

Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

Volume 6, Issue 6

www.EAA1246.org

June 2004



Mazda Auto Engine Conversion

Bob Rogers

Chapter member Bob Rogers will discuss the use of the Mazda Rotary Engine to power kitbuilt/homebuilt aircraft as an alternative to certified aircraft engines. Bob recently completed the first engine run on his Mazda powered Mustang II. The meeting is:



June 10th, 7:00 PM, Pike Hall,

Collin County Community College, McKinney, Texas.

Bonanza 36 -

How did I get here?

By Ken Reiter

As many of you know, I now own a Bonanza 36 – how did I get here? A few, make that several years ago, I would fly my two kids in our Cozy to Myrtle Beach to visit my parents.



After several of these flights my wife Debora stated that she was getting tired of being left at home while the three of us had fun in the sun. So putting that brain power to work I decided that a second plane would be cheaper than a divorce? Well as far as money goes - I think I made the right decision.

So on to “The Great Airplane Search”. After talking to just about everyone at TKI, I quickly learned that everyone

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6th Annual Poker Run - June 19th

Come and join us with the fun, food, flying, and a chance to win some great prizes. Prizes for the highest three poker hands and the worst poker hand will be awarded. **Wings Point Aviation** is a major contributor to the event.



Registration is at the **Wings Point FBO** lobby, **Collin County Regional Airport (TKI)** from **9:00am to 10:00am**. At that time, you will select the deck number(s) from which you will draw your cards and pick up the airport clue sheet. You will then fly to four (4) other airports as directed by the airport clue sheet. At each airport, you will need to find the friendly Chapter 1246 Dealer and pick a card from your deck number. The card will then be stapled and cannot be removed from the play sheet. After you have collected a card at each of the 4 airports, you are to return to TKI by **1:00pm**. You will then select your last card and present your completed play sheet to the judges.

Winning prizes will be awarded at **1:30pm**. Prizes have

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PILOT/Builder PROFILE

By Susan Wilson



Name: Scott Charlton

Place of birth: Shreveport, LA

Family: Wife – Cookie

Son, daughter-in-law, and granddaughter in Sydney, Australia

Daughter, son-in-law, 2 grandsons and granddaughter in Omaha, NE.

Occupation: Orthodontist

If I had a different job, I'd be: Love the job I have

I became interested in aviation because/when I joined the A.F. in 1965.

I am building a Berkut – will fly this summer.

If money were no object, I'd fly a Corsair.

My favorite place to fly for a meal is Angel Fire, NM.

If I had a week off, I'd fly to Omaha, NE to see grandchildren.

On my fantasy flight around the world, my 3 guests would be my wife in my Berkut (only a 2 seater).

The last book I read was "Purpose Driven Life."

My hero is John Wayne.

My greatest aviation experience was flying a full 360 degree F/A 18 simulator followed by a 7 day carrier cruise (Abraham Lincoln) with VFA 22.



(Continued from page 1)

Poker Run June 19th

donated by: Wings Point (McKinney), Aircraft Spruce and Specialty, and Tex-Air Parts Inc. (Addison).

You may play more than one hand for yourself or others. So if you know someone who cannot fly that day, you may play for him or her. Just fill out the play sheet in their name and fly for them. Each hand costs \$5.00.

Wings Point line crew will direct aircraft parking on the ramp in front of the FBO before and after the poker run. Lunch (hamburger, chips and drinks) will be provided by **Wings Point** in their large hangar next to the FBO starting at 1:00pm.

If weather looks questionable, please call Dick Flunker at 214-793-5546 to confirm cancellation of the flying activity. Lunch will be served rain or shine!

There are frequently seats available in chapter member planes, so if you are looking for a ride, this might be a time to both get a ride and enjoy a poker run.

Volunteers will be needed to help setup the hangar prior to the registration, cook the hamburgers, teardown, cleanup, etc. Calvin Coffey is coordinating the event and will be looking for volunteers to help with the various activities.

See you at the Poker Run!



RMRFI June 26-27 - New Location

From www.RMRFI.org

This year the **Rocky Mountain EAA Regional Fly-In** moves to a larger venue at **Front Range Airport (FTG)** located on the I-70 corridor just 6 miles southeast of Denver International Airport. The success of past Fly-Ins and increasing attendance forced a break of the 25-year tradition with Longmont as the host. FTG has a cutout in DIA's 10 nm Class B Airspace. The cutout provides VFR traffic with a means of departing FTG to the East and South without entering Class B. Airshow both days.

See www.RMRFI.org for more info.



You may be a redneck pilot if:

- You think GPS stands for Going Perfectly Straight.
- You refer to formation flying as, "We got us a convoy".
- You fly to family reunions to meet girls.
- You have fuzzy dice hanging from the magnetic compass.
- You've got matching bumper stickers on the vertical fin.
- You navigate with your ADF tuned to exclusively country stations.
- You think that an ultralight is a new sissy beer from Bud.
- Just before the crash, everybody at the airport heard you say, "Hey, ya'll watch this!!".

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Bonanza 36

believes - very strongly - that their type of aircraft is the best. Now there is nothing wrong with that, but it sure gets confusing when trying to make a selection.

After a lot of head scratching the field was narrowed to a Cessna 210 or Bonanza 36. Much to Ken Lifland's dismay (he really does like Cessnas) I decided to go with the Beechcraft family. The main reason for this selection was that the Cozy and Bonanza are very similar in systems and speeds. That is, they both have left/right fuel tanks and selection, they both have very similar speeds in cruise and pattern, and the pattern tasks are similar: speed brake/flaps as well as retractable gear.

Since funds were (are) limited, after about a two year search we decided to look for a Bonanza

36-A36 that needed paint and interior, but that was flyable. I'd like to say I got two out of three. Early into the third year of the search period both aircraft broker Eric Miguez (Russell Williamson's brother in-law) and I found the same lead to a 1968 Bonanza 36 that was located in Tennessee. After the initial phone calls it was decided that Eric would fly out and review the aircraft. Eric replied that we could purchase it "as is where is" for a price. We have all heard the horror stories of buying an "as is where is", but Eric offered me this option. "Ken, I will buy the aircraft and fly it back to TKI, let you look at it, check it out, and then if you want it you can buy it. If not I will take it." Well this sounded like a good plan to me, and after reviewing the aircraft we purchased it.

On that nice spring day as I first saw N7500N in person on the north ramp - a guy came up to me and asked what I was doing since he had never seen me on the north ramp. I told him I was looking at purchasing this aircraft and after we chatted for a while he realized that I had zero time in a Bonanza - and that I was serious about buying this aircraft. Right out of the blue he offered to teach me how to fly the Bonanza. This from a person I had only met 30 minutes before - his name, Ken Kelly. I cannot thank Ken enough for taking the time to teach me to fly the Bonanza. The plane was rough but as Ken was teaching me, the more we flew the longer the squawk list grew. I can still remember flying with Ken and Ken saying "aught-o" - yes, just what you want your

flight instructor saying in the air. Your number two radio display just broke, followed the next day by something like "aught-o" your DME display just blinked out - this just went on and on. Finally one day I went to take off and the tower informed me that my radios were so bad that they would not let me take-off.



This was the straw that broke the camel's back. I decide right then to upgrade the radio stack. Little did I know that would turn into a 2.5 year refurbish job. This is how it started - ok let's replace the radios - since we are replacing the radios we should replace the 30+ year old coax. To replace the coax you have to remove the wooden floor boards. Gee, these floor boards are in really bad shape let's repair/replace these floorboards. I guess we should replace these old antennas too. Since we are replacing the radios we should review the wiring. . . . - You get the

point. It just went on and on and on. But after 2.5 years, the aircraft has new paint, new interior, new glass, new radios, zero time prop, tip tanks, new interior paint - maybe it would be easier to list what is not new.

I must thank several people who without them this Bonanza would never be possible. Eric Miguez for helping me secure this aircraft. It was selected as a good platform to rebuild, into a great aircraft. Ken Kelly, for helping a fellow pilot out of the blue and getting me started in the correct way to fly the Bonanza. Without Ken, I would not feel comfortable with flying the Bonanza. Chuck Roberts, for answering all the technical questions. If you have a technical question about Bonanza's, Chuck is the person to ask. So far Chuck is 10 for 10. Jim Sico, who gave me a great lead on an interior guy based in McKinney. Thanks to Jim our interior looks great. And a Special Thank You to Tom Ferraro and Ken Lifland. Without their constant support, constant help and my endless questioning of them - continuing to this day - I would not have this great Bonanza.

I can honestly say the Bonanza performs better than I had hope for and expected. Regrets? - only the time it has taken to enhance the Bonanza to where it is today. I plan on making this time up to my family by flying to some great destinations.



From the Flight Instructor's Desk

By Calvin Coffey

Things are always changing. Did you notice last year NOS was changed to NACO (National Aeronautical Charting Office)? A wealth of information is out there on their new website at <http://naco.faa.gov>. Here are a few of the most recent changes:

HOT NEW PRODUCT!

digital – Terminal Procedures Publication

The *digital* - Terminal Procedures Publication (*d*-TPP) is an electronic version of the terminal procedures printed in the 25-volume U.S. Terminal Procedures Publication (TPP) and the Pacific Chart Supplement (PAC). The *d*-TPP is available in pdf format and includes searching, viewing, printing and downloading of all civilian and military (excluding military HIGH) U.S. terminal procedures. The *d*-TPP coverage area includes the United States (including Alaska and Hawaii), Puerto Rico, Virgin Islands and Pacific Territories and is updated every 28 days.

d-TPP includes:

- Instrument Approach Procedure charts (IAP)
- Departure Procedure charts (DP)
- Standard Terminal Arrival Route charts (STAR)
- Airport Diagrams
- Charted Visual Flight Procedure charts (CVFR)
- Take-Off, Radar, and Alternate Minima textual procedures
- Legend and General Information pages

The *d*-TPP is available on DVD (\$12.50 per issue, or \$162.50 for year subscription – 13 issues) and **FREE** through the “**Online Products**” link at: <http://naco.faa.gov>.

NEW GPS ROUTING!

RNAV “Q” ROUTE SYSTEM

Recently, the FAA adopted certain amendments to Title 14, Code of Federal Regulations which paved the way for the development of new area navigation (RNAV) routes in the U.S. National Airspace System (NAS). These amendments enable the FAA to take advantage of technological advancements in navigation systems such as the Global Positioning System (GPS). Initially, these RNAV routes are being established only in the high altitude en route structure for use by suitably equipped aircraft. RNAV routes and associated data will be charted in aeronautical blue. Magnetic reference bearings will be shown originating from a waypoint, fix/reporting point, or navaid.



Joint Jet/RNAV route identification boxes will be located adjacent to each other with the route charted in black. RNAV MEAs will be identified with a “G” suffix. Altitude values will be stacked highest to lowest.



NEW TERRAIN AWARENESS!

TERRAIN CONTOURS ON IFR AREA CHARTS

The National Transportation Safety Board (NTSB) recently recommended that terrain be added to Area Charts to increase pilots' situational awareness of terrain in the terminal area and to increase the safety of flight. When the terrain on an Area Chart rises at least 1000' above the airport elevation, terrain will be depicted in shades of brown. The initial contour value (lowest elevation) depicted will be at least 1000', but no more than 2000' above the airport elevation. The initial contour value may be less than 1000' only if needed to depict a rise in terrain close to the airport. Subsequent contour values will be depicted at a whole 1000' increment (2000'/4000', etc., NOT 2500'/4500', etc.). The following Area Charts are affected: Anchorage, Denver, Fairbanks, Juneau, Los Angeles, Prudhoe Bay, San Francisco and Vancouver.

DID YOU KNOW?

What is the significance of a runway 8069 feet in length and why are two different aerodrome symbols used to depict hard surface runways on Sectional charts?

Longest Runway >8069 ft



Up to 8069 ft



For purposes of airport depiction, when a runway is between 7970 and 8069 feet in length NACO cartographers round to 8000, which equates to a line 0.192 inches in length on the Sectional chart scale. In this case a circular aerodrome symbol is used. If the runway is between 8070 and 8169 feet in length, cartographers round to 8100, which equates to a line 0.1944 inches in length on the Sectional chart scale. This line is simply too long to fit into the largest circular aerodrome symbol NACO has available. Therefore, when an airport has a runway that is greater than 8069 feet in length cartographers place a box around the runway pattern forming an enclosed shape.

A GOOD PILOT IS ALWAYS LEARNING!

Fire ! Fire !

By Dick Flunker

About 25 chapter members gathered in Calvin Coffey's hangar early Saturday morning on May 22 to hear retired fire chief and chapter member Roy Matheny present "Portable Fire Extinguishers". Roy discussed the technical aspects



necessary for fire, the various types of fires, and the appropriate type of fire extinguishers needed for the corresponding type of fire.

Following the presentation the group went to a vacant area for some hands-on experience.

Roy ignited some Jet-A fuel that was floating on water in a controlled container, and everyone present had the opportunity to use a portable fire extinguisher to put it out. Roy emphasized "PASS" - Pin, Aim, Squeeze, Sweep as the method to use a portable fire extinguisher. Roy had fun reminding everyone to never turn your back on the fire even if you believe it is out. With a good wind at everyone's back the effective range of the portable fire extinguishers became very apparent.

While most everyone has a portable fire extinguisher, few have had a reason to use one. This presentation and demonstration gave everyone a chance for that very important actual experience in a controlled environment. Thank you Roy for providing an interesting and enjoyable learning experience.



*There is no reason to fly through a thunder storm in peacetime.
- Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970.*

*To most people, the sky is the limit.
To those who love aviation, the sky is home.
Life is simple. Eat, sleep, fly.*

PROPELLER MYTHS

By Mel Asberry

There are a lot of "old wives tales" going around about propellers. Many of these myths started years ago and got expanded upon through the years. Let's look at a few of them.

1. Wood propellers cannot fly in the rain.

Poppycock...Wood props have been flying in the rain since the early 1900s. What about the old mail planes? They flew in all kinds of weather. Yes, rain does erode the finish on wood props, but if you will simply throttle back a little, the damage will be minimal. I've been flying my RV-6 with a wood prop for over 11 years with no damage from rain.

2. Metal props are always more efficient than wood ones.

This one is a tough call. Usually this is true because a metal prop can be made thinner than wood. However, be careful. There are some exceptions out there.

3. 3-blade props go faster.

Nope. A 2-blade is more efficient. Actually a 1-blade would be even more efficient, but besides being difficult to balance, a 1-blade prop would always be pulling sideways on the crankshaft. This is very hard on crankshafts and front bearings. 3-blades are much smoother because an odd number of blades on an even number of cylinders gets rid of a lot of harmonics. 3-blade props are also quieter because they are usually shorter, thereby reducing tip speed. One good application for a 3-blade prop is when the prop hub on a pusher is directly in line with the wing or horizontal stabilizer. In this instance the prop is blocked out twice every revolution. Ever notice the distinct sound of a Varieze with a 2-blade prop?

Advantages / Disadvantages

Advantages of wood:

Cheaper, lighter, quieter, smoother, prettier (opinion) and in case of a prop strike they protect the engine somewhat because of being sacrificial.

Disadvantages of wood:

Higher maintenance; retorquing requirements of bolts, periodic refinishing, must store horizontally.

Advantages of fixed pitch:

Much cheaper, much lighter, less maintenance.

Disadvantages of fixed pitch:

Must compromise either cruise or climb efficiency by pitch selection. This compromise is not as great as it sounds. Many times a climb prop will cruise as fast as a cruise prop (and sometimes faster) if you are willing to turn a higher rpm.

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Propellers

Advantages of Constant-Speed:

The constant speed prop has 2 advantages. Low pitch giving maximum horsepower for takeoff, and high pitch for cruising. Braking action at idle (short field landing).

Disadvantages of Constant speed:

Weight, cost and maintenance.

The biggest problem I come across with homebuilders is that some think that they have to justify their propeller decision. If you have to justify anything you do on an amateur-built aircraft then you're involved in the wrong hobby. Make your decision based on what you want. The only person you have to justify it to is your spouse/significant other/financial advisor.



EAA AirVenture 2004 NOTAM Available for Download

From EAA e-gram

A sure sign that EAA AirVenture Oshkosh is right around the corner: the AirVenture Notice to Airmen (NOTAM) is now available for download in Adobe PDF format (32 ppgs; 3.5 MB) at the AirVenture website.

http://www.airventure.org/2004/flying/notam_2004.pdf

Also, the document is at the print shop and should become available early next month. Copies will also be available through any one of 15 selected Automated Flight Service Stations (AFSS) throughout the country. You can request a printed copy by going to the EAA AirVenture website at:

https://secure.eaa.org/airventure/notam_request.html

or simply call 1-800-JOIN-EAA and a copy will be mailed to you. Chapter presidents (US and Canada) will also be receiving in the near future copies for Chapter reference purposes.

New for 2004 are ready-made signs for the cockpit! Find them on the web at:

http://www.airventure.org/2004/flying/arrival_signs.html



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Photo of Decade??

Submitted by Andy Cowan - From Air Combat Command Public Affairs



A Thunderbird F-16 aircraft crashed shortly after takeoff at an airshow Sept. 14 at Mountain Home Air Force Base, Idaho. The pilot ejected just before the aircraft impacted the ground.

According to the accident investigation board report, the pilot misinterpreted the altitude required to complete the "Split S" maneuver. He made his calculation based on an incorrect mean-sea-level altitude of the airfield. The pilot incorrectly climbed to 1,670 feet above ground level instead of 2,500 feet before initiating the pull down to the Split-S maneuver.

When he realized something was wrong, the pilot put maximum back stick pressure and rolled slightly left to ensure the aircraft would impact away from the crowd should he have to eject. He ejected when the aircraft was 140 feet above ground - just eight-tenths of a second prior to impact. He sustained only minor injuries from the ejection.

The aircraft, valued at about \$20.4 million, was destroyed. There was no other damage to military or civilian property.

Also, the board determined other factors substantially contributed to creating the opportunity for the error including the requirement for demonstration pilots to convert mean sea level and above ground level altitudes and performing a maneuver with a limited margin of error.



Rich Graham

Flight Instruction and FAR 61.56 Flight Reviews

*Civilian Experience: Ground Instructor,
ATP/CFI, MD-80 Capt (ret), 7,500 hours
Military Experience: Instructor Pilot 5 Years,
T-33/T-37/T-38/F-4/SR-71/U-2/KC-135Q*

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May Board Meeting

Minutes by Dick Flunker

The EAA Chapter 1246 monthly board meeting was held at the TKI terminal on May 20, 2004. Present: Calvin Coffey, David Norman, Dick Flunker. Larry Spears absent due to day job commitment.

Newsletter Advertisements

- David will contact advertisers regarding annual fees.
- WingsPoint will be given an annual advertisement in recognition for sponsoring the Poker Run.
- Tex-Air and Cirrus will be run for one month.

May 22 Fire Extinguisher Meeting - Calvin reported status.

- Roy Matheny will contact Fire Department and Tower
- Donations to offset cost of extinguishers will be accepted

June 19 Poker Run - Calvin reported his coordination status

- WingsPoint will provide hangar and food, EAA will do food preparation and run the event.
- WingsPoint, Tex-Air, and Aircraft Spruce will donate prizes.
- Aircraft Spruce is not confirmed – Dick will contact them.
- Calvin has 3 destination dealers, needs to find one more.
- Calvin is working on clues etc for destination airports.
- Dick will run 20 copies of flyer and bring to May 22 meeting.
- Calvin will send email to local Chapters.
- Dick will create 120 run Sheets. Calvin will create clue sheets

Meeting Schedule

- 6/10 - Bob Rogers will present Mazda Auto Engine Conversion
- 7/8 – Sky Med Presentation – Stu Dietrick
- 8/12 – Open – Calvin to contact Larry regarding U2 presentation or other possibilities

New Officer Nominations

Per the Bylaws, the nomination committee needs to be established. Calvin will contact Larry regarding the chair position. The committee will be mentioned at the Fire Extinguisher meeting. Nominations need to be reported to the membership at the September meeting, with the election at the October meeting.

Advisory Board – Tabled until next meeting

Hats/T-Shirts/Pins/Etc

Discussion on what actions to take. Tabled until all officers are present. David will contact Gary regarding Pin creation.



Calendar of Events

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

- June 4-5 National Biplane Exposition
Bartlesville, OK
- June 5 Pancake Breakfast
Mid-Way Regional (JWY), Midlothian, TX
- June 10 Chapter Meeting 7:00 PM**
Bob Rogers - Mazda Auto Engine Conversion
CCCC, McKinney
- June 11-13 Texas AAA 40th Flyin
Gainesville, TX (GLE)
- June 17 Officers Meeting 7:30 PM TKI Terminal
- June 19 AYA South Central Grumman Fly-In - Denton
<http://www.aya.org/southcentral>
- June 19 EAA 1246 Poker Run**
TKI -? -? -?-TKI
- June 26-27 Rocky Mountain Regional Flyin
Front Range Airport (FTG), Watkins, CO
- June 26 Pancake Breakfast
Grandbury, TX (GDJ)
- July 8 Chapter Meeting 7:00 PM**
Sky Med Presentation - Stu Dietrick
CCCC, McKinney
- July 15 Officers Meeting 7:30 PM TKI Terminal
- July 17 Chapter 'AirVenture Shakedown' Fly-out**
Hard 8 BBQ
Stephenville, TX (SEP)
- July 27-
Aug 2 EAA AirVenture Oshkosh
www.EAA.Org
- Sep 9-12 Reno Air Races
Reno-Stead Airport, Reno NV

WingsPoint

aviation services

Mike Livezey
Operations Manager
1500 E. Industrial Blvd.
McKinney, TX 75069 972.562.5555, ext. 210

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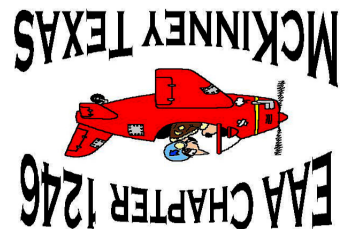
MEL ASBERRY

2464 County Road 655
Farmersville TX 75442-6014

972-784-7544

*

2216 Wisteria Way
McKinney, TX 75071



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.
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)	
Debbie DeGroat (Bulletin Bd)	972-547-4995
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