

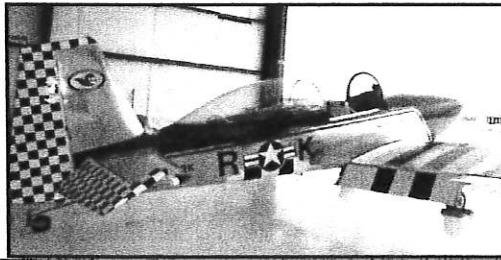
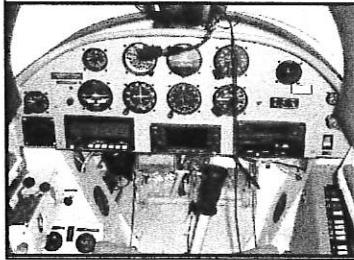
Experimental Aircraft Assoc.

Chapter 302 ~ Conroe, TX

First Flight! Dick Kardell & his RV-8



The date was March 31, 2001 when Dick Kardell took to the sky for the first time in the new RV-8 that he built. Being optimistic, Dick already had the final paint job all done too! Did it himself, and it looks GREAT! Only one thing spoiled the great feeling of that first flight. What happened to the oil pressure? The oil pressure issue could not be resolved, so out came the engine for a major overhaul. Dick started building Nov. '99, finishing in about 1,200 hours. He says, "The first flight was perfect, flies great, I highly recommend it." As of May 3rd, the engine was ready to be installed again. Perhaps Dick will taxi it to the meeting to showoff. (*Hint, hint*) Congratulations Dick! Nice plane!



Young Eagles ~ Share The Dream, June 16th



May 12th Meeting:

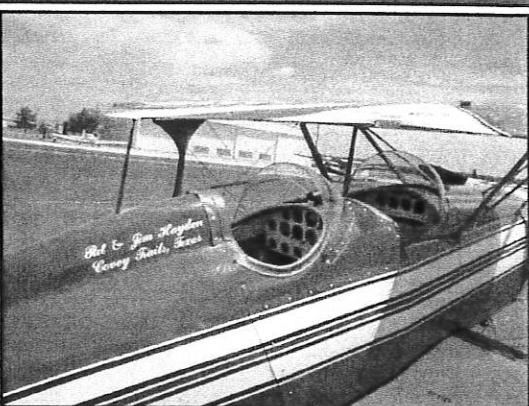
Micky Traylor is to share information about the *Friends of Aviation* organization and their plan to introduce children to aviation.

He even has an airshow scheduled at CXO on Oct. 6th !

► **Photos of our Spring Fly-In**

► **Vic LeBon, member profile**

Chapter 302 Spring Fly-In of April 21st



Clockwise: David Guillot & his Hatz; Vic LeBon & his Smith Miniplane; Pat & Jim Hayden's Starduster II;

Raffle Winners

First let's say **"Thank You,"** to the businesses and individuals that partnered with us to help make the fly-in and the raffle a success. Thanks go to:

Avionics Unlimited (936) 788-7333 for the donation of a headset and a gift certificate. They also provided the Garmin GPS to us at a discount.

Holley's Jet Center (936) 539-2787 for hosting the event and sharing their fine facilities. Holley's also donated a headset to the raffle.

Dennis McCright for the donation of a Microlon Engine Treatment.

Pete Fusco for the donation of his book, Moondog's Academy of the Air.

Ivan Wimp for the donation of a GPS and other prizes for the second raffle.

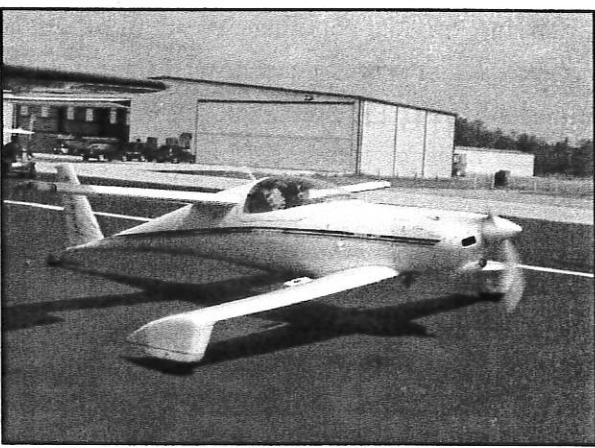
Thanks also to **The Courier** newspaper for their fine coverage of the event, both before and after!

Jed Doggett's Samson, the biggest Pitts you'll ever see!



Mike Conlin's Q-200

Mike is seen here leaving with a Young Eagle.



Ivan Wimp's Nieuport 11

(Were there a lot of planes with 2 wings or was my camera just attracted to them? Only 1 round engine in the group.)



First Raffle: And the winners are...

- Garmin GPS - Stan Peterson
- Pilot Commander Headset - James Bohannon
- PAII-60 Headset - Jerry Bedhrine
- Microlon Engine Treatment - Leon Hughes
- Transponder Check - Ron Adams
- Moondog's Academy of the Air - Matt Frase

Second Raffle: And the winners are...

- Trimble GPS - Paul Loghry
- E6B Computer - Matt Maler
- Elgin Clock - Chuck Proctor
- Golf Shirt - David Cole
- EAA Ch. 302 Mug - Mike Eddings
- EAA Ch. 302 Hat - James Bohannon
- EAA Ch. 302 T-Shirt - David Shalnaker

I looked at all the beautiful machines and the work they were doing at his shop. The old German and Polish die makers wore white jackets and white aprons. What a place, I thought. The wages were low, Depression times. It was 10 hours per day and 5 on Saturday. We always had to work more hours with no overtime pay. The big building that housed Victor Tool had several other businesses in it. (It was 5 stories tall and about 1/2 block in area.) The Heath Airplane Co. was one tenant and Starling Aircraft another. There were airplane parts all over in the warehouse area - engines, wheels, fuselages, and wings. I finally was in the right place. I worked hard and after five years, I was made foreman of the tool shop.

In 1936 I went to another school - a night course in Aviation. It covered aircraft engines, metal, wood, fabric and navigation. The instructor was a Marine Pilot, Lt. Don King. He later became famous as the one who pioneered the route to Japan for North West Airlines.

In the 1930's, there were lots of Air races. We would go to Cleveland, Ohio. I remember the years '37, '38 and '39 in particular. We had a group of young, fun-loving guys. We would pool our money and one way or another would get to Cleveland. We bought food at grocery stores, slept in our cars... shaved with cold river water. We had enough money for tickets, but not hotels. We saw all the great racers of the era: Roscoe Turner, Tony La Vier, Joe Mackey, Steve Whitman, Leigh Wade, Earl Oilman, Art Chester, the Weddell brothers. Leonard R. Peterson, a local from Starling Aircraft, was always there with his Culver Dart or Clip Wing Monocoupe.

Caroline and I married in 1940. We had four children - three girls and one son. I used to give them rides from the Benton Harbor airport. My oldest daughter had her first ride before she was born. A pregnant Caroline and I had taken an air trip.

In 1942, I attended CPT school. The class was terminated before graduation. I also attended Leonard R. Peterson ground school classes - received some time in his Ford powered Aero Sport. I had soloed in 1938 in a Driggs Skylark and a J2 Cub made by Taylor. Both were real taildraggers - no wheel, just a flat spring. I had been flying for several years. I flew all kinds of airplanes - Waco, Eaglerocks, Laird Swallow, a Byrd

biplane with a Kinner engine, and a Driggs Skylark. A friend and I bought a Cub that had burned from a welding spark. We completely rebuilt the J2 and flew it for several years. All during the war years we belonged to the Civil Air Patrol - it was just about the only way to get gasoline, since it was being rationed.

In the ensuing years, I have owned or part-owned a J2 Cub, a Porterfield, a new Cessna 120 bought in 1947 (used in the G. I. Bi11 flight school), a Stinson Voyager, a Cessna 170 and a Cessna 180. I joined the EAA in 1968 after going to Rockford, Ill. for the show there for three years. I started building the Smith Miniplane around 1970. Its first flight was May 6, 1977.

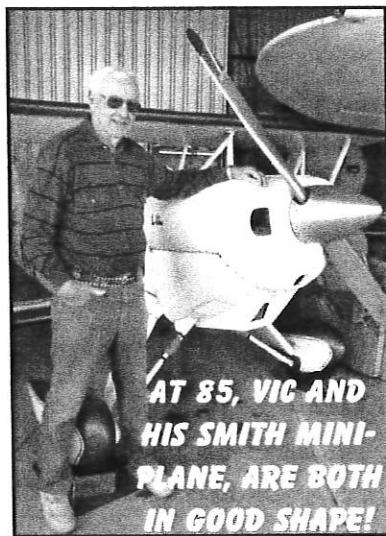
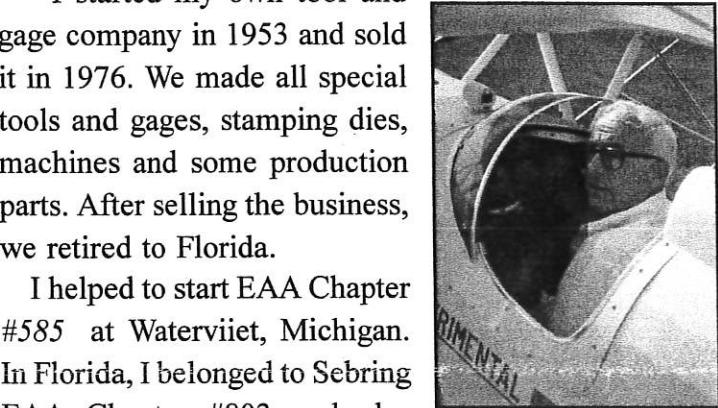
I started my own tool and gage company in 1953 and sold it in 1976. We made all special tools and gages, stamping dies, machines and some production parts. After selling the business, we retired to Florida.

I helped to start EAA Chapter #585 at Watervliet, Michigan. In Florida, I belonged to Sebring EAA Chapter #803 and also Lake Placid Flying Club. I have been in the National Biplane Association for several years and was accepted into the OX5 Aviation Pioneers. (*You had to have flown OX5 powered aircraft before 1940.*) I held a position on the airport board and had the Michigan Airport Manager's license at Watervliet.

Despite the number of planes I've seen and flown and the number of museums I've visited, I never tire of airplanes or flying. My favorite view is of the sky, especially from a cockpit.

Victor LeBon

LeBon's Little Plane



For Sale

- 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
- 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)

Disclaimer

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.

On-Line Thunderstorm Course: The National Weather Association is beginning a series of Free interactive lessons called **"Thunderstorms and Flying."** The 6 week course started April 2, but available until May 31. Sign up at www.nwas.org/committees/avnwxcourse/course.htm ("-" is not in the address)

Stranger Than Fiction: Houston's Aviation Dept.

In a move that can only prove the oxymoron of "government efficiency," the Houston Aviation Department is planning to use a reported \$8,260,000 of taxpayers money to replace some wetlands that will be destroyed during the current airport expansion. Plus there would be ongoing maintenance expenses at the new locations. They are moving ahead with the plan despite an opportunity to buy "mitigation bank credits" for a one time payment of less than \$500,000 and no ongoing maintenance expense.

Here's the plan. 120 wetlands acres are involved at the airport. However, a new U.S. Supreme Court ruling

allows that number to drop to only 12.9 acres needing replacement. Although the number has dropped, the Aviation Dept. plans to stay with its original plan, PLUS more. It is now planning to replace at a rate of 176 acres to 1!!! This could involve 640 acres in Waller County and 900 in Montgomery County. They actually plan to relocate soil from the airport to the new sites. 17,000 plus truck loads hauled 45 miles!

In a Houston City Council meeting, Rick Vacar, director of aviation was asked how much all this would cost. He didn't know.

(info gathered from Houston Chronicle 5/6/2001, Outlook, Judge Glenn Taylor)

EAA 302 SPRING FLY-IN 4/21/01



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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.

Contributors to this issue were Dick Kardell, Vic LeBon, Shirley Park, & Dick Parkans. Thanks!

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