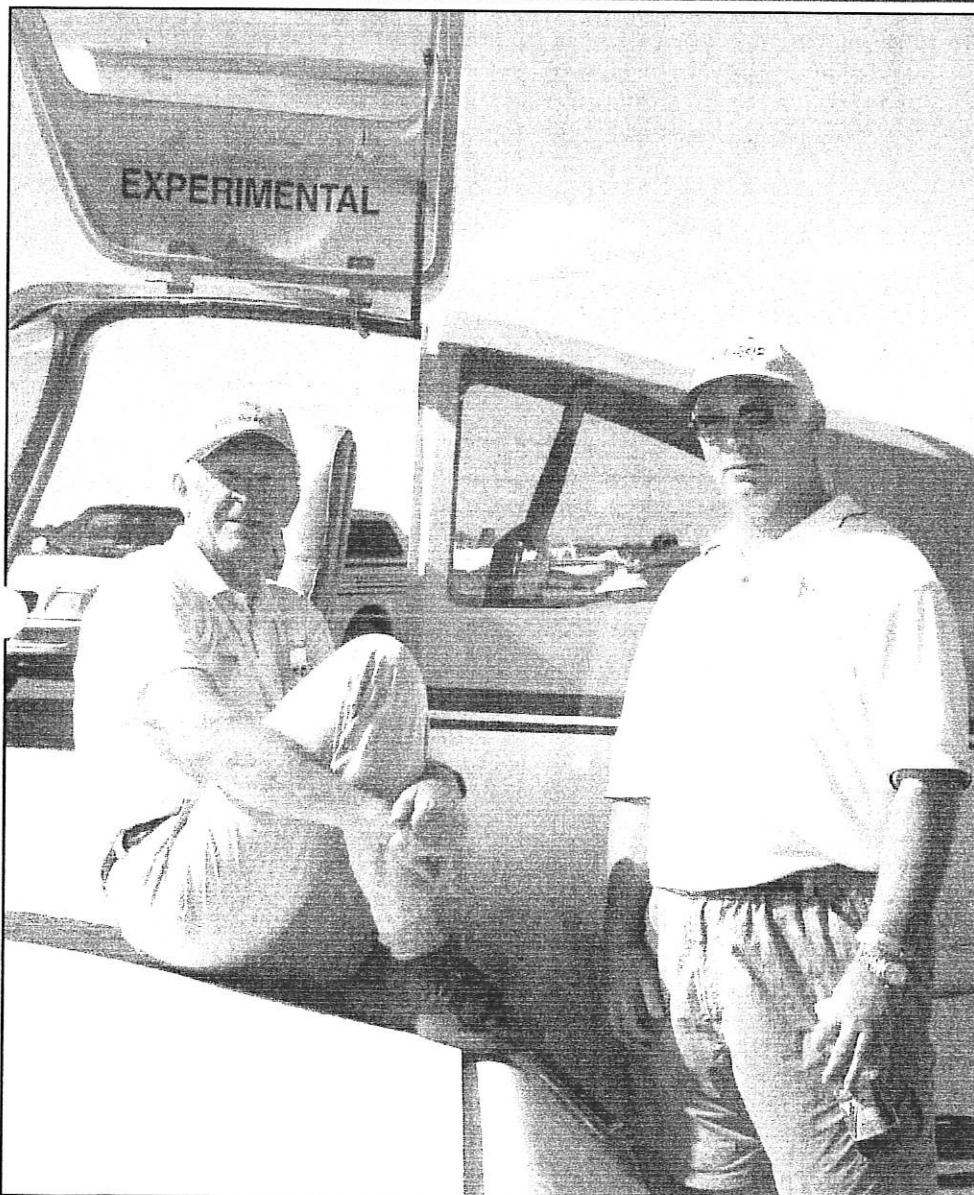


Experimental Aircraft Assoc.

Chapter 302 ~ Conroe, TX



SWRFI is a great opportunity to meet the people you have only read about. This photo of Bill Gipson (right), EAA 302, with Richard "VAN" VanGrunsven is proof. Bill just took delivery of an RV-10 empennage kit on May 6th. Bill says, "It was a great thrill to meet a true aviation legend."



June 12th Meeting:

SWRFI Discussion

Program:
Bob Clausen,
Sheet Metal

Spot Landing Contest!

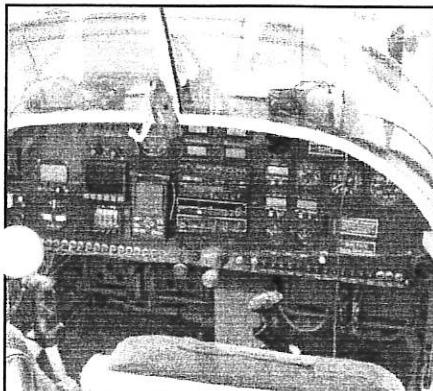
When: After our meeting. Free food!
Winner gets a pop-sickle and adds the stick to the trophy.

Young Eagles ~ Share The Dream

SWRFI, another successful fly-in



SWRFI bound. Ray Coker pilots his Pacer to the fly-in. (Right and Below) Mike Singleton and Ray are in the fog. (No, the real fog.) That is a hangar behind them at right. Below, other campers fade into the fog.



Above: Perry McConnell's new panel and tilt up canopy as seen at SWRFI.



Below: Larry Perryman's Subaru powered RV-9 always gets attention at the fly-ins.



What a GAS!

You can't see it, smell it, or taste it. But, breathing it could kill you. I'm talking about Carbon Monoxide.

After engine work, and just 15 minutes before leaving on a cross country flight, I bought and installed an adhesive backed carbon monoxide detector that looks like a little circle of sand paper. During engine run-up I noticed it had changed to a slightly darker color. I thought, "Perhaps it needs to acclimate. It is a really humid morning. It may be from running the engine while on the ground." It didn't get any lighter color after takeoff, even when held in the vent air. 3 1/2 hours later at my fuel stop, I found there were no nuts holding one exhaust pipe onto a cylinder! After repairs and takeoff on the next leg, the color returned to "like new."

Believe the detector! Slightly darker means CO is present, stop and determine where it is coming from. If the detector turns black, there is enough to kill you and your passengers! Hope you learn from my mistake! Your editor, Paul