



EAA CHAPTER 302 NEWSLETTER



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MARCH, 1984

EDITOR: M. SULLIVAN

The March meetings will not be at Wally's Hanger. It will be at the old ConServAir office on Friday, March 9th at 7PM. We will have a program sponsored by the FAA. Also, it is essential for as many members to attend as possible, since we will be reporting on the progress of FLY-IN plans. If you haven't been to a meeting in ages, be at this one! Inquire at the terminal if you don't know how to get to the meeting place.

Signed up for refreshments for March are Ray Coker and Ginger and Dick Criss. Now you are going to ask me if you should bring refreshments, since it is a different time and place. Well, guess what, I don't know! Direct that inquiry to El Presidente to be sure.

NOTAMS

Member Jim Goebel has passed on to use some neat newsletters from the Alton Bay Flying Club in New Hampshire. After reading them, your editor decided to communicate with these hilly snowbirds and request news and info for same. On the 19th of February, they had their first-ever Fly-In on Ice. Their editor just sent me a news release on the Ice Fly-In, and I await more news on the events.

Countdown to Fly-In begins

Congrats are in order for Tom Tyner's long-awaited new home and partnership for his Varieze. The lucky fellow is our REAC, J. Goebel.

Yours truly attended the organizational meeting for a Texas division of the United States Pilot's Association. And guess what- there are one-now. Information available at the next meeting if you are interested.

Help! Charcoal grills needed for Fly-In burgers!

RE: ULTRALIGHTS

Montgomery County Airport is governed by the Commissioners Court and managed by Jim Marks, all through the Airport Advisory Board consisting of several local businessmen. It has been decided by Mr. Marks and the Advisory Board that ultralight aircraft operating in and out of Montgomery County Airport is dangerous. It is their prerogative to do this, just like in any other situation regarding the safety of the airport.

A resolution was drawn up by the County prohibiting ultralights from operating at Montgomery County Airport. In order for it to become effective, this resolution must be approved by the F.A.A. The Airport's District Office will study the proposed ban, both in its wording and by a visit to the Airport to see if it is a valid proposal. They will then make a decision on the resolution. Then, and only then, will it become law.

I have been in touch with G.A.D.O. and the Airport's District Office, and as yet no action has been taken by the F.A.A.

Several airports in this region have banned ultralights in this manner, mostly for safety reasons; La Porte being one of them.

Ultralight operation in its present unregulated state is dangerous in an active uncontrolled airport, due to the fact that even if there were some local rules, there is no way to get these rules to the ultralights. Unfortunately, they are not that well organized. It is not the well informed pilots who cause the problems, but the mavericks.

I will keep you all posted on further developments.

Wally

MEET YOUR MEMBER

We are pleased to introduce this month, Gavin Yates, who is on loan to us from Christchurch, New Zealand. (Say, is that where the kiwi is from?). Gavin is presently in the 18th month of his 12 month training term with Heliflight Systems, Inc. (That's O.K., Gavin, math isn't my strong point either.) He was the successful applicant in the 1981 annual aviation grant giving fifth year aircraft apprentice engineers a chance to extend their knowledge in the U.S. and Britain at such places as Boeing, P & W, Sperry, Cessna and Rolls Royce.

He started flying lessons in 1971 with a half-hour lesson in a PA28 140, a birthday present, and finished his Private Pilot's license in 1978.

Back home in New Zealand, he has a disjointed array of aluminum and steel spread between the garages of his aunt, brother-in-law and parents, which he hopes someday to rivet, screw and weld into a Bushby Mustang II.

Meanwhile, here in Conroe he is keeping an eye out for parts to purchase and send home for that inevitable day. His wife, Judith, is of the opinion that the purchase of a house will be directly proportional to the size of a garage.

Says Gavin, "While here in Conroe, we've enjoyed the hospitality extended to us by members of Chapter 302."

Well, Gavin, we are proud to have such international talent among us. The thanks are all on our side!

By the way, folks, 27 forms were passed out at the last meeting to be filled out for this feature, plus some more mailed, and only three have been returned! May the bluebird of happiness poop all over your freshly washed airplane! Sharpen your pencils, gang. To quote the editor of the Alton Bay Flying Club in his January newsletter, "Trying to find suitable material, tain't easy!"

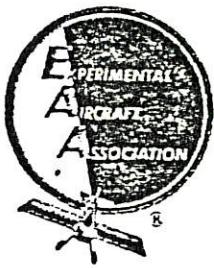
Operating costs: SO YOU THINK FLYING'S EXPENSIVE?

Though faced with threats of higher fuel taxes, user fees, and skyrocketing maintenance costs, we GA pilots can derive a little consolation from the following table, put together by AM's editorial staff:

Aircraft Type	Operating Cost/Hour	Operating Cost/Minute
DC-9	\$1693	\$28
B-737	1713	29
B-727	2180	36
DC-8	3120	52
A-300	3686	61
DC-10	3763	63
L-1011	4049	67
R-747	5753	96



"I'm at decision height—are you on the ground?"



EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-2591
PHONE: 414/426-4800

January 31, 1984

Dear Chapter Members:

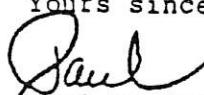
I want to take this opportunity to wish you health, happiness and prosperity during this new year. In a recent letter to your Chapter Presidents I indicated some of the many challenges which we will be facing in 1984. 1984 does however, signal a new beginning for EAA and a new dimension of service from EAA Headquarters to its members in the aviation community as a whole. As I write this note at our new Headquarters in the EAA Aviation Center I am confident that this new facility, which focuses our activities and consolidates our staff will better serve you and your fellow members. From this Aviation Center new materials, activities and programs will reach out to improve the future of aviation. This facility would not have been possible without your support. The entire aviation community owes you a debt of gratitude.

On another note, I want to mention how much I enjoy reading the various Chapter Newsletters. They are an important conduit for sharing information, ideas and our love of aviation. We, here at Headquarters, learn a great deal from these newsletters. They are one aspect of the great educational opportunities and camaraderie which our Chapter network provides.

I have already thanked your Chapter Presidents for assuming the difficult leadership role. I have, over many years, learned that the Chapter President is a leader, an educator and an entertainer. The President is also, more often than not, the one who cleans up after the meeting.

To the Presidents, Chapter officials, Designees and Chapter members we send our best wishes from EAA's new Headquarters.

Yours sincerely,


Paul H. Poberezny
President