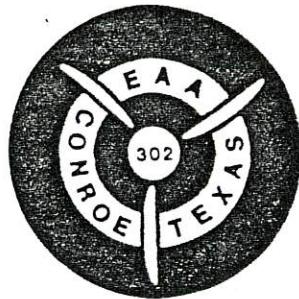




E A A

CHAPTER 302

NEWSLETTER



VOLUME 6 #7

JULY, 1984

EDITOR: MARCIA SULLIVAN

The next meeting will be Saturday, July 14th, 10AM at the Coservair office.

Program: We're workin' on it, folks.

Refreshments: Hank & Susan Aldrich
Hank Frey

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CHAPTER NOTAMS

It's that time. The annual trip to Mecca. At this particular moment, it is 25 days away.

Mike Conlin has access to rooms at the dormitory at Oshkosh. If anyone is interested, call him evenings at 409-273-3486. But you better call quick!

El Presidente is in search of, I believe the number is 2, passengers bound for Whittman Field. Contact him at the office, 367-2502.

Excellent program last month by Del Walker, a mechanical engineer, and we thank him for his time. Not having any "hands on" building experience myself, I probably could not give you a comprehensive review of his presentation, but I can safely say the following:

Where you drill a hole in your homebuilt is important.

When you drill a hole, you have stressed the part.

Stresses are cumulative.

You may contact Del at D.Walker & Associates, 1115 Miles Road, Cypress, Texas 77427 - 890-2257

Well, folks, that's all I know about us. I now have the final truth on paid members and an accurate address list. I think. If you are not getting your newsletter, and you think you deserve one, let me know. OK?

EDITORIAL

The opinions contained herein belong 100% to the Newsletter Editor. If you don't like 'em, or you don't agree with 'em, write one yourself!

This editorial is prompted by several things: one, the letters concerning Kerrville and the EAA, (see Chapter Notams) two, Walter J. Boyne's "Oshkosh Pilgrimage" in the July issue of AOPA, and three, complainers in general.

In his Boundary Layer column, (July AOPA) Walter Boyne labors long and hard to pick and gnaw at the annual EAA Convention at Oshkosh. Granted, he does a skilled job and he makes some valid points, ex., the "opportunism of a few exhibitors," and the yearly increasing load of air traffic and potential for accidents. To these he adds the ostentatious flying suits and the "minefield of boredom" one must endure listening to flying stories (many probably fictitious) in the local bar. (Aw, come on Walt, kind of intolerant of you.)

We live in a country whose economy is based on free enterprise. Yes, this economic system has caused many problems, but hopefully, most of us have learned (sometimes from sad experience) to be wise consumers. And I think I can safely say that the Director's and powers-that-be of the EAA are cognizant of the current and potential problems of the annual Fly-in, and will do there utmost to correct them.

If you will forgive the analogy, folks, it's kind of like politics. The EAA began with a handful of people gathered in a basement, with similar interests and an all encompassing' passion for aviation, just as true democracy began with a group of statesman at a Constitutional Convention. The EAA has grown for 32 years to what it is today. That takes hard work, unselfish support, and, unfortunately, lots of that nasty green stuff.

Interested individuals all over the world are free to form EAA Chapters and govern themselves as they see fit, and support the National EAA if they so desire. Only Chapter officers are required to belong to the National organization. Now, how big do you want Big Brother to be? If you don't like things as they are, let your voice be heard. If you want things to be accomplished, locally or nationally, get off your duff and get to work. Walt, (or anyone out there) how many volunteer man hours have you contributed to the EAA in the past 32 years?

As for me, I'm going to Oshkosh and take pictures of fancy flying suits and listen to all the flying stories I can lend an ear to!

P.S. And yes, since I know you're thinking it, I plan on spending at least two of my five days there in volunteer work.

MORE NOTAMS

Airport pushes for new system

CONROE — Montgomery County, in a holding pattern for three years, may home in on an instrument landing system (ILS) within a few months.

Airport manager Jim Marks told the county's airport board he was asked to submit an environmental impact statement, required before the Federal Aviation Authority approves money to pay for such a system. That step, he said, may signal an accelerated grant process.

Since the system will be installed on airport property and won't pollute air or water, the impact statement was a two-page document cluttered with answers like "not applicable."

An instrument landing system sends radio waves which pilots follow to approach an airport during foul weather. The county airport now has a radio beacon which pilots use to find its general direction. But they must see well enough to land on their own.

Because corporate jets and commuter services must land in fair or rainy weather, an instrument landing system can determine how useful an airport is.

The federal government had stopped granting money for radio systems, preferring to finance new microwave-transmitted technology. Using microwaves, an airport like Houston Intercontinental can guide an airliner along a curved approach; an ILS system requires straight-line approach. Curved approaches can reduce noise levels in populated areas and increase an airport's efficiency.

But the private pilots who make up Montgomery County Airport's traffic don't carry microwave receivers; they can't "hear" a microwave system's signal.

Marks said he thinks the county's airport will be a test case, a move by the FAA to again install conventional ILS at smaller reliever-airports and to concentrate the microwave systems at large airports.

The county, said Marks, "stands a good chance of getting a localizer (the radio beam pilots follow)" this summer.

An even more sure bet this summer, though, will be the airport extension the FAA already has funded. The longer runway, which will give large aircraft more landing space, should be open by September, Marks said.

The FAA's new Flight Service Center, built by the county for lease to the federal government, should be finished next month, the airport manager reported. "If it hadn't rained we would have finished this month," he said.

To fulfill terms of the lease proposal, the center had to be complete by this fall. Marks said the FAA probably will assign flight-safety professionals to the center by next March.

The airport board approved requests to lease adjacent property by Louisiana-Pacific Corp. (for parking space) and by Dailey Oil Tool (for future development). The board agreed to obtain legal advice on a proposal by Conroe Jet Center to lease part of Heliflight's property (under Heliflight's terms rather than higher, recent lease agreements).

Some
Local
Stuff

Do You Remember?

50 Years Ago

June 1934

As a result of findings of the United States Bureau of Standards, government engineers hold it hazardous to fly over oil fields. The tests, pioneered with Navy flying equipment, showed that columns of natural gas rise more than a mile into the atmosphere above the wells before becoming dissipated. They showed that a single spark from the exhaust could ignite a column a mile high with explosive force sufficient to wreck the airplane.

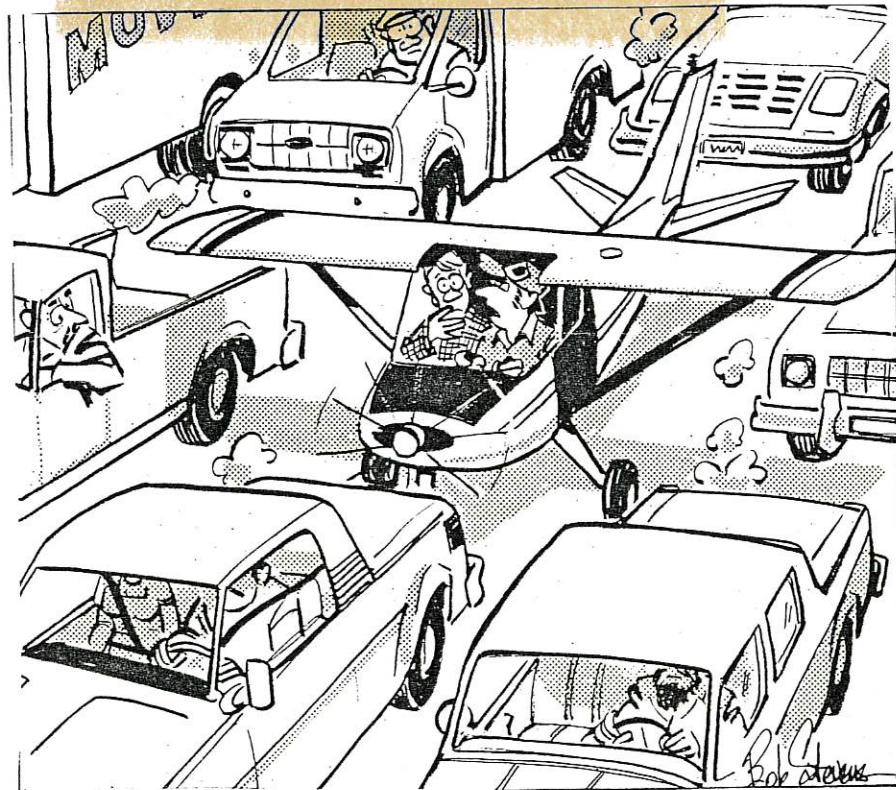


"Not bad Hansen, but they'll have to grow another 1/2 inch before we can certify you an instrument instructor."

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"I figure if I can fit it into this pattern, I can do it at Oshkosh." - Hal Miller, Detroit Lakes, Minnesota.