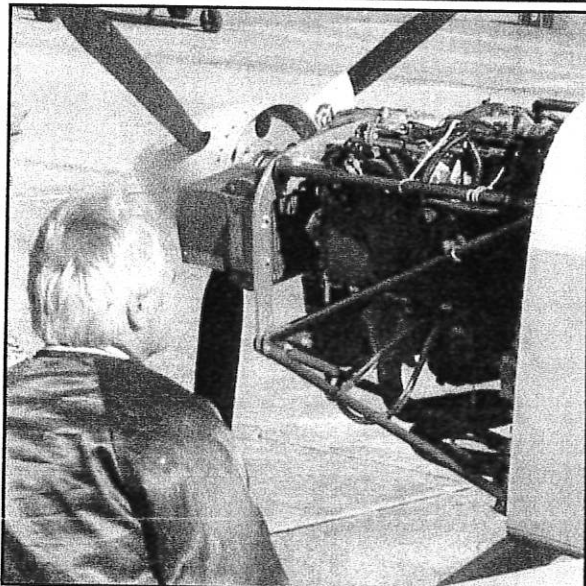


Experimental Aircraft Assoc.

Chapter 302 ~ Conroe, TX

SWRFI, Our members win 2 awards!



Larry Perryman wins the Best Auto Engine Conversion award with his Subaru RV-9!

Jed Doggett wins the Best Replica Aircraft award with Samson!



June 14th **Meeting:**

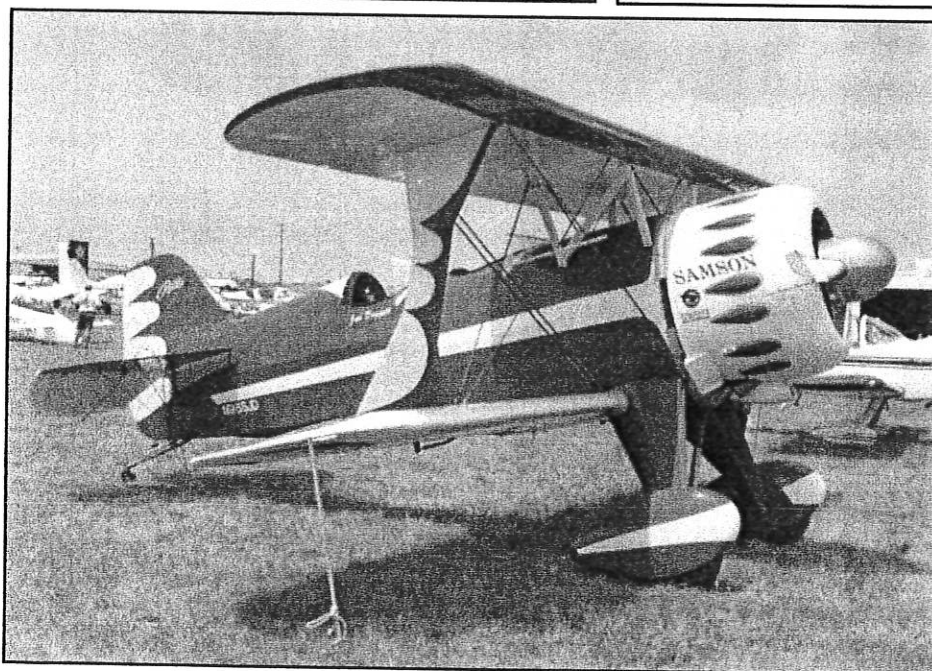
Vic LeBon will be presenting a slide show of aviation museums from around the USA.

Competition:
Spot Landing Contest
and

free hamburgers
after the meeting!

Do you have
"the right stuff?"

(No, not mustard and onions!)



Young Eagles ~ Share The Dream

A word from our President, Perry McConnell (his California or Bust story)

We were crossing that last ridge of untains before reaching the Palm Springs area. I was tired, it had been a long, bumpy day, and all the while I was thinking: this is it, this is the end of it; make the Palm Desert and then it's just an easy ride through the Banning Pass and into the LA basin. Relatively familiar territory, since I had learned to fly at Orange County airport. After having to actively fly the airplane through rough air all day, I was looking forward to being able to relax a little.

Yeah. Right.

My first glimpse of Banning showed a large, wet-looking cloud mass over the pass. At least it wasn't convectional, but with the evening sun angle I couldn't see whether it was VFR underneath. Clear on top, but there was a front moving in from the coast, so I wasn't sure if I could get back underneath. "Outlook VFR" doesn't always portend clear skies, even in LA. Should have called LA flight watch, but because I was going to have to descend into the Palm Springs TRSA I got a look under that cloud, called approach instead.

Was it VFR through Banning? He didn't know, no one had come through that way or awhile. Meanwhile, I'm overhearing less-than-joyous reports: "Yeah, we got wind shear coming off the runway."

"XXX is experiencing moderate turbulence." "Palm Springs, winds are xxx at 20, gusting 35 to 45." OK, that's one option gone -- we're not landing at PSP. Thermal's not far enough away to be any better. If I can't get through Banning, my next option is turning back all the way to Blythe.

Meanwhile, we're descending, and the turbulence is getting worse. Then we get the one-two punch: Wham! Wingover Wham! Stall. The second one hit so fast that my stomp on the rudder pedal hadn't really begun to roll us out of the first. One instant I was on my right side, the next, all I could see was cowling & sky. The sky part looked good, so I worked at staying in it. I thought about Byrdell, and was glad that I had ground clearance.

A few minutes later, still fighting turbulence, my headphones erupt with "AAAAGGHHHH!" This from the other seat. My wife, using a tone of voice I would have reserved for watching an entire line of wing-skin rivets depart the airplane, or maybe the wing itself folding up. "WHAT?!?" was my response; I'm now concerned we have serious trouble. "I spilled the goldfish." Crackers. Spilled crackers I can deal with, and for a moment, the world's OK, the planets are in their orbits, and there's something to smile about.

Being familiar with the AIM's definitions

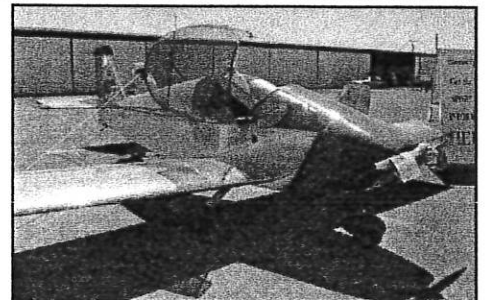
for turbulence levels, I had to resist the urge to key the mike and report: "Palm Springs, 1KJ, be advised we're experiencing severe turbulence, as food service just became impossible." Didn't do it. He was too busy, and I didn't think he'd get the joke, anyway.

Banning was VFR, but to maintain it meant staying low under that cloud, and slow because of the turbulence. It became relatively smooth (compared to what we had just been through), but I couldn't accelerate and get out of there because I could see the back end of that cloud, on the uprift at the east end of the LA basin, and I was worried about wind shear there. So it wasn't until we popped over the ridge and into the basin that the shakes hit. With the heat muff full on, I couldn't get warm. KJ has a heater that would make a Swede proud, and it wasn't sufficient. My radio technique was gone. I wanted rest and a cup of coffee. What I got was a SoCal approach controller who didn't complain when I babbled like a cretin, and smooth air to El Monte. It was enough. We were through it, safe, and warmth would come.

See you all on the 14th. Until then, fly good.

Perry

The SouthWest Regional Fly-In is a big success



This was the SWRFI we had all hoped it would be. Lots of airplanes (over 700), and vendors (96), and more than 4,100 people to enjoy the hill country location and weather. On Saturday there were over 1800 operations (takeoffs or landings)!

We had 23 people from Chapter 302 at the Banquet! Charlie Duke, Apollo Astronaut, gave an entertaining talk at the banquet, and Tex Hill, from the Flying Tigers was there too.

The photos of the Sonex, piloted by Mike Singleton, and the Navion, piloted by Greg Young, are two that I found on the internet at <http://futurshox.net/aero.php3>. The photos there are listed by N number and aircraft types. I know Dick Kardell flew his RV because its photo was in the Chapter 168 (Dallas) newsletter this month! Everything I've heard about the food, fun, and location have all been good. Our thanks to the many volunteers that made it possible!