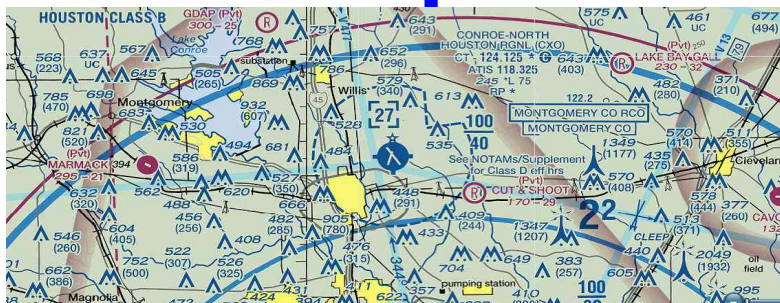


EAA Chapter 302



Newsletter



Volume 42-Issue 10
October, 2020

“VIRTUAL” MEETING NOTICE

OCT. 10TH, 2020, 10:00 AM

See PAGE 3 for meeting information

IMC/VMC MEETING



Normally
Oct 8
7:00



Canceled
See
Page 7

THIS MONTH'S PROGRAM

Charlie Becker-OSH 2021

Sole Survivor

Technique--Locating Ribs



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SEPT 12TH, 2020 MEETING MINUTES

Call to Order: Vice President Miles Demster called our sixth WebEx meeting to order at 10 AM. Approximately 27 members were checked at one point for the meeting.

Pledge of Allegiance: John Wayne actually led our pledge!

Note: Did you know the 'Duke' did an aviator movie? The *Wings of Eagles* is a 1957 American Metrocolor film starring John Wayne, Dan Dailey and Maureen O'Hara, based on the life of Frank "Spig" Wead and the history of U.S. Naval aviation from its inception through World War II. Check it out.

Treasurer's Report: Beginning balance August 1, 2020: \$8676.08 + \$200 cash on hand. Swindle income: \$115.00 Ending balance August 31, 2020: \$8983.20 and \$200 cash on hand.

Safety Minute: FAA FAASTeam Program Manager Phill Dixon says a pilot should maintain and improve performance by gaining familiarity with and obtaining proficiency training in each of the precursors, or contributing factors, to loss of control accidents. Consider taking some refresher flight instruction. Search YouTube: *Pilot Proficiency Training in 57 Seconds*

Program: Watched a video on a 1928 de Haviland Gipsy Moth that was originally shipped to the US as part of the Haviland's first dealership in this country. Owner Mike Maniatis, an EAA member, brought the pristine airplane to Oshkosh for EAA AirVenture 2019 soon after completing an exhaustive restoration. Search EAA website: *The Devil is in the Details - 1928 de Haviland Gipsy Moth*

Projects: Jim Morrical / CarbonCub EX = Near completing cover on right wing. Both wings to the paint booth for Poly Brush and Poly Spray soon.

Ernie Brown / RV-14A = De-burring and priming parts. Quick build wing and tail section on the way.

Hints for Homebuilders: Tim Hoversten from the EAA staff discusses the VW engine and it's application for installation in experimental aircraft. Search EAA Hints for Homebuilders: *VW Engine Overview*

This Day in Aviation History: Designer Jim Bede's prototype BD-5, N500BD, flew briefly on September 12, 1971. It was powered by a 36 hp Polaris Industries snowmobile engine. This was sixteen months after deposits had been taken for kits. The stability of the aircraft with the original V-tail was marginal at best and clearly needed a redesign.

News / Reports:

--Check our Events Calendar.

--Check many sources for free Webinars on aviation topics for your entertainment and education.

--Missed our virtual meetings? Check **YouTube**, subscribe and get caught up. Thanks to Darryl Foster. Search YouTube: *EAA 302 Conroe*

Adjourn: No fly-out this month.

SATURDAY SEPTEMBER 12TH MEETING

A “Virtual” Webex Meeting

While the infection rate has begun to decline, the restrictions on public meetings have not gone away. The majority of our members are in the high risk category. Once again we will be forced to forgo getting together in person.

Therefore, we will meet again online this Saturday. Here is what you need to know to easily join the Webex meeting:


Members Only
Web Store
Classifieds
Links
Vendors
Donations
Virtual Meeting
YouTube Channel

In addition to our aircraft activities, many members of our Chapter are happily involved in various social functions that the chapter schedules. Our annual Christmas party is always a fun event as are the steak cookouts and fly-outs to various airports.

Please contact me or any of our officers or members if you have questions about our group.

Joe Waltz, President
Chapter 302
832-515-1008

Young Eagles Day @ KCXO



1. You should go to our web page EAA302.org. Darryl has added a new page called Virtual Meeting. Click on that. It will take you to two things you will be interested in:

a. An explanation of how the meeting will work and things you should know. If you like, you can click on the YouTube link and learn more.

b. Above that, you can click on the live link (“Join”) to be taken to the meeting. Or, you will also receive the link when you get this copy of the Newsletter.

MEETING SITE OPEN AT 9:00
MEETING STARTS AT 10:00
Cameras will be on this time

Welcome
From the President
Contacts
Location
Join Our Chapter
Flying Events
IMC/VMC Club
Young Eagles
Photos
Videos

Oct 10 Monthly Chapter Meeting

Please click the following link to join the meeting: [Link to Webex Meeting](#)

First time Webex Users

Hello EAA 302 members,

If this is the first time you've ever used Webex, here is some important information for you to review before hand. Please note that we'll open the WebEx Bridge at 9:00 AM. This will give everyone an extra hour to try and get connected prior to the meeting.

1. You should be receiving a link in e-mail for the meeting. It is also posted on this page as well.
2. You do not have to install the client. It will work with just a web browser. However, you will get a better experience using the client if you wish to install it.
3. Wired connections offer the best video and audio experience. Wireless and cellular connections are often grainy and cuts out on the audio.

We will be doing “Projects”, so send your pictures to Miles and be ready to step up to the microphone.



EVENTS COMMITTEE UPDATE

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

1) Thu. October 8th IMC/VMC Club Meeting – **CANCELLED**.

2) 10:00-11:30am Sat. October 10th Chapter Meeting (Online – comfort of your home). Click on the Virtual Meeting link at the bottom left of our website <https://www.eaa302.org/>

3) Sat. October 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.faasafety.gov/SPANS/events/EventList.aspx>

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
10/6/20	10:00am FAA Safety Webinar: A Rusty Pilots Webinar	The comfort of your own home	0 nm	https://www.faasafety.gov/SPANS/event_details.aspx?eid=101808&caller=/SPANS/events/EventList.aspx	Rusty Pilots Program 301-695-2000 RustyPilots@AOPA.org
10/6/20	7:00-8:00pm SocialFlight Live - Vans Aircraft's Dick VanGrunsven	The comfort of your own home	0 nm	https://register.gotowebinar.com/register/4683605483968755724	Team SocialFlight info@socialflight.com
10/6/20	7:00-8:30pm EAA Webinar: \$500 HUD	The comfort of your own home	0 nm	http://pages.eaa.org/WBN2020-10-06500HUD_LP-Registration.html	None
10/7/20	7:00-8:30pm EAA Webinar: The Looming Mechanic Shortage	The comfort of your own home	0 nm	http://pages.eaa.org/WBN2020-10-07TheLoomingMechanicShortage_LP-Registration.html	None
10/7/20	8:00pm FAA Safety Webinar: A Rusty Pilots Webinar	The comfort of your own home	0 nm	https://www.faasafety.gov/SPANS/event_details.aspx?eid=101809&caller=/SPANS/events/EventList.aspx	Rusty Pilots Program 301-695-2000 RustyPilots@AOPA.org
10/9-10/20	Texas Gulf Coast 150 Air Race	KL BX-Texas Gulf Coast Regional Airport Angleton/Lake Jackson, Texas, USA	75 nm	https://www.funplacestofly.com/aviation-event-details.asp?EventID=24465	Patricia Purcell 903-564-9410 ppurcellk@aol.com
10/9-11/20	Mineral Wells Crazy Fly-In Fair	KMWL-Mineral Wells Regional Airport Mineral Wells, Texas, USA	199 nm	https://www.funplacestofly.com/aviation-event-details.asp?EventID=24367	Wayne Sanderson 940-328-0708 wsanderson@mineralwellsairport.com
10/10/20	8:00am-5:00pm LSA Repairman Inspection Workshop	KD TO Denton Enterprise Airport Denton, Texas, USA	193 nm	https://rainbowaviation.com/?page_id=3997	Carol Carpenter 530-567-5141 carol@rainbowaviation.com
10/10/20	Texas Barnstorming Museum Fly-In	34R-Hallettsville Municipal Airport Hallettsville, Texas, USA	99 nm	http://whereolddogsfly.org/may-2020-events.html	None
10/10/20	CAF AirPower History Tour Airshow	KCNW-TSTC Waco Airport Waco, Texas, USA	115 nm	https://www.airpowersquadron.org/waco-texas	Jacques A Robitaille 972-977-4245 jrobi1116@outlook.com
10/10-11/20	Wings over Houston Airshow	KEFD-Ellington Airport Houston, Texas, USA	47 nm	https://wingsoverhouston.com/	713-266-4492

TAXIWAY FOXTROT REBUILD BACK TO "GO" STATUS



However, it would be hard to tell if work had resumed. There were shutdowns again for Hurricanes Laura and Beta, but when this picture was taken last week of September, looked like you could shoot a cannon and do no harm.

It will take at least another month if things get moving again. In the meantime, with the arrival of a couple cool fronts and Northerly winds, taxiing to Runway 32 has been a little painful.

EAA & UNITED AIRLINES JOIN FORCES

EAA and United Airlines are teaming up to welcome and encourage young people to pursue aviation on all levels, with a variety of programs and activities that build on the strengths of each organization. The joint effort will build on the success of current EAA and United Airlines programs. That includes EAA Young Eagles, which has introduced flight to 2.2 million young people since 1992, and United's Aviate program that offers aspiring and established pilots the most direct and best path to United Airlines.



"United has been involved with EAA at various levels for some time, such as at our annual EAA AirVenture Oshkosh fly-in, but each organization was seeking a way to create a comprehensive pathway for young people to discover aviation and then learn more about the exciting possibilities for their futures," said Rick Larsen, EAA's vice president of programs, publications, and marketing. "United's Aviate program offers a terrific new opportunity to provide a pathway for those Young Eagles who seek flying careers, especially with United's reach and visibility in the communities it serves throughout the country."



Doug Malloy and his able assistant Dean Marcott show off the new paint



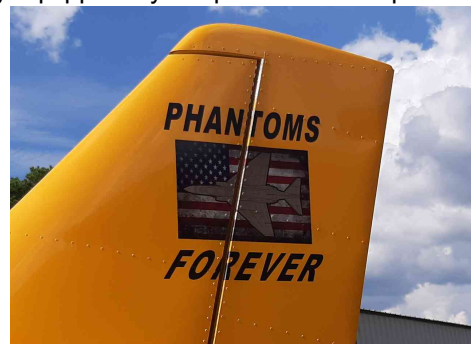
Nose Art stolen from a former F-4 Phantom



Sweet Sue's N-number came from Doug's former "ride"



Nicely equipped Dynon panel with autopilot



MORE NEW PAINT AT CONROE

This month saw the return of Doug Malloy and his newly painted Zenith 750 Cruiser. The plane was painted in Devine, Texas by M.C. Refinishers. It is powered by a UL 118 horsepower engine and a GA ground adjustable prop.

Doug is a former USAF crewmember who got a Mig kill in Southeast Asia in a McDonnell Douglas F-4—392JV. When that aircraft was taken out of service, it was flown to the Hampton Roads, Virginia Air and Space Museum. The tail number had been changed to a "JJ", but Doug adopted the old name, borrowed the Shark's mouth design, and put a "Phantoms Forever" logo on the tail.

If you see Hangar 44-B-7 open, stop by and check out the Cruiser.



From Tommy Fankhauser IMC Director



In lieu of an in-person meeting, Tommy has included some “food-for-thought” on takeoffs. Below is an article from Thomas P. Turner, Mastery Flight Training, Inc., who is also a Flight Instructor Hall of Fame inductee.

My wife and I were in my Cessna 120 years ago, the little baggage compartment behind the bench seat packed with a small suitcase. We were about to take off from Benton Air Park, Kansas (now called Stearman Field) toward Butler, Missouri to visit her family. It's a three-hour drive by car, and a little over two hours in the C120...but a whole lot more fun.

Before Takeoff checklist complete and all satisfactory, I lined up with the runway and eased the throttle forward. The tachometer registered normal but the airplane wasn't accelerating like it should. My normal technique was to start with the control wheel all the way aft, but as soon as possible in the takeoff roll I'd ease it slightly forward to lift the tailwheel off the pavement and the airplane into a nearly level attitude; this happened very early in the takeoff roll, and streamlined the airplane to rapidly reach the speed when it would magically levitate into the sky.

Except that time when I eased the stick forward the tailwheel didn't lift off the ground. Well farther along the (then) 2600-foot long runway than my usual liftoff point, the airspeed was way too low and even full forward control couldn't get the tail up. I was getting close to fast enough for the Cessna to lift off in a three-point attitude, albeit using a *whole* lot of runway. But I pulled the throttle to idle, rolling to a stop near the departure end of the runway, then taxied clear of the runway.

My first thought was that tailheaviness was due to, well, tail heaviness. Did we have too much weight in the baggage bin? No way, I'd weighed the little bag myself and we were well within limits. Nonetheless I shut down the engine and got out so I could look back in without making my wife disembark and make sure I'd not accidentally loaded a cinder block or a container of depleted uranium back there with my suitcase and oil rags. Nope, no off-manifest baggage aboard.

I flipped open the large left cowl to look at the engine. All was good, clean and tight. I climbed in, started the engine—it sounded fine—and taxied back to the south end of the airport. I did an extended engine runup, and everything looked and sounded perfectly normal. Of course at that time (1991) I had bare-minimum engine instrumentation, but everything I did have was “go” for launch.

I rolled onto the runway, triple-checked that both magnetos were on and the carburetor heat was off, and pushed the throttle to the forward stop. The second takeoff roll was the same as the first—normal-looking static RPM, sluggish acceleration, and a tailwheel seemingly glued to the runway. I pulled the throttle to idle, pulled the airplane clear of the runway and shut down, pulled my car out of the T-hangar and pushed the Cessna back in. Three hours later my wife and I pulled onto my wife's parents' driveway in our own car.

Was the carb heat stuck ON even with the control in the OFF position? Was the tailwheel bearing seizing, and we were dragging the tailwheel instead of letting it roll? Was there some weight in the tailcone I hadn't seen because I'd not looked behind the baggage bin? Was something wrong I hadn't thought of? I didn't care... *something* was terribly wrong, and I wasn't going to force the airplane into the air hoping it would fix itself, when it would not.

There is a lost art of taking off—or more accurately, a rarely-taught process of evaluating, in real time, the engine and airplane performance *after* advancing power and during the takeoff roll.

A takeoff is a **series of phases**, each with targets to attain:

- The **pretakeoff phase** includes everything done to prepare the aircraft for departure and to ensure that all systems are working as expected;
- The **power phase**, during which you apply takeoff power and confirm that you have the indications you expect at the beginning and during the takeoff roll, with smooth-running power;
- The **acceleration phase**, when you measure the "feel" of acceleration and determine the airplane will reach liftoff speed at the predicted liftoff point. A rule of thumb for acceleration is that the airplane has reached 70% of its liftoff speed by the time it reaches 50% of the expected ground roll distance;
- The **rotation phase**, where you provide the inputs required for the airplane to attain initial climb attitude and speed; and
- The **initial climb phase**, in which the airplane transitions to the climb attitude, speed and configuration.

Failure to meet performance targets in any phase while still on the runway is grounds for rejecting the takeoff and *staying* on the runway...and then taxiing clear and checking it out. If you can positively determine the cause of the failure then rectify it **before** taking off. If you can't positively determine the cause of the failure, don't do what I did; don't even try it a second time.

Listen to the airplane. Often it's trying to tell you something.

Oh, and what was my little Cessna 120 trying to say so long ago? A mechanic friend met me at the hangar after my wife and I returned from Missouri. Dropping the Cessna's lower cowlings, we found a large crack in one of the four cylinders in a place not visible during a normal preflight inspection. The engine was working hard enough to get the propeller to about normal static RPM, but with not enough force behind it—not enough torque and power—to get the airplane, or even the tailwheel, off the ground.

ANOTHER TOOL CRIB ADDITION



Dimpler courtesy of Mike Goebel/Doug Knab

Yes, another Long Arm Dimpler, but this one is a bit different. Some are only for dimpling, but this one does not use a pull-handle to make the impressions. You strike this one with a hammer. If you're careful, you can use it for riveting. As usual, contact Tool Crib Czar Denny Irvine (backup is Brent Crabe who's been missing). It's stored in Jim Smith's hangar with the other big tools.

THE “SWINDLE” LIVES ON Also Known As the “50-50”



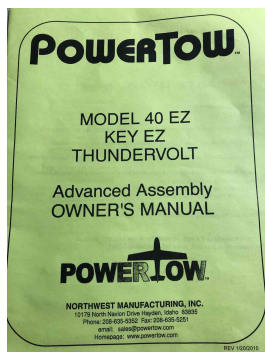
A virtual meeting can't stop the famous “Swindle”! You can still participate. Before the meeting, go to EAA302.org. You will see a button labeled “Donations”. It will be only \$5 increments, and your investment will be given a number. At meeting's end, a number (or 2) will be drawn and you will get your winnings at the next in-person meeting.

There will also be a drawing for your picture on the website.

Be aware—PayPal has been giving false “donation canceled” messages.

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



Electric Aircraft tug—Barely used, less than 2 years old, works great and looks like new.

Contact Mason Engels
281-825-8041
mengles26@yahoo.com

Hangar desired- Looking for shared hangar space for a Piper Arrow 3 (36 ft. wingspan). Please contact Ed Conant, edward.conant@earthlink.net, if you have hangar space available that you'd like to rent out. 9/20

For Sale: Nearly new home and hangar on the Livingston Airport. Belongs to our member Tom Davenport. Contact him directly tomballoonatic@gmail.com, or go to: https://www.har.com/search/dosearch?for_sale=1&streetaddress=111%20Taxiway It contains dozens of pictures. 8/20

For Sale: NEW model 6350 Champion/Slick non impulse magneto for IO-540, \$900. Airgizmos IPAD MINI Panel Dock, \$30 OBO. NEW External Cabin Steps for the RV-6A, 7A, and 9A, Powder coated. \$80 OBO. Garmin 296 with extra antennas and mounts. 150 OBO. Contact: Bill Donahoe 936-443-6846 wbdonahoe@hotmail.com 6/20

For Sale—Hangar at Lake Livingston airpark (00R). Owner is 302 member Rick Oliver. 45 X 65 . Door is 10 x 38 and rear door is 10 X 10 . Electric and lights. Anyone interested can contact Roxanne at 936-327-6934. 6/20



For Sale--1947 Aeronca L-16 – Do you need to build tailwheel time? How about a partnership in a 1947 Aeronca Champ L-16? I am offering one half share for \$13,500 or two quarter shares for \$6,750 each plus share of hangar rent and insurance going forward. The Aeronca L-16 was a United states Army liaison aircraft derived from the Aeronca Champion Model 7 Series. The L-16 saw extensive service during the Korean War. I do not know if this particular aircraft actually flew over North Korea. Annual: 5/16/2020, Total Hours: 3048.56, hours since major overhaul: 207.46. Documentation appears to be original. Contact Bob Humes: 832-423-8442 / bobhumes@rwhumes.com. 6/20

**For Sale
1947 L-16A
(7BCM) Prime
Condition
\$27,000**



USAF SERIES

L-16A AND L-16B

AIRCRAFT



Full sale or partnership available, based
at CXO (Just off DD)
Text or Call Miles: 214-908-3320; email
milo_4545@yahoo.com

Continental C-85-8FJ - 85 HP;
209 SMOH

Airframe TT 3,049, Annual
May 2020

Sigtronics Transcom II - 2
Place Intercom, External
Antenna, ICOM IC-A22
Dolly, and other accessories
included

Well Maintained, Hangered,
Regularly Flown

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Events

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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.

