EAA Chapter 302
Conroe, Texas

The program for Saturday, May 7th, will feature Paul Downs, manager of the FAA's series of FAAST presentations. This is a nationwide effort to improve the incident/accident rate for flyers like ourselves. Paul will be specifically addressing Light Sport and Experimental builders. He works for the Houston FSDO downtown office, and you may have already met him regarding your own project. He has some important insight to share with the group, and it should be an informative session.

CAF Open House @ West Houston Airport
April 2-3

CAF's C-60A Transport

World's only flying SB2C Helldiver

SB2C landing at West Houston

EAA 302 Meeting Minutes for April 2, 2011

By Shirley Park, Secretary

- President, Dennis McCright opened the meeting at 9:04am
- Minutes were accepted as written in newsletter
- Treasurer, Lynell Gipson reports $4049.66 in the bank which included $310.50 for donations for the compass rose project sponsored by the 99'ers. This is as of 3/31/11.
- The compass rose will be installed north of 1 9. We will provide the paint and if it is possible for a paint donation, the funds will be used for drinks and food for this project, as per a March motion.
- Kudos was given to Bill Gipson (as well as assistant Lynell) for the excellent newsletter.
- Calendar of events was reviewed and all encouraged to attend the events.
- Discussion on Sun and Fun disaster.
- Allen Johnson's Thomas Moore Scout is too valuable to fly and will be probably going to a museum.
- There was an excellent presentation by Tom Fisher and Dick Parkans on the building and rebuilding for necessary modifications of their Zenair 601 XL-B. They started the building project in December of 2004. There is a good workshop program in Mexico, Mo.
- President Dennis McCright announced award nominations due by May 11, 2011 for vote at next month's meeting.
- AirVenture will be held July 25, 2011 – July 31, 2011 and will honor Burt Rutan and Bob Hoover.
- There was a discussion on the airport regulations. All were encouraged to look at the web site lonestarexecutiveairport.org to review the regulations. The Airport Advisory Board meeting to be held on April 11, 2011 to discuss and consider. Please attend if possible.
- Visitor from last month, Kevin Keenan, joined this month. He has a 172 and just bought an RV 7 kit. Another visitor, Bill Crocker, a professor from College Station is interested in showing his students the various uses of material in airplane construction. He will get with Dennis McCright at his hangar.
- Swindle was once again won by Bob Van Vleet
- T-shirt was won by Ed O'quinn
- Attendance was 31. 2 visitors – Kevin Keenan and Bill Crocker
- Meeting adjourned at 10:07am

2011 Monthly Chapter Programs:

Program Chairman, Denny Irvine is in the initial stages of putting together programs for our monthly meetings. So far he is focusing on "pilot" subjects that hopefully everyone will find interesting. Denny is open for suggestions or volunteers for ideas and speakers to fill out the 2011 program. Contact Denny at dirvine@suddenlink.net

Flight Reviews & Instrument Renewals:
Dennis McCright, your Microlon Dealer and active Chapter 302 member, is also a CFI-II and available for your Flight Review, Instrument Renewals, training. Mobile (936)443-3562.

Now accepting 2011 Membership Dues for EAA Chapter 302.

$25 individual or family

Come to the Monthly meeting and renew. Or send check to:
EAA 302
4 Timber Lane
Conroe, TX. 77384

Remember: Name badges, shirts, hats, and visors are available for purchase at our monthly meetings. Support your EAA 302 Chapter by purchasing these items. See a display of EAA 302 collectibles in the meeting room.

Photos taken at the EAA 302 April Meeting

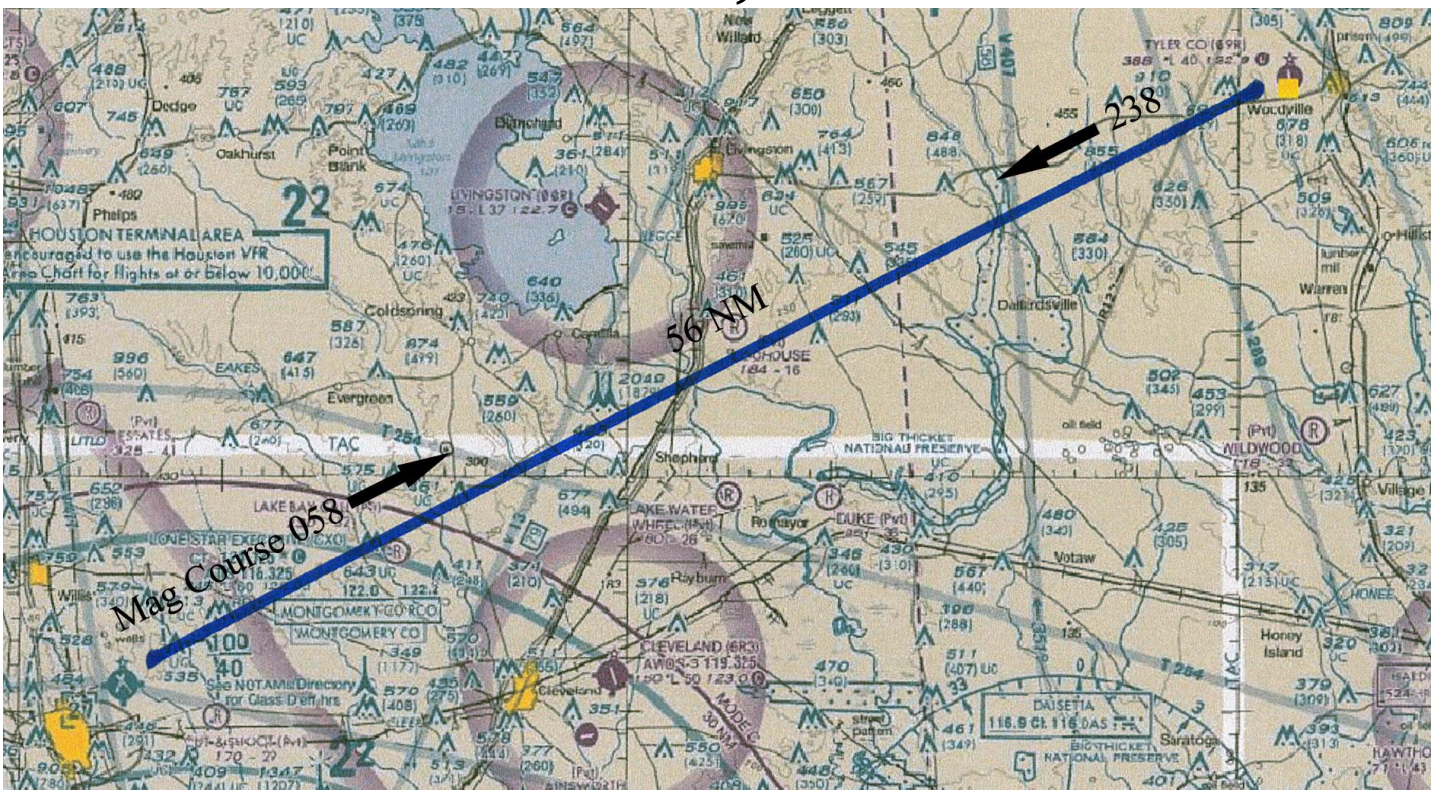
Presenter Tom Fisher discussing details on the Zenair 601XL-B upgrade and SAIB

FULL HOUSE!
Everyone listening closely to Tom Fisher and Dick Parkans

The 302 Chicken Run
Fly-out Opportunity

Wednesday, May 11th
Rain Date Thursday May 12th
Launch so as to arrive by 12:00

Pickett's House
Chicken Restaurant
Woodville, Texas



Woodville—Tyler County (09R)
Elev. 388 R/W 16-34 (4000 x 60)
Unicom 122.9 Left Traffic
Unattended—no fuel
Call Denny Irvine if you'll attend, so
we can get you a ride to town—936-827-0091

Pickett House Restaurant

The world famous Pickett House Restaurant serves boarding house style in plates and bowls of all you can eat fried chicken, chicken & dumplings, country vegetables, cobbler, biscuits & cornbread and all different condiments for your liking. But….the best tasting of all is the pickled watermelon rind. Don't let anyone talk you out of trying it!! It is one of the best homestyle eating places in all of Texas. Folks come from all over to enjoy a meal here. For those of you who have never been to the Pickett House Restaurant and Museum in Woodville Texas you are in for a treat. The original building has been through several owners and was even moved several times from its original location. The building was a school house at one time and has quite a colorful history. One of the moves of the building was under cover of darkness and moved illegally by a Houston resident. You can read the history of the house on a card at the restaurant after you are struggling to move away from the table. The restaurant will come pick us up at the airport and deliver us directly at the front door. They will return us to the airport, but depending on how much you eat you may enjoy the approximately one mile walk back to your aircraft.

The Pink Flamingo Fly-In

Saturday, April 9th was the date of the Pink Flamingo Fly-in. Located on the Dry Creek Airport, it was hosted by Gary Jones. It was a typical spring day in the Houston area—windy and low cumulus clouds. As you tucked under the Class B airspace, it made for a pretty rough ride in and out, so no formation displays. Gary lives just west of Highway 290, just about abeam Carl's Barbeque. Naturally, then, they picked Carl's to cater the food. Mmmm-mmm good! There was plenty of space for aircraft parking, some of which was in the shade of surrounding trees. Prizes were awarded by ticket numbers handed out to each arrival. And then the rest of the day was spent at runway's edge, grading landings and catching up to date with good friends. Can't wait for next year, when we'll do it all again.

Busy Saturday at KCXO

April 30, 2011

Tora! Tora! Tora! Practice Session

Pilot's Appreciation Dinner at KCXO

Denny Irvine's Model T and Ice Cream Machine Invention

Trip Report: Kissimmee, FL March, 2011

by Bill and Lynell Gipson

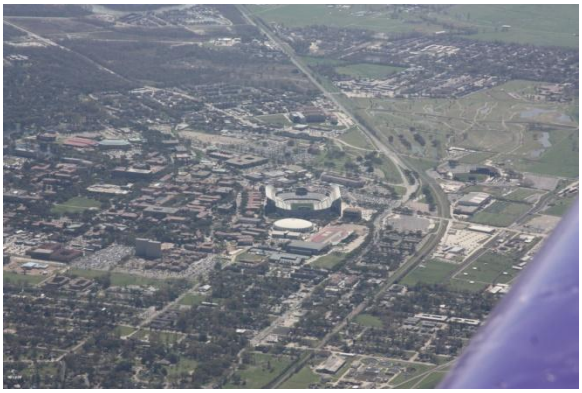
It's that time of year when the temperature warms, the grass turns green, and the sounds of spring baseball fill the air. Lynell and I have traveled to sunny Florida for the last five years to soak up the sun, watch the Astros and sneak in a round of golf or two. But this year was different. Instead of commercial flights, we flew our RV10 to Florida for the first time.

Planning for this trip to Florida really started two years ago when we hitched a ride with Dennis Jones in his beautiful Baron 6TX down to Sun N Fun. Lynell and I had wanted to fly my 10 that year but the Phase I hours had not been flown off yet. During this trip I couldn't help thinking how it would be flying my own airplane. However, I learned quite a bit just watching and listening to Dennis, an experienced IFR pilot, use the ATC system to safely navigate the busy airspace between Conroe and Winter Haven. So, from this ride and Dennis' helpful comments, I flight planned accordingly with Kissimmee as our Florida destination. Using my Seattle Avionics Voyager flight planning software, I also planned a leg up to Nashville, TN to visit my daughter and then the final leg home to KCXO.

I started watching the weather forecast several days prior to our departure date. A cold front was scheduled to pass through the Houston area and sure enough, the gusty north winds arrived on schedule. Our journey from KCXO started Friday, March 11 at 9am. The weather was perfect as the air was cool with a slight north wind.

Getting ready to depart KCXO

After loading the luggage, topping off the gas tanks, and a preflight walk around, we taxied down to the south end and launched on Runway 01 into the crisp cool morning air. The LS1 ran smoothly as we climbed to 2500' where I called up Houston Approach to request Flight Following. Once established in the ATC system we were cleared to 5500' for our journey. Winds at altitude were favorable giving us a ground speed of 160 kts. burning just 12.0 gph. I then engaged the TruTrak two-axis autopilot that is coupled to the Lowrance 2000C containing our flight plan. Magic!



Tiger Stadium in Baton Rouge – our favorite place to be on Saturday night!

Our first stop after 2+ hours was planned to be Bay Minette, AL airport to stretch our legs and grab some fuel. However, we opted to land at Picayune, MS to avoid a gusty cross wind landing on the east-west runway Bay Minette. Picayune has a 5000' north-south runway and we had stopped there on the flight mentioned earlier with Dennis, so we were familiar with the airport. This is where the trip got really interesting. We began our decent out of 5500' to traffic pattern altitude. I tried to pull throttle to begin slowing the airplane down but the engine wouldn't respond and we remained at 150 kts. The throttle cable seemed to be jammed in one position. NOT the way to start out your vacation! I called the local traffic and announced that I would be on a long straight-in approach and had a throttle problem, so stay clear PLEASE! My plan was to get into a position where I would make the runway and cut the engine, land dead stick and control the rollout before I ran out of runway. So, at 150 kts I came in and cut my fuel injector power switch to stop the engine. The speed bled off very quickly and I settled the plane down to the runway. Whew! Turns out the throttle cable had come loose at its bulkhead fitting and wouldn't allow the cable to work properly. Fortunately, it was an easy fix and we were back in the air in short order after refueling and taking a much needed break.

The next part of the trip included the gauntlet through Pensacola airspace and the military operating areas (MOAs) along the panhandle of Florida. I had once again established Flight Following before we got into this area - highly recommended. There was a lot of traffic, mostly military and the ATC folks really watched out for us. We were at 7500' to take advantage of the winds and get above a layer of smog. We were also watching for traffic utilizing my newly installed ZAON traffic avoidance instrument for the first time. Every time a bogey appeared on the screen, ATC would call up and tell me exactly what the instrument was telling me. It really works. We left Pensacola and the Eglin MOAs behind and turned south at Tallahassee, FL. The winds really kicked in pushing us along at 204 kts ground speed. Woohoo!

In no time we were nearing the Orlando/Kissimmee area. Orlando Approach Control directed us to approach from the west of Kissimmee Airport avoiding the TFR around Disney. Winds were gusting from the north so I anticipated that Kissimmee tower would direct us for landing on Runway 18. Turns out a 182 had crash landed on the 18-36 runway and it was closed. Great. So, we did a crosswind landing on 24. That was exciting! The 10 handles crosswind landings very well. I was very happy to get to our tie-down spot at Kissimmee Jet Center and shut her down. Enough excitement for one day!

What a comfortable cross-country airplane! The Chevy LS1 ran beautifully and the new cooling configuration that we'd been working on just prior to this trip performed perfectly. We replaced the one big radiator mounted in back of the engine near the firewall, and two cooling fans, and a cowl flap with only two smaller radiators mounted "side-saddle" with fresh air scoops installed on the cowling.

N730WL tied down at Kissimmee Jet Center after a long first day

Bud Warren designed and built a new "bed" motor mount for the 10 which created more room on both sides of the LS1. In just an afternoon we pulled the engine, replaced the motor mount, and reinstalled the engine. Bud's genius is in the simplicity of his robust FWF packages which makes everything accessible and easy to maintain. We now have over 160 hrs on this package and it hasn't skipped a beat.

For obvious reasons I watched the water temperature closely during the trip. I had flown for a couple of hours prior to our departure from Conroe with the new configuration and everything seemed OK. The temperature never got above 200F on this trip, whereas before with the initial setup I was seeing water temperatures above 230F. Now I can climb at any power setting without fear of overheating and can make those long taxis on hot days without cooking the engine.

On our trip we saw plenty of Astros spring training baseball in Kissimmee, made a side trip to Tampa to watch our niece who plays softball for Texas A&M, and got lots of Florida sunshine over the ten days we were there. Next stop on our journey was Nashville, TN. We took off retracing our route north toward Tallahassee, then kept heading NNW toward Nashville. One stop for lunch and fuel at Eufaula, AL and we were on our way again. We landed at John C. Tune airport just west of Nashville where we spent two days visiting my daughter and her family. The trip back to KCXO with a stop at Meridian, MS was uneventful. The weather was unseasonably warm and windy but no mechanical problems or cooling issues. We put 18.5 hrs on the hobbs meter for the trip. Flying the RV10 cross country just beats the heck out of commercial travel!!

Top cowling off in Picayune. Side radiator configuration with P-40 Warhawk in background.

Having a great time at a spring training ballgame with friends in Kissimmee

Granddaughter Ava checking out Grandpa's airplane for the first time in Nashville, TN

EAA 302 2011 Officers and Contact Information

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Treasurer:	Lynell Gipson	(713) 825-4090
Young Eagles:	Bill Gipson	(281)814-6006
Website:	Shirley Park	(281) 460-2946
Program Chairman	Denny Irvine	(936)856-2929
Newsletter:	Bill Gipson	(281) 814-6006

Calendar of Events

- 1st Sat., La Grange BBQ Fly-In, Fayette Regional **(3T5)**
- 1st Sat., Fly-In Lunch, Leesville, LA **(L39) EAA Chapter 1356**
- Quarterly, Fajita Fly-In, Lufkin **(LFK)**
- 3rd Sat., BBQ Lunch, Disc. Fuel, Jasper Apt. **(JAS)**
- 4th Sat., Fly-In Breakfast, 8-11 am, Tyler Pounds Fld, **(TYR)**
- 4th Sat. Fly-in BBQ Spud Lunch, **KCXO** at Galaxy FBO

- May 7, Huntsville, TX Bruce Brothers Spring Fly-in **(KUTS)**
- May 7, Jennings, LA Barnstormer's Air Festival EAA Chapter 541 9am-4pm **(3R7)**
- May 21, Houston, TX Wings and Wheels – Memorial Day Warbird Fly-in, Hobby **(KHOU)**
- May 27-29, Ranger, TX, Ranger Memorial Day Fly-in and Airshow, Ranger Airfield **(F23)** www.rangerairfield.org
- June 2-5, Junction City, Kansas, 2011 National Biplane Fly-in, **(3JC)** www.nationalbiplaneflyin.com
- July 25-31, AirVenture, Oshkosh, Wisconsin (KOSH) Notam now available

NEXT MEETING:

MAY 7TH

9 AM

HANGAR 41

EAA 302 regularly meets @ 9 AM on the 1st Saturday of the month, Lone Star Executive Airport, (CXO), Lone Star Builders Center, 10150 Dorbandt, Hangar #41

Visitors are always welcome!

Take IH-45 Exit 90, follow the signs 3 miles east to the airport.

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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.

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