



July 2010

Volume 52 Issue 7

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Next Event

July 10th

- Program: Lew Mason "Thoughts on a First Flight"
- Dinner @ 5:30



PHOTOS CONTRIBUTED BY:
D. BAKER, O. ZUNIGA, N. WARNER

**RUNWAY 35 PUBLISHED BY
ED SEURER, EDITOR-IN-CHIEF**

RUNNING THE NUMBERS

By Oscar Zuniga

Nobody was hurt in the production of this article. No mathematical formulae, no calculations, no fractions. This article will not require the use of a calculator, slide rule, or abacus to understand. And yet, in the end someone has to "run the numbers" on every experimental aircraft that takes flight or someone MAY get hurt! I've run the weight and balance (W&B) numbers on my airplane -twice- and have survived to tell my story, so I'm sharing some tips with you here.

The FARs are very specific about running a W&B computation for every aircraft, certified or experimental. It's pretty simple: anytime a new airplane is ready to take to the air, or anytime a significant change is made to an airplane, a new W&B is in order. The procedure is essentially the same for all light aircraft, and nothing has changed in the way we do a W&B in the last 70-80 years. Oh, well, maybe there is that thing about personal computers, spreadsheets, and digital scales but all that does is help you get through the procedure quicker.

I won't re-hash the methodology for conducting a proper W&B, although it's sometimes fun to do that because many builders think it involves shaking a bag of chicken bones out onto a table under candle-light when there's a full moon, or signing up for a calculus class at the junior college. It doesn't. The calculations are simple, and for most popular homebuilts there are W&B spreadsheets available that let

you simply plug in the various dimensions and weights for your particular airplane when it's finished and the spreadsheet will provide you with simple and reliable means to compute all conceivable loadings while sitting at the comfort of your home computer. Put it on your laptop or PDA and you can "run the numbers" standing beside your airplane just before you begin a flight. What could be simpler? You can plug in numbers to your heart's content, investigating "what-if" situations on the computer without risking a stall-spin, crash into trees at the departure end of the runway, or just a simple embarrassment on your initial test flights.

Let's look at a sample case. Lew Mason recently completed test flights of his Fly Baby at San Geronimo. The Fly Baby is a proven design, having first flown in 1962 and with many, many examples now flying. The Fly Baby is a single-place design, so the W&B calcs are simplified. The variables are fuel, oil, pilot, and baggage. This is not a Piper Turbo Seneca with wing lockers, multiple fuel tanks, passengers, baggage, loads of electronics, and other variables! And yet, if the W&B data are not properly documented and computed for flight, the outcome of an out-of-envelope flight could be the same for either airplane: headlines in the San Antonio Express-News, complete with color photo. We don't want that outcome! So what's the usual procedure? First step: get your bathroom scales and then borrow a couple more sets from some

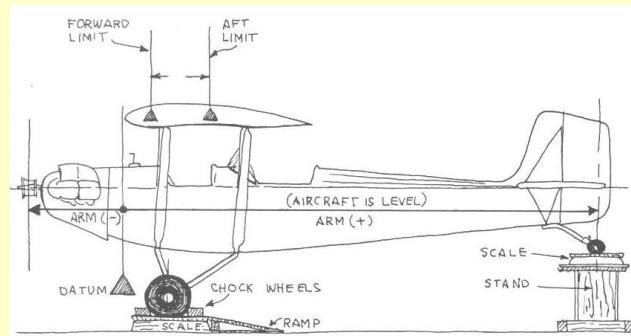
RUNNING THE NUMBERS (CONTINUED)

(Continued from Page 1)

Neighbors. Second step: set the empty airplane in the level flight condition with the wheels on the scales, record the weights, take some measurements, and then run the numbers. What's wrong with that procedure? Well, for one thing it involves three different sets of scales, and unless you spend some time checking the accuracy and calibration of them, it's unlikely that all three will read the same weight in the same range, or with the same accuracy. For another, bathroom scales are designed to weigh humans with two soft feet standing on the scale pad, not airplanes with a single fat rubber tire on each leg. The range in which they are most accurate and repeatable may not be the same range of weights that we find in our airplanes, but this method has worked for many years and the change from spring-dial to digital scales is improving their usefulness.

For a Fly Baby with an empty weight of about 620 lbs., we might expect to find 300 lbs. on each main and 20 on the tail. Bathroom scales might be iffy when weighing something as little as 20 lbs., but they should be pretty close when weighing 300. Still, it's far better to use scales that are more accurate and that are designed for weighing vehicles with tires. With something as important as your airplane's W&B, plus the fact that you should only have to do it once if you do it properly, it's worth locating a good set of scales and enlisting the help of someone who has done it before. (Hint: EAA Tech Counselor!!)

So assuming that we do the W&B properly and record all the weights and moment arms accurately, what can go wrong once we sit down and run the numbers? Well, here are a couple of examples. My airplane is a 2-place tandem and it has the fuel tank up ahead of the passenger. In running the numbers I found that there are two common configurations that place the airplane outside the CG envelope. One is forward of the CG limit, another is aft of it,



and both are very possible. The forward CG problem happens if the airplane has full fuel and oil but there happens to be a lightweight pilot in the aft cockpit. It could be a young pilot, it could be a small pilot, it could be anyone- but the numbers show that there is a minimum pilot weight in the cockpit or the nose will be too heavy. In that condition, there might be insufficient elevator authority to rotate the airplane into a climb attitude on takeoff or insufficient authority to flare it for landing. Not good. The printed W&B information that is required to be carried in the airplane at all times clearly shows a minimum allowable pilot weight of 90 lbs. and needless to say, the airplane is placarded "REAR SEAT SOLO ONLY" because there is NO configuration of pilot weight or

safe fuel load that will work with the rear cockpit empty and this is the case for many 2-place tandem aircraft with the fuel in the nose.

The problematic aft configuration is with a heavy pilot and minimum fuel up front to balance the light nose. This is an easy situation to visualize, and

can be avoided by cautioning heavy pilots to mind their situation when flying into the last quarter-tank of fuel. A very good example of this is the KR2, which can easily be flown out of the aft end of the allowable CG envelope with two people in the cockpit and minimal fuel up front. The CG shifts aftward as the fuel burns off, and the pilot only realizes that there is a problem when attempting to land. With the CG aft, the elevator control inputs are critical and pulling back with normal inputs on the stick to flare results in a very quick (and usually unrecoverable) stall.

But we know better. We perform our W&B while we're sitting comfortably on the ground, we know and understand the forward and aft limits, and in our spare time we play with different "what-if" loadings of the airplane to see what is safe and what is not. And after we run the numbers and re-run them to make sure, we record those in the required paperwork, we respect those limits, and we go have fun. That's what it's all about!

PRESIDENT'S COCKPIT

By Dave Baker

Well folks it appears that we are in nice smooth, blue skys once again on our flight through this year! We had an excellent turn-out for the Chapter work day. There were 4 or 5 people mowing (Ron Paduh, Lew Mason, Dan Cerna, Bubba Hunt and Danny Beavers) Others who pitched in and did various jobs around the outside and inside of the Chapter building are: Dennis Scheidt, Johnny Becker, Ron O'Dea, Jon King, Nancy Mason, Doug Jenkins and daughter Hannah, Hiebert Schwarzer, Richard Gramling and Jim Schlatman. A wonderful lunch was prepared by Gail Scheidt and she had help from her daughters Pam (Houston), Veronica (Atlanta) and Connie (San Antonio) who were visiting for "Mom's Day". They also helped clean-up after the meal. The best part is that we accomplished a great deal of clean-up inside and outside the Chapter clubhouse. Say a big "Thank you" to these great Chapter members the next time you see them.

As you probably already know, the new roof is on and all leaks stopped! Thanks to David Baker (artist) and the others (previously mentioned) for their \$\$\$ donations toward off-setting this unscheduled expense. If you are able, please help your chapter with a tax deductible contribution for the roof. The annual picnic was very good this year. We had approximately 60 - 70 people show up and enjoy burgers and dogs cooked by Jim Feighny and yours truly. The "fixins" were arranged and handled by Gail Scheidt and she had help from Nancy Mason and Roxanne Beavers plus a couple more people. We had visitors from Heritage Airpark, Kestrel Airpark, Twin Oaks Airport and Boerne Stage Airfield that day, I believe. All in all, a good day for your chapter.

On June 19th we had our third attempt at flying Young Eagles and this time Brad Doppelt had a pretty successful day! We had four planes and pilots (Ron Paduh, Doug Jenkins, John Kuhfahl and Johnny Becker) and we flew 12 to 15 people. Johnny flew the most (He has a Cardinal RG!!) so it hold up to 3 per flight. Gail had refreshments of snacks and drinks for everyone and they were much enjoyed. Another big Thank You to Brad, the pilots and

ground support personnel who made this event a memorable one for the young eagles, pilot and a couple of parents also who received their "first flight".

The chapter has sold the RV 9 empenage that was donated by Bob Guthrie. The new owners are David and Jennifer Ortega and they plan to start building before too long.

We are in the process of turning the Piper Tomahawk that was donated to the chapter by Jim Thomas into cash through parting it out. So far we have received approximately \$3000.00 in bids for the engine and instruments. We still have the complete airframe available to bid on. I have listed it on the PA-38 Tomahawk Yahoo Group and have received several inquiries about different sections of the airframe but would like to get rid of it w/o having to dismantle the airframe, but if it comes to that we will do it to raise funds for the chapter.

Don't forget, we have two more Captain Bill Bartlett Fly-outs coming up (July 17th & September 11Th). Get your aircraft ready for these.

Last but most important, Jim Feighny is still needing people to put on Programs for our meetings. If you have something you would like to do, please contact Jim (Ph # & e-mail in this newsletter) and lets have some great programs for your chapter members.

Thanks for your support. It makes our chapter stand out in the EAA world.

Dave

Ps. Ron O'Dea and I are attending Oshkosh this year from July 26th thru 30th. Are any of you going also? If so, lets try to meet up somewhere. My cell # is 210-410-9235

Need an aircraft assembly table? Contact Dave

Baker to see how your tax-deductible donation could make this table show up in your hanger.



NEWSCLIPS

FCC TO BAN 121.5 MHz ELTS

By Steve Jones

The Federal Communications Commission is preparing to issue a Notice of Proposed Rule Making (NPRM) that bans the manufacture, sales, and **use** of 121.5 MHz Emergency Locator Transmitters. Once this NPRM has been published, the rule could take effect as early as 60 days after. For more information, visit:

http://www.avweb.com/avwebflash/news/FCCProposesBanOn1215ELTs_Updated_202771-1.html

CORRECTION

By Steve Jones

Last month, I incorrectly attributed the article on Stan Shannon's Bush Caddy First Flight to Norris Waner. This article was prepared and presented by Mr. Norris **Warner**.

I appreciate everyone's kind discretion — I found that error on my own after we went to publication.

POT LUCK REMINDER

By Gail Scheidt

July is Potluck Dinner Month. Bring your favorite food to share with your fellow EAAers.

SKY CHARTS PRO FOR iPad

By Steve Jones

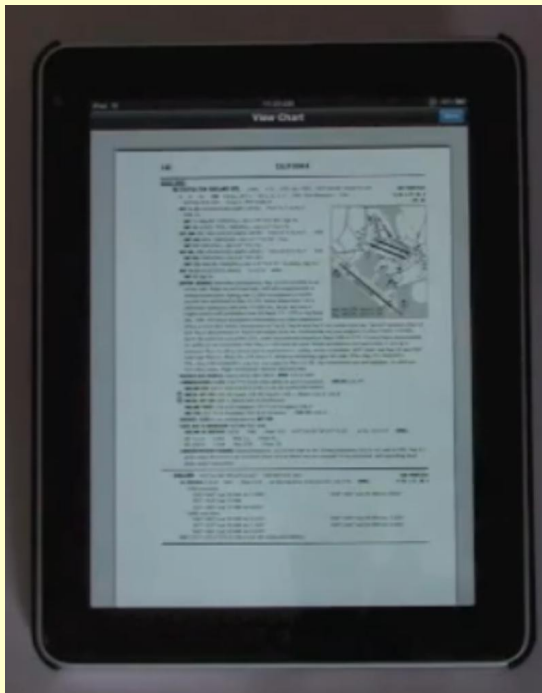
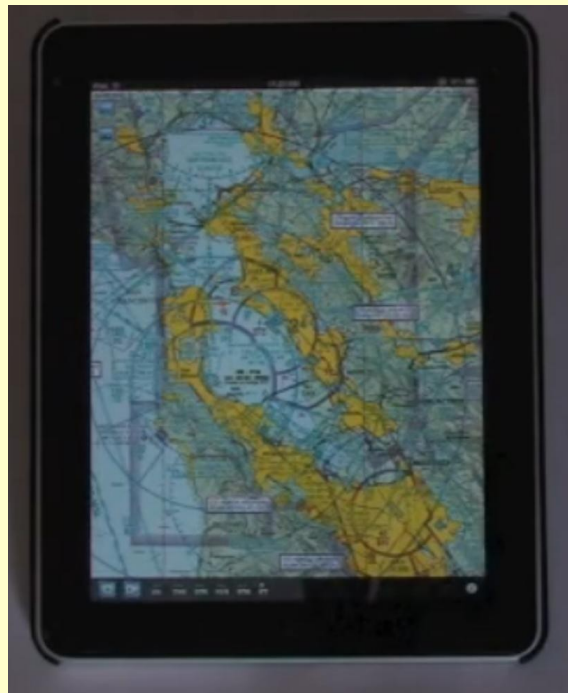
Poor man's Electronic Flight Bag? Check out <http://www.skycharts.net>. Pictures below.

RV-9A EMPENNAGE SOLD

By Dave Baker

I am happy to tell you that with one e-mail to Charlie Brame who put this info on a RV Builder forum, that within one hour of the posting we received two inquiries and it was sold June 9th for the \$700.00 asking price. I have received a deposit on it and it will be picked up after our picnic on Saturday. I have invited the buyers, Jennifer & David Ortega to come to the picnic. as well.

Job Well Done, Charlie.



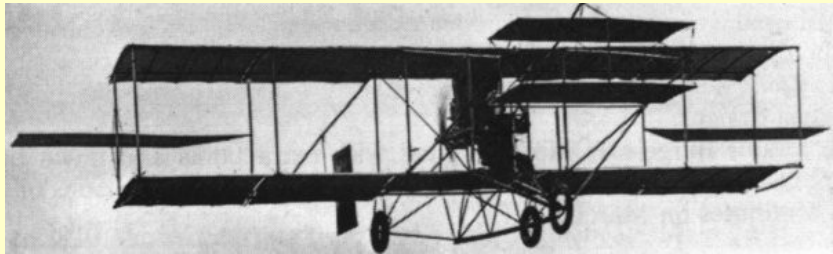
MORTALITY IN ARMY AVIATION - 1914

In this multi-part series, Ron Paduh presents a unique view into the then-new endeavor of heavier-than-air flight. From the earliest days comes a sobering analysis of flight accidents, their causes, and their unfortunate results. This historical perspective reveals that while much more is known today about weather, materials, aerodynamics, and human factors, we continue to make the same mistakes.

This is article 2 of 12, to be published each month covering the first 11 fatal aircraft accidents in the Army 1908 – 1914. Each month will be a different accident and the last month will be a general discussion of all 11 accidents. This information comes from a copy of an original letter from the Signal Corps to the Chief of Staff.

Accident No. 2:

Extract from Proceedings of Board of Officers held at San Antonio, Texas, May 10, 1911.



From the evidence given the Board finds that Lieut. Kelly had made a flight of approximately five minutes duration, in a Curtiss bi-plane, at about 7 A.M., May 10, 1911, under good atmospheric conditions. As a result of this flight he met his death.

He had made not a normally hard landing. Upon landing at least one and possible both sides of seat fork were broken at a point between pilot seat and footrest. At the same time it appears that one diagonal bamboo brace from front wheel to elevator was broken, and its mate was bent.

After striking the ground the first time, the machine bounded to a height approximating ten feet, and gradually rising to about thirty feet until, within about seventy five yards of the camp of the Eleventh Infantry, it made a sharp turn to the left, banked up the turning wing, and made an abrupt dive to the ground. Lieut. Kelly was thrown clear of the machine to a distance of about twenty feet.

As a result of the first impact with the earth it is apparent that the pilot lost control of the front elevator and therefore had only partial control of his machine.

It is the unanimous opinion of the Board that the front wheel must have struck an abrupt depression in the ground or some obstacle causing the strain which resulted in the break.

From all of the preceding facts the Board is of the unanimous opinion that the accident was due to efforts of Lieut. Kelly to avoid endangering the occupants of the Eleventh Infantry camp in which endeavor it became necessary for him to make a sharp left turn, which, in the crippled condition of the machine, put more strain on the controls than would have been required in a straight away landing. Such straight away landing was impracticable owing to the proximity of the tents.

Probable Cause of Accident: Error in judgment on part of pilot in selecting an unsuitable landing place.

ADDITIONAL PHOTOS OF THE BUSH CADDY



DAVID 'ARTIST' BAKER PICNIC PHOTOS



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	MARK JULICHER	210.382.0840	mjulicher@earthlink.net

CHAPTER CALENDAR

June 12	Annual Picnic / Fly-in Hamburgers / Hotdogs	San Geronimo	11:00am to 2:00pm
June 19	Young Eagles Flying Pilots and volunteers needed	San Geronimo	9:00am
July 10	Program: Lew Mason "Thoughts on a First Flight"		Dinner @ 5:30 Meeting @ 6:30
17	Captain Bill's Aero Event		
24 -			
Aug 1	Air Adventure at OSH		
Aug 14	Program: Mike Jordan FAASTTEAM Program Manager		Dinner @ 5:30 Meeting @ 6:30
Sept 11	Program: Lt Col Bryan T Runkle USAF PRV Manning program		Dinner @ 5:30 Meeting @ 6:30
	Captain Bill's Aero Event		
18	Young Eagles Flying Pilots & Volunteers Needed		9:00 AM
Oct 9	Program: J Braun, "L-19 Down on Glacier - WWII		Dinner @ 5:30 Meeting @ 6:30
Nov 13	Program: Nelson Amen, Solar / Alternate Energy for Your Hangar - - Design and Installation		Dinner @ 5:30 Meeting @ 6:30

EVENTS CALENDAR

Dates	Event Name	Location	Distance
July 4, 10:00 AM - 09:00 PM	Hotdogs & Warbirds	Lancaster, TX	245 miles
	http://www.flyins.com/event_detail.po?id=19436		
Jul 10, 2010	EAA Chapter 1493 Young Eagles Rally	Del Rio, TX	126 miles
Jul 17, 2010	Wings and Wheels - Raffle Day!	Houston, TX	211 miles
Aug 14-15	EAA SportAir Workshop Van's RV Assembly	McGregor, TX	157 miles

Aviation Calendar of Events web sites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>
- Fly-ins <http://www.flyins.com>

ELECTRONIC EDITION
 This newsletter is also available online and in color. Please visit the following URL:
http://www.eaa35.org/ENL/Jul_10/Jul_10.pdf

WANTED AND FOR SALE

Instructor Available. Chapter member Bob Cabe has recertified his CFI & CFII. Available to EAAers for BFR's. (210) 493-7223.

For Aircraft Hangar Rentals at San Geronimo Airpark, please call Dan Cerna (210) 688-9345, Dave Baker (210) 410-9235 or Dennis Scheidt (210) 688-3210

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FOR SALE: 1968 Cessna 172K



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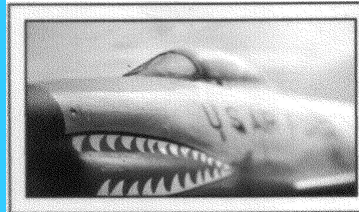
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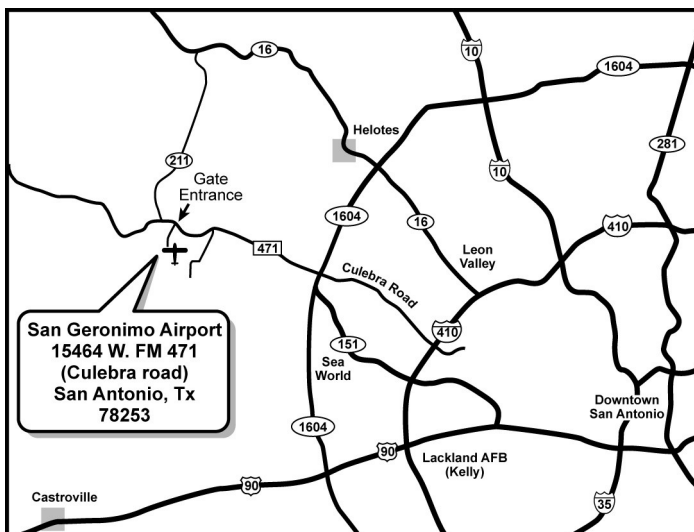
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When Do You Meet?

Second Saturday of the Month

July 10th

- Program: Lew Mason "Thoughts on a First Flight"
- Dinner @ 5:30
- Meeting @ 6:30

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