



# The Denton Flyer

Newsletter of EAA Chapter 661, Denton, TX

February 2023



Volume 2, Issue 4

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Numero Uno  
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Minister of Finance  
Director of Youthful Enthusiasm  
Membership Czar  
Cyber Czar

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## Next Meeting:

The next meeting of Chapter 661 will be Saturday, 4 February, at our usual meeting place at US Aviation, 4850 Spartan Drive, on the field at KDTO, on the second floor in Classroom Bravo. The meeting will start at 1200. Our guest speaker will be Zack Roland. You may have spoken with Zack in the past. However, you likely addressed him as "Denton Tower."



(Zack is the one on the right.)

A native Texan, Zack started his Air Traffic Control career when he enlisted in the United States Marine Corps in 1997 which took him to both Florida (ATC school) and California (NXP- 29 Palms EAF). In 2003, his civilian employment began in Grand Island, Nebraska (GRI) with Midwest ATC. He then contracted overseas as a tower controller at the Bagram (Afghanistan) Airfield before returning to

the States at the tower in Bloomington, Illinois (BMI).

Zack has been at Denton Tower (DTO) with RVA since February 2009. While there, he's also assisted at both McKinney Tower (TKI/2012) and Hobbs Tower (HOB/2019) in New Mexico when staffing issues required a volunteer who could step in for a "quick-qual".

Outside of work, Zack and his wife, Carrie, combined have 3 grown children, their first granddaughter and 4 furry, hot-messes (dogs) to keep them busy. He enjoys boating on Texas lakes with the family and other numerous hobbies.

## Also at the Next Meeting:

There will be food. Tiny tacos. I am not sure you can call it a meal, but there will be food. We have permission from our host to enjoy food during our meeting, and El Presidente is bringing tacos from Taco Cabana. We must clean up after ourselves, of course. There will be a "Straight Arrow" jar so you can offer some cash to cover the cost of your taco. Don't expect any change. If this works out, it could become a regular feature.

## An Interesting Note:

Being president of an EAA chapter in the modern era means people can reach out to you. Some people start their search for a chapter on line, and the next step is to contact the local chapter leaders to see when and where we meet. Sometimes, it's something else. The following is from our own "El Presidente" Janet:

"As President, I get a lot of inquiries about the chapter. Here is a request that I am passing along to

the chapter to see if anyone knows someone to whom this applies.”

*Message - from Alyson*

*Hey, we recently had the opportunity to film flying in a Breezy. We want to take it a step further and either film/document a breezy being built or if someone would share footage of their past assembly. Call/text +1 (919) 285-5468 or email alyson@mbraleighnc.com*

If you know of someone building or flying a breezy, you might forward Alyson’s contact information to them.

## Member of the Month:

### Mark Cohen

By Heather Fahle

I’m happy to lead off 2023 highlighting our chapter Vice President, Mark Cohen, affectionately referred to as “Numero Uno.” Mark is our first MOTM to come from an aviation family. Mark’s dad Jerry is his mentor, flying buddy, and airplane partner, who also happens to be an A&P and I/A, and is also a member of our EAA chapter. Mark’s brother is also a builder and a pilot.



When Mark was a boy, Dad, who was a corporate pilot, owned a Cessna 170 which he traded for a Swift, of which there are only a few hundred left flying. He had Mark fly the Swift for a number of years and then when Mark had to take a break from flying, they donated it to the Hangar 10 Museum at DTO. We’ll come back to that Swift later.



Mark started flying when he was a teenager. His dad went down to the local airport, Dallas North Airport, long since closed, to work as a CFI, and encouraged 15-year old Mark to apply for a job fueling airplanes, so that’s what he did. Mark worked fueling airplanes for several years before getting a job working in the maintenance hangar. He did simple maintenance work, including the newbie job of sanding aircraft to be painted. He also got to taxi aircraft around the airport, and managed to earn his private pilot’s license along the way. He soloed at 16 and got his ticket at 17. Then he quit flying for a bit while he went off to college, got his degree, and became an engineer.



Around 1988, after being out of school for a while, he got back into flying, earning his instrument rating, commercial license, and finally his CFI rating. He stayed active flying until 1993, at which time he took another break, this time for 10 years, in order to raise a family. Mark came back to aviation in 2013. He’d had a rough year so he moved back to Texas from afar, and he and his dad bought the donated Swift back from the museum! They had the plane for another ten years, over which time Mark gradually bought the Swift from Jerry. During that time, finding parts for it became increasingly problematic, as there are only a few hundred still flying. They were starting to have to get creative in searching for parts, searching salvage aircraft all over the country. It was time to consider moving on to another plane.

When he finally sold the Swift in 2022, it was with great sadness that he watched it fly away.



In 2020, Mark did some hard thinking and realized that the plane that would best suit his mission would be a good cross-country plane that he and his wife, Jori, could enjoy together. They looked at a number of planes and settled on Beechcraft (and who wouldn't, really?). After a couple of near purchases, they found their dream plane, a 1967 Debonair, in Seattle, Washington. He liked it, Jori liked it, and so they went up to the Great Wet Northwest and picked her up. Mark did his type training with a local BPPP instructor, doing his time while flying around Puget Sound and Orcas Island. When they brought the plane home, Mark and Jori took their time. They flew her to Denver, Cheyenne, and on to Montana, the Dakotas, and finally home to Denton. It was clear to them that they picked the right plane! In 2022, they made another cross-country trip, this time flying to New York and Rhode Island, allowing Jori to tick another couple of states off of her list.

In his get-paid-for-doing-things life, Mark works in logistics. Although his professional life isn't flying, he managed find a job with airplanes at the core when he went to work for Forward Air in 2022. The warehouse of Forward Air directly abuts DFW and their business is airport-to-airport transport, so he gets to see and hear airplanes all day.

I asked Mark what he loves most about flying and he replied, "Everything!" Well, almost everything. The only things that he doesn't care for are the paperwork and the annual paper chase getting a physical. We're

with you on that one Mark. He loves the challenge of a cross country in IMC, but equally, he loves just flying up to Gainesville and doing maneuvers on the way, or chatting about flying over a beer at the end of the day. Maybe Mark's happiest memories are going to Oshkosh with his dad and brother in 1997 and again in 2018, getting to experience one of aviation's finest spectacles together.

## Dues Time

Yes. It has been a year already. As you may recall, Chapter 661 collects dues for the calendar year. That means if you joined the chapter in 2022, your dues paid for less than a full year. It also means that everyone's dues come due at the same time on New Years Day. Yes, we all started 2023 at least \$30 in debt.

There are several ways you can resolve your indebtedness and remain a member in good standing of EAA Chapter 661. First, bring \$30 in cash to the next chapter meeting. If you choose this option, please have correct change. Our Minister of Finance, Scott Wiederhold will accept your cash payment. Incidentally, we are working on getting him one of those green eyeshades and a set of shirt garters. However, Scott would prefer we keep this transaction in the twenty-first century to the degree possible. To that end, he says you can pay your dues on line using the following link:  
<http://eaa661.square.site>

Scott notes that despite the volatility of the poultry industry, he cannot accept eggs or chickens as legal tender for your dues obligation this year.

Please pay your dues before Buck Rivets releases his dog Cleco to chase down the delinquent stragglers.

