

Experimental Aircraft Assoc.

Chapter 302 ~ Conroe, TX



TWIN RV-8 PLANES BUILT BY BUTCH CARR AND DICK KARDEL

Of New Airplanes and Old Friends, by Richard Kardel

As my FAA mandated date of total and utter incompetence neared, more specifically my sixtieth birthday, I agonized over what I would do in my forced exile from aviation. Golf every day was pretty much out of the question, (too many lakes, and not enough balls), fishing with my skills was a poor option, and hardly compared, adrenalin wise, with landing a Boeing on an icy runway... *continued*



March 13th
Meeting:

Joe McCabe
will be sharing
the story of his
project, a single
engine, 2 seat,
canard, JET!

EAA 302 FLY-IN
APRIL 24TH
LONE STAR AIRPORT
[MONTGOMERY COUNTY AIRPORT, CXO]
This promises to be more than our
usual fly-in, so spread the word!

FLY-OUT after
the meeting. Fly
to Hilltop Lakes
for lunch and
some great han-
gar flying too!

Young Eagles ~ Share The Dream

The fleet of RV's was growing at our airport (CXO). The EAA Chapter was active and populated by good fellows and "new friends" of various backgrounds. We now had about seven RV's either based there or under construction. Butch worked, Iflew.

The retired Air Force guys were showing up. "Deuce" Sam Ward, "Spuds" Jim Pohoski, "Trash" Joe Walsh, all retired Air Force guys, had done stuff with airplanes that we in the air transport business had not had a chance to do. They were teaching us how to really fly formation, aerobatics, and some air combat. It turned out those Eagles and Stars they picked up along the way in their military careers, really meant something. This flying turned out to be more fun than those ILS approaches and a lot more challenging.

I was becoming a bit of a guru on RV's, by now having assisted with the construction of about 3 and half airplanes. I became an EAA Flight Advisor and was starting to feel like I was really a part of aviation again. Well --- maybe this retirement stuff wouldn't be so bad after all.

My RV now, had been flying for over a year. I was getting impatient with the slow progress that was now being made on Bravo Charlie. I really wanted to see those two

Classifieds:

Ivoprop 3-blade (optional 2-blade configurable prop): Misc. parts for homebuilt; wheels, brakes, plans for a CA-65 Skyfly. Doris Griffith (936) 274-5083 (She is selling her late husband's airplane parts.) Location is Rye, TX
Gary Hunter Composites: Gary does custom fiberglass work (see Dennis and Dick's RV-6) and balances props. You may know of Gary, he is Bruce Bohannon's crew chief. 281-277-7767
RV-4 Completed in 1998, 250 Hrs, 180 HP 0-360, inverted fuel and oil, wood prop, no paint yet. \$49K. Call Sam Ward (936) 597-7687 or Dennis McCright (936) 756-1092.

GN-1 Aircamper In classic blue and yellow military trainer colors, 85hp Continental with 350 hrs, airplane completed June 2002, AFS Polly Paint, \$16K call Don Brewer (936) 273-4416. **Don is also a CFI A&I** and available for your BFR or training.

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 and Instrument Renewals (936) 443-3562.

Sonerai III Project: Fully welded fuselage, canopy, all fiberglass, fuel tank, etc. No wings. \$3,000. Mike Singleton 713 594-2525 or msingleton@mccroryeng.com

Sonerai project: Sonerai LTS. Call for info., Lark Lindstrom. (936) 321-5284.

Woody's Pusher For Sale: \$15K See Red and Johnnie Deel (409) 372-5105 at Waller.

Stained Glass: Would you like a custom stained glass of your airplane? Our member Bill Clark can do it. (936) 539-6012

identical airplanes in the air with Butch and me "troding through the footless halls of space on our laughter slivered wings."

But alas, "Murphy" returned with a vengeance! Butch had been feeling less and less like working on Bravo Charlie. His lethargic demeanor prompted the thought that maybe a trip to the Doc might be in order. The hammer fell. The big C! It was a big, Big C. Lungs, liver, and too much to mention. Bravo Charlie was still ninety percent done with ninety percent to go.

It takes a long time to be an "old friend". But when you are the right kind of guy, "new friends" are made on the journey through life. At the EAA meeting of September 13th, 2003, I told the members of Chapter 302 of Butch's situation. I said, "If some of you would like to come down to the hanger for a couple of hours, we could get some work done, and maybe Butch would have a chance to fly Bravo Charlie before it is too late.

There were too many people to count in the hanger after that meeting. The empennage was mounted. The wheel pants were fitted that day. That week the wings were fitted and installed. The offers to help were incessant and constant. Everyday, someone appeared to work on Bravo Charlie. Without the dedication and commitment of those individuals, Bravo Charlie would still be lying around the hangar like a dismembered corpse. Sam Ward, Dennis McCright, Dick Stevens, Jed Dogget, Don Yarbrough, to name a few. The many are too numerous to list. They are all mostly RV owners and builders and members of EAA Chapter 302.

Two months later, Bravo Charlie flew for the first time. I had the honor of flying Bravo Charlie on its initial test flight. Sam Ward, "Deuce", flew chase in my RV, and for the first time, we saw those two matched RV 8's, in flight, in tight formation,

doing a flyby for what must have been well over 50 people. The flight took place exactly two months after the appeal to the EAA guys for their help at the Local Chapter 302 EAA meeting. A picture of Butch, hands raised in triumph, as he watches the first low flyby, through misty eyes, I am told, (well let's be truthful here, a hell of lot more than just misty,) tells the story far better than I can of friendship, commitment, sacrifice, dedication and love, not only for a fellow aviator, but also of an "old friend."



Butch and Dick, "old friends"

We now have a flight of two identical RV 8's, dressed in polished aluminum and blue. They draw a crowd of admirers wherever they go. I call mine, my P Twenty-Five and a Half. Glad I didn't buy that P- 51 now. The only thing different is the numbers.

Today, Butch has recovered enough to fly Bravo Charlie for the first time. I rode along in the back seat. I am sure it will not be his last. It was another "misty" day.

It takes a long time to become an "old friend."

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