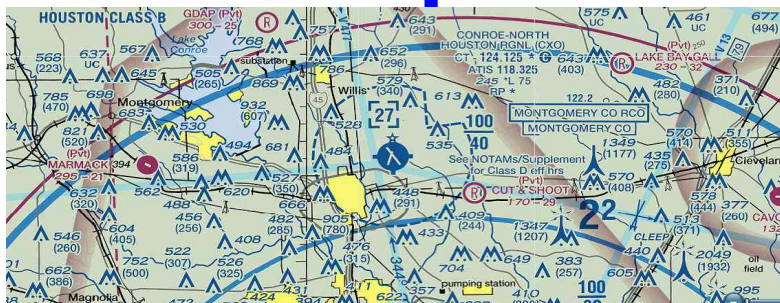


EAA Chapter 302



Newsletter



Volume 43-Issue 4
April, 2021

IN-PERSON MEETING
APRIL 10TH, 2021, 10:00 AM
See PAGE 3 for meeting information

IMC/VMC MEETING



Normally
April 8th

Cancelled



See
Page 5

THIS MONTH'S PROGRAM

News from HQ

“One Champ—Two Friends”

Spark Tester

**IT'S AIRSHOW
SEASON**



IN THIS ISSUE

Mar 13 Meeting Minutes.....	2
Meeting Info.....	3
Events Update.....	4
IMC/VMC.....	5-6
Meeting Pictures.....	7-8
Airport News.....	9-11
Classified.....	12

MARCH 13TH, 2021 MEETING MINUTES

Call to Order: At 11 AM President Joe Waltz enthusiastically welcomed us back. This was our first *face to face* gathering since the March 14, 2020 meeting was canceled by the Covid pandemic. You will remember since April 2021 we have been meeting virtually on WebEX. Approximately 70 members attended the meeting at hanger 41 on "The Hill" for a burger burn.

Pledge of Allegiance: Joe led the pledge.

Treasurer's Report: Beginning balance February 1, 2021: \$9244.37 + \$200 cash on hand. Ending balance February 28, 2021: \$9660.90 + \$200 cash on hand. Some highlights include: Membership Dues - \$350 and the 50/50 - \$110.

Program Items:

First Flight Recognition / Joe Waltz - RV10, Jan 27, 2020. Then it spent 5 months in the paint shop. Robert Skinner - RV10, May 7, 2020. Taunting Joe he said his RV10 is at the paint shop with a base coat already. Don Brewer - Pietenpol Sky Scout, April 25, 2020. It's now on display at the Gullo Ford Museum. Mark Buchanan - RV6A, May 18, 2020. He specifically thanked Jim and Allan Archer for their help. Darryl Foster - RV7A, Jan 17, 2021. Phase I almost complete. Three others will receive their recognition at the next meeting.

50/50 Winners / Several members finally got long awaited \$. The six unnamed single month winners were recognized as 'great guys'.

Multi month winners present include Larry Urban x 2, Rich Jankowski x 2, Brent Crabe x 3, Miles Demster x 5. They were called out for 'high handed shenanigans' in 'rigging, fiddling with and deceiving' the 50/50 and the sponsor to win more than their fair share of \$\$\$. An unruly crowd of "losers" present disturbed the calm decorum of the chapter meeting by shouting '*guilty, stop the steal*' and demanding a trial. Calls for justice forced Judge 'Justice' Joe to call a kangaroo court. Jim 'The Hammer' Archer was appointed to represent the defendants on promise of great personal financial reward. Initially all the defendants declared they were innocent. Crabe tried to plea bargain by saying "I...I wasn't even there!" at a 50/50 drawing. In the proceedings the most 'egregious' and nefarious' offender 'Five Time Scoundrel' Demster gave up and changed his plea to guilty. They all were ordered to serve time working the hot and dangerous grill. Hamburgers were enjoyed by all.

News / Reports: AirVenture 2021 is a GO! Online preregistration available now. Vendors will be spaced more than normal. The daily airshows continue, no Monday night concerts. There are other changes, so keep up by checking the EAA website or watching for communications from EAA.

Remember to thank Darryl Foster for helping us with WebEx meetings these past months!

Adjourn: No fly-out this month.

SATURDAY APRIL 10TH MEETING



In Person!! GALAXY FBO MEETING ROOM 10:00 A.M.

Wear your Nametag—Buy a 50/50



See the map on the last page
If you've never been there

Be a Neanderthal and attend in person

Masks are still an option

Or if you want to attend virtually:

Try our new You Tube Live option. Darryl has changed the website. Virtual meeting is removed and replaced with “a. You Tube Channel”. Then hit “b. You Tube Channel” and join in on the fun virtually. Hope to see you there.

UPCOMING YOUNG EAGLES



Young Eagles are soon to return to the air. We will be resuming on a somewhat small scale, as few EAA 302 members pilots have indicated a willingness to return to flying the youngsters. Events will be held on short notice given the small volunteer pilot count. **We need a temporary backfill Young Eagle Coordinator**, to occasionally stand in while Mike Goebel is away doing his other family activities. Contact Joe Waltz or Mike if interested.



Keith Pache 713-412-7010, pilotpache@aol.com

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- 1) Thu. April 8th IMC/VMC Club Meeting – **CANCELLED**.
 - 2) 10:00-11:30am Sat. April 10th Chapter Meeting (Galaxy FBO).
 - 3) Sat. April 10th After Meeting Flyout – **CANCELLED**.
 - 4) Flying Event Links:
 - a) Fun Places to Fly = <https://www.funplacestofly.com/funflyeventbyzip.asp>
 - b) Social Flight = <http://www.socialflight.com/search.php>
 - c) EAA Webinars = <https://www.eaa.org/ea/news-and-publications/ea-webinars>
 - d) FAA Safety Webinars = <https://www.faa.gov/SPANS/events/EventList.asp>
 - 5) Events Calendar: Here's a partial list of upcoming events. You'll find many more (with working hyperlinks) by clicking on our website Flying Events tab: <http://www.eaa302.org/>

Date	Description	Location	CXO Dist.	Website	Contact
4/6/21	7:00-8:30pm EAA Webinar: Wittman Tailwind & Buttercup	The comfort of your own home	0 nm	http://pages.eaa.org/WBN2021-04-06WittmanTailwindButtercup_LP-Registration.html	None
4/7/21	7:00-8:30pm EAA Webinar: How Risky is Maintenance	The comfort of your own home	0 nm	http://pages.eaa.org/WBN2021-04-07HowRiskyisMaintenance_LP-Registration.html	None
4/8-11/21	Classic Jet Aircraft Association - Cajun Jet Blast	KAPS (formerly 1LO) Port of South Louisiana Executive Regional Airport Reserve, Louisiana, USA	252 nm	https://www.funplacestofly.com/aviation-event-details.asp?EventID=24571	985-536-1999 lbraud@portsl.com
4/9-18/21	Montgomery County Fair	Fairgrounds across from KCXO	None	https://mcfa.org/	936-760-3631 info@mcfa.org
4/10/21	Texas Gulf Coast Regional Wings Things	KL BX Texas Gulf Coast Regional Airport Angleton/Lake Jackson, Texas, USA	75 nm	https://www.funplacestofly.com/aviation-event-details.asp?EventID=24560	Herb Ross 979-480-7192 fbo@flyl bx.org
4/10/21	Texas Oil Field Angels - 1st Annual Fly-in	KRFI Rusk County Airport Henderson, Texas, USA	111 nm	https://www.funplacestofly.com/aviation-event-details.asp?EventID=24574	Alexa McAnally 903-657-7081 airportmanager@co.ru sk.tx.us
4/13/21	7:00-8:30pm EAA Webinar: The E-1 and the Pursuit of a Record	The comfort of your own home	0 nm	http://pages.eaa.org/WBN2021-04-13TheE-1andthePursuitofaRecord_LP-Registration.html	None
4/13-18/21	Sun n Fun	KLAL Lakeland Linder International Airport Lakeland, Florida, USA	763 nm	https://flysnf.org/	863-644-2431 fly-info@flysnf.org
4/14/21	7:00-8:30pm EAA Webinar: Canadian Airspace 101	The comfort of your own home	0 nm	http://pages.eaa.org/WBN2021-04-15CanadianAirspace101_LP-Registration.html	None
4/17/21	Beaumont Spring Fly-In	KBMT Beaumont Municipal Airport Beaumont, Texas, USA	65 nm	None	409-866-0084



From Tommy Fankhauser IMC Director



Good News Folks: We will Re-start our IMC/VMC Safety forums starting Next month May 13th at Galaxy.

I want to thank Tom Turner for letting me use his Flying lesson Sessions topics for a bunch of our newsletters over the last year or so. Tom is a consummate instructor, wealth of knowledge and great aviator (retired Navy). If you are at Sun n Fun this year stop by the ABS (American Bonanza Society) tent and say hello and thank him for his service. His website is below and it is Free to subscribe.

FLYING LESSONS for April 1, 2021

by Thomas P. Turner, Mastery Flight Training, Inc.

Flight Instructor Hall of Fame inductee

[Mastery of Flight | Mastery Flight Training \(mastery-flight-training.com\)](https://mastery-flight-training.com)

When and Why

I saw a short discussion this week on a Facebook page aimed at student pilots. The topic was fuel tank selection, specifically the ubiquitous advisory to **select the fullest fuel tank for takeoff.**

The gist of the discussion was a warning from one instructor that, despite this advisory, pilots should not switch tanks **just before** takeoff. The warning is designed to prevent fuel starvation shortly after liftoff if the pilot does not get the fuel selector precisely aligned to the intended fuel tank.

The instructor was precisely right.

I did a test a year or so ago at the request of an Air Safety Investigator (ASI) who is a *FLYING LESSONS* reader and was at the time actively investigating the crash of a Beech Bonanza shortly after takeoff. His request perfectly aligned with an experiment I've planned to do for a long time but never managed to get around to doing. The ASI and I both wanted to know approximately how long it would take from an improper fuel tank selection—not getting the selector handle in the tank detent—to engine failure from fuel starvation at a takeoff power setting.

The experiment was simple: sitting out of the way in the runup area at ground-idle power, I would intentionally move the fuel selector handle to a point between the LEFT and RIGHT tank position. I would then delay about 10 seconds, simulating time spent taxiing onto the runway, and then advance power to full (hard on the brakes, still in the runup area). The intended data to be collected: **How long until engine failure?**

We did the test three times, on a premise I often state: that **once is an anomaly, twice is a coincidence, but three times is a trend.** Consistently the engine quit from fuel starvation about **20 seconds** after going to full throttle.

Where would you be 20 seconds after the beginning of your takeoff roll? What would happen if the engine quit at that point? **It's not only** important to follow checklist guidance from the *Pilot's Operating Handbook* or *Airplane Flight Manual*. It's important to understand *why* you should (or should not) do things. The "fullest tank" recommendation isn't literal, that if one tank has 15 gallons and the other has 17 that you absolutely must be on the tank with 17 gallons. What the checklist is really saying is, "select a tank that assures you will have plenty of fuel for the operation, along with a healthy reserve." The goal is to avoid the possibility of fuel starvation all the way through takeoff and climb to altitude.

Of course some airplanes may have maximum fuel imbalance limitations or other requirements that also affect fuel tank selection under certain conditions. Barring anything like that, however, it's all about making sure ***whichever tank you're using, you have enough fuel.***

Back to the discussion, the counter argument is that the fullest tank *must* be selected, which presents this quandary: If both tanks are full and you're burning from one of them, you would *have* to switch tanks shortly before takeoff to avoid using the tank with less fuel for takeoff. But this really important? **Where** does the handbook say you should select the fullest tank for takeoff? Yes, that phrase (or something similar) does appear in many POHs and AFMs. But *where* is fuel tank selection directed in the checklists leading up to takeoff?

I looked at a few sample POHs/AFMs and confirmed what I see in the airplanes I most commonly fly (Beech Bonanzas) is reflected in at least some other airplane types as well.

In the A36 Bonanza, the Before Start checklist directs "Fuel Selector Valve...CHECK OPERATION, THEN SELECT TANK MORE NEARLY FULL." The fuel selector is not mentioned again in the checklists until after takeoff.

In the PA28-161 Piper Cherokee Warrior II POH, tank selection is on the Before Starting Engine checklist, where it directs the pilot to select the "desired tank." The Before Takeoff checklist includes "Fuel selector: proper tank," but this sounds more like a confirmation and not a directive to change tank selection at that point.

The last mention of the fuel selector in the Cirrus SR22 manual is on the Before Takeoff checklist, where it states "Fuel Selector...Fullest Tank," *before* the engine runup. This is the last movement of the fuel selector in the checklists before takeoff.

The Diamond DA40 AFM calls for "Fuel Tank Selector...On Full Tank" on the Before Starting Engine checklist. Then, on the Before Taxiing checklist it directs "Fuel Tank Selector...Change Tanks, Confirm Engine Also Runs on Other Tank (At Least 1 Minute at 1500 RPM)." Then, on the Before Takeoff checklist it says "Fuel Tank Selector...Fullest Tank," with the note that "Before takeoff, the engine must run on each tank for at least 1 minute at 1500 RPM."

The point is, none of the checklists suggests switching fuel tanks just before taking the runway for departure, despite the oft-recommended "fullest tank for takeoff." It's true that, in general, we should follow this advice. But when you make the selection must be based on safety, not supposition.

If you hear or read a systems operation technique, go to the source: the Airplane Flight Manual or Pilot's Operating Handbook. Yes, you should select a tank with sufficient fuel for takeoff. It's critical, however, to make this selection at a time you're certain you'll detect an incomplete tank change before the engine quits shortly after your wheels leave the ground.

Comment: Why more airplanes do not have a "both" tank selection option that eliminates the need for switching back and forth between tanks I don't know. If you fly one that does not, think about the **when** and **why** of fuel tank selection.

FIRST IN-PERSON MEETING



The March 13th meeting was greeted by good weather and over 70 members. We went through over 100 burgers, brats and dogs. Builder plaques were awarded, past 50/50 winners were paid and there was even a “Trial” for those who had won multiple times. We'll have to repeat outside meetings until our indoor facility is available again. Refer to page 3 for the April Meeting.

The event was at Jim Smith's hangar



Kangaroo Court in Session—Judge Waltz presiding



Convictees had to cook



BUILDER AWARDS PRESENTED

Photos by Jim Morrical

Part of the Saturday meeting was the awarding of plaques to builders of completed projects. Awardees attending are seen below, as well as President Joe Waltz—RV-10. Missing were Don Guice: RV-7, Mark Ciaglia: RV-10, and Dave MacDonald: RV-10. National completions are running about 300/year, making EAA302 a giant among chapter completions.



Don Brewer
Pietenpol Sky Scout



Darryl Foster
RV-7



Mark Buchanan
RV-6A



Robert Skinner
RV-10

RUNWAY 32 RUN-UP AREA PROGRESS

Photo by Keith Pache



Contractors continue to make good progress on the rebuilding of Taxiway A and the new runup area. Underlayment is complete and concrete work is progressing, compliments of cooperative weather. The project should be finished before this summer. Keep checking those NOTAMS.



**GENERAL
AVIATION
JET
CENTER**

CXOFBO.COM
MXCXOFBO@gmail.com
5260 Central Pkwy., Hangar
#14, Conroe, TX, 77303

At General Aviation Jet Center, we have been serving the Conroe/Greater Houston area for over 33 years. We provide not only top notch line service, but also detailed oriented maintenance work. Our highly qualified A&P/IA will provide you with the services needed to insure your plane is operating at its full potential while also providing great turnaround time on work. Call us at (936)-760-1717 to make an appointment!



HOURS OF OPERATION

MON-FRI
8:00am – 4:00pm

SAT-SUN
Closed



New MX Shop-----Lawrence Mayo

WHAT'S GOING ON AT THE AIRPORT?

This area is bounded by North Airport Parkway and is just east of the old Flight Service Station. It used to be on the Airport Master Plan for more hangars. It's still county land, but will now contain a new "Forensic" Facility. There are several small facilities around the county that will be closed when this one is finished.



BEAUMONT AIRSHOW

The Beaumont Municipal Airport Spring Fly-In & Drive-In is open to the public. This kid-friendly event is with free admission and will be packed with aircraft, food trucks, classic cars, and flying all day. Featuring the Commemorative Air Force of Houston.

Spring Fly-In & Drive-In
455 Keith Rd, Beaumont, TX
77713
(409) 866-0084 VISIT
WEBSITE
April 17, 2021
Beaumont Municipal Airport
10:00 AM to 4:00 PM

This is Beaumont Municipal KBMT
NOT Beaumont Regional KBPT
It is a Non-Towered Airport
Runway 12/31 4000 X 75 Elev 32'
AWOS 118.42 CTAF 123.0
LowLead 100 \$4.24

DESTINATION TIME

BACK 

TO THE SUN 'n FUN
AEROSPACE EXPO

LAKELAND, FL
MON 02 21 PM
LAST TIME

**WE DON'T
NEED ROADS!** •SF21

SUN 'n FUN
AEROSPACE EXPO
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OUTDOOR OPEN SPACE
APRIL 13-18, 2021
FLYSNF.ORG

CLASSIFIED ADS

Ads are free to any EAA member. They will run for 6 months, or until you pull them out of classified. Text or Email to dirvine1945@gmail.com

Hangar for Rent—Space to share with a high wing Piper Colt. Prefer either a low wing or somebody with a project. Located near the tower. \$162.50/month! Call Ray Coker—713-825-1054. If there's no answer, please leave a message and I'll get back to you. 4/21

Wanted: RV-10 to purchase or form 4-5 person partnership. Contact Keith Pache 713-412-7010, pilotpache@aol.com 4/21



Propeller For Sale--Whirlwind GA200L ground adjustable high, speed, 72"; includes 13" spinner, spinner forward and aft bulkhead, spinner fairings, prop hub, propeller blades, spacer, all hardware. Weighs 18 lbs. designed for the Lycoming O-520, O-340, O-360 series engine. 2700 Max RPM & 180 max HP. Contact Jimmy Crawford jimmycrawford777@gmail.com 936-446-8444 3/21



For Sale—Cygnet Light Sport SF-2A, ADS-B out equipped. She flies, but there is a spark landing on the airframe ground somewhere I haven't located yet. The interference is heavy enough to make radio transmissions unreadable, currently. Selling for \$8k until I locate the grounding issue. Price will reflect a fully functional aircraft equipped to fly in controlled airspace once located and repaired. Take advantage of my complete frustration and get one of the best deals around on a flying airplane. This aircraft is great for gentle sunset flights, cheap hours, and/or a builder/tinkerer to put some TLC into and bring her back to her full potential. Grant Tribble 936-718-7073 12/20

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pilotpache@aol.com

We now meet in Galaxy FBO's building on the South Side of the Conroe-North Houston Airport. Use the South Entrance, 1st floor. Meetings start at 10:00 AM.

You cannot access the FBO by the old Airport Parkway. You need to use Loop 336 and turn at Hawthorne Drive. This road has an Airport Entrance sign which mentions Galaxy FBO and the Black Walnut Restaurant. This is just southeast of the Roller Skating Rink.

See you there.

