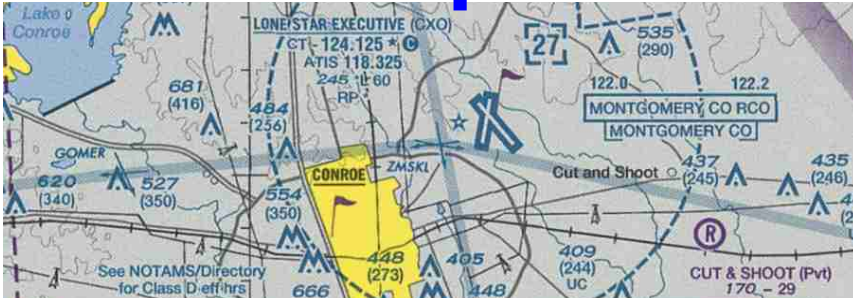


EAA Chapter 302



Newsletter

Volume 37-Issue 5
May, 2015

MEETING NOTICE

May 9, 2015 at 10:00 am



Save the Date!
Young Eagles
May 16
Rain—May 30

Date Night
June 13, 6-9 PM

This Month's Program

News from HQ

1Week Wonder FL Tour

Rotax 912:S



Don't forget Mom
on May 10

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April 11, 2015 Meeting Minutes

Meeting CTO by VP Denny Irvine (since Brewer was stoned) with 59 attendees. Crabe led the pledge.

Visitors: James Holdt retired AF, purchased Tailwind kit. Looking for assistance.

--Tim Malloy, building Zenith CH750 STOL with his dad Doug.

--Harold Marx, Aramco 767 pilot looking for an RV-7.

--Robert Zelmer, snuck in as visitor even though he is a paid member! First meeting.

New Members:

--Michael Barksdale, B-787 pilot, bought a CXO hangar but has no plane. Go figure!

--Doug Malloy, retired AF and United, building Zenith CH750 STOL with his son Tim.

This Week in Aviation History: April 11, 1934 [Renato Donati](#) set a world altitude record of 47,352 feet in his Caproni Ca.113 biplane. Also, in 1959 the YT-38 Talon make its first flight.

March Meeting Notes: Iacoviello and Brown motioned; approved as published.

Treasurer's Report: Don Guice reported a beginning balance of \$7040, income of \$228, expenses of \$160, resulting in a balance of \$7108. Haskell and LeKron motioned; approved as reported.

Safety Minute: Donahoe described a Vans Aircraft service bulletin that addresses concerns that the passenger control stick may inadvertently become disconnected.

Homebuilder Hints: A video explaining the differences in various types of grease was shown.

Ask the Experts: (*This is an opportunity to have your questions answered by our member experts.*)

--Becky Lutte asked if training for a tailwheel endorsement could be conducted in her RV-7. The answer is yes if the instructor is PIC qualified (i.e. has a medical). Now she is looking for a CFI.

Old Business:

-- A very successful "New Members meet Old Members" dinner was held March 28. Plans will be formulated to repeat the event semi-annually.

--The "Poker Run" fly-out had good weather! Denny's prognosticating is improving.

New Business:

--FAAST meeting 4/18 exploring ForeFlight.

--La Grange BBQ fly-out 4/18.

--Di's Cajun Restaurant Airport (LA52) fly-out set May 29. Spend the night so you can have beer with your crawfish and embarrass yourself at the Cajun Dance Hall.

--June 6, Rusk **County Airport (KRFI)**, [Henderson, TX](#), Remembering D-Day Celebration Fly-in and Airshow.

--Date Night Dinner (June 13) will be held at the Black Walnut Restaurant. Space Shuttle Commander Brewster Shaw will be our featured speaker.

Project Reports: (*Email Irvine large file pictures of your project before each meeting.*)

--Mike Brown reported on his new Cassutt wingtips and instrument panel.

--Bob Humes built a wing rotisserie to facilitate his Kitfox craftsmanship.

--Bill Donahoe did a show and tell with a steel RV-6 step that he had powder coated at member Stacy Fennel's fantastic facility. She can also do Laser Cutting!

--Kevin Southwick has his Tailwind wings ready for priming.

Program: The EAA Chapter Movie was "*Fly the Fortress!*"

Other Announcements:

--Member Chris Hare is featured in this month's *STOL Magazine*.

--Buy your nametag from Treasurer Don Guice.

Meeting Adjourned

302 Member Featured in STOL Magazine

Chris Hare recently got some vacation time from his work at United Airlines. He decided to visit New Zealand and gain some STOL experience in the outback. See—Chris had just purchased a Highlander Super STOL kit, and now it was time to see what he needed to know. He was featured in the most recent issue of STOL Magazine shown below. If he's not on a UAL trip, you can find him at his airstrip home on Lake Conroe, probably working on his future backcountry bird.



Experimental | BY DENNIS "SHOOTER" SMITH & CHRIS HARE

The Flying Hare Tours New Zealand

The natural beauty is abundant!



Photo: Chris Hare and John Levy after landing on a beach in New Zealand.

Christopher Hare is a heavy iron pilot living the dream on his 900-foot STOL airport on Lake Conroe in Conroe, Texas. Chris previously lived in San Diego, California but due to corporate restructuring, he was given the option of moving to one of several hub cities. He chose Houston, just outside of H-town, Mr. Hare created his own little piece of heaven in the suburb of Conroe. He bought six acres on one of the area's premier lakes and built a unique lounge home with its own landing strip.

Hare recently took a trip to New Zealand to visit his pilot friend of 30 years, John Levy, a former Oshkosh Grand Champion Gold Lindy winner in 1988. Levy, originally from San Diego, now



John Levy's STOL Aircraft in front of his "shed" hangar.

lives with his family on a farm in the aviation-friendly, idyllic community of Wanaka on New Zealand's South Island. Levy currently maintains a new Just Aircraft Highlander "SuperSTOL" on his farm in Wanaka north of Queenstown. The aircraft is powered by a Rotax

912ULS 100 hp and is painted in German military colors resembling a Fieseler Storch. It wings a Catto prop and rests on 29-inch Alukon Bushwhackers. Levy keeps the plane in a shed-type structure built for his previously owned Robinson helicopter. The small door building requires that the wings be folded to put the aircraft away after each flight, but this is only a minor inconvenience with the SuperSTOL.

While visiting his old friend, Hare and Levy decided to make a flight through the rugged mountains of the Mount Aspiring National Park Area to the southwestern coast of New Zealand. For this flight they were joined by Levy's friend Bruno "Sky King" Galloway, an avid backcountry aviator who's also a

Experimental continued from page 9
foot grass strip are located on the edge of the Tasman Sea. The strip is short, narrow and lined with 8 to 10 foot tall flax bushes.

Several high and low recon passes were made before landing. Galloway went in first, and Levy set up a nice short field approach to follow. Just as the Super STOL touched down, Levy lost directional control and the plane veered off the left side of the runway into tall flax bushes. Had the aircraft gone right toward the seaside, the men believe the aircraft would have been lost due to a rocky drop-off down the water. After a quick inspection, they realized the tailwheel assembly had sheared a bolt, causing the tailwheel to twist from its normal vertical position to one of horizontal. It instantly plowed into the dirt and created a left-steering effect, driving them 90 degrees left into the bushes.



The broken tailwheel before the field repair.

Levy was in disbelief at the potential logistical nightmare and belated enough expletives to make a drunken sailor blush. As Beansprout and Galloway surveyed the scene, Beansprout somehow calmed and defused the situation and forced Levy to surrender, delaying any plan to fix the predicament by humbly suggesting that it was a very good time for a "cuppa" (NZ for a cup of tea).

That's not quite the beverage of choice for a man of John Levy's sensibilities after such a disturbing turn of events, however, options were few, and if anything was to be done, the "cuppa" was



The beach home of Robert "Beansprout" Long and his wife, Catherine.

going to be the first order of business. After all, Beansprout was the host... so "cuppa" it was! They walked down to his rustic house, a kind of ramshackle bungalow he had constructed of whatever washed up on the beach or scrounged from the surrounding forest. Some of it was even blown in bit by bit during the last 30 years. It was decorated inside with an array of strange treasures... everything from greenstone carvings, to amazing landscape paintings, to possum furs. Catherine brewed up some savory tea over a smoldering, wood-burning stove. Cake was also served, along with a conversation with this peculiar couple.

After the "cuppa," all seemed better. (Perhaps such tea bags will now find their way into readers' survival kits—just in case a soothing brew is needed.) The situation was assessed again with a clearer perspective and Chris Hare, a card-carrying A&P Mechanic, fixed the problem. The aircraft tail was lifted, an AN-4 bolt was removed from Levy's seat belt attachment point and placed in the tailwheel. Beansprout found a suitable bolt in his surplus bolt bin (AKA the George River AN Bolt Supply House) that was placed in the experimental aircraft's seat-belt assembly so the flight could safely continue. (With good judgment, the bolt was later replaced and the tailwheel was inspected the next day.) The plane was carefully checked over, and no other damage was found! "Truly a sick ad-



Happy pilots, Chris and Levy, after another New Zealand beach landing.

chemistry of Murphy the Bastard and Sweet Lady Luck," notes Hare.

With all systems go, and a good run-up, they had their free-spirited, tea-soaked castaways forewell and continued down the west coast to Big Bay. After a nice beach landing, they visited Marine pilot Guy Mead and his wife Divana at their remote weekend getaway camp. Divana graciously prepared a lunch of fresh sautéed mussels and "Whitebait" fillets. In this case, it's a locally caught seasonal delicacy made from the larva of the Galaxias fish family that look like worms with heads. Guy had caught the worry critters earlier that morning in the adjacent Awarua river. A tennis ball-sized pile is placed in a hot skillet and a scrambled egg mixture is poured over



Following the river through the Haast Pass.

heavy equipment master mechanic and chief of the local volunteer fire department Galloway was flying an Australian Aircraft Ki "Hornet" STOL, a rugged Rotax 912 powered, utilitarian Aussie homebuilt, perfect fit for type of flying as well.

Taking off from Levy's farm they proceeded north and then west following the river through the Haast Pass to the coast. Flight was low and slow across the beautiful South Island landscape. Over the radio, Galloway was an excellent tour guide, spelling a cornucopia of facts and minute details while the pair wandered along. From the glassy cobalt blue waters of Lake Wanaka, to the jade green rain forests, to the churning milky turquoise rivers, the men soaked up the spectacular scenery. Upon reaching the Coast, they flew in formation south along the uninhabited beaches, enjoying the sights at low level and low speed.

Their first landing was made at George River, the home of Robert "Beansprout" Long, and his wife Catherine. "Beansprout" is a somewhat reclusive fellow, living in self-imposed exile in this very remote part of the Iroquois Park-like southwestern coast. His home is a two-day walk from the nearest road. Beansprout is famous as a self-taught painter, genre carver, possum trapper, gardener and airport manager. His Robinson Crusoe-like home and L200

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The river landing was rocky, but not without. "I would love to say I shared their love for this one sight after this," Hare added.

It's kind of a scrambled egg and fish-worm omelet! Curiously, the Kiwi folks go absolutely crazy for this unique fare, but not us. "I would love to say I shared their love for this one sight after this," Hare added.

After sharing lunch and tall tales, they departed Big Bay for a "cuppa" with Chris and his Maori wife Catherine with the two LEAs. The scenic flight continued East into the Pyke River Valley



A "whitebait" meal of the local delicacy Whitebait.

and down to Lake Alhambra and Lake McKerron. It was very windy and turbulent. Strong headwinds created a ground speed of only 40 mph for some sections of the flight. Several landings were made down the river on sand and gravel bars. On one bar, the trio was buzzed by an inquisitive lake fish in a Crown 105 but he did not land. After reaching the coast, just north of Milford Sound, they turned north and circled back to Big Bay and then up the coast from there. A tail-chase fuel stop was made at Haast Aerodrome (NZ11) prior to crossing the mountain. It was just a short walk to the gas station in town, to fill the driver, portable fuel rubber fuel bags used to siphon the gas back to the planes, and acquire necessary landing permits.



Flying in the Pyke River Valley.

Chris Hare reports that he was impressed with the freedom of flight in New Zealand... often similar to that of the United States. In fact, he likes the countryside to a rare green, unimpacted version of Alaska moon-coated peaks, rivers, streams and waterfalls surrounded by an ocean sea. And like Alaska, natural beauty is abundant!

And don't forget, says Hare—any visitors to New Zealand should look up Beansprout for a "cuppa"—and if they're lucky, they can have a great yummy plate of Whitebait too! •

STEAK NIGHT STRIKES AGAIN

While not officially an EAA event, these gatherings seem to sweep up all the aviators that inhabit KCXO each week. If the weather looks good, the word goes out and the event is ON! This one was April 8, which coincided with Dick Kardell's birthday.



As usual, Steak-Central was in Building 44 at the Waltz/Crawford Hangar



Some of the Instigators. Is anyone troubled by the knife?



Chris Hare & Lisa. Chris just back from New Zealand—see previous page.



The Birthday Boy himself—Dick Kardell & Julia. He wouldn't say how old he is.

UPCOMING EVENTS

Pioneer Flight Museum-Spring Air Fair May2 (85TE) Kingsbury Aerodrome

Huntsville Spring Fly-in—Hamburgers&hotdogs at 12:00 May 2 (KUTS)

Rusk County Fly-in & Airshow—June 6 (KRFI) “Remembering D-Day”.
The field closes from 1100-1300 for the airshow.

NEXT FLYOUT—MAY 29TH

DI's Cajun—Jennings Louisiana



The group in front of the aircraft. All photos Courtesy of Jimmy Crawford.

April 7th, 8 guys and 6 airplanes got together and decided to do a lunch flyout. They went to a grass strip near Jennings (LA52--147nm on a 090 heading) and taxied right up to the restaurant. This place is an uncommon find. AND its run by a fellow pilot and his Mom. You cannot find more hospitable hosts. And so it was decided—we will make this a flyout overnight. One—so you can have a legal beer with your mudbugs. Two—so you can hear the zydeco band that plays Thursday, Friday or Saturday night. With enough beer, we'll even try dancing. For a room, call the Hampton Inn 337-432-5141, and ground transportation will be provided.



Grass strip smooth as a pool table. No fuel
N30.22.22.4 W092.34.50.6 Bring tiedowns



Its a like new facility, and requires a reservation, which we have. Big name Cajun Bands!



Restaurant is up front, with the dance hall
And bar visible in the back.



Crawfish served when in season, and if not
They offer barbequed blue crabs.

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Calendar of Events

Call before you go

1st Saturday, Fly-in Lunch, Leesville, LA (L39)
EAA Chapter 1356

1st Saturday EAA Chapter 614 Pancake Breakfast
7:30-10:30am Pineville Municipal LA (2LO)

3rd Saturday, Fish-fry Lunch, Discount Fuel
Jasper TX (KJAS)

3rd Saturday, Lufkin TX "The Cook's Choice" Fly-in
Angelina County (KLFK) Apr/Jun/Aug/October

4th Saturday, Fly-in Breakfast, 8-11 am, Tyler TX
Pounds Field (KTYR)

4th Saturday Fly-in Lunch 11-2 DeRidder LA
Beauregard Regional Airport (KDRI)

For Sale 1946 Stinson 108 (no Dash 1, 2, 3) just 108's complete. 150Hp Franklin. Another parts only Stinson. Flybaby—90 hp Franklin, Elec. Starter. Contact Charles Robison, KATA, Atlanta TX 903-276-9008 3/15

Partnership available: 1977 Grumman Tiger, 2170TT, 170 SMOH, new G430W, CI autopilot, 4 place intercom, aircraft in excellent condition, all logs, NDH. I currently own this aircraft, and seeking partners for up to 5 owners. 1/5 shares at \$15K. Aircraft is based at Lone Star, CXO. If interested, call Jeff at 219-608-1463 or email jefflehner@hotmail.com. 1/15

Honda EB 5000 generator with US Carburation Trifuel conversion (works on gasoline, natural gas or propane) Includes PROTRAN 31406 C transfer panel, gas hose, connectors, cord and socket. Less than 150 hours since new. Cost new for all above \$2722.00. Asking \$1200 Jim Pahoski 936-524-7872 or jimpoho@suddenlink.net 1/15

Is it time to check your logbook for a "Flight Review"? If you are coming up on your two year anniversary date, give me a call and let's go have some fun. If you are not "Legal", it could invalidate your insurance should you have a claim. We will talk about aviation for an hour, fly for an hour, and lunch is on me. Dick Kardell—30,000+ hours, tailwheel and most anything that flies from J-3's up. 936-525-8884 or evenings 936-597-4340. 12/14

Machine Shop Access: Tom Kreiner, EAA 302 member, is offering access to his machine shop for discount rates, plus a rebate to our organization. Contact Tom at 832-326-2970 or email to tkreiner@gmail.com. 4/15