

Experimental Aircraft Assoc.

Chapter 302 ~ Conroe, TX

Tropical Storm Allison hits us twice, changing our priorities.



Entrance to River Plantation (above) is flooded by Allison as were many roads and structures. If you had flood damage and could use a little help from your friends, please let us know. Many hands make light work.

Allison causes cancellations:
Fly-out after June meeting postponed indefinitely.
Hamburger happening for July meeting postponed to August.

Young Eagles ~ Share The Dream



July 14th
Meeting :

Don Brewer will be talking to us about adhesives.

Originally scheduled for June, but postponed last month due to tropical storm Allison.)

Don is building (gluing together) a GN-1 Aircamper that's looking great!.

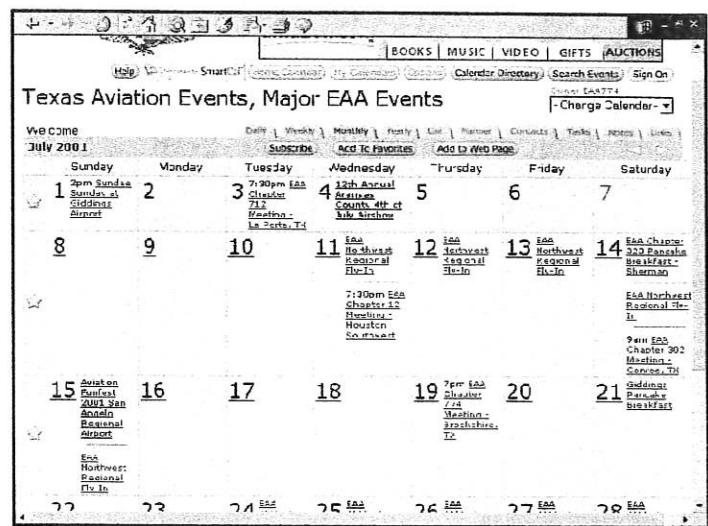
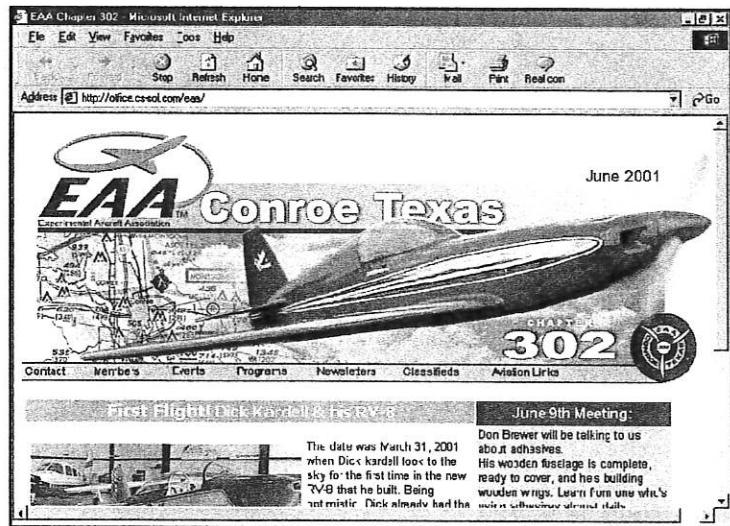
► **Larry Perryman**
Member Profile

► **Old Kingsbury**
Aerodrome

Around the Patch

Greg Young has posted a "work in progress" web page for Chapter 302 to view and comment on. (*below left*) You will find it at <http://office.cs-sol.com/eaa/>. Very nice Greg!

Gary Craze of Ch. 774 has created an on-line calendar for Texas Aviation Events/Major EAA Events. (*below right*) Go to www.smartcal.com/calendar/1601515 and mark it as one of your favorites for ready reference. Gary has listed the local Houston EAA chapters meeting dates as well as the fly-ins and pancake breakfasts.



Old Kingsbury Aerodrome, flying day May 26, 2001

by Brian Rodgers of EAA Chapter 187, Austin, TX

The Kingsbury aerodrome is about 30 minutes (by car) southeast of San Marcos, Texas, just north of IH10 and not far from the metropolis of Luling. The field is grass / dirt and is oriented approximately North-South. There are two main hangars; one of which is the restoration / construction shed.

The weather was good in the morning with 5 - 10 mph wind and slight overcast. About a dozen aircraft flew in, including one ultralight and many biplanes. The Kingsbury fleet includes a Bleriot XI. I wondered about why a monoplane was built in 1909, but that everyone 'reverted' to biplanes for WWI a few years later. Hmmm...

The Bleriot exhibited the Kingsbury group's excellent craftsmanship and I marveled that it was, at one time, cutting-edge technology. A 4-cylinder Continental powers this replica which features a gas tank as part of the cockpit! (I think the wing needs just a little more camber.) Unfortunately, the conditions were not right for this aircraft to fly; too much wind.

A Sopwith Camel (?) is also in residence. This replica has an authentic-looking radial engine and I was really looking forward to seeing it fly, as I have never heard or seen a 'live' one. The cowling is very tight around the cylinders and it was hard to get a good look at the oil-covered engine. Again, very good craftsmanship.

Several Fokkers are under construction. The D VII below looks like it just needs an engine, control system, and fabric. The woodwork is impressive.

The construction shed held several other projects as well as lots of neat jigs, tools, parts, and engines.

A Stearman biplane was offering rides and I forked over \$30 for a ride around the pattern. It was my first flying experience with a biplane, radial engine, grass field, and an open cockpit. Thrilling! It seemed similar to a motorcycle ride in that you could feel the air whipping past your body and less constrained visibility. I even got to do all the flying except for the take-off and landing! A little heavier on the controls than an RV, but the sound of that radial was vintage music; no CD required. The experience was over way too soon, but the smile stayed with me the rest of the day.

A couple of Hatz biplanes were also on hand. One was a multiple award winner at Oshkosh. Kerry has indicated that an open-cockpit biplane project would be acceptable (if I prove that I can finish the current one).

Unfortunately, just after lunch, and just as they were readying the Camel for flight, a large, dark cloud appeared to the east. The winds began gusting and pilots scrambled to hold down some of the planes. The radial engine was hand-propelled and fired up immediately although the impending storm caused it to be switched off prematurely and towed back towards the hangar. As the festivities had wound down and the weather looked doubtful, we also packed up and left for home having enjoyed the intimate and educational show.

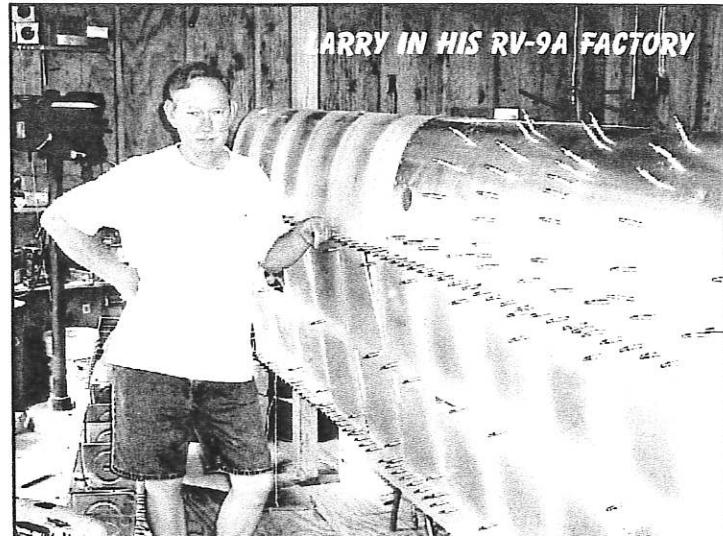
When it comes to aviation, Larry might be considered a late bloomer. If that's true, he is now making up for lost time! During the last four years he has gone from taking lessons to buying his own airplane and now building one.

Starting flying lessons in April of 1997, Larry passed his check ride in January 1999. His only regret? "I have always been interested in flying and still kick myself for not getting my PPL while in the Air Force in 1970 when it was \$10 per hour."

Having a 1976 Beech Sundowner has allowed him to build flight time (about 234 hours now) and enjoy some cross country trips with his wife Dorice. "I have flown to Denver, CO, Macon, GA, Jackson, SC, and Lakeland, FL. I am planning a trip to Armstrong, Canada in August. Seems I either fly 20 miles or 1,000 miles but not much in between."

Larry brings a lot of experience to his new role of pilot and airplane builder. He did Mobile Communications in the USAF four years and then served in the Texas National Guard for 12 years. During that time he was also a journeyman plumber, rancher, did house construction, and still found time for fishing and building things. Now he is a Supervisor of Voice Communications for ATOFINA Petrochemicals.

The homebuilt airplane bug bit him when he attended Sun-N-Fun a couple years ago. Larry was watching James building the wings for his 601. "He needed a hand so I volunteered to help him. The next thing I know, the week is up and we have built two wings. That was what got me started thinking about building a plane. The next year he was the first person that I saw at



LARRY IN HIS RV-9A FACTORY

Sun-N-Fun and we spent that week building the center fuselage. I hope to get a ride in it next year at Sun-N-Fun."

Currently, Larry is busy building an RV-9A (kit number 288). He has completed the empennage and is almost through with the left wing. (see photo above) "As soon as I can find someone to weld the adapter units for my Micro Vision fuel senders into the tanks, I can experience the fun of Pro Seal for the first time."

Larry's airplane factory is a dedicated airplane workshop in the back yard. Being about 1 1/2 car garage size, finished parts are transferred to the hangar for storage to make room for construction of the next part. Nice not having to share the shop with the lawn and automotive stuff!

Larry is making speedy progress on the RV-9A and the matched hole technology is amazing. The parts just go together right out of the box. Holes are drilled and deburred, and they fit together just like they should!



Vacation? Cross Country Trip? Drop a line to your Editor to share the experience with your friends.

EAA Ch. 302 Minutes of Meeting June 9, 2001

By Dave Chaplin, Secretary

(The weekend of the great rains in Houston., Tropical Storm Allison.)

In the Chair: Dick Parkans, Esq. - President.

Treasurers report: Shirley was rained in, but sent the following information by telephone to our President.

Cash in Bank \$7,183 . 51

Cash in hand \$160 . 00

Shirley is investigating the possibility of having a checking account that will pay interest on the Chapters holding, and will report back next month.

Email Addresses; The president requested that all members provide their correct and up to date email addresses. He had recently tried to contact members and had a large quantity of the messages rejected due to non existing addresses.

Old Business; S W Fly-in is still looking for volunteers for the fall fly-in.

Email received advertising a fly-in in Colorado on July 7th. Airport elevation is 8200 feet and runway is 7900 by 50 feet (may need all of that)

Rockport Texas airshow is on July 4th at Aransas City Airport. The President has all details and entry forms.

Room available for Oshgosh at \$200 per, details from EAA.

Emett Stoker looking for people to share a ride to Oshgosh, call 936 377 5042

The Notams book for the Airshow period is available in the meeting room

The runways at Montgomery Airport have temporary closures when the weather is adequately clement, in order to resurface 14, then 19, and then finally repaint the markings.

John Cox attended the manhunt for the fuel tank for the recently lost MU 2, but the tank was not found. It is rumored that the aircraft suffered damage of a severe nature to its wing several years ago.

Chapter Home page; Greg Young is doing good work in compiling the Chapter web page. A copy of the plan will be circulated for comments and suggestions.

Chapter Fly-out; Due to the weather the fly-out to Hill Top Lakes is cancelled (hopefully only postponed). This decision is a 'no brainer',

Young Eagles; So far have 3 planes and pilots for the next gathering on June 16th. 9-10 kids will be presenting themselves for a flight. All Chapter members involved are requested to be at the meeting place by 0900 for a briefing.

Friends of Aviation; So far Micky Traylor has remained incognito, and we have heard nothing from him regarding his intended lecture.

Programme Coordination; Don Brewer cancelled the lecture on adhesives due to the sticky situation of the weather. This will be held in the next couple of months

Clean Up Saturday; The next meeting (July) will clean up the Meeting Room. The scheduled hamburger happening is delayed until after the August meeting.

New Business; Bob(?) has a Rans 512. He used to hangar up at Lake Bonanza, but since prices are increasing, has now moved to Conroe Airport.

Garry from Ch 774 has generated an on-line calendar, and in particular a Texas/EAA web site and already has dates of our Chapter meetings listed. www.smartcal.com/calendar/1601515

Book Report

by Paul Loghry

First I must confess that I am not a reader, just ask my wife. I would usually rather do than to read about it. However, I made an exception when I got hold of Forever Flying, an autobiography of Bob Hoover.

I have been a fan of Bob Hoover every since the first time I saw him fly his airshow routine years ago. His energy management routine is great. He trades altitude for speed as he dives down over the field, then converts the speed back into altitude as he does a loop, roll, and landing all with the engines off and props feathered.

In W.W. II, Bob was such a talented pilot that they held him back to test the newly reassembled fighters that had been shipped to the front. Bob would wring them out, shooting the guns and all. He would practice doing perfect loops and shooting the same target on the ground at the bottom of each loop. That became boring, so he did it with inverted loops day after day! He was selected to pilot the X-1, breaking the sound barrier in 1947, but due to a stunt he pulled, Chuck Yeager did it with Bob in a chase plane. Great book! Loved the stories!

Paul