

Experimental Aircraft Assoc.

Chapter 302 ~ Conroe, TX



Chapter 302 invades Oshkosh

Nine of our EAA 302 contingent met for dinner Wednesday evening in Oshkosh. Actually, it was more like an adventure that included a dinner. Ever gone on one of the bus rides out of Whitman Field? Even the one that runs up and down the frontage road takes well over an hour for the round trip. Of course no adventure is complete without some rain, wind, and lightning. We had a great time together and got a good meal too.



Sept. 13th Meeting:

We will be meeting at
Lone Star
Executive Airport.
(Same place as usual, the
airport just has a new name.)



LONE STAR
EXECUTIVE AIRPORT
MONTGOMERY COUNTY, TEXAS

Help the Young Eagles
Saturday Sept. 20th!

Young Eagles ~ Share The Dream, September 20, 2003

Hangar Talk from Perry McConnell, Pres. Ch. 302

It was reported to me that, during the August meeting, the possibility was raised of the Chapter renting a (reasonably) large hangar and subletting to a few members, thus providing a larger meeting space while offsetting increased cost to the Chapter. It was also reported that this possibility was widely supported. To accomplish this goal, we would need commitments from sufficient members to move or place their planes in the Chapter hangar, with the understanding that they would most likely be moved around for meetings.

Thus, this survey. Please reply to the following. (Actually, if your answer to all the questions is "no", you can simply not answer, because I'm primarily interested in insuring that we would be able to financially support such a move).

Because I can understand that there are those who would prefer that their current landlords not know that they're considering moving, I will not report names of respondents to the Chapter membership; only the number of positive responses will be tabulated for the next meeting.

Assume that the space you would be renting would be a space in a group hangar. The questions assume you have an airplane. However, if you wish to pay rental for a space to build or would be willing to reserve and pay for space for an airplane to be named (or finished) later, and would be willing to pay rentals although your spot might be empty for a while, answer as though you have an airplane. THOSE WHO WOULD BUILD IN PLACE TAKE NOTE: You should be prepared, and should reasonably expect to be required, to contain dust, flying metal bits, paint, etc., to prevent discomfort to your hangar mates.

Questions

1. I would be willing to move my airplane to a Chapter hangar and pay rental for a space sufficient to comfortably accommodate parking my airplane.

Yes No

2. I would be willing to pay as much as: (check all that apply)

\$150 per month

\$175 per month

\$200 per month

\$225 per month

\$250 per month

3. I would be willing to sign a letter of commitment for a one-year sub-lease at the maximum rate noted in answer to question #2.

Yes No

4. I am currently on a month-to-month rental basis or would otherwise be willing to start making monthly payments within thirty days of being notified that I had a space available for me in the Chapter hangar.

Yes No

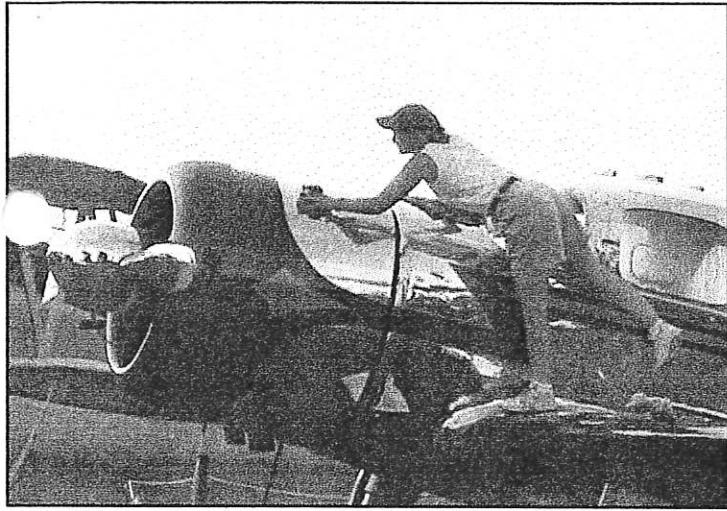
(281) 296-9200 office, (281) 507-2661 mobile

e-mail: rpm@rmpc.com (936) 321-2744 home

Thanks for your help in responding to these queries. *Perry*



A sad note...
This beautiful Hughes H-1 Racer replica, shown here at AirVenture 2003, was lost and its pilot and builder, Jim Wright, died in an emergency off field landing in Yellowstone Park. It was being flown back to Oregon from Oshkosh. Jim had set a world speed record for its class at 304 mph.



Two aviators wipe off the morning dew. Sorry guys, I didn't get the lady's name or phone number. At right is Larry Perryman.

Oshkosh 2003, by Mike Singleton

This trip to Oshkosh was to be a significant event in our lives. Even though I had been to Oshkosh 8 times before, and flown 4 of those times, this would be Connie's 1st time and the longest trip she had made in a small plane.

We departed Conroe on Friday afternoon about 6 pm, planning to go as far as Hope, Arkansas before dark if we had the tailwind. The Sonex has about 2 hours endurance (leaving a comfortable safety factor), so we needed at least neutral winds to make the 254 mile leg to Hope. With about a 10 mph tailwind, we made it to Hope about 8 pm.

Departing Hope the next morning, we landed in Flippin, Arkansas about 10 am, refueled, posed for some pictures taken by the airport operator, then departed for Mexico, Missouri, landing there about 12:30. After using the courtesy car to go have some barbecue, we departed about 1:30. Another fuel stop in Davenport, Iowa, put us close enough to continue on to Oshkosh, where we landed at about 5:00.

The trip, so far, had been quite enjoyable for both of us. The hazy conditions that were present when we left Conroe persisted for the entire trip, but tailwinds the entire way helped us make the trip in about 8 hours actual flying time.

After parking at the north end, near the birds, in the area reserved for John Monnett's designs, we unloaded the small amount of baggage and accessories from the Sonex, installed tie-downs

and rode the welcome wagon to the Vintage Aircraft camping area where Ray Coker had saved a spot for our tent beside his Pacer.

The meal situation was much better this year. Last year we had arrived on Friday before the show and no on-field meals were available until Monday. This year, we had no problems finding food.

We spent the week looking at airplanes, shopping (for presents, souvenirs, tools and airplane parts), visiting with old and new friends, attending a few forums and Theater in the Woods events, watching the daily air shows, and enjoying the great July/August Wisconsin weather.

A few highlights of the week included flying the Sonex in the Homebuilt Review, attending the Eggenfeler Suburu Engine dinner (courtesy of Larry Perryman who had his RV-9 displayed at their booth), having a fine evening at the Sonex hangar party, flying in the Ford Tri-motor, and a very interesting evening with the Chapter 302 attendees as we tried to go to eat and get back to the field before the buses stopped running and the rains came and we were struck by lightning.

We planned to leave Oshkosh early Sunday morning. The weather briefer (on Saturday afternoon) felt that we should have no problems once we were a few miles south of Oshkosh but that we might have to dodge a few rain showers to clear the area. We prepared and loaded the Sonex and then waited until 11:00 before the low clouds lifted and VFR flights were allowed to leave.

Since we were parked at the north end and the wind favored runway 36, we got in line for a long 50-minute taxi.

We made it to Freeport, Illinois, before the weather closed in on us. At 4:00 we decided to stay the night. Our planned early departure on Monday ended up as a long wait for clouds to lift and a noon departure. After fuel stops in Hannibal, Missouri, and Lebanon, Missouri, where we had a great sandwich and dessert provided by the FBO, we landed in Hot Springs, Arkansas, at 7:10. Here we had a wonderful steak dinner and a very nice hotel room.

Leaving Hot Springs after a short rain delay, we dodged rain showers for a short while, landed in Carthage, Texas for fuel, and arrived at Conroe about 1:00.

The trip home from Oshkosh took about 10 actual flying hours because of minor weather detours and headwinds all the way, but was quite enjoyable anyway.

The Sonex performed flawlessly all week, attracted a lot of attention at the show and was a much better cross-country airplane than many would think.

I have now confirmed that I will always have a willing partner for my flying excursions. Expecting that Connie would get airplane burn-out sometime during this trip, I was pleasantly surprised that she enjoyed all of the trip and wanted to make more events and cross-country trips. She is almost as good a navigator as Ray and a lot prettier, so she will get her wish.