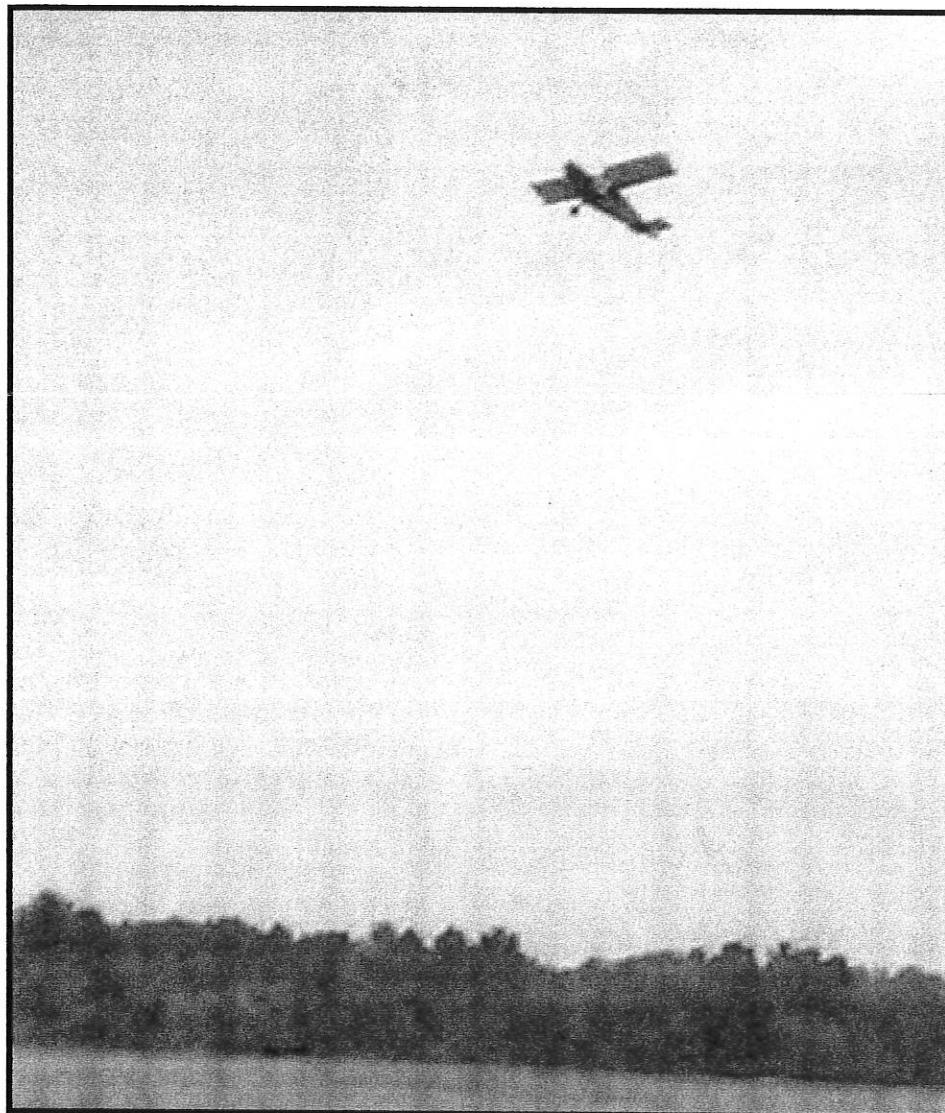


Experimental Aircraft Assoc.

Chapter 302 ~ Conroe, TX

**Celebrate our Freedom of Flight,
fly somewhere this month!**



November 10th

Meeting:

Agenda: Last minute coordination of our Fly-In.

**Pay dues for 2002.
Still just \$18.00 and due by January 1st.**

Inside:

**► Member Profile:
Tom Lauterbach**

**► Flying M Ranch
Fly-In/Camp Out**

**Young Eagles ~ Share
The Dream**

Tom Lauterbach demonstrates a high performance takeoff with his newly completed CH-701 STOL. He's just finished flying off the restrictions. The specs are; 100hp, T/O = 75', Landing = 125', Climb = 1,400 fpm. Full story next month.

Ok, ok, ok... I'll have you know that this article is being written under duress! Yes our beloved newsletter editor Paul has guilted me into writing an article for our newsletter. He does so much for us, I feel like I owe it to him. With that in mind here it goes.

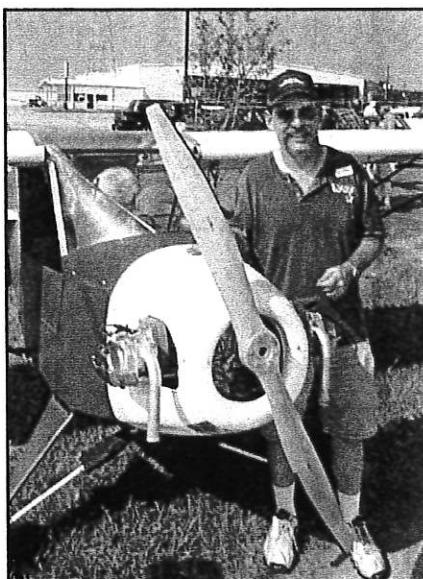


Where do I start? Hhhhhmmmm well I guess it was about 35 years ago, give or take a couple. My Dad, my Brothers and I were on the back porch before breakfast, at our cottage on Cheat Lake, in West Virginia. Through the quiet we heard a drone getting closer and closer. It sure didn't sound like any boat that I ever heard; even the wooden inboard powerboats didn't sound like that. Dad jumped up and said "Let's go, get in the boat! Let's go....hurry!" We ran down to the dock. By the time we got the boat ready, over the opening to the inlet from the main lake, we saw a small blue airplane landing on the water!!! He taxied to the end of the inlet where the "Sunset Marina" was not yet open. We followed in hot pursuit.

As he was tying off to the dock we pulled in along side of him. The dashing young pilot was seeking breakfast, however the marina was not open. That's when Dad offered the fellow some breakfast at Bud and

Laverne's Eatery i.e.; back at the cottage. We all went back to the cottage and Mom made some bacon and eggs, and grown-ups talked about whatever grown-ups talk about. My brothers and I sat on the dock and waited for the trip back to the airplane. Hoping and wishing that maybe, just maybe, we could get closer to it, maybe even look in it!

After what seemed to be a century or two, Dad and the pilot came back down to the dock to take the pilot back to his airplane. Everybody jumped in the boat and back we went. As we pulled up to the dock we couldn't take our eyes off of this neat little airplane. My brothers and I must have bombarded this guy with about a million questions about airplanes. Then the pilot offered each of us a chance to sit in this wonderful machine!!!! To this



day I can remember the stick control, the smell of the oily interior, the gauges that seemed so complex (guess there was only five of them) the fuel gauge. The fuel gauge I remember vividly because it was a piece of wire sticking out from the top of the cowling. Yes sir, right there and then I knew that some day, some how, I was gonna fly one of these things. I mean that has got to be the neatest thing that anyone could ever do. (Guess that's where it all started.)

The pilot thanked us for the breakfast as he hoisted us back onto the dock. He boarded his little plane as he pushed away and started the engine. He taxied out to the end of the inlet, pointed into the wind and flew off. He just barely cleared the George Washington Bridge, then off into the wild blue yonder.

Wow, as I write this it seems so clear, even though it's been a long, long time. Anyway that's when I got bit! I've had the fever ever since.

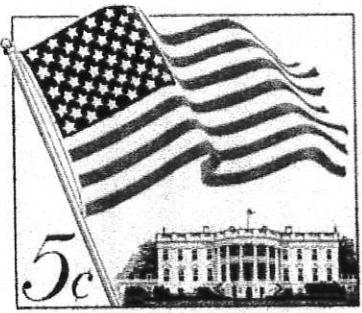
Holy smokes !!, guess I got a little carried away, this was supposed to be a story about the 701. (Sorry Paul).

OK, ok, ok, I'll write something next month.

Tom

Tom and the Lauterbach's 1/2 VW powered Sky Raider Ultralight.

U.S. Postage Stamps, American Patriotism on Display



For Sale

- Sonerai LTS project. Call for information. Mark Lindstrom (936) 321-5284
- Bakeng Deuce project, 115hp Lycoming, radio, transponder,... Fuselage built and on the gear, wings ready to cover. Will consider any reasonable offer, I need the space. Carlton Mann (281) 364-9570 (2/01)
- Lycoming 0-320 straight mount, 0 time since major overhaul. No accessories but available. \$11,000 outright or \$8,000 core. Yellow tagged props and several other engines. Call re inventory. Bill Teaff, Excel Aviation Services, (936) 539-2424.



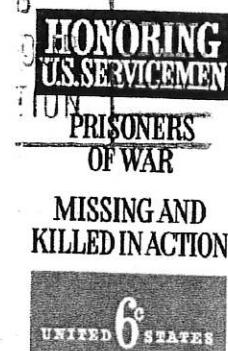
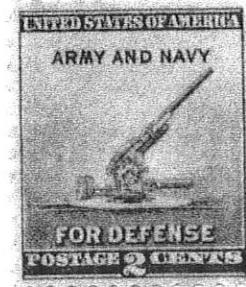
Medal of Honor

Disclaimer

Chapter 302 assumes no responsibility or risk for use of products occasionally listed for sale. This is a service to members and does not constitute an endorsement of such products by the Chapter, its members or the EAA.

All building tips and suggestions put forth in the newsletter or at chapter meetings are informational only. The Chapter assumes no liability or responsibility for the accuracy of such material.

Anyone applying such information to their flying or project, does so at their own volition and risk.



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From the Editor: Have an interesting story, photo, progress to report, something For Sale, an interesting destination? Please share it with others by passing it on to Paul Loghry, 15 Windfern Place, The Woodlands, TX 77382 (936) 273-2106 or e-mail paulncathy@pdq.net

Contributors to this issue were Vic LeBon, Larry Perryman, Shirley Park, Don Brewer, and Tom Lauterbach. Thanks!

Needed: More input for the newsletter. Call or e-mail.