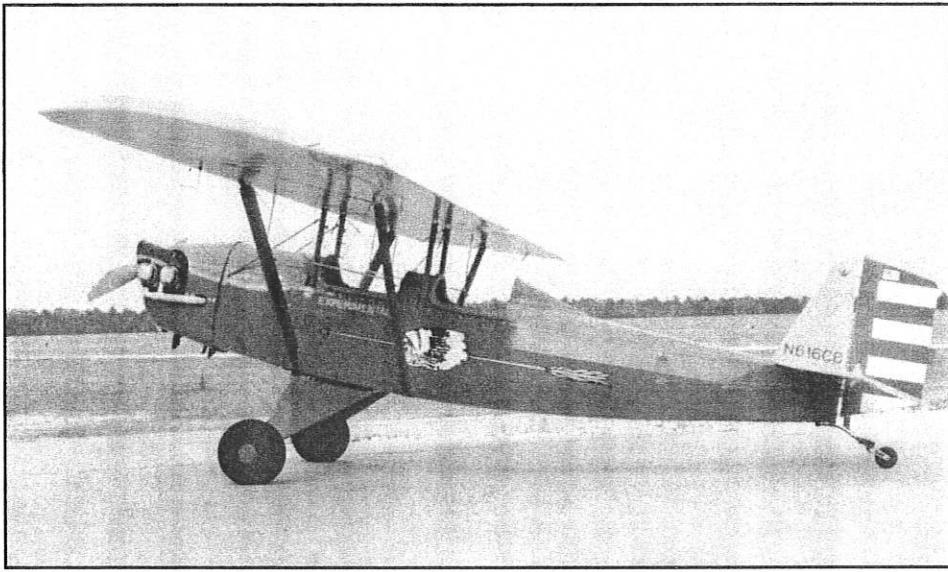


# Experimental Aircraft Assoc.

## Chapter 302 ~ Conroe, TX



### First Flight! Don Brewer's GN-1 Aircamper

No matter how many hours one has flown or how much experience one has, it is still a most exciting event when a new aircraft is flown for the first time. After about an hour and a half of paperwork and making legal copies of more paperwork, N616CB was certified by FAA-DAR Mr. Phil Devlin on 10 June. Minor adjustments to the tail-wheel steering had been completed and taxi-tests were complete so the only thing left was to await the arrival of my wife, Caryn, with the video camera.

I had planned to get the tail-up at rather low speed and check the response of the ailerons and use most of the runway for that purpose. I was surprised at how quickly the aircraft was ready to fly and in response to a slight x-wind one wheel was in the air. To preclude drifting across the runway, and realizing how effectively the controls responded, I elected to add more power and go flying.

One trip around the pattern and I realized I needed my goggles; so after the first landing I taxied near the terminal building and idled. After being handed my goggles, another more conventional take off was made and one more trip around the traffic pattern was completed.

The first flight revealed trim adjustments were necessary in the roll and yaw axis. Just as in any factory aircraft, many adjustments have been necessary in this 40-hour "Phase I" testing period. I want to thank all the Chapter 302 members who have given me much help in making this aircraft fly. It's been fun! *Don*



### July 13th Meeting:

**D.B. Waller, WWII  
fighter pilot, is  
scheduled to speak  
to us. He flew the  
P-40, P-39, and P-51.**

**Hamburgers and  
Cokes after the meet-  
ing this Saturday!**

**Bring the family. The  
chapter is supplying  
the food and drinks.**

**EAA books/videos ar-  
rived. See Paul L.**

### Young Eagles ~ Share The Dream

# Around the Patch

Report from Greg Young:

I have started rebuilding my RV-6. To get a jump start on the airframe rebuild, I bought a partially-built RV-6 project from a guy at Eagles Nest Airpark near Dallas. The wings and tail were completed except for the rear tank baffles (oh boy, more Proseal!) but the fuselage was still in the crate from Van's complete with March 1999 newspaper for packing. The covering tarp disintegrated when I trailered it home June 16 so I arrived at Hooks looking like Sanford & Son but no damage was done. Everything is unpacked and inventoried, a fuselage jig obtained and leveled and work has begun on the firewall. I got a larger T-hangar at Hooks to hold the Navion and the Phoenix (that's what I'm calling the rebuild project) and had moved just before I found the project. I'm looking for a nice Phoenix symbol to use - let me know if you have one. It's been a busy month. *Greg*



The tarp didn't weather the trip as well as the RV-6 project did.



Don Brewer is now piloting his own GN-1 Aircamper homebuilt airplane. It is an updated version of the popular Pietenpol Aircamper that was first introduced in 1929. Don reports a cruise speed of 90 mph and it is a lot like a cub, but lighter on the controls. Ask Don about the indian and arrow on the side. (*HINT: It relates to his former employer, TWA.*) Way to go Don! It looks GREAT and top quality workmanship too!

Hooks report:

Joe Waltz and his wife Nancy from DWH are OK following a forced landing in Joe's RV-8 on June 30. They were on a vacation trip with 3 other RV's and lost oil pressure near Millard Airport in Omaha, NE. The engine seized and Joe did a masterful job of putting it down in a soy bean field. They walked away but the aircraft was seriously damaged. EAA Chapter 80 members from Millard recovered the aircraft. They removed the wings and transported it to a hangar within 2 hours of getting the FAA's approval. The engine had too much damage to disassemble so it will be moved to a shop for investigation by the FAA. *Greg Young*

## Larry Perryman's 3 easy steps to mounting a Subaru on an RV-9A

(1.) Pick up the engine, 1 PM. (2.) At hangar remove wood, 2 PM. (3.) Mount complete engine assembly, 5 PM.

