

Experimental Aircraft Assoc.

Chapter 302 ~ Conroe, TX

First Flight! Eddie DeSha's J-3 Kitten +10%



Kittens can fly! (*J-3 Kittens*) For this in-flight photo, Eddie was busy with a camera in one hand and flying his Quicksilver ultralight with the other. Good job!

On Saturday March 31st, Eddie's friend Floyd Rollins made the first flight & reported that it flies like a dream, no heavy wing or anything. He now has 1.1 hours on it and four takeoffs and landings. **CONGRATULATIONS EDDIE! NICE AIRPLANE!**

Young Eagles ~ Share The Dream



EAA Ch. 302 Fly-In this month!

- Montgomery County Airport, (CXO) Conroe, TX
- April 21st (4/28 rain date)
- 8:00 am - 3:00 pm
- Near Holly Aviation on the south end of the field
- Raffle: Garmin Pilot III GPS and other prizes
- Continental breakfast and hamburgers available

► **Lunch at
Woodville**

► **We Have
Ignition!**

First Flight of Eddie DeSha's J-3 Kitten Plus 10%



Eddie DeSha, proud builder with his handiwork.

Lake Waterwheel

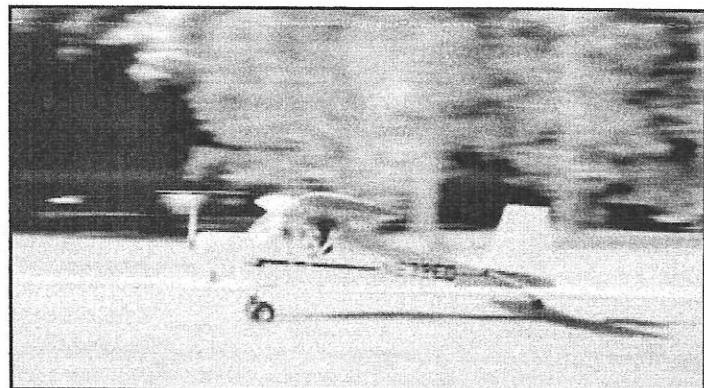
Six miles east of Shepherd, TX on 223 is a small 2,600 foot grass strip surrounded by trees. A nice little spot with a few hangars and houses in the surrounding little subdivision. It's a nice place out in the country where the cost of living is low, and suits me just fine.

This description came from one of Lake Waterwheel's newest residents, our former VP, and now one of Eddies neighbors, Steve Ivy.

Having already paid taxes to support the FAA, Eddie saw no reason to hire a DAR (\$) to inspect his *Super Size* Kitten when the FAA would do it for "free." On March 29th after waiting 7 weeks, 2 FAA people arrived to give it a really thorough inspection. They only found one bolt that should have more thread showing. With the Airworthiness and Mechanic Certificates in hand he was ready to see it fly.

Wanting to fly with a Subaru EA-81, Eddie scaled up the J-3 Kitten plans by 10% (*Super Sized it*) to handle the engine. This has resulted in a roomy cockpit and a smooth running engine.

Eddie loves to fly and spends many hours above the treetops in his Quicksilver ultralight. Now that he has his own single seat Experimental, he is ready to sign-up as a student pilot and really do some flying.



It's full speed ahead on the 2,600 ft. grass strip at Lake Waterwheel.



Is this the EAA *Habitats For Humanity* group? No, these homebuilders don't build homes. They build AIRPLANES! In recognition of EAA's roots, they are now emphasizing the early days when homebuilders were what EAA was all about.

We Have Ignition!

by Stan Peterson

So you go to Oshkosh and see all those people running around who would rather have a sister employed in a house of ill repute than have a brother that didn't build airplanes. Then you come away thinking, perhaps, "I could build an airplane," and *the dream* takes off.

Well, I wasn't real sure. I still had several radio controlled airplanes in their boxes that would probably never see action. But what the heck, I had been bitten and I needed to do something to alleviate the pressure. After much deliberation and procrastination it occurred to me that the best and least expensive way out would be to purchase a project that had been abandoned. I felt it would also increase the odds for successfully completing an airplane.

I found a Fly Baby in the Sport Aviation magazine, and I bought it complete with engine and on its gear, delivered all the way from Kenova, W.V., for only \$2,900. I was about to learn what 75% complete, yet 90% to go was all about. When it came time to off-load the engine, I wasn't really sure it was an airplane engine; it could have been a compressor or an APU of some sort. It was very unusual looking; it

appeared to be one solid casting with four very long cylinders protruding from the casting. When I asked Tom (Kenova's neighborhood delivery man) how old it was, he told me he didn't know exactly, but assured me that if I ever wanted to get rid of it, the Smithsonian would most definitely be interested.

Indeed, when it came time to evaluate the engine, I found it difficult to find a mechanic willing to get my antique running again. The best I could do was take it to K&W Aviation where I could work on it myself under the close supervision of Bob Wagstaff and his band of merry men.

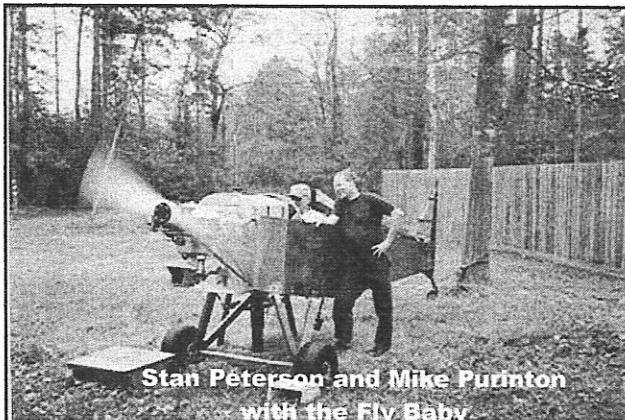
Last month the day finally came when it was time to see if our efforts and time spent rebuilding the engine would be rewarded. Mike Purinton had become an unselfish partner in this project, and he had been working on the installation. It was now time to put some gas and oil in, tie it to a tree, and give it a whirl.

I considered Mike an intelligent and experienced homebuilder, so there really wasn't much reason to check his work; so much for testing assumptions, solving doubts, and obtaining all pertinent information. That kind of thinking just didn't seem to apply to this situation. We did correct a few obvious fuel leaks, and we discussed an alternate plan to shut down the engine in the event the mags weren't grounded

properly. But actually getting this old thing to run somehow seemed like a distant possibility.

Not surprisingly, the engine didn't start on our first attempt. So we decided to check the spark. Mike's son Tom was hanging around looking for a little excitement, so we enlisted his services and had him look for a spark, while I took my place at the controls and his father propped the engine. Four times through and we had a spark. Another four times through with the mag switch off would prove that the magnetos were grounded properly. However, as Tom had his ear positioned next to the open exhaust port (not even a stack on this test bed) the engine came to life with a shot and the tail sprang up! It startled Tom so bad, he took off across the open field like a bottle rocket. Mike ran around the garage to avoid getting run over by what was about to become a run-away fuselage. Meanwhile I attempted to reduce the power by bringing the throttle to idle; the action had no effect and the engine continued to roar out of control. I cycled the mag switch to no avail. I began thinking of how long that piece of hemp rope could hold out and how it was going to feel to go racing out of control into that stand of trees at twelve o'clock for less than a mile. My last hope of control was the fuel shut-off valve, which we had discussed as our emergency procedure in our pre-start brief, but we figured it might continue to run for as long as 30 minutes with the fuel remaining in the line and carburetor.

Fortunately the engine shut down within a minute after turning off the valve.

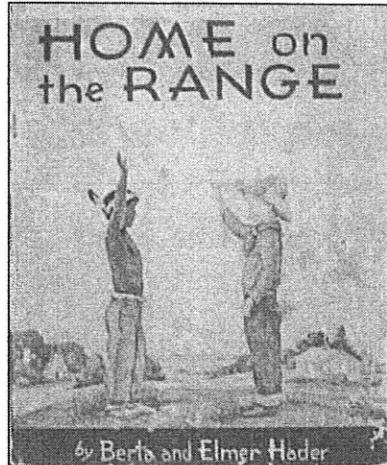


Stan Peterson and Mike Purinton with the Fly Baby

When the dust settled we discovered that the throttle had been rigged backwards, which caused the high RPM when in the idle position. We hadn't expected the tail to spring up as it did since there was no empennage on the fuselage. We found that the new propeller had come within an inch or so of hitting the pallet we had used to chock the main tires. Emotions ran high, we were all elated that the engine ran, and quite well I might add. Furthermore, we were most grateful that the good Lord watches out for fools and children; what an exciting afternoon! Stan

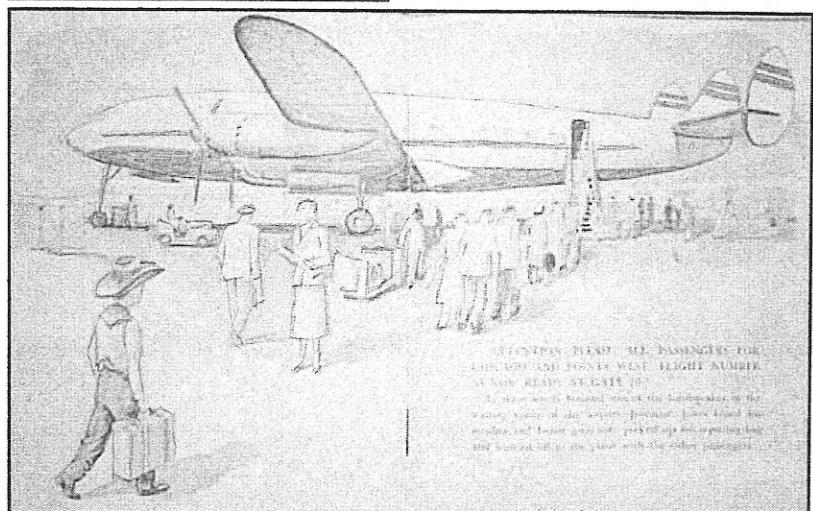
For Sale

- VW engine, disassembled, make offer. Call Doug Prior (936) 856-7446. (4/01)
- New hangars for lease, (CXO) 33' deep, 42' wide, electric bi-fold door, insulated roof, dedicated power outlets, concrete floor. several small planes could share, or \$425 solo. Peter Toung (832) 428-4597 (3/01)
- Sonerai LTS project. Call for information. Mark Lindstrom (936) 321-5284 (4/01)
- Nieuport 11, flying, Suburu power... **SOLD**
- Bakeng Deuce project, 115hp Lycoming, radio, transponder,... Fuselage built and on the gear, wings ready to cover. \$10,500. or trade. Carlton Mann (281) 364-9570 (2/01)
- Lycoming 0-320 Engine straight mount. \$8,000. Byrdell Mathews (281) 298-2691 (2/01)
- Spezio Tuholer, good flying, Dave Mason (936) 369-4362 (11/00)
- Lycoming 0-320 straight mount, 0 time since major overhaul. No accessories but available. \$11,000 outright or \$8,000 core. Yellow tagged props and several other engines. Call re inventory. Bill Teaff, Excel Aviation Services, (936) 539-2424. (2/01)
- Small 11' sailboat, new sail, ideal for Lake Woodlands size lake. \$225.. Paul Loghry (936) 273-2106 (4/01)



Lockhead **Constellation**

In the 1950's childrens book Home on the Range a youngster named Jerramiah Jones goes out west to become a cowboy. When he gets to the big airport and Mom and Dad say their good-bye's, he is welcomed aboard a Lockheed Constelation. (*Is that TWA paint?*)



Dick Parkans **Don Brewer** **Shirley Park** **Dave Chaplin** **Paul Loghry**



Disclaimer

NOTE: 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. Additionally, the Chapter 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.

Officers of Chapter 302:

President: Dick Parkans (936) 449-4074
Vice Pres: Don Brewer (936) 273-4416
Secretary: Dave Chaplin (281) 356-7015
Treasurer: Shirley Park (281) 353-3593
Newsletter: Paul Loghry (936) 273-2106

Membership: Shirley Park (281) 353-3593

Technical Counselors:

Byrdel Mathews (281) 298-2691

Bill Park - - - (281) 353-3593

Flight Advisor: Jim Pohoski

(936) 856-4197

From the Editor:

I'm sure you have an interesting story, photo, progress to report, something For Sale, a fly-in story, an interesting destination... Please share it with others by passing it on to the Editor.

Paul Loghry, 15 Windfern Place, The Woodlands, TX 77382
(936) 273-2106 or e-mail paulncathy@pdq.net