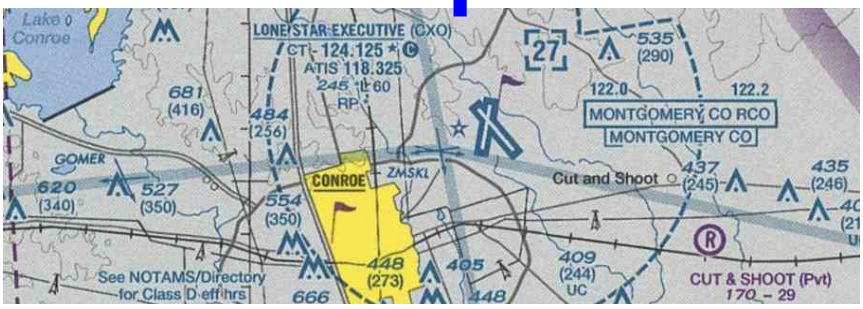
EAA Chapter 302



Newsletter

Volume 39-Issue 6
June, 2017

MEETING NOTICE

June 10, 2017 at 10:00AM

See the last page for a map to the meeting

IMC MEETING

Wednesday

June 14

6:30-8:30PM

Galaxy

Sunday, June 18th

THIS MONTH'S PROGRAM

News from HQ

SX-300 Review
EAA B-25 Restoration

Oil Filter Inspection

IN THIS ISSUE

May 13 2017 Meeting Minutes.....2
Young Eagle Rally.....3
"Who Am I".....4
After Meeting Fly-Outs.....5-6
Summer Social.....7
Events Update.....8
Who's Who at 302.....9
IMC-VMC Safety Forum.....10
Classified Ads.....11

May 13, 2017 Meeting Minutes

Meeting Called to Order by President Don Brewer, who led the Pledge of Allegiance.
Visitors: --Dan Schultz
New Members: --Steven Heckler and Jon Colgane (at the meeting)
--David Goggin and Keith Pepper (through the website)
This Day in History: Major Howard "Scrappy" Johnson set an altitude record in 1958 in a F-104, climbing to 91,243 feet. EAA 302 member Sam Ward still corresponds with him.

April Meeting Minutes: Approved on motion by Miles Demster and second by Chuck McCluggage.
Treasurer's Report: Don Guice reported beginning balance of $5,856.84, Income of $507.00, Expenses of $296.50, and an ending balance of $6,067.34. He further explained the route to qualifying the Chapter for a Federal 501.c3 Tax Exempt status which requires a $400 filing fee. Group discussion was positive, so on a motion from Dan Brouse and second by McCluggage, it passed unanimously.

Finally, Don reported on his successful Basic Med Application. He demonstrated the AOPA portal for the "Basic Medical Course" where you can take the test and get the FAA Form 8700.

Events Report: Keith Pache (using a recorded video) showed the new website "Events" page, and highlighted the following events:

--Fly-Out to Navasota and the Pecan Lakes Bar & Grill after the meeting.

--"Summer Social" is Saturday, June 17th from 6:00 PM to 9:30 PM. Ticket sales before and after the meeting, courtesy of Miles' wife—Ann.

IMC/VMC Safety Forum: Tommy Fankhauser reminded the group about upcoming meeting dates: June 14th will start at 6:30 PM due to a webinar starting at 7:00. July 12th's meeting Pat Brown to give "Weather Challenge" ASI Presentation—a review of weather report interpretation. August 9th AvLab Aviation Laboratories oil CEO and Chemical Engineer will present finer points of oil analysis.

Young Eagles Report: Chris Dowell is requesting volunteers for the May 27th YE Day. Contact info is on the last page of the Newsletter. **PILOTS**—please update your Qualification Sheet with any officer. Sheet is available on the website under "Members Only—Documents".
Shop Tip of the Month: Tom Kreiner demonstrated proper use of step drills. He still has openings for his May 13, 2017 SolidWorks Class.
Hints for Homebuilders: A bandsaw tabletop was demonstrated by Mark Forss on video.

Old Business: May 14 will be the last day for the first EAA 302 shirt order. Vickie Croston explained the process and offered a lighter color choice.

Bob Humes announced a letter coming in July for AirVenture attendees. He will build a roster.
New Business: Don Brewer explained his decision to resigning as President. The last couple years have involved the sale of the Skybolt, sale of the Pietenpol, hangar sale and surgery. Time for a younger leader. He received a standing ovation.

David Hudson pointed out improvements to the EAA302.org website. They included a new IMC/VMC page, Events page, Web Store changes and a new Members Only "Forum".
Projects: Doug Malloy (Zenith 750) with Dean Marcott helping—windshield, doors, Dynon Avionics.

Dave MacDonald (RV-10) wingtip lights, paint, A/C installation, Garmin G3-X, and engine.
Program: The Naval Aviation Museum in Pensacola, started in 1963, featuring 150 different aircraft with unique access to each. Also included—America's Seaplane Base in Tavares, Florida, which holds Spring and Fall (right before AirVenture) Fly-ins. Remember, your EAA Membership card gets you in FREE to over 300 Aviation Museums across the country.
50/50 Winners: Larry Urban and George Wheeler. **Nametag:** Sam Ward **Picture:** Clay Watters
Adjourned: Either to McKenzie's or the Fly-Out to Navasota's "Pecan Lakes Bar & Grill".

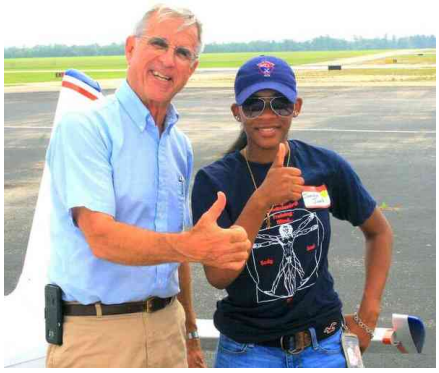
May 27th Young Eagle Rally

Saturday brought out a group of pilots and ground volunteers for another YE Day. Due to weather, we only had 7 aircraft, but still had a surprising number of riders show up. Some of the aircraft made 4 flights! In all, there were 24 rides given. Special thanks to Mike Barksdale for letting us use his hangar while he was gone!

YE's gather at Barksdale hangar

Photos courtesy of Bob Zelmer

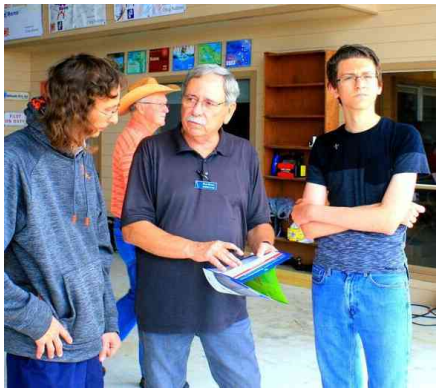
The Pilot Briefing



Denny Irvine and his RV-4

Joe Waltz and his RV-8

Chris Dowell & his RV-8



Bob Humes running the computer

Don Guice on the paperwork

Terry Munroe and his Grumman

Dave MacDonald & his Piper

Loren Schreck in his RV-7

WHO AM I??

EAA has been in my bones a long time. I started my flying habit 50 years ago this coming February. My first flight as a student was in a Cessna 150, N8666S at KSTL. All I remember about that flight was "WOW", I've finally started. It seemed that we taxied more than we flew since we were operating out of a major metropolitan airport, one that no longer allows student flying due to the high volume of traffic. A quick record check shows that airplane is still registered to an individual in Illinois. Nice to know that it's probably still flying.

I remember soloing on Feb 22 that year, again in a 150. Back in those days we didn't celebrate Presidents day but we did get out of school on George Washington's birthday so I went and soloed on that day off. My logbook records that I had 22 landings and 9.4 hours up to that point. Hard to believe that someone had the nerve and insurance to allow a 16 year old kid to fly by himself in their airplane.

I took a year to finish up my Private Pilot training and my first passenger was my girlfriend. Luckily it didn't impress her much and we were finished dating soon thereafter.

My dad belonged to a group called EAA and we received a cool magazine each month in the mail. I joined as a member for I think $5, about 3 hours of work at my minimum wage job. Those days reading that magazine planted the seed that I could actually build and fly my own airplane. That and the Mechanics Illustrated series on building a VP-1 Volksplane stirred my imagination. Maybe someday, hmmm.

Money wasn't falling off of trees and even at $12/ hr. wet, renting a plane was something I couldn't keep up. My best friend and I attempted to build a plane in our garage. Nothing more than some scrap lumber, a couple of old bedsheets a used lawnmower engine and a prop carved out of a 2x4 would work, right? Luckily, there was no way that contraption would fly. The sheets were turned into a parachute which didn't do much to slow our descent out of tree. We soon gave in to reality. We desperately needed to get to know Jack S since it was obvious that we didn't know him.

I went off to college to earn an Engineering degree so that I could meet Jack. It helped but nobody was teaching little airplane design in the days following the moon landings. In college, I was able to rent a decrepit C-140 for $10/hr. The owner made me spin and loop it in order to allow me to rent it. After that I took anybody with $10 in their pocket on the ride of a lifetime. I let Uncle Sam pay for further flight training. I wanted to fly, he wanted to fill cockpits. A marriage was arraigned.

My next attempt to build an airplane was while stationed in Japan. We had a workshop on base. We decided on a Stewart Headwind, quite the opposite of the popular Wittman Tailwind. It used several different building disciplines so we thought that it would make a good project for "Recreation and Education". Again, reality set in and that project faltered.

I dreamt of building my own plane for many years thereafter. Somehow, I couldn't seem to justify the cost, both time and dollars. By chance I met a fellow who had a Pitts Special. I told him that I would love to own such a plane and queried him how he justified it. His advice was poignant. He told me that if you loved airplanes enough, you'd find a way to make ownership happen. OK, let's find a way.

Finally in 1998 the stars all aligned for me. Over the next 2 ½ years I built and flew an RV-8. My garage became a factory. People would drop by and ask what kind of boat I was building. I became great friends with the FedEx and UPS delivery men. Most importantly, I was able to meet and bond with a special group of people that had the same crazy ideas I had. Build, fly & maintain your own aircraft. The learning curve was incredibly steep but those friends and the EAA helped me claw my way up the hill.

Fast forward 16 years from my first flight in that -8 and we are both still flying. I've since retired from 25 years of Air Force flying and 37 years of Airline flying but I'm still refusing to retire from Experimental Aircraft flying.

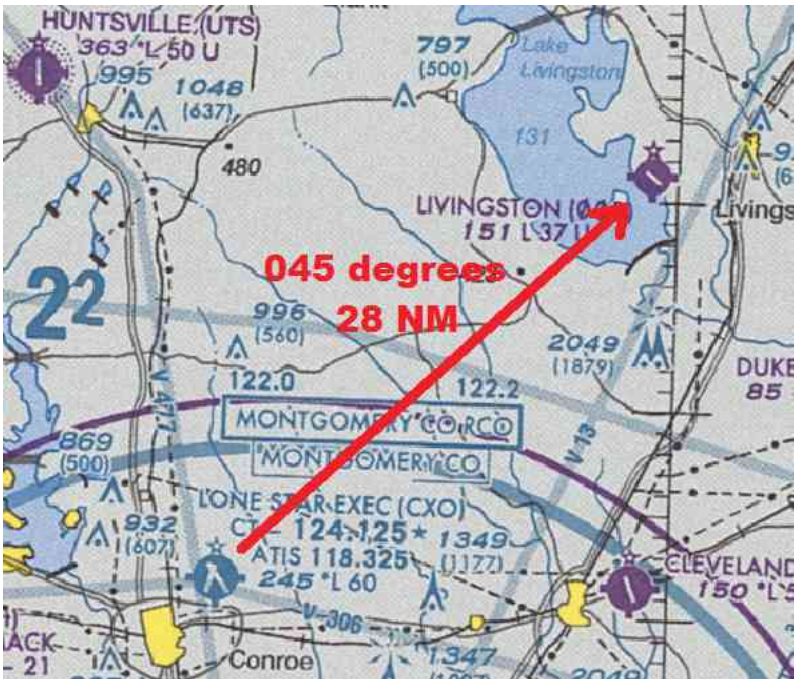
EAA has paved the way for me to be able to live out my ultimate dream and it's now time for me to give back to EAA. After being approached by members of Chapter 302's Board of Directors, I decided to volunteer more time to my local chapter. Little did I know that they wanted me to fill the role of President. I accepted the proposal with trepidation. Our chapter has a long list of very effective leadership and I hope that the small part I'm about to undertake will continue that legacy.

I'm sure that we'll get to know each other better during the remainder of my term. I'm looking forward to working with all of our many members to keep the "Spirit of Experimental Aviation" alive and well at KCXO.

Who am I? My name is Joe Waltz and I'm proud to be a member of the EAA.

JUNE 10TH AFTER-THE-MEETING FLY-OUT

EAA 302 member Tom Davenport has invited fellow members to join Elaine and himself for a Hangar-minium Housewarming. Burgers & drinks for 30 People Max. Contact Keith Pache (713-412-7010 pilotpache@aol.com), so he can keep track of the count. Let him know if you have any available seats and we'll ask members at the meeting if they'd like to go. FYI – watch for that tall tower with guy wires south of the dam. See you there!



Livingston (00R) 151'

That's Zero Zero R

Runways 12/30

3704 feet

NO TAXIWAY

Watch out when backtaxiing. Land in groups, taxi to the end, and back taxi in groups

Left traffic

CTAF 122.7

Follow Red Polaris Ranger to park. Some will have to use the ramp and walk the 300 yards.

MAY 13 NAVASOTA FLY-OUT

The May 13th meeting of EAA 302 adjourned, and was followed by a fly-out to the newly opened "Pecan Lakes Bar & Grill" at the golf course next to the Navasota Municipal Airport.

Maybe it was the good weather, or maybe it was the desire to support a new venue, but the turnout was far more than estimated. We had called and guessed there'd be 5-6 airplanes and maybe 10-12 people. It turned out to be more than double that—11 planes and 28 guests that overwhelmed the staff. They worked through it with grace, and the food and prices were good. Its now on our list for a quick trip anytime.

Judging from the amount of participation and the success of this outing, we will try to continue having like choices included each month after a meeting. Look at this month's choice—page 5—and plan to join us. Of course, each trip will be weather dependent. If you don't have a ride of your own, check with others at the meeting and hitch a seat.

EAA 302 2017 SUMMER SOCIAL

Save the Date! **SATURDAY, JUNE 17TH, FROM 6:00 pm TO 9:30 pm** Bring someone, or just come solo, and enjoy a night of dinner, socializing, and listening or dancing to a great band which includes a club member.

WHO: You and your significant other, or just You. All your friends will be there.

WHAT: Dinner, dancing or just listening to great classic rock and country music. Just casual dress, or your Boots & Jeans.

WHERE: The beautiful Windsor Lakes Clubhouse, with a spacious, air-conditioned ballroom. Located just off I-45 in the Woodlands, between FM 1488 and Highway 242.

TICKETS: $25 per person, which includes dinner, facility and band. Go to the Web Store at www.eaa302.org and click on "Summer Social". You can pay with any major credit card or your PayPal account.

Windsor Lakes Clubhouse

Spacious Ballroom, Dance Floor and Stage

EAA 302 member Jim Dippel, who plays with the local area favorite band--"Big Slick"

EVENTS COMMITTEE UPDATE

Events Committee Update:

1) EAA 302 Summer Social: 6:00-9:30pm Saturday June 17th BYOB. Tickets only $25 per person and available at our Web Store http://www.eaa302.ort/apps/webstore/ (see newsletter flyer for details).

2) Chapter Fly-Out after our June 10th meeting – Tom Davenport's place at Livingston Airport (see newsletter flyer for details).

3) Events Calendar: Here's a partial list of upcoming events below. You'll find many more by clicking on our website Flying Events tab (updated Thursdays): http://www.eaa302.org/

EAA 302 Flying & Social Events Calendar

Please let me know of any aviation events that might be of interest to our members!! Keith Pache 713-412-7010, pilotpache@aol.com

Date	Event Description	Location	Website	Contact
6/9/17	Discussion of the Recent Changes That Have Improved the Safety of Surface Operations at DWH and the Challenges That Remain.	KDWH David Wayne Hooks Memorial Airport Houston, Texas, USA	https://www.faasafety.gov/SPANS/event_details.aspx?eid=76188	PAUL WAYNE DOWNS 281-929-7017 paul.w.downs@faa.gov
6/10/17	EAA 302 Meeting and fly-out to Tom Davenport's place at Livingston Muni. Aprt. (00R)	KCXO-Conroe North-Houston Regional Airport	http://www.eaa302.org/	Miles Demster 214-908-3320 milo_4545@yahoo.com
6/10/17	Airport Appreciation Day / Fly-in	45R-Hawthorne Field Airport Kountze/Silsbee, Texas, USA	None	OO Wilson 409-659-8819
6/10/17	EAA Chapter 1592 Pancake Brunch	KJSO-Cherokee County Airport Jacksonville, Texas, USA	None	Jack Porbeck 903-312-4810
6/10/17	10:00-11:30am Tyler Flying Club Seminar - free seminar highlighting the benefits of joining a flying club.	KTYR- Tyler Pounds Regional Airport Tyler, Texas, USA	https://ww2.eventrebels.com/er/Registration/StepRegInfo.jsp?ActivityID=20841&StepNumber=1	Pat Brown
6/10/17	EAA Chapter 35 Annual Picnic - aircraft, hotdogs, hamburgers, and hanger flying	8T8-San Geronimo Airpark San Antonio, Texas, USA	http://www.35.eaachapter.org/	William Richardson 210-952-6216 southtxpilot@gmail.com
6/12/17	4:30pm CXO Airport Advisory Board Meeting	Lone Star Convention & Expo Center - 9055 Airport Rd, Conroe, TX 77303	http://www.lonestarairport.org/about-us/airport-board-agenda-minutes/	Airport Director's office (936) 788-8311
6/14/17	EAA 302 IMC Club Meeting	KCXO-Conroe North-Houston Regional Airport	http://www.eaa302.org/	Tommy Fankhauser 435-322-0528 tfankyt@aol.com
6/17/17	Wings and Wheels - Piper Day. Fly to a GA-friendly Class Bravo airport and join us on the ramp. History presentation at 1230, Flaming Patties' food for sale at 11.	KHOU-William P Hobby Airport Houston, Texas, USA	http://www.1940airterminal.org/WingsAndWheels/	Rich Simental 713-454-1940 rich.simental@1940airterminal.org

4) Wanted: individuals willing to help plan, communicate, and host events for the Chapter. If you want a good selection of well run events, the Committee needs your help. Contact Keith Pache – Events Committee Chair 713-412-7010, pilotpache@aol.com

WHO'S WHO AT 302

Perhaps you've looked at the new “Events” page and said to your-self “Who the heck is Keith Pache?”

Keith is an import out of the greater Buffalo, New York area. Married to his High School sweetheart-Sandy- the two of them have son Jon in college at New York University, and daughter Jenny at the University of North Texas. (What a time to retire! With those expenses?)

Like many of us, Keith's parents introduced him to flying at age 10. Dad knew a friend with a 172 flying off a grass strip, and the hook was set.

Keith obtained a BS and MBA degree, and worked 20 years with the Saturn Corporation, then 10 years with Gulf States Toyota. We can safely assume he's a “car guy”.

It wasn't until 1999 that he logged his first flight as a student in a Cessna 152. He went on to get Private Pilot and Instrument ratings in 2000-2003 while in Tennessee. (Saturn Country). Then Gulf States brought him to Texas.

Keith is currently a partner with some other EAA 302 members, sharing a Piper 140 and doing an engine rebuild on a Cherokee Six. If things go as planned, the Six will be his ticket to OSH this year.

Tell Keith “Thanks” for his efforts.

IMC-VMC SAFETY FORUM

Notes and Learning from May 10th Safety Forum:

-Great input and discussion tonight! Thank you for your contributions!
-11 attendees discussed *Free and Correct* controls check use, Instrument checklist before venturing into IMC, power on stalls, departure stalls, accelerated stalls, and preparing yourself in various scenarios for stall events**.**

SEE Complete meeting notes at: http://www.eaa302.org/imcvmc.htm then check out the rest of the website.

Safety Moment:
Free and Correct:
1. Respect your Checklist. Don't just read it. Verify what your reading by looking and doing. Example: Free and correct. Verify your ailerons and elevator are going the correct direction. Here's why. See incident report. In Mastery of flight:
Reference http://www.mastery-flight-training.com/20170427-flying-lessons.pdf

2. IFR instrument Check while taxiing - magnetic compass free, airspeed indicator zero, turn coordinator and ball move properly, attitude indicator, airspeed indicator, heading indicator turns freely, altimeter set and within 75 feet of elevation, VSI reading zero (if not note reading), and GPS signal (satellite reception)
Refer to hyperlink in #1 for complete taxi checklist.

3. Update your checklist with taxi checklist and other items periodically.
Main Meeting topic:
Power On Stalls
https://www.youtube.com/watch?v=EnvtwqsnVKI&index=11&list=FLhhekyM0RZVqel87aU752AQ
(reference: Stick and Rudder Part 1: Wings http://www.mastery-flight-training.com/

4. Don't be complacent or too arrogant to use pay attention to checklist.
5. Practice go-arounds and stall scenarios. Practice accelerated stalls, departure stalls, approach stalls etc so you know how your aircraft reacts.
6. Recurrent Practice is necessary so you remember so you can feel it in the seat of your pants.
7. Close encounters can re-enforce characteristics.

8. How do you get experience? Good experience comes from bad decisions you live through.
9. Larger runways make you feel closer to the runway than you really are.
10. Pay particular attention to weight and balance. Know how your weight and balance is going to affect your airplane when you come into the pattern.

11. Don't plan your approaches carefully and be ready to go around if things aren't turning out to your liking. Don't force the turning of your airplane by kicking the nose around with rudder.
12. Don't bank your aircraft steeply too when you are low and slow and loaded to the gills when coming into Oshkosh or other flying events.

Be aware of outside pressures. Don't let them push you to push your airplane's capabilities. Stay inside the envelope. You have precious cargo on board. Don't fail them or yourself.

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 dirvine@suddenlink.net

Deal of the Month--1 case (12 quarts) of Aero Shell 15w-50 in unopened case. $55.00. Just want to move it and see someone get an inexpensive oil change. Everybody needs a break. Call me. Tommy Fankhauser 435-322-0528. Will deliver. On the airport KCXO. 06/17

FOR SALE – QUAD CITY CHALLENGER--$7,400
2001 Challenger II 2 seater long-wing experimental N112KM. Hangered at Shepherd TX. Good running condition. 362 total hours, Rotax 503, dual carburetors, dual ignition. ten gallon tank, full gauges, Microair radio/intercom, Microair transponder, disc brakes, tundra tires, LED landing lights, wingtip strobes, electric trim (flaps & rudder), electric fuel pump, BRS (repack & rocket service due). Built by an A&P. Current annual.
Contact Dennis Browning @ 832-677-1023 or bugeyespri@gmail.com

NEW IN BOX, Ultralight sails, wings, ailerons, flaps, stablizers, elevators, rudder, complete! NEW, 6061-T6 anodized aluminum tubing, 56 (fifty-six) 12-foot tubes, misc diameters. Misc New and Used Parts, wheels and brakes, etc. No plans, this is not a kit, this is a DIY project. $11,500 Contact Charlie, CTLanni@gmail.com for info. 05/17

For Sale—PRICE REDUCED-- RV-6 1999 (this is the airplane you see in the EAA 302 logo) Lycoming O360 A-1A TTAE 560, Performance prop (fixed) just refinished, pressure plenum, electric flaps, full swivel tailwheel, dual controls, leather seats. $45,000. Sale will include the ability to keep the t-hangar its parked in. Will Park 713-454-3506 or wparkspring@aol.com 05/17

Found—Aircraft headset and bag in the area of Building 44 bathrooms. Call and describe to claim. Denny Irvine 936-827-0091 02/17

For sale 2004 Vans RV-8, 406.1 TT, 0-360 AIA, Hartzell CS, GNS 430W, TRU TRK Auto Pilot DII VSGY, Dual GRT Sport Sys W/ Up Grade, GTX 327 Transponder, I COM 2ND Radio, Smoke Sys, Quick Build, and others. Contact Fred Dennis, 936 494 8210, KCXO TX.

SOLD

EAA 302 Officers & Contact Info

President
Joe Waltz 832-515-1008
joeawaltz@yahoo.com

VicePresident
Miles Demster 214-908-3320
milo_4545@yahoo.com

Secretary
Brent Crabe 936-494-9494
knotslow@gmail.com

Treasurer
Don Guice 832-257-2717
donguice@aol.com

IMC/VMC Safety Forum
Tommy Fankhauser 435-322-0528
tfankyt@aol.com

Young Eagles/Eagles
Chris Dowell 281-435-1663
capfo@yahoo.com

Property
Larry Perryman 281-222-6361
n9159s@yahoo.com

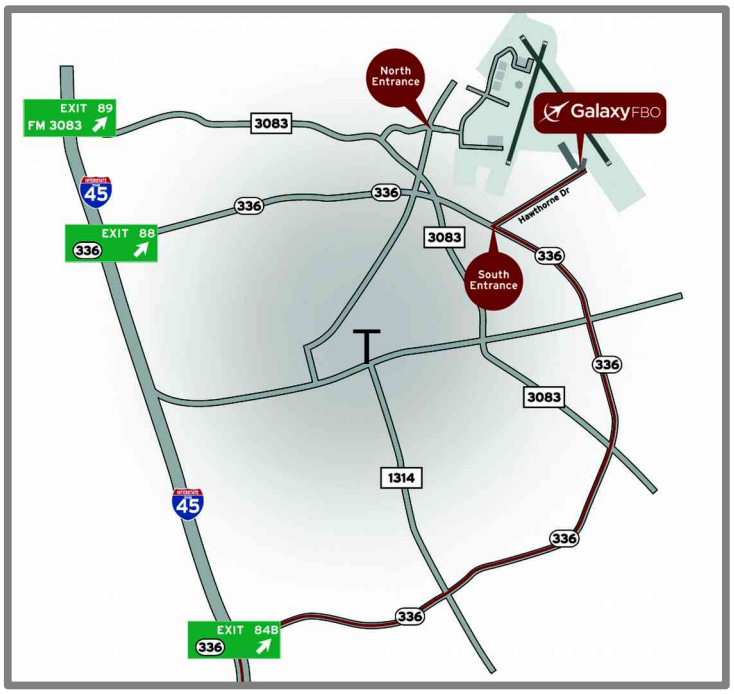
Website
David Hudson 281-782-8726
dlhud@sbcglobal.net

Membership
Bob Humes 832-423-8442
bobhumes@rwhumes.com

Newsletter
Denny Irvine 936-827-0091
dirvine1945@gmail.com

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

We now meet in Galaxy FBO's newly finished building on the South Side of Lonestar Regional. Use the south entrance, 1st floor. Meetings start at 10:00AM.

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

See you there.