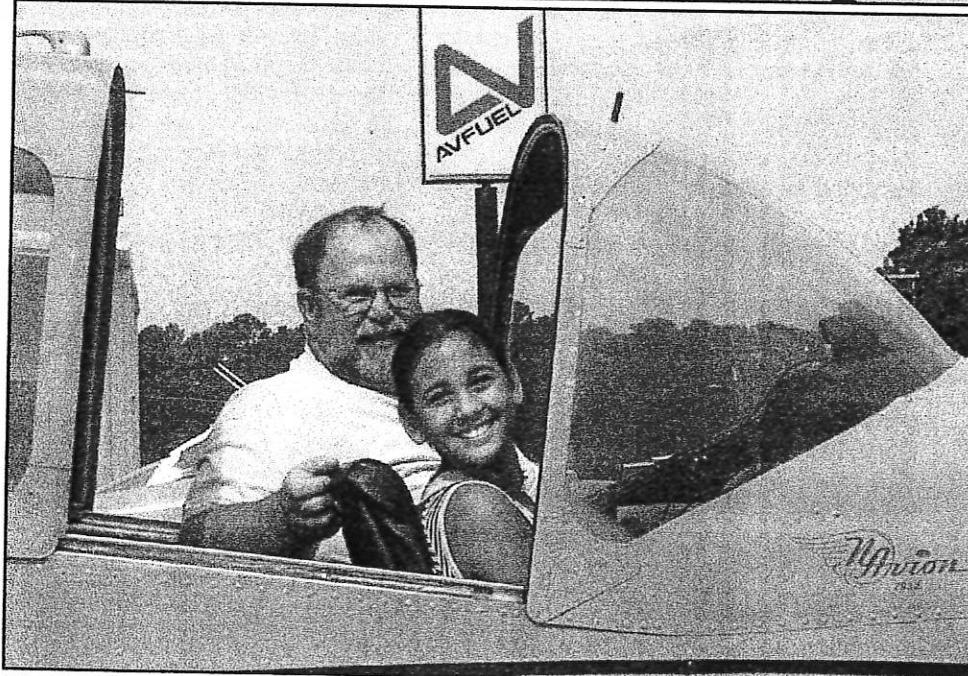
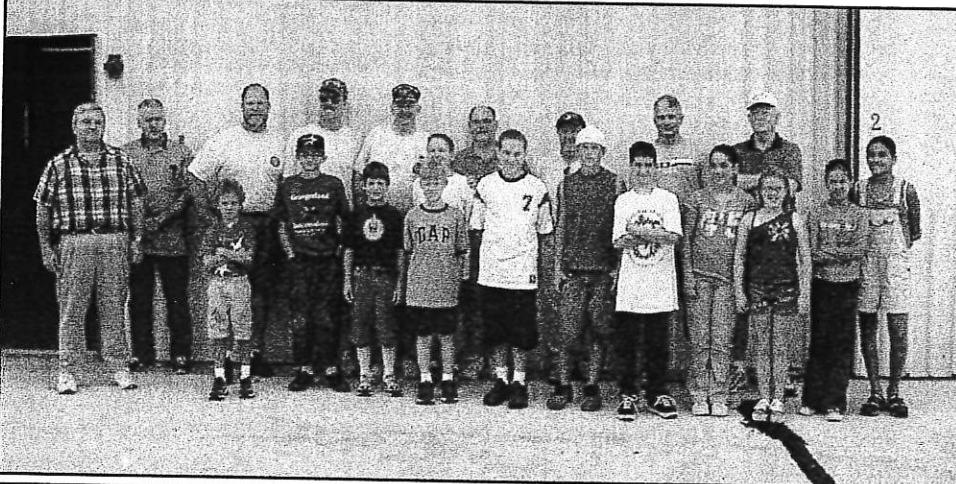


# Experimental Aircraft Assoc.

## Chapter 302 ~ Conroe, TX

### 12 Young Eagles fly Sept. 20th



Greg Youngs Young Eagle has a BIG smile. "Contact, Clear!" Lets go!

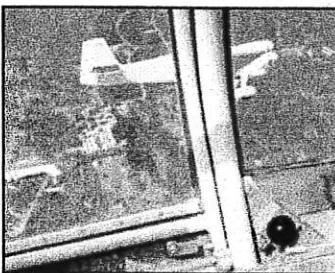
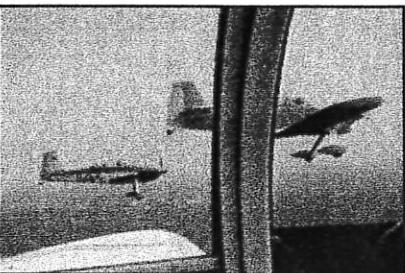
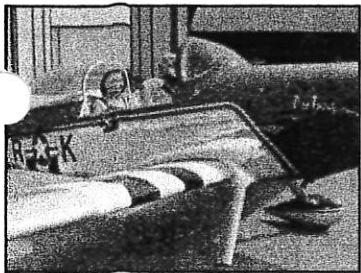
### October 11th **Meeting:**

Fly-Out to  
Navasota  
for lunch after  
the meeting!  
There is a  
new cafe at the  
Navasota airport.

The name badges have arrived. So, if you ordered one, please pick it up.

### Young Eagles ~ Share The Dream

# RV Formation Flight



Brent and Mary Crabe are building an RV-8. Recently they both rode along with the RV formation flying group, Brent with the camera and Mary in Dick Kardell's RV-8. Looks like quite a ride! As Mary gives Dick a thank you kiss, we are not sure if it was for the terrific ride and his piloting skills, or just for getting her back to terra firma safely. Great flying, guys!

## FLY-IN NOVEMBER 15



EAA 302,  
Montgomery County Airport  
(CXO) Conroe, TX

Raffle for Garman III Pilot  
and other prizes.  
Pancake breakfast  
Hamburger lunch

Contact Mike Singleton for  
details (713) 594-2525

The following members need to pick up their name badges from Rosanne Oliver at our next meeting.

**Becky Lutte**  
**Steve Lutte**  
**Louis McAlister, Jr.**  
**Don Reed**  
**Mike Torbett**  
**Don Yarbrough**  
**Greg Young**  
**Nick Altizer**  
**Jennifer Altizer**  
**Dave Chaplin**  
**Ray Coker**  
**Bill Cotter**  
**Charles Hembree**  
**Bob Jensen**

## A word from Perry McConnell

Butch's engine ran today (9/29/03), with both ignition systems working, and ran well. This happened notwithstanding a Hall effect sensor coupler which originally had three out of six wires poorly installed and broken, and two others cold-soldered, thus wiping out the functionality of one ignition, and a flywheel which someone had inexplicably, and literally, crushed into place a mere 120° off its correct alignment, thus destroying the functionality of the other ignition. These defects preceded Butch's purchase of the partially-completed kit. The successful engine run occurred after two days of concentrated effort by a group of people who simply dug in and worked until the problems were found and fixed.

I was fortunate to be part of that. And I will forever remember the sight of Butch sitting in the airplane with the engine finally running full, and six guys squeezed around the cockpit, whipped by the propwash, watching the status info on the instruments.

I got home from the airport last night too tired to even think about paperwork, and left early this morning for the airport, so some other things didn't get done. But Butch's engine ran today, and I'm calling it even. *Perry*

*(ed. Perry, thanks for leading by example, and thanks to all those who helped!)*

## Butch says, "Thank You!"

**To:** EAA friends  
**Date:** Sun, 14 Sep 2003

I have been around airplane people and airports most of my life, and have always known that those were special people in many ways. This Saturday, however, I witnessed and was the recipient of a gift from Chapter 302 in the form of a work contingent on my RV-8. Two weeks of work at my speed was done in four to five hours, what a way to build an airplane!! All this totally from the heart of each individual and the Chapter itself. If I think about it too much, it is emotionally overwhelming, but I know that it would be done for any of us in similar situations. This is just another indication of what EAA is all about.

Please accept my most sincere thanks for your concern and care on everyone's part.

Butch Carr & Family