



# THE *SPORT FLYER*



September 2004

**!!! NOTICE !!!**

**September meeting will be Sep 16th  
At Sport Flyers Airport, 7:30pm**

**Want Back-Issues? See Chapter 774's Website at: [www.eaa774.org](http://www.eaa774.org)**

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**Rick Human  
15803 Knoll Lake  
Houston, Tx. 77095**



## September Meeting on Sep. 16<sup>th</sup>, 7:30pm at Sport Flyers (Milholland)

Our program will feature Leonard Milholland speaking about the development of his Legal Eagle and Double Eagle ultralight aircraft..

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### YOUNG EAGLE's EVENT

EAA Chapter 12 will be hosting a Young Eagles event on Saturday, September 18, 2004 at Ellington Field. All chapter pilots and any volunteers are welcome to participate. Please contact Don Parsons for further information at 281 859-0651.

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### Wings & Wheels Event

Join us for the next Wings and Wheels Saturday, September 18, 2004, at the 1940 Air Terminal Museum at Hobby Airport!

Ticket price includes Lunch, Static Aircraft Tours, Special programs in the Starliner Theater, Museum Tours, and

admission to the museum. Ticket prices: \$10 Adults, \$5 Kids (12 and under). Enjoy an afternoon of family fun and help support the 1940 Air Terminal Museum! For more info, go to

[www.1940AirTerminal.org](http://www.1940AirTerminal.org)

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### CHAPTER FIRST FLIGHTS !

Tom Phillipi's RV-6 flew on July 5<sup>th</sup>, and then went on to fly off his hours in time to make it to Oshkosh.



Rick Human's KR finally flew on August 7<sup>th</sup>, (short flight around the pattern) – Rick notes that he's working on the cooling.

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Sid Sutton has announced that he is available as a Technical Counselor.

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**Members please remember to bring any old bed sheets, pillow cases and related materials for Roy Weisinger's mother, Gwenith Darden. She sews quilts for the Linus Association which provides beautiful blankets for children in Houston-area hospitals. Please help her out with any surplus bedding material you can donate.**

## NEW SPORT PILOT FLIES AGAIN IN TEXAS



On a windless, beautiful day, Wednesday, September 1, Roger Peterson of Sweeney, Texas, did something he hadn't done in 17 years: he flew as pilot in command of his Piper J-3 Cub, thanks to the sport pilot/light-sport aircraft (SP/LSA) rule going into effect that day.

"About two years ago when it looked like sport pilot was coming in, I went and bought a 1940 J-3," he said. "And so I've been flying with an instructor the past couple of years. Last April it looked like it (the final rule) was imminent so I started building a PA-11 replica. I completed it this past April so now I am legal in both of them.

"I really appreciate the effort you guys (EAA) put in to bring this thing off."

Peterson, 66, grew up on a farm in Iowa and started flying in 1954 when a neighbor down the road offered flight time in his Cessna 120 in exchange for shoveling manure in his barn. "I took my credit out in flying time," he said. In the early 1960s, Peterson got his private ticket and bought a J-3 and later transitioned to a C-172, which he flew for many years. In the 1980s he sold the Cessna and bought an Aeronca Champ, which he flew until 1987. That year he quit flying after undergoing bypass surgery. He never went for his special issuance medical, although his doctor, also a pilot, said he would not have a problem getting one. Peterson's wife, Alverna, started flying in 1965, "but since she always flew with me she never got her ticket," Roger explained, and hadn't flown since he quit. Now Alverna is in the process getting her private ticket, possibly in the next several weeks. "We were going to use that as a backup if the sport pilot didn't come through," he said. His son, Craig, who helped build the PA-11 replica, is also in the process of getting his ticket as well. "We're all having a lot of fun flying." Just last year, Peterson installed a grass strip on his land, 08XS, Peterson Field. "Of course, if sport pilot hadn't come through, I'd have a couple of airplanes for sale and a strip put back to pasture." He said he felt nothing different in his first takeoff as PIC. "I've been flying with the instructor, so the flying part was just another time off in the J-3," Peterson said. "It seems we've been waiting for so long, there was just a feeling of *finally*."

"Man, I'm just glad you guys went through all the effort."

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## Meigs Reopens As Park

They've opened a "run way" at Meigs Field -- but not for airplanes. An asphalt running path has been installed around a 90-acre artificial meadow that, until about 16 months ago, was a bustling GA airport on Chicago's waterfront. Now called Northerly Island park, the green space opened to the public without fanfare last week and got high marks from the handful of people who stumbled across the suddenly open gate. "I'd take this over an airport, anytime," Nick Straub, a university manager, told the Chicago Sun-Times. For now, the airport site is a bare-bones layout of prairie grasses, wildflowers and the running track. After an official reopening this fall, Chicago parks officials will hold a series of public meetings on how the land should be developed. Rotary International has already pledged \$275,000 for an entrance with paving stones and 100 trees and the Chicago Maritime Society is hoping to build a museum there. And let's not forget the Friends of Meigs, who envision park space and a small airport coexisting side by side. As for Straub, who was fishing when the Sun-Times came across him, his vision would be much less costly... and potentially less controversial. "Leave it just like this," he said. "I don't want to see it developed."

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## Sport Pilot begins — Fly with 'driver's license medical'



The first phase of the Sport Pilot rule took effect September 1. What that means is that if you have a recreational pilot certificate or higher, and a current biennial flight review, you can fly a [light sport aircraft](#) without a medical certificate — provided you have a valid state driver's license and you haven't been denied a medical certificate.

The following page shows a list of certificated (not experimental) aircraft that meet LSA requirements.

# Light Sport Aircraft

Currently certificated aircraft that can be flown exercising sport pilot privileges:

## Aeronca

- Aeronca C
- Aeronca C-2
- Aeronca C-3
- Aeronca PC-3
- Aeronca CF
- Aeronca K
- Aeronca KC
- Aeronca KF
- Aeronca KM
- Aeronca KS
- Aeronca 50-C
- Aeronca 50-TC
- Aeronca 50-TL
- Aeronca S-50-C
- Aeronca 50-F
- Aeronca 7AC
- Aeronca 7BCM
- Aeronca 7CCM
- Aeronca 7DC
- Aeronca L-3J
- Aeronca L-16A
- Aeronca 60-TF
- Aeronca 65-C
- Aeronca 65-C
- Aeronca 65-CA
- Aeronca 65-TC

- Aeronca 65-TF
- Aeronca 65-TL
- Aeronca 65-TAF
- Aeronca 65-TAL
- Aeronca YO-58
- Aeronca 11AC
- Aeronca 11BC
- Aeronca 058A/B

## Ercoupe

- Ercoupe 415C
- Ercoupe 415CD
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## Interstate

- Interstate S-1A
- Interstate S-1A-65F
- Interstate S-1A-85F
- Interstate 90F

## Luscombe

- Luscombe 8
- Luscombe 8A
- Luscombe 8B
- Luscombe 8C
- Luscombe 8D

## Piper

- Piper J2
- Piper J3
- Piper J-3C-65S
- Piper J3-50S
- Piper J3V-65
- Piper J4
- Piper J-4F
- Piper PA 11
- Piper PA 15
- Piper PA 17

## Porterfield

- Porterfield 40
- Porterfield 50
- Porterfield 55
- Porterfield 65

## Taylorcraft

- Taylorcraft BC
- Taylorcraft BCS
- Taylorcraft BC-65
- Taylorcraft BC12-65
- Taylorcraft BC12-D
- Taylorcraft BC12-D1
- Taylorcraft BF
- Taylorcraft BF-60
- Taylorcraft BF-65
- Taylorcraft BF12-6
- Taylorcraft BLS
- Taylorcraft BL12-65
- Taylorcraft A
- Taylorcraft L-2F

## Upcoming EVENTS

- Sep 17-19 Louise, TX 15<sup>th</sup> Annual "Under the Wire" Fly-In, Flying V Ranch T26
- Oct 16,17 Wings Over Houston Airshow, Ellington Field. USAF Thunderbirds
- Oct. 22-24 19<sup>th</sup> Annual "Reklaw" Flying M Ranch Fly-In is October 22-24<sup>th</sup> !!!!!!!
- Oct. 23 Conroe, TX EAA 302 Fly-In at Lone Star Exec. CXO Breakfast and Lunch

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## CLASSIFIEDS

### FOR SALE:

Corvair engine, 110hp/164cu.in. (case serial# ending in RF). It does not come with the heads as it had 140 heads (I need spares for my two 140hp engines), but the rest of the engine is complete. The previous owner took it apart to rebuild it, but then got cold feet. All of the nuts bolts & pieces are sorted, so it is not a mess. The crank (code#8409), cam, cylinders, etc. all appear to be fine. 1st \$50 takes it. Contact David Brown at [brownd@bsci.com](mailto:brownd@bsci.com), or 281-579-9321.

### Gary Hunter Composites

Gary does custom fiberglass work and balances props. You may know of Gary, he is Bruce Bohannon's crew chief. 281-277-7767