

Experimental Aircraft Assoc.

Chapter 302 ~ Conroe, TX



February 8th **Meeting:**

This month, Vic LeBon will be sharing his photos of early EAA fly-ins, the rare and old airplanes that were there. Come enjoy his slide show!

Dues time again.
\$18.00 individual
\$20.00 man & wife

Mail your \$\$\$ to:
Rosanne Oliver
142 Sky Way
Livingston, TX 77351
(936) 967-2743

Our 2001/02 president Dick Parkans receives an EAA plaque and a "Thank You", presented our new president R. Perry McConnell. Many "thanks" to Dave Chaplin, Secretary; Shirley Park, Treasurer; and Don Brewer, V.P. whom all served in '01/'02!

Plan to attend the **GULF COAST WINGS WEEKEND**, April 4th-5th (Friday - Saturday) Scholes Field/Moody Gardens/Lone Star Flight Museum Galveston, TX. Free Safety Training, Free Flight Instruction, Free access to the museum, Free exhibits, Free certificate renewal ground school, Free Vertigo simulators. Instructors who volunteer earn credit toward CFI Renewal. Banquet Sat. www.gulfwings.org

Young Eagles ~ Share The Dream on March 15, 2003

And now a word from our President, Perry McConnell

One of the things I want to accomplish as president is to get everyone thinking about, and, I hope, talking about what we need to do and want to do as a Chapter. For the next few months, this column will be directed to the more significant issues facing us and to tossing around ideas for addressing those issues. These issues are things we must face, but the suggestions are intended to be germinal. They will evolve, be criticized, get modified, or get replaced by someone else's better suggestion, and generally probably won't look like the final thing we do. All of which is as it should be; we have to start somewhere.

Nor are these suggestions entirely my own. More often than not, the suggestions that will appear here are the result of many conversations -- many of us have the same ideas, although our concepts of how to achieve the perfect implementation of them vary wildly.

This month's topic is one which is mentioned often. As many have noticed, we need a new meeting room, because the old one is bursting at the seams. We need more space to accommodate our growing membership, but there's more to it than that. Our current meeting place accords us poor returns. We use it once a month to meet. Beyond that, it's a storage area. The large percentage of our membership which is based at CXO tends to gather around their own hangar areas, and the informal interaction among us is far less than it could be.

Our size is going to force us to do something about space, but we can use this opportunity, born of necessity, to do something more. One of the logical possibilities is to build a new meeting room / hangar facility, with a meeting area accessible from the hangars so that it could be locked to the outside world but accessible to the members. The building could have a

large common hangar, or separate T- or square hangars, or some combination of these, but to serve us properly it should have areas for us to keep some tools, such as things which are rarely needed, extremely useful when they are needed, and too expensive for most of us to justify as hangar ornaments (for example, an engine lift, scales, or a lathe). We should also have one or two transient hangars for members to rent and use on a temporary basis, such as for final assembly work, major repairs, or painting.

Grandiose, you say? No, and yes. We're a sizable chapter, and if we want to do it, we should be able to muster the resources. And we should be considering "grandiose" ideas -- if the end result is truly worthwhile, we can find a way to make it practical.

Too much to build at once? Maybe, but if we plan it properly we can start and then add on, if we have to.

Too expensive? Shouldn't be. Sweat equity counts large, and if we can dare to build airplanes, we should be able to manage much of the construction. While the hangars would be meant for the members' use, they wouldn't be free. Further, as I've said before, we're going to have to address fundraising. (Can you guess next month's topic?)

By mid-February I will appoint a committee to generate possible plans for a new meeting room / hangar for the Chapter. If you have ideas you want to contribute, or if you want to volunteer to be a part, let me know.

Hope to see you all at the meeting on the 8th. Until then, fly good. *Perry*

Alternate Engines for Aircraft

Per Jan Eggenfellner, his Subaru firewall forward engine packages are becoming quite popular as an alternate to conventional aircraft engines on home built aircraft. As of 11/30/02, there were 3 RV-9A's, one RV-6A flying with it and 45 delivered. Several Glasstars have been flying it for 3 years and have over 200 hours. One is close to 300 hours and has never had an issue with the engine. Over 130 RV packages have been sold and the backlog through July 2003.

Here are a few that fit into the 100 hp category that were listed in the 1/2002 Kitplanes: Stratus EA-81 Subaru 105 hp, NSI EA-81 Subaru 100 hp, CAM 100 Honda 100 hp, 2SI 250-03 FIAGD 3-cyl. 100 hp, Raven kit for 1300cc Geo Metro 100 hp, Atkins Rotary single-rotor 100 hp, Rotax 912S 100 hp, Midland 2 rotor rotary 100 hp, Jabiru 3300, 120 hp at 2700 rpm.

New Chapter Officers and some of the many members that are working for you!



(L to R) Pres. Perry McConnell, V.P. & Young Eagles Coordinator Don Brewer, Treasurer Rosanne Oliver, Secretary Mike Singleton, Fly-In Coordinator Butch Carr, Membership Chairman Mark Lindstrom, Newsletter copy and mailing John Cox, Newsletter editor Paul Loghry. There are many involved behind the scenes too. Just look at how many get involved in a fly-in and our Flight Advisors and Technical Counselors. Many hands make for light work. Thanks for making a difference!