



EAA CHAPTER 302



NEWSLETTER

Volume 6 No. 9

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Editor: Marcia Sullivan

MEETING: SATURDAY 9-8-84 10AM AT CONSERVAIR-MONTGOMERY AIRPORT AIRPORT

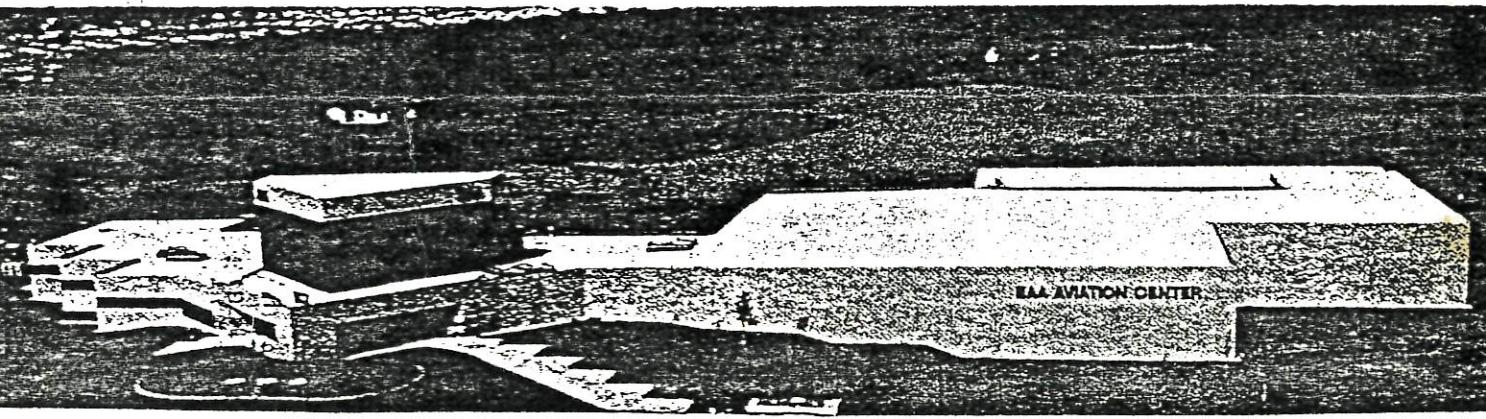
REFRESHMENTS: GLORIA & BYRIELL MATHEWS & RAY COKER

PROGRAM: IN PROGRESS (If it's the one we're workin' on, don't miss it!)

1984 EAA CONVENTION BEST EVER

Founder and President Paul H. Poberezny called the 32nd Annual EAA International Fly-In Convention and Sport Aviation Exhibition, "Our most outstanding and successful EAA Convention ever." He said, "I was very pleased by the enthusiasm and warmth of all the attendees. We have been deluged by favorable comments. The success of EAA Oshkosh '84 is a tribute to our volunteer chairpersons, our staff, and thousands of EAA volunteers."

EAA Convention Chairman Tom Poberezny said, "The first two days of EAA Oshkosh '84 were the largest in our history. Although the crowds began to taper off at mid-week, on balance EAA Oshkosh '84 was our largest, and certainly finest, convention." Early estimates indicate that over 700,000 enthusiasts visited the convention site. Approximately 14,000 aircraft flew in during EAA's eight day celebration of the "Freedom of Flight". A total of 1,592 show aircraft were registered during the EAA convention and 1,269 visitors from 63 different countries checked in at EAA's International Pavilion. Over 40,000 aviation enthusiasts utilized the EAA campgrounds during the convention. Wittman Airfield's control tower logged 50,000 aircraft movements during EAA Oshkosh '84. The non-stop EAA activities featured over 350 forums, seminars and workshops and more than 400 commercial exhibitors. Over 700 members of the press corps covered EAA's annual convention.



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VicePresident...Tommy Hudson.1016 Benmar, Housto, Tx. 77032.....590-7681

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Designee....Dick Jones.....3211 Old Chapel, Spring, Tx. 77373.....288-4394

CHAPTER NOTAMS (Continued)

As for myself, it's a tossup as to whether I enjoy the people or the planes the most, and even four days was not enough to see and do everything on my list. (Or perhaps it's the body that can't cope!) But I did manage some additions this year, including working sentry duty on the flight line and attending some forums....



"Four In The Green"

Chuck Larsen, National Chapter Director, expounds on Chapter Programs, Communications & Newsletters. (An excellent choice for your Editor!





EAA CHAPTER

NUMBER 302 OF Conroe, Texas

To all members of Chapter 302

A year ago, the Airport Advisory Board approved a low cost lease on the airport for Chapter 302. The exact location of the land has been undecided because of proposed construction of drainage ditches, underground facilities etc. These items are no longer a factor.

On Aug. 17, I had a meeting with Jim Marks, the Airport Manager at the airport. We agreed on a site just west of the C. A. P. building on the north side of the entrance road. By the time of our next meeting on Sept. 8, our lease should be a reality.

This brings us all to a very important step in our progress toward a permanent home. It is all very well to hope that someone will come along and offer us a free building and it might very well be a bonafide offer but week after week and month after month we will keep on hoping but in reality this will probably not happen.

It is time to take a hard look at what we are faced with. We need money and quite a lot more than we have in our treasury. I have tried to dream up ways to raise the necessary money and I keep on coming back to us, the members of Chapter 302! We are the source, we are the ones who are going to have to dig up the bucks to build our home!

I am going to appoint a Finance Chairperson for the purpose of determining ways of raising the money. It could be in the form of long term loans from members to the Chapter, outright gifts which are tax deductible or some other means. We must raise the money ourselves.

Lets all get behind this project so that a year from now, when we drive into the airport we will see a little building, with a round sign out front painted blue and yellow and saying "Welcome To The Home of EAA Chapter 302"!

Wally

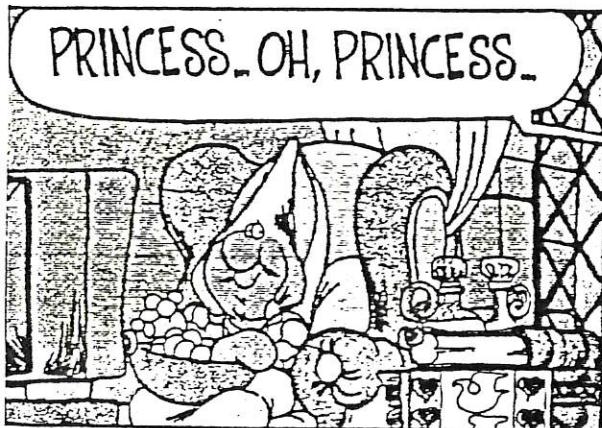
IF VERSUS WHEN by Spence Campbell

My firm belief in the inevitable is proven. I have taught scuba and commercial deep sea diving for 26 years, and I have always taught my students not to think in terms of the word "if" when talking about potential loss of the divers' air supply. I have tried to convey the philosophy that "when" it happens, they will be able to handle it because of consistent dedicated practice of procedures necessary to solve such a problem. In my commercial diving career, I have had two such air failures which have "spiced up my day," and strengthened my "when" philosophy.

I carried the "when" theory over into flying, and was further inspired to pursue that philosophy when reading a report published by the FAA several years ago on forced landings. The bottom line of that report said that many fatal forced landings could have been reduced to unpleasant incidents if the pilots had been current and proficient in their forced landing procedures. Since that time, I have tried to dedicate one hour every two months to serious practice of problem solving procedures; mainly forced landings. I have a modest amount of flying time, around 1500 hours, am instrument and multi-engine rated, and an Instrument Ground Instructor. I have flown about 26 different types of aircraft, and I have approximately 150 hours in my experimental Varieze.

Five weeks ago, the "if" of an engine out became an immediate "when" and I found myself at 400 feet with a dead engine!! I was running a test flight on my Varieze after making some modifications to improve the fuel tank vent lines. I had been getting some fuel vapors inside the cockpit when pulling slight negative G's. I had topped the wing tanks and the aux tank and was in the process of making a low pass over the runway with the intention of checking the elimination of the fuel vapors as I pulled up from the pass. Since I had no intention of landing, I was quite high on final and my nose gear was up. My air speed was about 140 MPH, and as I tried to increase the RPM from about 1800 to 2400, I realized the engine was not responding. I pumped the throttle and my fears were instantly confirmed, NO ENGINE RESPONSE!! I was approximately 300 feet over the remaining 3/4 of a 4000 foot runway. Checking mixture and switching to aux tank was to no avail. Instinct compelled me to throw the Eze into a steep forward slip, which brought me to landing elevation within short order. I had about 1800 feet of runway left, but I was still airborne and had about a 130 MPH air speed. I dropped the speed brake flap and thought about the nose wheel, (still up). If I tried to roll it down, I might catch it partly extended and get out of control, besides, I had no runway left, and I would need the nose skid friction to stop me before plowing up 60 feet of grass crossing a road and hitting a barbed wire fence. The touch down was smooth at about 110-115. I held off the nose, and at about 70 MPH with 500 feet of runway left, the nose came through center, the speed brake retracted, and the Eze settled down on her nose skid, "Ker-Thump". I slid to a stop about 15 feet from the end of the asphalt, and by the time the slide was ended, I had cut the switch, shut off the fuel, released my belts and opened the canopy; one second later, I was outside standing next

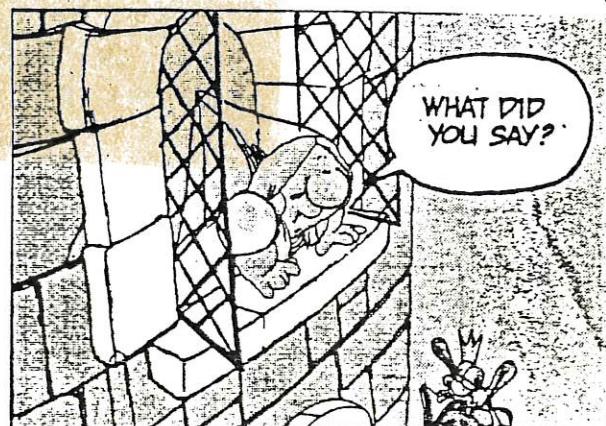
CONRAD



THE QUIGMANS/by Hickerson



"Look, pal! That sign don't apply to us stewardesses.
So can it!"



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