



# THE *SPORT FLYER*



September 2005

**!!! NOTICE !!!**

**September meeting will be September 15<sup>th</sup>  
At Sport Flyers Airport, 7:00pm**

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

Email List: [subscribe to EAA774@aol.com](mailto:subscribe to EAA774@aol.com)

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



## September Meeting on Sep. 15<sup>th</sup>, 7:00pm at Sport Flyers Airport

Our September 15th meeting will be held at Sport Flyers airport. The featured speaker will be Ted Callahan. Ted will give us a presentation on the development of his recently completed 1917 Nieuport 11 biplane. The airplane won the People's Choice award in the Replica Fighters area at Oshkosh this year, and Ted successfully flew the first flight recently. The aircraft is based at Sport Flyers for its testing period and will be on display for the meeting. Should be a really great presentation !!

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## EAA Chapter 774 Email List

The Chapter has gone Email for the delivery of the newsletter !! So, if you want the latest scoop and details that concern our chapter, be sure to ask to be added to our Chapter 774 email list. Pam Kelley has been gracious enough to manage this for us and gets timely info out concerning local events, meetings, chapter news, etc. Send a note with your email address to Pam at [EAA774@aol.com](mailto:EAA774@aol.com) .

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## Chapter 774 Project Photos and Updates

Our chapter Webmaster, Phil Birkelbach, has set up a member's project section on our website. Here's your chance to show off your baby, either finished or in the process! If you have any digital pictures of your project please feel free to email them to us. We would like to show off the work that our members are doing. Send your pictures, descriptions, or even your own website address and we'll figure out a way to get them on the site.

Send your emails to: [webmaster@eaa774.org](mailto:webmaster@eaa774.org)

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## SPORTAIR WORKSHOPS

If you get this in time, the next EAA SportAir Workshop will be right here in Houston at Hobby Airport !! Sign up now!

**September 10-11, Houston, TX at Westwood College of Aviation at Hobby Airport.**

- [Composite Construction](#)
  - [Sheet Metal Basics](#)
  - [Fabric Covering](#)
  - [Electrical Systems and Avionics](#)
  - [What's Involved in Kitbuilding?](#)
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## 2005 Reklaw Fly-In on October 21-22-23

It's almost time again! Reklaw is coming up.... More details next month.

Location 7TA7.

12.3 miles SE of Reklaw, TX, east side of HWY 204. ELEV 310' MSL Lat. N 31°50.7' Long. W 94°57.5'

RWY 02/20, 4000' turf trees at south end

All traffic must use left hand pattern. No low aerobatics or abrupt maneuvers. Use Unicom 122.9 for traffic advisories / CTAF  
Bring your own tie downs Contact: Dave or Marcia Mason phone (936) 369 - 4362

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# Leonard's Oshkosh Trip Report

By Leonard Milholland

John and I left for Oshkosh on Thursday July 21<sup>st</sup> after working on the trailer and disassembling the plane. First, I had loaned the trailer to a friend when he went to North Carolina to pick up a plane and, while doing so, he managed to break an axle and ruin a wheel. John and I drove to southern Missouri the first day. We had an agreement to change drivers every time we stopped and this worked out very well. The next day we drove in to Kansas City, MO and stopped at my daughter's house. A Legal Eagle builder lives across the street from my daughter. His name is Joe Engleman. He is a master craftsman and his plane had many, many goodies.

While in Kansas City, we also got to visit the Bryant building and viewed all my son-in-law's many computer installations he had installed to support his wireless internet business. John was very impressed. I had already seen most of it on other visits. Graeme Gibson, my son-in-law, was to travel with us to Oshkosh as he was very interested in Space Ship One. He was to leave his very demanding business for four whole days, a very difficult thing for him to do. This gave us a third driver, and we were able to drive all the way to Oshkosh by way of Albert Lee, MN. We pulled into Oshkosh on Saturday evening about 6 p.m. Then to the college to our rooms, as we were tired travelers. After checking in, we had to visit our favorite restaurant, the Delta.

The next morning was Sunday and we had all day to set up the booth. Dennis Teague from Ohio showed up and we put him in charge of the tent erection and everything else we could get him to do. He was a big help. He is a Double Eagle builder. The booth was set up about 11:30am and we took a lunch break. Joe Spencer brought his Legal Eagle and we all fell in to help him assemble it. Joe flew his Legal Eagle for a total of six hours while he was there; a very good thing for the people who were interested in building one. Thanks Joe...you done good! I flew around the course twice and had had enough of that rat race and didn't fly anymore.

Many builders came by to tell about their progress on their planes and some were very proud of their first flight. Fletcher Burns brought his Legal Eagle. It had a converted Corvair engine, but he was not able to stay as his job had him tied up until Sunday. Oshkosh seemed like it had a record crowd but no one came up with a figure.

On Friday, July 29<sup>th</sup>, while celebrating my 81<sup>st</sup> birthday, I had a forum on both engines. I had asked Steve Bennett from Great Planes VW to come and tell what he sold for VW engines and he gave a very good talk. He is very experienced on VW engines. After that, Scott Casler told about his business of building mostly 1/2 VW engines. He was very knowledgeable as well. Then it was my turn to talk and the forum went very well. Then, on Saturday, I gave a forum on the Legal Eagle and Double Eagle planes. The forums drew large crowds.

Sunday came around fast and John and I were tearing down the booth display by ourselves as everyone had left for home. We drove to Albert Lee that evening and checked into a motel. No one had to rock us to sleep that night, as eight days at Oshkosh will make one weak. The next day we drove to Kansas City, MO and back to Joe Engleman's shop to drop our trailer. Joe showed up from his trip to Oshkosh and took us all to dinner about 20 miles east of Independence, MO. It was a mom and pop place and the food was excellent. John Bolding begged a ride in Joe's hot rod, a "32-ish" roadster. The next day was a Dallas stop at John's daughter's home.

We had done it! We had made a trip to Oshkosh with only two motel bills...that is a FIRST !! The next day it was a quick trip by myself from Dallas to Brookshire and back into the arms of my bride, Donna. Thanks to her and all the others that helped me on this adventure, Oshkosh was a very good trip!

Thanks everyone, Leonard

PS...While backing the trailer into the driveway, I broke an axle...the best possible place it could have broke on the whole 3000 mile trip.



## Letter from the Editor.....

Believe it or not, I had never been to Oshkosh before. Neither had my cohort Ted. Oh, we had been to dozens of regional and local airshows, but the big enchilada still eluded us. Thus it was that with Ted's impending completion of his Nieuport, we had a golden excuse to venture north of the Mason Dixon line for an airshow. I literally started hitting Travelocity on the internet the week after Airventure 2004 in an effort to obtain decently priced lodging. We wound up with a great room in Appleton, just 25 minutes away from Oshkosh. I must admit, for all the trip planning I did, the pressure was really on Ted to get the Nieuport ready and get a trailer built in time for Osh. But complete them he did, and at 5:00am on Saturday July 23<sup>rd</sup>, we were on the road. Our destination

for the first day was Champaign-Urbana, Illinois. We have a friend in Chicago Heights who had a Nieuport 12 (two seat version), and we planned on visiting him on Sunday. The farthest we had ever trailered the Nieuport was about 3 miles from

Ted's house, so we made a couple of early stops to check everything out, but the plane rode like a champ (not a Champ airplane, like a...well, you get the idea). It was a solid 16 hours or so into Champaign and we stopped only for fuel and McDonalds. It was a short drive from Champaign up to Chicago Heights on Sunday morning and we spent the better part of the morning and afternoon with the "Chicago Escadrille". Another five hours that evening and we rolled into Appleton, WI. and after a decent dinner at Applebee's, we rolled into bed. It was interesting to note that the Nieuport had more bugs on its backside than it will probably ever have on the front (it tows backwards on the trailer and Midwest cornfields produce some pretty big bugs in the evening). We were up bright and early Monday morning with our "Exhibitor Passes" in hand and headed over to Airventure. Turns out we didn't have "real" exhibitor passes, but what was a signed letter from EAA saying that we could arrive early and set up the Nieuport. So we wound up with a guided motorcycle escort over to the Replica Fighter area and they cut us loose. We had done one or two dry runs on the packing and assembly of the plane, and had it down to about an hour and a half. For those there, you'll remember that Sunday and Monday were 100 degree days, and we were pretty wrung out by lunch. But the Nieuport was gathering crowds even before it was assembled, so the effort was worth it. We had one small scare that very evening when the guys in the replica fighter area began running around telling everyone to batten down the hatches because a big thunderstorm was coming. We buttoned up the cockpit cover and I gave the tiedown stakes a few more twists into the ground and triple tied the ropes. When we left for the evening, the sky was a wall of black to the north, and we spent the next few hours in the hotel room watching it pour down rain and lightening and thunder and watching the TV and radar along with the newscaster talking about "tornado force winds ripping through the Oshkosh area". We didn't know what to expect upon arriving the next morning, seeing blown down tents and displays on our way over to replica fighters, but the Nieuport was glistening in the early morning sun, in one piece and probably cleaner than the day before. The storm proved useful too in that it brought cool, clear days the rest of the week. I'll summarize the next 4 days by saying that seeing the White Knight / Spaceship One land and going to the evening presentation with Rutan, Mike Melville, Brian Binnie, Paul Allen and Richard Branson and seeing them announce what is probably the next evolution in civilian space travel was worth the trip in itself. However, I DID take a ride in the B-17, see the P-38 Glacier Girl fly in formation with a P-51, F-4 and F-16, see the Global Flyer land with Steve Fossett, take a helicopter ride around Airventure, see Rayburn Thompson's beautiful Spitfire sitting on green grass under a blue sky, eat about 10 pounds of bratwurst, and about a million other things, including sitting in the factory demonstrator Zenith CH-801 bushplane (which is what I'm building) and making engine noises and dreaming. But 4 days flys fast and before we knew it, we were pulling the Nieuport apart and Friday morning we were headed home. Friday's destination was LittleRock, AR, and then another 8 hours on Saturday and we rolled into Magnolia in time for dinner. Wow. What a trip!

Rgds, **Gary Craze**

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## First Flights Report...



Ted Callahan had a super successful first flight in his 1917 Nieuport 11 WWI biplane replica on Sunday, September 4<sup>th</sup>. Braving the Sport Flyer mosquitoes, Johnny Nimmons and Gary Craze held their breath, handheld radios and video cameras as the Nieuport climbed gracefully into the cool morning air, the Subaru engine purring along. After several circuits to check on the flying characteristics, Ted made a flawless landing. Another flight was called for with two additional planes flying formation. Congrats Ted !

**Gary Craze shakes Ted's hand after the maiden flight.**