

# Tail Wind Times

Experimental Aircraft Association Chapter 1246

McKinney, Texas

Volume 6, Issue 05

www.EAA1246.org

May 2004

## Iggy Burkhardt - Cirrus Design



Ignatius (Iggy) Burkhardt, Cirrus Design Southwest Region Sales Manager, will present Flying Technologically Advanced Aircraft. The history of Cirrus Design, manufacturer of SR20 and SR22 aircraft, and what the company sees in its future will be discussed. This will NOT be a sales pitch. A *demonstration flight* in a new



CIRRUS SR22 will be included in the raffle at the end of the meeting. The meeting

is **May 13th, 7:00 PM, Pike Hall, Collin County Community College, McKinney, Texas.**

## Fish Fry = Success!!!

By Dick Flunker

The weather was threatening keeping the fly'ins drive'n, but the weather didn't dampen the activity. The 6th Annual EAA Chapter 1246 Fish Fry was once again a wonderful tasty success. **Garry and Janne Ackerman and family** did another great job organizing and preparing the food. Several members commented this group easily competes with the restaurants for the tasty fish and fix'ns. Thanks to the successful fishout organized by Tom Mitchell and Roy Matheny, most of the fish served were caught by the chapter members, with some additional fish provided by dedicated fisherman Roy. This year we had 11 gallons of fish fillets, and a rough count indicated that 175+ chapter members and friends were served.



To make room for the fish fry tables, Pete Huff needed to move two planes out of his hangar. Normally this would not be an issue, but when the setup crew arrived it was still raining rather heavily. Not a problem, Pete found room for both planes in another hangar. Special thanks to Pete Huff for letting the chapter use his hangar for the event.

There was a good number of volunteers helping with the setup. The tables were moved from the storage location, the food preparation started quickly, and the serving started as planned about 11:30. The Ackerman's along with help from Roy Matheny kept the food coming until everyone was served. The Fire Station crew made it back from a call and was able to join the feast, and a special delivery was made to the controllers in the tower. I personally held off getting in line while waiting for my significant other, but I succumbed – wow, was that fish good.

At the Fish'n Flyout a contest was setup to award the person that caught the largest fish. As you might imagine, having a bunch of fishermen determine the largest fish via the scouts honor method is a bit difficult. Determining who caught the most fish was very clear.

Hands down, Julie Ferraro won the new tackle box having caught 7 Stripers.

Many thanks to Garry and Janne Ackerman and family, Pete Huff, all of you that helped with the setup, cleanup, fishing, preparation, etc., and to everyone that came making the Fish Fry a success. Check out the pictures on website.

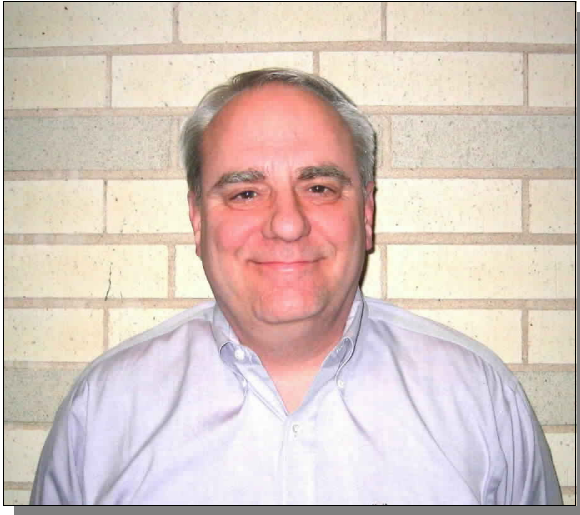
The Fish Fry is a great Chapter 1246 tradition!



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## PILOT/Builder PROFILE

By Susan Wilson



**Name:** *Ted Mastenbrook*

**Place of birth:** Grand Haven, MI

**Family;** Wife Shirley (Private Pilot) Erin, daughter, 12

**Occupation:** Configuration Manager, Raytheon

**If I had a different job, I'd be:** Business Owner

**I became interested in aviation because/when:** I got a plane ride for my 7<sup>th</sup> birthday, soloed at 16, was Comm, Inst, CFI, Multi in college

**I fly/build a:** Sold my Skylane after 11 years and hope to fly with the Texins when family duties get lighter

**If money were no object, I'd fly/build a:** F8F Bearcat

**My favorite place to fly for a meal is:** Lake Murray

**If I had a week off, I'd fly to:** Sidnaw, MI. I have a cabin in the woods near a grass strip.

**On my fantasy flight around the world, my 3 guests would be:** Manny, Moe, and Jack – I may need parts.

**The last book I read was:** People of Plenty, by David M. Potter

**My hero is:** Peter Lynch (make a bunch of money to fly)

**My greatest aviation experience was:** Being an aerobatic instructor in the Navy.

**The thing people don't know about me is** My mother was a pilot in 1943.



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## RV-7A to Sun 'n Fun

By Tom Moore

After the first flight of my RV-7A in December I still had 39 hours of test time to fly off before I could leave the designated test area. The FAA had assigned me a 40-hour test period due to the experimental engine I had installed. The engine was a Superior XP 360, which is almost identical to a Lycoming O-360 A1A1. At the time, even though all of the parts on the engine were PMA'd to replace the certified Lycoming parts, the engine, as a whole was still considered experimental. Normally if you have a certified aircraft engine you receive a 25-hour test period.

So anyway, I set about to fly off the remaining hours. Since this airplane was not a one of a kind and history had shown that Van's planes didn't possess any strange characteristics, I planned to spend the hours getting familiar with the plane. My test area was made up of a rectangle with a designated airport defining each corner. It went north from McKinney to Ardmore then east to Paris, south to Tyler and then west back to McKinney. This was a good size area and I was allowed to travel anywhere within the box. There were sixteen airports within the box and I landed and all but one. One of the airports was Sulfur Springs, which allowed me to make a few Saturday lunch runs from McKinney. The test sessions were fun and I was enjoying flying the plane, but the time did begin to wear on.

With the forty hours behind me, I was ready to stretch the planes legs with a nice long cross country. During the winter flying I had thought of the possibility of making the trip to Sun 'N Fun in Lakeland Florida. So with my leash removed it was time to plan the trip. I had flown to this airshow three times before in my Quickie Q-200, but this time it would be different. Previously I had always stopped at airports along the way which had cross wind runways since the Q-200 didn't have the best crosswind capabilities. Now with the RV-7A, I just had one thing in mind when looking for airports, cheap gas! I would only expect to make one fuel stop in a normal cross country to central Florida, but with Sun 'N Fun as my final destination, I needed to plan things a little differently. Since there are so many planes going to the airshow there is a chance you might be required to enter a VFR holding pattern if things get too busy. I've always made it a point to arrive with plenty of fuel on board just in case holding was required.

*(Continued on page 5)*

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## FBO Bulletin Board Material

**Debbie DeGroat** is the contact for Articles/Pictures/Etc for the FBO bulleting board. Please forward material to Debbie at [debbie@frankhipps.com](mailto:debbie@frankhipps.com) or call 972-547-4995.

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## A&P Notes – Part 2

By Tom Ferraro

Following is a second set of notes from a day long A&P/IA seminar. It was presented as an FAA safety seminar and the format included several company experts that discussed maintenance issues related to their products and general aviation. Listed below are a few of their interesting points and comments.

### Lycoming Engines

The Lycoming representative pointed out that Lycoming has 50% total market share of piston engines worldwide and they owned an 85% market share on new OEM aircraft. (Bet it's even higher if you factor in RV's!)

The parts and overhaul manuals are now available for all Lycoming stuff via CD's that can be purchased direct from Lycoming or off their web site.

Oil changes should take place every 50 hours if using a filter, every 25 if using the oil screen. Inspect the filter by cutting it apart at each oil change. Change your oil every 4 months if you don't make the 25/50 hour usage rates.

They recommend oil analysis – especially on any turbo charged engines.

They recommend Shell 15w50, 100Plus or the latest new Phillips oil that contains their anti scuff oil additive #1606. If you don't use one of these oils, then add the 1606 additive yourself into any of the other oils that you use.

Oil consumption limits are derived from a complicated formula that can be calculated using info provided in Service Instruction 1427. However, generally if you're down to using a quart every 2 hours, you've reached the limit.

They recommend running the engine rich of peak, (despite what GAMI says) and pretty much guaranteed that if you run lean of peak, you'll be talking to the engine shop much earlier than you had planned.

ANY prop damage other than minor dressing requires a tear down inspection. This applies even if the engine is not running!

Overhaul the engine after it's 12 years old even if it hasn't reached the TBO number of hours.

If you are not absolutely sure you have the correct oil pump impellers, inspect it. If the oil pump is a two piece housing, this for sure needs to be replaced.

If you plan to store your engine for more than 30 days, you should preserve it with dehydrator plugs, preservative oils

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and if it's off the aircraft, store it upside down so the cam and lifters stay wet in the oil.

### Operating tips:

- Always observe red line limits
- Keep cylinder head temps under 400 degrees
- Oil temps 165 to 180 is ideal
- Keep oil coolers clean – overhaul as needed
- You can check the vernatherm oil cooler valve – starts open at 140 degrees and is fully open at 180 degrees.

Comply with the crankshaft AD (Lyc SB 505) for 160 and 180 HP engines with fixed pitch props. (Pitting and corrosion can render your crankshaft useless. I tell you this with first hand knowledge!)

### Fuel Injection and Carburetors

The Precision Airmotive Rep outlined some Carburetor and Fuel Injection points.

Clean out your Fuel Injector nozzles every 100 hours. Soak them in Hoppes #9 gun cleaner for 15 to 20 minutes, rinse with solvent and blow them dry. Reinstall into aircraft – torque nozzles to 55-60 Inch pounds and torque the nuts on the lines to 50 inch pounds.

Precision Airmotive has web site with free service bulletins that include all the details and specs for trouble shooting and analyzing fuel system problems. It also has a special bulletin for Continental fuel injection adjustments. (SB SID97-3B)

What are the different color data plates on Carburetors and Fuel Injectors?

**Black** - Factory new (All parts new)

**Blue** - Factory Rebuilt (reuse the body or housing, all other parts new)

**Yellow** – Overhauled (all parts within specifications – some new parts)

**Red** – Data Plate was replaced in the field.

Precision now offers a new Fuel Injection system for Lycoming's for use on Homebuilts. It is less than half the price of the production versions.

Fuel systems should be overhauled at engine TBO or every 10 years, whichever comes first.

Drain the Carburetor bowl at every annual. Contaminates such as water tend to collect in the bottom of the carburetor and cause corrosion and problems. There is typically a drain plug on the back lower end of the bowl.

Clean the fuel inlet screen at 100 hours or annual. Each Carburetor or Fuel Injector unit has one. Also note that the o-rings used on some of these units are not standard MS equivalent. Use the correct o-ring part number from Precision.



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## Greenville Majors Fly-In - May 15

Submitted by Calvin Coffey - From [www.ci.greenville.tx.us](http://www.ci.greenville.tx.us)

Greenville Municipal Airport, "Majors Field", will host its Annual Fly-in and Open House on Saturday, May 15. Plans for the event include a full size replica of the Wright Flyer, a homemade Skybolt aircraft, World War II aircraft, military fly-bys, vintage aircraft static displays, military jet static displays and skydivers. Admission and parking are free. Gates open at 10 a.m.

In addition to the Wright Flyer and Skybolt aircraft, numerous WWII aircraft on display will include observation planes such as an L-2, L-5 and L-19 and WWII flight trainers the BT-15, PT-17, PT-19, and T-6.

Other military aircraft scheduled to be on display include the Navy R4D two engine transports and current United States Air Force trainer aircraft the T-37 and T-38.

Various general aviation aircraft and home built experimental aircraft will also be on display, including gyrocopters, gliders and an ultralight. New for this year's display will be a helicopter, courtesy of Life Star, the airports newest tenant.

Visitors to the Fly-In can have close access to the aircraft and have opportunities to talk with pilots and crews. Concessions will be available along with face painting for younger attendees. The L-3/IS crash, fire and rescue equipment will be on display and airplane rides will be provided by various individuals. There will be a drawing to win an orientation flight.

The City of Greenville hosts the event with assistance from the Air Force Association, L-3 Communications Integrated Systems, the Experimental Aircraft Association, the National Guard Unit, the local Texas State Guard Unit, local Boy Scout Troops and the Rockwall Unit of the Civil Air Patrol.

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## From the Controllers

From Dave Roesch

The controllers would like to see everyone call for departure while still in the run-up area unless there is no other airplane out in the run-up area or taxiing out to the runway. The reason for this is IFR departures. Controllers look for "holes" or have to create a "hole" to get IFR departures out. Controllers have 3 minutes to get the IFR airplane airborne from the time approach gives the release and this is sometimes very tricky. Most of the time the release is pretty quick and getting the airplane out in the "hole" works quite well. Other times the controller has to make a new "hole" because approach was not ready for the IFR airplane. So keeping the other conflicts away (staying away from the hold-short line) helps the controllers out a whole lot.



**You might be a redneck pilot if:**

\* Your toothpick keeps poking your mic.

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## EAA Southwest Regional Fly-in May 14 & 15, New Braunfels (BAZ)

From <http://www.swrfi.org>

The EAA SWRFI is a unique opportunity for airplane enthusiasts and the general public to spend one weekend a year examining new and experimental aviation technologies, looking at airplanes and attending lectures on related topics. This is the 40th year for the EAA Southwest Regional Fly-In after being started in Georgetown, Texas, by Tony Bingelis. Dick VanGrunsven, founder of Van's Aircraft, will be the Honored Guest at SWRFI. Dick will receive the President's Award and speak at the banquet on Saturday night. The Saturday night banquet will be at the Civic Center, an air-conditioned facility in town with many amenities.

There were more than 700 planes last year (the largest ever) and the plan is for even more in 2004.



A few of the changes to expect this year include:

- A more user-friendly arrival procedure that starts farther from the airport and has a holding pattern provision. <http://www.swrfi.org/arrival.htm>
- A new layout that puts all exhibitors near the terminal with the forums also near this area. Expect many more exhibitors, even though last year was our biggest ever.
- More forums in the new school built on the airport beside the exhibitors with signage to show times and places.
- More and better-planned aircraft parking.
- Many more food vendors.



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## Denton Air Fair - May 15

Not enough time to make it to SWRFI? Make a quick stop at the Denton Air Fair (DTO). The day will start with a pancake breakfast, have a maintenance / paperwork check FAA safety seminar that will do the normal things of a ramp check, without the possibility of a citation, noon ceremonies, and an aerobatic show. There will be Warbirds and antique aircraft on display. Booths and concessions will be available.



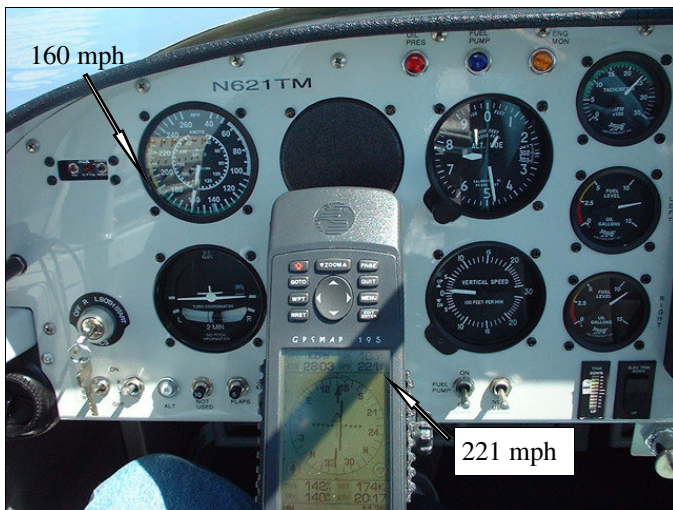
*Tower: "Cessna 123X, you have traffic at 10 o'clock, 6 miles."*

*Cessna 123X: "Can you give us another hint? We have digital watches!"*

(Continued from page 2)

The two stops ended up being, Quitman, MS and Zephyrhills, FL. Zephyrhills is only about 15 miles from Lakeland so I could fill up, fly to the airshow and then leave with almost full tanks on my way home.

The trip down was uneventful except for the nice tailwinds. Since I was trying to be conservative with my fuel consumption, I had set the throttle (fixed pitch) to 2400 rpm. This was getting me a fuel flow of about 8 gph. I was expecting a normal tailwind from the west and was happy to see my ground speeds between 180 –190 mph with a TAS of 175 mph. But the smile on my face would get bigger as I turned the corner at Marianna, FL and headed south to Lakeland. With the same 2400 rpm and TAS, I was now seeing ground speeds over 220 mph.



The smile lasted all the way to Zephyrhills, but faded when the winds were still blowing hard down low, but not down any of the runways. So I got a chance to land in some strong crosswinds I hadn't encountered yet. The plane handled it well and the grin returned. I taxied over to the FBO for self service fuel and decided I was definitely in Florida when I had to wait in line behind an airboat with a beautiful Continental 550 on the back. I talked to the guy for a bit and he was hoping the winds would die down so they could get out on the water.

I saw Wayne and Russell Williamson at Zephyrhills and we both had to wait on the ground for the aerobatics show to complete at Lakeland before they would open the airport for arrivals. The landing at Lakeland was fairly normal except there were three of us landing on a TAXIWAY at about the same time while three others were landing on the parallel runway. This is normal for an arrival at a big airshow and they would be landing like this for another hour or more.

It stayed perfect airshow weather the rest of the week and on Sunday it was time to go home. Dick and Barb Flunker were

also leaving Sunday morning and we decided to fly back together. When you taxi out for departure you are guided by individuals with batons to show you to the departure runway. Dick was able to convey, with hand signals, that we were a flight of two. It looked like most everyone was leaving for home that morning so it was pretty crowded.

After clearing the traffic on departure, Dick and I headed towards Quitman, MS for our one fuel stop. After leveling off at 6500 the grin came back on again when the forecast tailwinds going northwest came true. They weren't as strong as on the way down, but any tailwind is better than any headwind.



## But For The Grace...

Submitted by Jeff Ferraro - From Avweb

Sometimes you see the wreckage and wonder how anyone got out alive. If this Beech Baron had been flying a few inches to the right, we likely wouldn't be wondering how Robert Hollis Gates, of Tehachapi, Calif., managed to land the plane safely after a midair with a Cessna 180 last Jan. 16. The Baron lost a section of fuselage, but Gates

walked away with cuts and bruises. The 180 broke up in flight and the pilot, 40-year-old David Lazerson, a civilian test pilot instructor at Edwards Air Force Base and deputy director of the Joint Strike Fighter Integrated Test Force, was killed.



According to the NTSB report, Gates said he was in cruise climb between 5,500 and 6,500 feet near Tehachapi when he saw the right gear leg of the Cessna coming at him from one o' clock. He ducked, then saw a dirt strip and managed to set the Baron down.



# April Board Meeting

Minutes by Larry Spears

The EAA Chapter 1246 monthly board meeting was held at the TKI terminal on April 15, 2004. Attending: Calvin Coffey, David Norman, Larry Spears. Absent with the lame excuse of attending Sun-N-Fun: Dick Flunker

## Fish Fry final prep

- Last contact with Gary & Janne and all is a go
- Tom to send MHOA letter/email regarding event and invite all members to the fish fry
- Check on plastic covers for tables
- Get morning volunteers for setup, gate keeping, parking, and clean up

## Newsletter

- Debbie DeGroat would like to be listed in the newsletter to get new articles/items/pictures for bulletin board

## Schedule

- 4/24 Fish Fry
- 5/13 Chapter Meeting - Iggy Berkhardt presentation on the Cirrus
- 5/13 - 14 SWRFI this will be the chapter flyout
- 6/10 Chapter Meeting - Sky Med presentation about Sky Med and will fly to CCCC
- 6/19 Poker Run
- 7/8 Chapter Meeting - OPEN -
- 7/17 Flyout - Oshkosh "Shakedown" flight to Stephenville

## Business

- Will discuss creation of advisory board members when all four of us are present
- Rich has volunteered to give presentation on U2, we just need coordinate a date
- Roy would like to give seminar on Fire Safety and the use of fire extinguishers under different types of fires (gas/oil, electrical, etc)
- Need to ask for volunteers for Poker Run at the May meeting Calvin has been contacting businesses for prize donations
- Several leads for presentations at the chapter meetings in process
- Last year's fee for advertising was \$5.00 per month member or not. We will continue fees without change. We need to notify all that are currently advertising and ask for payment.



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Military Experience: Instructor Pilot 5 Years,  
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3501 Hearst Castle Way  
Plano, TX 75025

Home: 972-491-0011  
Cell: 214-621-0982  
Email: Habu05@aol.com

# Calendar of Events

(Items in bold are Chapter 1246 events)

- May 8 EAA 983 Spring Flyin  
Pecan Plantation (OTX1)
- May 13 Chapter Meeting 7:00 PM**  
**CCCC, McKinney**  
**Iggy Burkhardt - Cirrus Aircraft Design**
- May 14-15 SWRFI, New Braunfels (BAZ)  
[www.SWRFI.Org](http://www.SWRFI.Org)
- May 14-16 Southwest Bonanza Society Fly-in  
Fredericksburg, TX (T82)  
<http://www.southwestbonanza.com>
- May 15 Annual Fly-in, Majors Field (GVT)  
Greenville, TX
- May 15 Denton Air Fair (DTO)  
Denton, TX
- May 20 Officers Meeting 7:30 PM TKI Terminal
- May 22 Pancake Breakfast  
Grandbury, TX (GDJ)
- May 29 Cowtown Warbird Roundup  
Fort Worth Meacham (FTW)  
<http://www.VintageFlyingMuseum.org>
- June 4-5 National Biplane Exposition  
Bartlesville, OK
- June 5 Pancake Breakfast  
Mid-Way Regional (JWY), Midloathian, TX
- June 10 Chapter Meeting 7:00 PM**  
**Sky Med Presentation**
- June 11-13 Texas AAA 40th Flyin  
Gainesville, TX (GLE)
- June 17 Officers Meeting 7:30 PM TKI Terminal
- June 26-27 Rocky Mountain Regional Flyin  
Front Range Airport (FTG), Watkins, CO
- July 8 Chapter Meeting 7:00 PM**  
**CCCC, McKinney**
- July 15 Officers Meeting 7:30 PM TKI Terminal
- July 17 Chapter 'AirVenture Shakedown' Fly-out**  
**Stephenville, TX (SEP)**
- July 27-  
Aug 2 EAA AirVenture Oshkosh  
[www.EAA.Org](http://www.EAA.Org)

### FAA

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Aviation Safety Counselor  
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### EAA

Technical Counselor  
Flight Advisor  
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### MEL ASBERRY

2464 County Road 655  
Farmersville TX 75442-6014

972-784-7544

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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
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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
debbie@frankhipps.com	