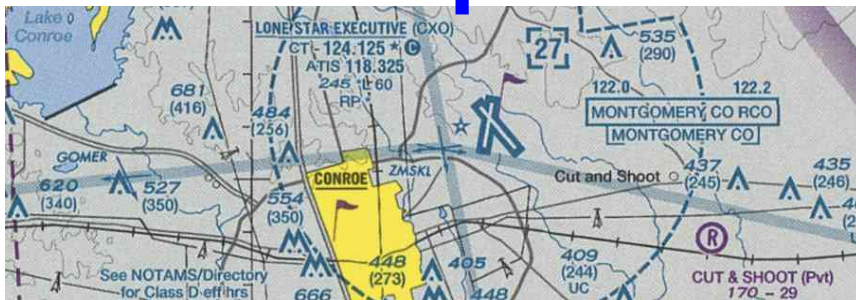


EAA Chapter 302



Volume 39-Issue 2
February, 2017

Newsletter

MEETING NOTICE--GALAXY February 11, 2017 at 10:00AM

See the last page for a map to the meeting

IMC MEETING



Wednesday

February 8

7-8PM

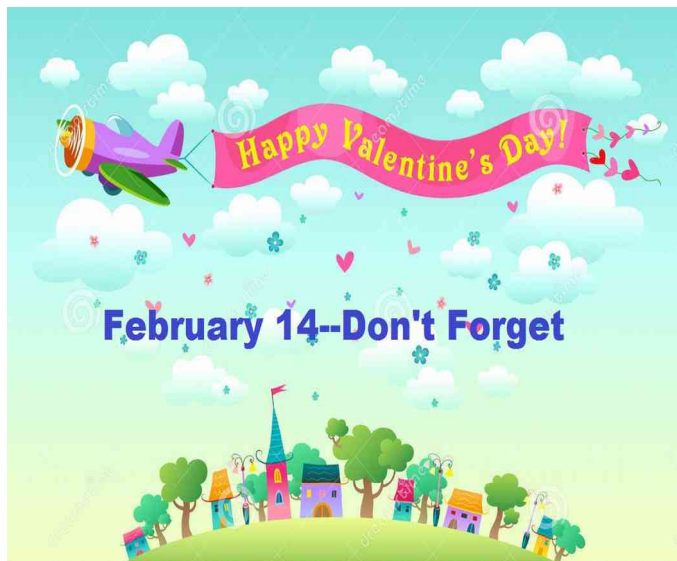
Galaxy

THIS MONTH'S PROGRAM

News from HQ

EAA's 64th Birthday
Century Old Aerial Warfare

Patching Plexiglass



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January 14, 2017 Meeting Minutes

Meeting Called to Order by our President Don Brewer with 74 folks in attendance. Enjoyed Brewers return to the podium. Unfortunately, someone told him about a **Last Great Biplane Tour** on a Caribbean cruise in February so we will miss him next month. Looking forward to those stories when he returns!

Visitors:--Kelly and Wesley Logan, interested in flying.

New Members:--Ted Taylor, a UAL pilot owns a beautiful polished RV-7.

--Jerry Laird, a B-52 Pilot, building a non-nuclear Carbon Cub.

--Rick Wilson, a SWA pilot building an RV-7.

--Clay Watters, a retired pilot and A&P who rebuilt a beautiful C-185 from scrap.

--Orlan and Elizabeth Franks, longtime CXO residents rebuilding several Champs.

--Rich Maugans, a very intelligent builder working on a RV-14A with member Logan Dent.

Membership Report: Humes reports 171 members last year. Now collecting 2017 annual dues of \$25 which are now due. So far we have 79 members paid for this year.

This Day in Aviation History: In 1975 a time to climb record was set above Grand Forks, ND in an F-15 of 39,300 ft. in 59 seconds. Not much better than RV-14s.

December Meeting Notes: No meeting due to the Christmas Party.

Treasurer's Report: Don Guice reported: Beginning balance on 11/01 was \$6236, income \$598, expenses \$3002, resulting in a balance of \$3832. Non-routine expenses included \$380 for the Christmas Party, \$1455 tuition for our EAA Airventure Academy student, \$743 for National EAA dues and insurance, and \$160 for recognition awards. Don made envelopes available for anyone who wishes to send a check to him for dues although the Website alternative is available.

Young Eagles: The new YE Chairman Chris Dowell reported on the application of Katelyn Ebdon to be our EAA Airventure Academy scholarship recipient. A portion of her entry essay was read to the group. Subsequently, Irvine motioned and Alan Arrow seconded a motion to award the scholarship to her. Voted and Approved.

YE Awards: As last year's YE Chairman, LeKron presented the following volunteers with plaques in appreciation for their outstanding service: --Brian Luther, Galaxy FBO manager, for facility use

--Chad Herdrich, General Aviation FBO owner/manager, for facility use

--Joe Welge, Culvers Restaurant (Conroe and Woodlands), for providing lunch at YE events,

--Bob and Maureen Humes, for record keeping during YE events, and

--Larry Perryman for use of his aircraft and for performing ramp duties at YE events.

Service Awards: Presented to EAA 302 officers, committee chairmen, and counselors.

Safety Minute: Brewer discussed mid-air collision risks.

Shop Tip: Kreiner discussed boring out screw threads to the next larger size. Kreiner will be presenting a course on using the Solid Works 3D Printer program. More info to follow.

Homebuilder Hints: Brian Carpenter (EAA video) discussed printing Solid Works aircraft parts.

Old Business: Christmas Party at Black Walnut, Saturday, December 10 was attended by 84.

New Business: New Committee Chairmen positions appointed by the new Board: Dowell as YE Chair and Irvine as Newsletter Chairman.

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

-- David Hudson, (RV-9A) Finished panel, installed prop, approaching final inspection!

-- Doug Malloy, (Zenith 750) Header tank, fuel line, fin, stabilator on

-- Steve Williams, (Onex) Glare shield and instrument panel installed

-- Alan Arrow (PA-15 Vagabond) ground up restoration of 1948 aircraft to original including colors

-- Denny Irvine built a rescue dolly for removing aircraft from the runway after a flat tire.

Announcements: --Brian Columbus announced that MODAERO is returning to CXO June 2-4.

--Chris Dowell discussed recent RV-8 SB to check for missing spar bolts.

Program: None this month

\$10 Drawings: Jim Kiloh won for wearing a Name Tag, Hudson for his unique face on the website!

Adjourned to McKenzie's to relieve our malnourishment.



EAA 302 LAUNCHING “SOLIDWORKS” CLASSES

At the January 14th Monthly meeting, we showed Brian Carpenter (left) demonstrating all the things you can make with Solidworks and a 3-D printer. Files for all these projects are also on his website and can be down-loaded and printed. One small problem: you gotta know what you are doing!

SOLIDWORKS STUDENT DESIGN KIT - EAA MAKER EDITION

EAA Members may download the software and obtain a one-year license to use the software. EAA members may renew their license annually subject to the program terms and conditions in effect at the time of renewal.

Please read the notices below and review the hardware requirements before downloading this software. The software only works on PCs (members have reported issues on Macs emulating PCs). The 3D modeling capabilities of SOLIDWORKS require a more capable video card than most individuals would buy for home use. Also, members have reported issues with receiving download instructions and the 24-digit activation code. Comcast and Yahoo (including variants used by ATT, SBC Global, etc.) block the activation email from DS SolidWorks and Gmail and Microsoft send it to the spam folder.

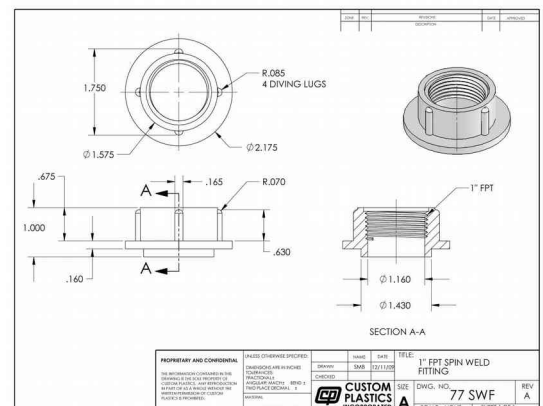
NOTICES: (a) The version of SOLIDWORKS that EAA members have access to is for **personal use only**. You may not use this software to produce designs or products that you intend to offer for sale. (b) You may not distribute or otherwise provide access to the software to any third party. (c) EAA is neither the producer of the software, nor does EAA make any representations as to the software's fitness for any particular use. You should read SOLIDWORKS End User License Agreement prior to downloading the software. (d) EAA has obtained access to this software on an “as is” basis without a support service agreement. If you have questions about the software, we invite you to use the links below and the EAA Forums area to ask questions.

- View Hardware Requirements (Please Read)
- Download SOLIDWORKS Student Design Kit - EAA Maker Edition Software (Members Only; SOLIDWORKS Version Comparison)
- Access SOLIDWORKS Forums, Videos & Recorded Webinars
- Access MySolidWorks (Training), the Manufacturing Network, and look for SOLIDWORKS User Groups near you
- Upload/Share SOLIDWORKS Design Files (Please share a link to your design on the EAA

Enter 302 Member Tom Kreiner. Tom has worked in the oil industry, teaches classes in metal shop, and is trained to use “Solidworks” as a part of his career. He asked if the officers thought there would be any interest in a class. The answer was: “Of Course!” 14 people stayed after the regular meeting to see how it could work. You would go to the EAA.org website and navigate to the “Solidworks Resource Center”. (left) There you can learn more, plus download the program. Class meeting times and costs are being set up as you read this. If you might be interested as well, email tkreiner@gmail.com so he can keep a tally. Stay tuned for further information.



Tom at the “Showing of Interest” meeting



Typical, simple Solidworks drawing

WHO'S WHO AT 302



T-6 "Texan" Cadet Dennis

EAA 302 Member Fred Dennis is a product of Detroit, Michigan, where he participated in High School ROTC. He was on the Rifle Team—unaware of how his experience shooting would serve him in the future. He graduated in 1948, and facing a draft into the Army, he enlisted as a cadet in the Air Force. Primary Flight Training was in Sherman, Texas on the T-6. Advanced training was at Williams AFB, Arizona in both the T-33 and F-80.



MIG-17 in the gunsight

Fred graduated in 1950 and was the first class NOT to get assigned to the P-51 Mustang. (He regrets that to this day) Instead, he went to Taegu, Korea to live in a tent with a charcoal heater, flying the F-80 "Shooting Star" in ground support. He had less than 15 flights before he found himself mixing it up with MIG's.

His return to the States found him at Nellis AFB, checking out in the F-86 "Sabre". He eventually went to Perrin AFB (Sherman TX again) to fly the new F-86D, which now had afterburner and all weather capability. Then it was on to Germany with the F-86 and the F-102 "Delta Dagger". Moving up the Chain of Command, he went to Minot AFB to be Operations Officer on the F-106 "Delta Dart". He still maintains that was the "smoothest" aircraft he ever flew.



Wing CO, Dennis & Gene Autry after the 100th mission.

As the Vietnam War heated up, he checked out at McConnell AFB in the F-105 Thunderchief (the "Thud"). He was the Squadron Ops Officer at Takhli Air Base, Thailand, and flew the required 100 missions. During one of those missions, he downed a MIG-17 pursuing one of the Wild Weasels. He returned to the States again—and Perrin again—to be Squadron Commander back on F-102's. Oddly enough, it was here he met fellow 302 Member Sam Ward, and they remain friends still today.



The F-105 "Thud"

Fred retired from the USAF in 1972 and settled here in Texas. He and his wife Edna operated a Day Care Center for years. He also kept his "flying-bug" cured with a number of certified aircraft—mostly light twins. But then he met the "Conroe Gang" and got an RV-6, and later an RV-8.

In April, Fred will turn 88. He still flies with "Freedom Flight" and plans to sell his -8 to finance work on another RV-6. If you get a chance, shake his hand and thank him for his service. He's a role model.

302 RECOVERY DOLLY



At the January Meeting, we demonstrated a new “Recovery Dolly”, which you can use as a member of EAA 302. It came about thru the experience of one of our members who had a flat on Runway 19. One of the FBO's sent out a crew with a similar device and helped clear the runway. He was happy until he saw the bill--\$200.00.

If you find yourself in the same predicament, you can contact one of your officers, and they can retrieve the Dolly from Denny Irvine's hangar. The Dolly has 2 inserts— one for 5.00X5 tires and one for 6.00X6. If you have over-sized wheelpants, you will have to take them off first. This is to be used by 2000# or less aircraft. No Lear's or Beech 18's please.

NEW GALAXY HANGARS SHOULD BE READY BY MID-APRIL

By the time you read this, SuperBowl LI should be over, but Galaxy hosted 32 transient jets for the event. It was a longer drive, but CXO had less congestion and shorter taxiing than closer airports.



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MONDAY, JANUARY 30, 2017



Submitted Photo

B-17 Flying Fortress Texas Raiders, is moving permanently to a hangar at General Aviation Services on the north side of Conroe—North Houston Regional Airport in early February.

WWII 'Flying Museum' to land permanently in Conroe

By MEAGAN ELLSWORTH
mellsworth@hcnonline.com

The Conroe community soon will be able to get a glimpse of the World War II experience from the sky.

The vintage heavy bomber, known as the B-17 Flying Fortress Texas Raiders, is moving permanently to a hangar at General Aviation Services on the north side of Conroe—North Houston Regional Airport in early February.

A public ribbon-cutting ceremony with WWII veterans in attendance is scheduled for March with the Conroe/Lake Conroe Chamber of Commerce. The first public event is expected to be in April, which will give people a chance to tour the cockpit and soar in the first B-17 to be restored as a "flying museum."

The Commemorative Air Force Gulf Coast Wing, which is a nonprofit organization that maintains and operates the Texas Raiders, asks for donations of \$5 for children under the age of 12, \$10 for adults and \$20 up to a family of five to help support the aircraft as an educational tool to honor and remember those who served in WWII.

CAF Spokesperson



Submitted Photo

Texas Raiders is in the process of being painted on the premises of Aerosmith Aviation in Longview. The B-17 has been stripped of her old paint which was 20 years old.

Nancy Kwicien said Texas Raiders, which is celebrating 50 years of service to the CAF this year, has resided in the greater Houston area since the early 1970s at Ellington Field Joint Reserve base and David Wayne Hooks Airport in Spring.

However, the CAF has been looking for a better facility for the plane, according to Kwicien. She said a significant amount of space

coincidentally became available at the Conroe airport, which provides better public access for people to see and experience the plane more easily.

Additionally, she said the airport is easier to operate the big bomber.

"The B-17 can't reside just anywhere," Kwicien said.

The United States deployed 12,731 of the bombers by the end of WWII

as "the largest armada the world had ever seen," according to information from the CAF. However, Kwicien said only nine of those aircraft can still fly.

To put size into perspective, the popular Cessna-172 single engine airplane carries four people with a wingspan of 36 feet. The 20-foot-tall B-17 carried a crew of 10 and has a

See MUSEUM, Page 6A

MUSEUM

Continued from Page 2A

wingspan of 104 feet.

But, it had its flaws and eventually the aircraft evolved into the larger B-29 and then B-52 model. Yet, it remains an important part of American history.

"The B-17 wasn't even pressurized," she said. "The men who flew in them had to wear electric suits to keep warm and oxygen masks to breathe. ... WWII ended and technology moved past this particular model of bomber. The B-17 was very much the airplane of its time in WWII."

In 2016, the Texas Raiders flew 230 hours as one of the last Boeing B-17's ever built. It was manufactured by Douglas Aircraft Corporation in Long Beach, Calif., at the end of July 1945.

"She wasn't born here in Texas but she got here as quick as she could," Kwicien said.

While WWII combat ended before Texas Raiders flew overseas, Kwicien said the warplane did serve during the Korean War.

The aircraft's military career included scouting, search and rescue and weather reconnaissance. After the war, this B-17 went on to become a seismic survey aircraft and in 1967 was acquired by the CAF to be restored to her military configuration.

The bomber has been in continuous operation since she was manufactured with time out for three different major restorations in the last 70 years. It is currently being painted in Longview.

Harold Hutcheson, manager of the Conroe Visitor's Bureau is pleased to welcome Texas Raiders and the CAF to Conroe.

"She will be a great addition to our community and we look forward to working with her crew," he said in a statement.

The hangar at General Aviation Services will host a CAF twin-engine cargo plane from World War II, the Navy JRB-6. This year, both aircraft will appear at public events at Conroe airport, as well as other events across the country. For more information, visit www.B17TexasRaiders.org.

The CAF has more than 11,000 members and a fleet of 166 airplanes distributed throughout the country to 76 CAF units for their care and operation. For more information, visit www.commemorativeairforce.org.

CLASSIFIED ADS

Ads are free to any EAA member. They will run for 6 months, or until you pull them out of classified. Text or Email to dirvine@suddenlink.net

Found—Aircraft headset and bag in the area of Building 44 bathrooms. Call and describe to claim. Denny Irvine 936-827-0091

For Rent—share a large T-hangar. Prefer low wing taildragger—Thorp T-18, Sonex, Mustang II. Building 13, hangar 1. Split the \$250 rent. Ray Coker 713-825-1054

For sale 2004 Vans RV-8, 406.1 TT, 0-360 AIA, Hartzell CS, GNS 430W, TRU TRK Auto Pilot DII VSGY, Dual GRT Sport Sys W/ Up Grade, GTX 327 Transponder, I COM 2ND Radio, Smoke Sys, Quick Build, and others. Contact Fred Dennis, 936 494 8210, KCXO TX. 11/16

For Sale, RV-6 1999 (this is the airplane you see in the EAA 302 logo) Lycoming O360 A-1A TTAE 560, Performance prop (fixed), pressure plenum, electric flaps, full swivel tailwheel, dual controls, leather seats. \$50,000 Will Park 713-454-3506 10/16

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We now meet in Galaxy FBO's newly finished building on the South Side of Lonestar Regional. Use the south entrance, 1st floor. Meetings start at 10:00AM.

You cannot access the FBO by the old Airport Parkway. You need to use Loop 336 and turn at Hawthorne Drive. This is a new road with a new Airport Entrance sign which mentions Galaxy FBO and the Black Walnut Restaurant. This is just southeast of the Roller Skating Rink.

See you there.

