air conditioned facility in town with many amenities such as indoor restrooms and a hospitality area.
6. Our goal is to serve EAA members and future members who are building or restoring planes. Please help by volunteering and giving us feedback. Our supporters and sponsors are airplane people.

For additional information go to: www.swrfi.org

Contact Information:

Fly-In Information: Stan Shannon shannons@ktc.com

Airport Information: 830-625-1501

City Information: 800-572-2626 or www.nbjumpin.com

PHRASES

- The term "the whole nine yards," came from WWII fighter pilots in the Pacific. When arming their airplanes on the ground, the .50 caliber machine gun ammo belts measured exactly 27 feet, before being loaded into the fuselage or wings. If the pilots fired all their ammo at a target, it got "the whole nine yards."
- The name Jeep came from the abbreviation used in the army of the "General Purpose" vehicle, G.P.
- Clans of long ago that wanted to get rid of their unwanted people without killing them would burn their houses down – hence the expression "to get fired."
- The phrase "rule of thumb" is derived from an old English law which stated that you couldn't beat your wife with anything wider than your thumb.

USELESS FACT

- It takes 3,000 cows to supply the NFL with enough leather for a year's supply of footballs.

POTENTIALLY USEFUL FACT

- The Eisenhower interstate system required that one mile in every five must be straight. These straight sections were thought to be usable as airstrips in times of war or other emergencies.

Source: The Tennessee Flyover, June 1999; TxDOT, Aviation Division, 2003

TEN TIPS TO AVOID FUEL EXHAUSTION

1. Always preflight the aircraft, and visually check the fuel quantity.
2. Use the data in the approved aircraft flight manual or pilot's operating handbook to determine power settings, fuel consumption, and airspeed. Always read the fine print in the performing charts and tables, and follow the manufacturer's recommendations for leaning.
3. Always calculate an emergency fuel time (giving yourself a minimum one-hour reserve) and zero fuel time before departure. Write these times down or set a timer to remind you as the time to decide whether to make a fuel stop approaches.
4. The FAA regulations for fuel reserves (Part 91.151 and Part 91.167 of the federal aviation regulations) are minimums, not targets. Always plan at least one hour in reserve fuel – more for cross-country, IFR, and night flights.
5. Before takeoff, or soon after reaching cruise altitude, verify that the engine will continue to run with the fuel selector set to any tank that has fuel. If it won't, change your flight plan accordingly.
6. On a cross-country flight, refuel at every stop.
7. Monitor weather conditions continually using flight watch (122.0 MHz), air traffic control, flight service stations, or recorded weather sources like ASOS, AWOS, and ATIS. Make plans early to divert.
8. Situational awareness is an important ingredient in any flight. Use flight following when available, and crosscheck your pilotage and dead reckoning with radio navigation. Always use a navigation log, and make corrections for unexpected wind aloft.
9. In addition to your checklist, use a mnemonic or other reminder in each phase of flight to aid fuel management.
10. Know the emergency procedures for your aircraft, and review them before every flight.

REMEMBER: when it comes to fuel management, assume nothing, and then check and recheck everything.

Source: Plane & Pilot; Compiled: TxDOT Aviation, 2003

Overheard in airline crew rooms:

- "This would be nice work if we didn't have to go on all these trips."
- "My new-hire copilot was so nervous I told him to file VFR. He misspelled it."
- "My copilot was toilet-trained at gunpoint."
- "My captain is so stingy he'd steal a red-hot stove and then come back for the smoke."
- "Mine is so slow it takes him an hour and a half to watch 60 Minutes."
- During a copilot's first year his captains are asked to submit fitness reports. No matter how thoroughly applicants are screened, an occasional misfit slips through the cracks. So it was that a British DC-3 skipper found himself paired with a hopelessly inept new hire. At the end of the month he wrote one line on the form: "This chap should not be allowed to breed."
- "You gotta watch these copilots – they'll try to kill you."

Source: Flying, Len Morgan; TxDOT, Aviation Division, 2003

✈ 2004 Dues Are Due ✈

It's time to pay your 2004 Chapter 1246 dues. Once again we have *reigned in inflation* and dues are still just \$20/year! Make checks payable to EAA Chapter 1246. Pay at a chapter meeting or mail to our treasurer, David Norman at 2216 Wisteria Way, McKinney, TX 75071.

*

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

Chapter Officers:

Larry Spears (President)	972-495-7965
LBSpears@attbi.com	
Calvin Coffey (Vice President)	972-423-1770
Cfly@airmail.net	
Dick Flunker (Secretary)	972-396-0018
Rflunker@attbi.com	
David Norman (Treasurer)	972-562-3488
dnorman@ticnet.com	

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 Cnslr)	972-530-8400
Jeff Ferraro (Program Coord.)	972-542-4131
Dave & Susan Wilson	972-359-0578
(Pilot Profiles)	