

EAA Chapter 302



**Next Monthly Meeting
Saturday, August 10th
10am**

Hangar 41, KCXO

**This month Denny Irvine will chair the meeting.
There may be a few Oshkosh stories you'll want to
hear.**

**Location:
EAA Room
Hangar 41
Lone Star Exec
KCXO**

Volume 35, Issue 8

August, 2013

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Attention EAA 302 Members:

Challenge Air hosts well-organized, community driven programs called "Fly Days," where 125 children with special needs, 150 ground crew volunteers and 20 volunteer pilots come together to provide a once-in-a-lifetime opportunity for special needs children/youth and their families...The gift of flight. Please see the poster inside on page 4 and volunteer today.

**Check out our new website
@ www.302.eaachapter.org**

July 13, 2013 Monthly Meeting Minutes

By Bill Donahoe

- President Don Colchin called the meeting to order at 1000 hundred hours with the reciting of the Pledge of Allegiance.

- FAA Honored Dennis Irvine with the Wright Brothers **Master Pilot Award** which recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years.

Safety Minute was provided by glider pilot Robert Pemberton. Robert discussed returning to the airport after engine failure on takeoff. For more info see [Advocacy and Safety: Dave Morss on Low-Altitude Emergencies](#) in the May 2013 issue of Sport Aviation.

- Visitors introduced: Dave Matlock, Chuck Washington, Thomas Hammer, Steve Brand, M. C. Horillica, Karen and Kevin Mitchell, and Eric and Tammy Hitchcock. Michael Delpier, Peter Lammers, and David Smith also attended.

- This month in Aviation History: 76 years ago this month Pilot Amelia Earhart and Navigator Fred Noonan disappeared over the central Pacific Ocean in their Lockheed Electra en route to Howland Island during an attempt to circumnavigate the world.

- Secretary report. No report.

- Treasurer report. No report.

- Date Night report. 83 paid attendees. Thanks to Greg Smith for providing the hangar and support. Thanks to Captain Dave Lundy our guest speaker. Thanks to Joe Waltz for spending 4 hours plus running the B-787 simulator and briefing the winners of the drawing. Thanks to Brent Crabe for donating his winning simulator ride to a deserving young pilot from Galaxy FBO. Thanks to Don Colchin, Denny Irvine, and all the others that contributed much time and effort to make this event a great success. Having a band was a suggestion for next year's event.

- Tom Kreiner's metal working tip of the month: Oxy/acetylene safety. This equipment is very dangerous to use for the uninformed. Get expert help before using. Tom is planning a welding class. Contact him for more info.

- 302 t-shirts not in yet. Hopefully before Air Venture.

- Oshkosh Air Venture. Many members attending. Tom Kreiner has a camper in the warbirds section with one bed open. Come by for a beer. Dorm rooms still available.

Don Brewer brought in cards for Top Shelf Delivery. They will deliver aircraft parts for you anywhere.

www.topshelfdelivery.net

Eric Hitchcock invited everyone to the Vectors for Hope Charity fly-in at DWH Sep 28, 2013. info at

www.southwestflyingclub.com/VectorsforHopeFlyer.pdf

- Aircraft of the month. Steve Iacoviello presented his beautiful RV-9 and briefed a recent trip to Connecticut and New York City.

- Denny Irvine presented the monthly program. The EAA chapter monthly video for July was shown. Jeff Skiles copilot of the US Air flight that landed in the Hudson narrated the video.

- Kevin Kenan won the swindle worth \$47.

Meeting adjourned at 1150 hours

FAAST team presents Denny Irvine the FAA Wright Brothers Master Pilot Award



The Wright Brothers *Master Pilot Award* recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years. Recipients are awarded a certificate and a lapel pin and are recognized in our Wright Brothers Master Pilot Award - Roll of Honor located online at FAASafety.gov.

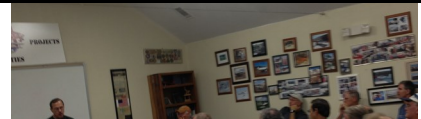
EAA 302 Members at Air Venture 2013



Galaxy FBO Potato Fly-in



Tom Kreiner's Machine Shop Tip of the Month



Mike Wood finishing overhaul of his 1946 Taylorcraft BC12D.



Announcing Challenge Air Fly Day

Saturday, October 19, 2013

Lone Star Executive Airport

Hosted by Galaxy FBO

10260 Carl Pickering Memorial, Conroe, TX

Free for all children and youth with special needs!

Challenge Air for Kids & Friends, a national children's nonprofit organization, is recruiting volunteers, pilots and special needs children between the ages of 7-21 for its "Fly Day" event. Highlights of the day include: an educational ground school, a 30-minute flight, face painting, clowns, cool static aircraft, lunch, service animals and much more! To register as a day-of volunteer, volunteer pilot or as a participant (*first come, first served and free for all children with special needs*) log on to:

www.challengeair.org.

For more information contact April Culver at (214) 351-3353 or email: aculver@challengeair.org.

Challenge Air builds self-esteem and confidence of children and youth with special needs, through the experience of flight.

Register Online @ www.challengeair.org



CHALLENGE AIR
for kids & friends

www.challengeair.org 1-877-FLY-KIDS www.facebook.com/Challengeair



1974 Piper Pathfinder (PA28-235) for Sale



Many regard the Pathfinder as Piper's best 4-seat piston single. With its enormous 1460 pound useful load, hauling four 200-pound men, 150 pounds of luggage, and 84 gallons of fuel is just another day at the office. With all the capabilities of the later Dakota – but a lower acquisition cost – the Pathfinder is the perfect family mini-van.

This plane has the coveted post-1973, 5" fuselage stretch, making the back seat truly usable by full-sized adults.

We've owned Atlas (named because he can lift ANYTHING) since 2002. He has faithfully carried our family from coast to coast, Canada to Mexico, for 11 years. Now, the kids are grown, and we're downsizing to a 2-seat Van's RV-8A.

As of June 1, 2013

Total Time, Airframe: 5,069 Hours

Total Time, Engine: 1,212 Hours

Total Time, Prop: 1,831 Hours

Specifications

- Engine: Lycoming O-540, 235 horsepower
- Prop: Hartzell 2-blade, constant speed
- Useful load: 1,460 pounds
- Cruise speed (at 23 squared): 140 knots

Speed mods:

Every Knots2U kit made for the Cherokee line, including:

- Flap gap seals
- Fuselage-to-wing fairing
- Aileron gap seals
- Stabilator gap seals
- Fancy pants wheel pants
- Flap hinge fairings

These add-ons make this plane faster than a retractable Arrow!

In the panel:

- Basic IFR instrumentation, including dual VORs with glideslope
- Dual NAV/COMs with flip-flop frequencies
- Panel-docked Garmin 496 GPS
- PS Engineering CD player/4-place intercom (Connected to the 496 for XM music)
- JPI EDM-700 engine analyzer/monitoring system (with Outside Air Temp readout)
- JPI FS-450 Electronic Fuel flow meter
- Piper Autopilot
- Garmin GTX-327 transponder
- Davtron Digital clock
- Precise Flight Standby Vacuum System

Miscellaneous

- Skycraft dual in-wing landing lights, supplementing the single Piper nose-mounted landing light
- Unleaded car gas STC
- Whelen strobes
- Fully articulating, hydraulically adjustable pilot's seat
- Heated pitot
- Power to both yokes for add-ons (tablets, phones, etc.)
- Kool scoop
- Quick-remove bucket back seats (turns this plane into an enormous pickup truck.)
- Polished prop
- Always hangared – no corrosion
- 406 MHZ ELT (New 2012)
- Tires new in 2012, with no-leak tubes.
- Lightweight starter
- M20 Air/oil separator
- Airwolf remote oil filter mount (makes changing the oil MUCH easier!)
- All original logs
- All ADs complied with
- Leather interior
- Engine overhauled in 2002 by Keith Roof, Iowa City Aircraft Repair. Keith has overhauled over 100 Lycoming O-540s, and has been in business for over 45 years. The engine has been 100% bulletproof, with compressions all 75/80 or higher at the last annual in April 2013.
- Annual by Ken Winburn, A&P, at T.P. McCampbell Airport(KTFP)
- Flown weekly or better, year-round

Asking \$62,000.00 * Contact: Jay Honeck * 361-563-6035 * jjhoneck@gmail.com

Jay and Mary Honeck are owners of the Amelia's Landing Motel in Port Aransas, Tex. Unique hotel—see on their website. (www.AmeliasLanding.com) Lynell and I met them last month while staying at their hotel. They are new owner's of an RV-8a and are trying to sell the Pathfinder. Very nice well kept airplane....Bill and Lynell Gipson

Remembering a Friend

Member Profile

Victor LeBon

..... EAA Chapter 302

How does one condense one's very active life of 85+ years into a short story of just a few minutes of reading time? Well, here goes!



I was born in 1915 of a Scottish mother and a French father in a small town on the shore of lower Lake Michigan. I'm not sure what got me started in aviation. Perhaps it was the little wire and cloth airplane my father gave to my brother and me when I was about 3. It hung from the ceiling on a

string and was propelled by a wind-up spring. It would go in circles until the spring ran down.

My dad had an auto repair garage, a coal yard, and a crate and basket factory. I had plenty of very light wooden slats that I could use for making model airplanes and model cars. I didn't know about Balsa wood.

While growing up, a friend and I built lots of scale and flying models together. We made them with up to thirteen feet of wingspread, towed them around the farm behind a Model "T" Ford pick up. We steered the gliders from the back of the truck and I think we invented the drag chute, which we used to keep the control wires taut while pulling the gliders. We sometimes used cats for pilots. We could release the gliders from the back of the truck and let the cats do the flying. We only lost one cat. We also made rubber band-powered twin propeller canard pushers. I still have two solid wood, scale models that I made in 1930, a GB Model Z and a Laird Super Solution. They survived these 71 years in an old box, hidden away.

We had Reo Speed Wagon trucks for delivery of coal and baskets from my Dad's business, and I learned to drive them when I was around 8 or 9 years of age. I built a dirt track race car when I was ten, and then drove it to country school during 7th and 8th grades.

I went to the county fair when I was 10 and got my first airplane ride from the center of the racetrack. Art Davis, famous pilot and race pilot, flew me in an OX5 powered Waco 10. I was sold!

In 1927 my Dad and I stayed up all night listening to KDKA Pittsburg on the Atwater Kent radio. We were waiting for word about Lindburgh on his flight to Paris. No news. The race was in all the newspapers. Levine and Chamberlin were ready with a Bellanca. Byrd and crew were ready, waiting with a Fokker tri-motor setting on a little hill that would help acceleration for take off. Lindy thought the weather was good enough; so he took off. The rest is history.

I became very sick when I was about twelve. Doctors put me to bed for six months. I missed one full year of grade school, and then another year while regaining my health. Doctors didn't think I would ever make it to adulthood, but I entered High School and graduated in 1935, lettered in sports, was in the National Honor Society, and served as class President.

In 1930 Chicago hosted the National Air Races. They were held at Curtis Wright / Reynolds Air Field. We had been listening to them on the radio. Dad said "How would you like to go see them?" He wasn't joking. He had a 1929 Ford Roadster, and off we went. We saw lots of aerobatics and racing. Frank Hawks was there with his Beech



Vic's race car and brother.

Travel Air Mystery race plane #1313. He did not race it, just flew it past the stands. I never knew anything could go so fast, just went screaming past the stands. Believe me, it was a great show for a kid of 15. I'll never forget it. (*Thanks, Dad.*)

I spent a considerable amount of time in my Dad's auto garage. By the time I was to enter High School, I was a pretty good auto mechanic and also had experience bumping out fenders and doing painting.

In 1936, my dad sent me to Benton Harbor to look at a man's car that needed repair. The man owned a business called Victor Tool. He was amazed at my work and offered me a job as an apprentice tool and die maker.

I looked at all the beautiful machines and the work they were doing at his shop. The old German and Polish die makers wore white jackets and white aprons. What a place, I thought. The wages were low, Depression times. It was 10 hours per day and 5 on Saturday. We always had to work more hours with no overtime pay. The big building that housed Victor Tool had several other businesses in it. (It was 5 stories tall and about 1/2 block in area.) The Heath Airplane Co. was one tenant and Starling Aircraft another. There were airplane parts all over in the warehouse area - engines, wheels, fuselages, and wings. I finally was in the right place. I worked hard and after five years, I was made foreman of the tool shop.

In 1936 I went to another school - a night course in Aviation. It covered aircraft engines, metal, wood, fabric and navigation. The instructor was a Marine Pilot, Lt. Don King. He later became famous as the one who pioneered the route to Japan for North West Airlines.

In the 1930's, there were lots of Air races. We would go to Cleveland, Ohio. I remember the years '37, '38 and '39 in particular. We had a group of young, fun-loving guys. We would pool our money and one way or another would get to Cleveland. We bought food at grocery stores, slept in our cars... shaved with cold river water. We had enough money for tickets, but not hotels. We saw all the great racers of the era: Roscoe Turner, Tony La Vier, Joe Mackey, Steve Whitman, Leigh Wade, Earl Oilman, Art Chester, the Weddell brothers. Leonard R. Peterson, a local from Starling Aircraft, was always there with his Culver Dart or Clip Wing Monocoupe.

Caroline and I married in 1940. We had four children - three girls and one son. I used to give them rides from the Benton Harbor airport. My oldest daughter had her first ride before she was born. A pregnant Caroline and I had taken an air trip.

In 1942, I attended CPT school. The class was terminated before graduation. I also attended Leonard R. Peterson ground school classes - received some time in his Ford powered Aero Sport. I had soloed in 1938 in a Driggs Skylark and a J2 Cub made by Taylor. Both were real taildraggers - no wheel, just a flat spring. I had been flying for several years. I flew all kinds of airplanes - Waco, Eaglerocks, Laird Swallow, a Byrd

biplane with a Kinner engine, and a Driggs Skylark. A friend and I bought a Cub that had burned from a welding spark. We completely rebuilt the J2 and flew it for several years. All during the war years we belonged to the Civil Air Patrol - it was just about the only way to get gasoline, since it was being rationed.

In the ensuing years, I have owned or part-owned a J2 Cub, a Porterfield, a new Cessna 120 bought in 1947 (used in the G. I. Bill flight school), a Stinson Voyager, a Cessna 170 and a Cessna 180. I joined the EAA in 1968 after going to Rockford, Ill. for the show there for three years. I started building the Smith Miniplane around 1970. Its first flight was May 6, 1977.

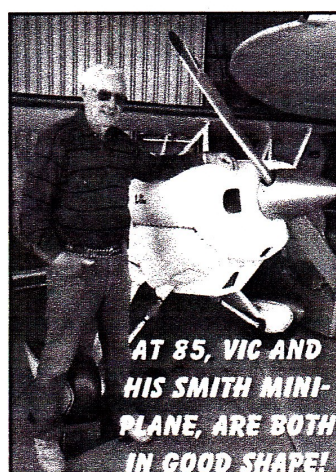
I started my own tool and gage company in 1953 and sold it in 1976. We made all special tools and gages, stamping dies, machines and some production parts. After selling the business, we retired to Florida.

I helped to start EAA Chapter #585 at Watervliet, Michigan. In Florida, I belonged to Sebring EAA Chapter #803 and also Lake Placid Flying Club. I have been in the National Biplane Association for several years and was accepted into the OX5 Aviation Pioneers. (You had to have flown OX5 powered aircraft before 1940.) I held a position on the airport board and had the Michigan Airport Manager's license at Watervliet.

Despite the number of planes I've seen and flown and the number of museums I've visited, I never tire of airplanes or flying. My favorite view is of the sky, especially from a cockpit.

Victor LeBon

LeBon's LePlane



In Memoriam

Victor Gordon LeBon
July 2, 1915 - July 13, 2013



High Flight

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings.
Sunward I've climbed and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hovering there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, nor even eagle flew.
And while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee Jr.

EAA 302 2012 Officers and Contact Information

President
Don Colchin 713-253-8989

Vice-President
Bill Gipson 281-814-6006

Secretary
Bill Donahoe 936-443-6846

Treasurer
Lynell Gipson 713-825-4090

**Young Eagles
Chairman**
Larry Elliott 713-398-5899

Website
Larry Perryman 281-222-6361

Program Chairman 936-827-0091
Denny Irvine

**EAA 302 regularly meets @ 10am for
business meeting on the 2nd Saturday
of the month, Lone Star Executive
Airport, (CXO), Lone Star Builders
Center, 10150 Dorbrandt, Hangar #41**

**Visitors are always
welcome!**

Calendar of Events—Call before you go

- 1st Saturday, Fly-in Lunch, Leesville, LA (**L39**) EAA Chapter 1356
- 3rd Saturday, Fish-fry Lunch, Disc. Fuel, Jasper TX (**KJAS**)
- 4th Saturday, Fly-in Breakfast, 8-11am., Tyler, TX, Pounds Field (**KTYR**)
- 3rd Saturday, Lufkin, TX, The Cook's Choice Fly-in, Angelina County, (**KLFK**) **April, June, August, October**
- 1st Saturday EAA Chapter 614 Pancake Breakfast, 7:30-10:30am, Pineville, La, Pineville Municipal Airport (**2L0**)
- 4th Saturday Fly-in Lunch 11-2, DeRidder, La. Beauregard Regional Airport (**KDRI**)

Check out Fun Places to Fly

Disclaimer: Chapter 302 assumes no responsibility or risk for use of products occasionally listed for sale. This is a service to members and does not constitute an endorsement of such products by the Chapter, its members, or the EAA. All building tips and suggestions put forth in the newsletter or at chapter meetings are informational only. The Chapter assumes no liability or responsibility for the accuracy of such material. Anyone applying such information to their flying or project does so at their own volition and risk.

Machine Shop Access: Tom Kreiner, EAA 302 member, is offering access to his machine shop for discount rates and rebates to our section. Contact @ 832-326-2970 or tkreiner@gmail.com

Trophy House, LLC

Our good friends Ash and Lynsie Seawright have moved their business to 804 W. Dallas, Conroe 77301. They have supplied our chapter name badges and FF plaques for years. Congratulations on your successful move. Contact @ 936-756-2043.



For Sale: We have a donated 55 gal. drum of AeroShell 15W-50 which we are selling to members at \$4/quart. Bring a clean gallon container to Larry Perryman's hangar 41. Honor System - just leave payment.

Engine: superior quality used Japanese carbureted Subaru motor 1.8 liter 8 valve EA81 4 Cyl. from Unitex trading company see website

www.unitextrading.com

This engine was donated to EAA 302 by a former member. See at Hangar 41, KCXO



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your logo and information...Newsletter editor:**