



The Leader In Recreational Aviation

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PHOTOS CONTRIBUTED BY J.
NORRIS, J. FEIGNY,
J IRVIN, J.RICE



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Oshkosh, what an experience

Jim Feighny, Chapter 35 Newsletter Editor

This was my first trip to the EAA show at Oshkosh and I took my 6 1/2 year old grandson, Liam, for a "guys week out": Camping, eating bad for you food, keeping no schedule, and doing whatever struck our fancy. We met our every goal.

I left San Antonio on the 22nd, got weathered into La Junta, CO the first night and after a mid day departure due to weather developing in the northern Colorado plains, made it into Greeley CO the 23rd. We set down another 1/2 day for weather and with "VFR not recommended" but ceilings of 1000 to 1500 feet with 10 miles visibility we headed northeast. We had a great tour of the buffalo herd near Centennial Colorado and the southern part of the Nebraska panhandle. Refueled at Alliance, Nebraska and met others on their way to OSH. 122.75/85 were filled, "with where are you, what do you show as a distance, where did you go, I can't seem to find you but we're at the same altitude, how do I get fuel from the aux tanks", chatter. I new I was in the midst of real professionals. RON at O'Neil, NE and some of the troops from AIA were there in the morning (the Stinson is faster than some airplanes) and we had some coffee and were off. The impression the group made on my grandson was evident during the climb out as he asked me if our friends would meet us when we got to Oshkosh. More fuel at Waterloo, IA, and then into Watertown, WI for the Stinson gathering. Pretty neat to enter downwind and look down a ramp seemingly full of your type aircraft.

CONTINUED ON PAGE 2

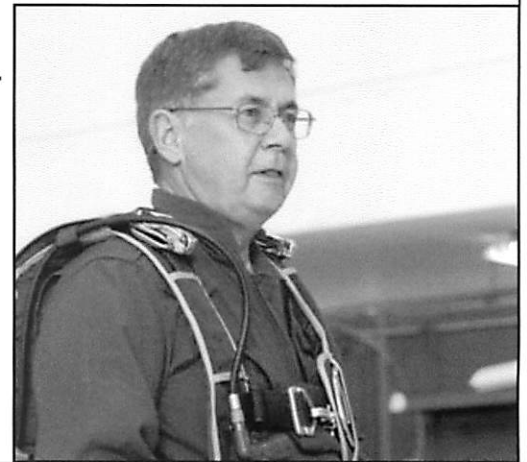
SEPTEMBER MEETING UPDATE

The September meeting will a different format: Presentation by John Siemens, Sino Swearingen Test pilot, will start at **6:00 PM**. His talk will be on Dive and Stall testing.

We will learn a lot about what those "v" numbers really mean and how they are derived.

We will not have a dinner at this meeting.

RON at Watertown with a 0800 briefing



Key Contacts 2004

President

Steve Carlson 210.545.2376
carlson3@sbcglobal.net

Vice-president

Dave Baker 210.688.3358
baker.w.d@att.net

Secretary

Lee Ann Carlson 210.545.2376
larider@sbcglobal.net

Treasurer

Joanne Warner 830.510.4334
NJWarner@ev1.net

Board Members

Dan Cerna 210.688.9345
Lew Mason 210.688.9072
Bob Masters 210.545.4849
Skip Barchfeld 830.363.7649
Bob Cabe 210.493.7223
Jim McIrvin 210.275.7780

Newsletter Editor

Jim Feighny 210.822.7229
jfeighny@satx.rr.com

Ass't Newsletter Editors)

D + M Talley 210.521.2359
EAA35@satx.rr.com

Webmaster

Steve Carlson 210.545.2376

Young Eagles Coordinator

Brad Doppelt 210.558.8909
Brad_Doppelt@yahoo.com

Membership Chairperson

Norris Warner 830.510.4334
NJWarner@ev1.net

Public Affairs Officer

Jim McIrvin 210.275.7780
tw.cfi@swbell.net

Radio/Communications Officer

Jim Munro 210.680.3629
mr.munro@juno.com

Facilities Manager

John Kuhfahl 210.688.9473

(with aircraft packed) the next morning followed by a 32 ship engine start, taxi and takeoff at 1000. We climbed to 3500 feet, maintaining trail formation and then let down to OSH for the call at 10 miles, "Stinsons are cleared to land". We taxied in and were led to our rows, with the addition of a Fairchild and a 172 that had joined the tail end of our formation, somewhere.....We had 16 campers and soon had our gear set up and where headed out to see the sites. The instant camaraderie again made a quick and lasting impression on Liam. For the uninitiated, OSH camping is first class. There are lots of showers and porta-potties that are **serviced several times a day**. As I told my brother, I could stand and look at 40 acres of airplanes and campers and see not one piece of paper, Wal-Mart bag, etc. Everyone made an effort to keep the place clean.

We awoke the first morning with a B-24 and P-51 pass at about 0545. We were hitting the grounds at 0700 and spent each day exploring new areas of the show. We walked everywhere, took a couple of shuttle runs and a bus to the museum. The air shows start at 3pm and we used that time to rest our legs/feet and have some refreshments. The shows were stunning: War birds, team acro, individual acro and lots of flybys. The 3 hours passed before you were ready for it to stop.

We had lots of social events, Stinson fish fry, Vintage picnic, as well as presentations at the Theater in the Woods. Burt Rutan had never before seen video of the Starship, Space ship 1 launch and recovery. Great stuff. Our planned Saturday departure came much too soon, but we reviewed the NOTAM and packed the plane. The departure procedures are: find a guide (they are at the end of your row) tell him/her you want to go. Get your airplane pushed out of parking into the drive way between rows, put the VFR sign in your window and pretty soon your own guide will come to



you and give you a start signal and will lead you to the taxiway and wave you on. Each airplane has a guide, some times two. A flagman at the end of the runway points to a sign for tower frequency, you change and give a thumbs up and you will soon hear a controller say your N number "cleared to #1, cleared for takeoff...your gone. Summary: Liam and I made a list of stuff to bring next year, got hugs from people we had never met until that week, put faces with e-mail names, learned a lot about our type aircraft and the folks that fly, repair, refurbish, and rebuild them. We saw examples of every type aircraft and met many of the builders. Everywhere we went enthusiastic aviation supporters met us. This was a great experience for Liam and me; I fully recommend it to all of you as a great way to bring aviation to the next generation(s). jf

My Trip to the EAA Air Academy

By Paul Wilkes II

My summer adventure started out by getting everything ready for Oshkosh and the Air Academy. Mom and I made a quick stop at HEB and then headed to the airport. After clearing security and waiting a few minutes, I boarded the plane that would take me to Chicago. Four hours later I arrived at Chicago O'Hare Airport and had to wait a while to board the plane to Appleton, Wisconsin. The flight to Appleton (in a much smaller commuter aircraft) was short compared to the flight to Chicago.

After arriving in Appleton, I collected my luggage. Once I did that I waited for the "people in blue", who are the counselors at the camp, to come and pick me up. I did find a counselor and she asked for my name to check her list. Thankfully, I was on it and we loaded up in a van to transport us to the camp in Oshkosh. This was the beginning of six fun-filled, exciting days.

Arriving at the camp we were shown around the beautiful Air Academy Lodge. They took my picture to make up an I.D. card. After that I settled into my room and headed down stairs to meet some fellow campers. After getting everything situated the entire camp sat down to dinner, which was excellent food.

We did many different activities in small groups. My group first went to the workshop to observe building methods and to make an instrument holder of aluminum. Other workshop visits allowed us to make a portion of a wing to simulate lift, and also we made gliders from balsa wood.

Other activities included tours of the EAA Museum and "hard rock climbing" on the climbing wall.

The best part of the entire stay was flying, of course. An instructor and I flew in an RV-6A, and before the flight he taught me how to do a pre-flight inspection. The flight included all sorts of maneuvers, and I was able to experience both positive and negative "G's"

and some actual "stick time."

It was good to come home, but I'll never forget my experiences at the Academy because I met many different and interesting individuals, and I had an awesome time.

Thank you, EAA Chapter 35, for sponsoring me to the EAA Air Academy.

Paul Wilkes at Air Academy Workshop



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From the President's Desk

By Steve Carlson

Great Aviation Events shaping the Fall Schedule



Many great aviation events are still yet to go this year, so get your calendars ready. First off, our September meeting on 11 September will feature a new format. The meeting will start at **6pm** sharp. There will be no dinner served this month, but you can still volunteer for next year. John Siemens, Sino Swearingen Test Pilot, will provide the program. He will have a lot to offer in the areas of stall and dive testing. See elsewhere for more information.

Finishing out the month of September will be our Young Eagles event on 25 September. We will have the grill fired up with lunch and other items for sale that will help our chapter expansion. Bring your plane and help keep general aviation alive by launching a youngster's enthusiasm. 27 September is the AOPA Safety Seminar at the Airport Hilton at 7pm. Remember, these events are free and open to all interested in aviation. No membership required. Lastly, on 29 September, all eyes turn to Mojave for the first official X-Prize launch of Spaceship One.

October 2nd we will be meeting at 10:00 am for a visit to **Engine Components, Incorporated**. This is a great tour of a well-run interesting facility. Jimmy Tubbs will be our guide. The 9th will be our Annual Chapter Picnic. If your airplane is flyable, or you have it at San Geronimo and can drag it out, please plan to have your plane on the grass for show and tell. We'll have burgers on the grill. Towards the end of October, from the 22nd to the 24th, it's time to head to the northeast part of Texas for the best little fly-in in the country, Reklaw. If you haven't been there yet, you should really plan to go. If you'd like to camp out under the stars, Bob Cabe has the skinny. If you'd rather try a hotel, Miriam Talley knows the best spots. As an added incentive, long time chapter member Jim Rice is going to try to make it to Reklaw in his newly acquired Starduster Too.

Long-time chapter member Mark Brown will present the 13 November chapter meeting. This will be a program on aircraft design. Watch next month's newsletter for more details. This meeting will have dinner at 5:30 with the program starting at 7pm. This year's Christmas Party will be an early sell-out so get your tickets now. Nancy Mason has done an excellent job of putting our gala together in a way that provides good food at an affordable price and it won't burden our tireless volunteers with another massive clean up. Thanks, Nancy! See our chapter secretary for tickets, \$15.00 each. The event will be FRIDAY, 10 December, at the party house behind Grady's BBQ with the social hour starting at 6pm and the dinner at 7pm. You will be able to choose a traditional turkey dinner or Grady's BBQ.

Remember, you are all invited to weigh in with your opinions and views on our chapter building. Please submit your writings to Jim Feighny. His address is on the masthead. After these writings have been reviewed and discussed by the members, and after we have talked openly among ourselves, we will vote at the November meeting which will provide guidance to our board. The board will meet in January to decide on direction. There are two good choices to consider. They both have considerable merit. One choice is to expand our current chapter house toward the runway. The other choice is to build a hangar adjacent to our current building.

Thanks,
Steve

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Tool Crib Update

Proposed Tool Loan Procedures (Bob Cabe)

EAA Chapter 35 Tool Loan Program


- **Eligibility**
 - EAA Chapter 35 members may borrow tools for their own use.
 - Once borrowed, tools are not to be loaned to other members or to non-members.
- **Procedures**
 - Tools are stored at the EAA Chapter 35 club house. _____ will have access to the building and the tools.
 - When a tool is needed, the member will call _____ at _____ to arrange for pick up.
 - The borrower will sign a Tool Loan Agreement. (see attachment)
 - The tool will be on loan for a specified period of time, which will be mentioned in the Agreement.
 - The period of the loan will vary for each tool. The period will be stipulated for each tool.
 - The tool must be either returned on or before that date or a new date must be established.
 - The new date must be established on or before the original due date.
 - The new date may be established by calling _____ at _____.
 - Only one extension will be granted. The tool must be returned on or before the extended date.
 - The tool will be returned to the EAA Chapter 35 club house. _____ will have access to the building and the tool bin.
 - The tool must be returned in good working order
 - If the tool is damaged due to normal wear, there will be no charge.
 - If the tool is lost, the borrower must replace it.
 - If the tool is damaged due to negligence or misuse, the borrower will replace the tool or have it repaired.

CONTINUED ON PAGE 6

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Tool Crib Update

CONTINUED FROM PAGE 5

Agreement

I _____, an EAA Chapter 35 member, am borrowing the following tool(s):

Tool	Period of Loan	Due Date / Date Returned
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____
4. _____	_____	_____
5. _____	_____	_____
6. _____	_____	_____
7. _____	_____	_____

I agree to use the tools properly and to return them in good working order as prescribed above, on or before the dates indicated above.

Borrower's Signature

Date

List of Tools

Period of Loan

<u>Tool</u>	<u>Period of Loan</u>
1. Compression gauges	_____
2. Torque wrench	_____
3. Cylinder hold down wrenches (Lycoming)	_____
4. Spark plug cleaner	_____
5. Spark plug gapping tool	_____
6. Spark plug gap gauge	_____
7. Safety wire pliers	_____
8. Tube flaring tool	_____
9. Brake riveting tool	_____
10. Instrument hole cutting tool	_____
11. Instrument mounting template	_____
12. Terminal crimping tool	_____

YOUNG EAGLES AT PLEASANTON



Our chapter's fourth Young Eagles event was held on August 14th at Pleasanton. The weather was perfect and we had plenty of planes, pilots, and volunteers. At 9:00 the Young Eagles started showing up and by about 11:00 we were done flying. We ended up flying ten Young Eagles, which was surprising since we even advertised in the local newspaper.

Early in the morning Travis Blair flew in with the News 4 WOAI Bell Jet Ranger and gave everyone a

chance to get a close look at the helicopter. Our own Phil Capestany provided the pilots and volunteers with a great lunch.

The last Young Eagles event for the year will be held on September 25th at San Geronimo starting at 9:00. Thanks to all of those who volunteered at our last event in August and we hope to see you again in September.



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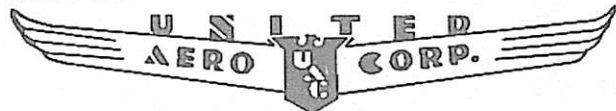
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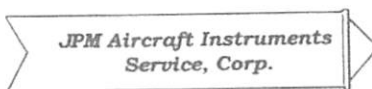
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A Night to Remember

By Norris Warner

Chapter member Brian Heyne and his sidekick James Taylor gave the presentation of the year—and maybe of all time—on Saturday night, August 14th. Both are former U-2 pilots, and regaled the packed clubhouse with all sorts of tales about flying the aircraft acknowledged to be “the most difficult airplane to land in the entire inventory.”

In addition to Brian’s stories of his four years of “line pilot” in the U-2, he also told of his second four years in the “Dragon Lady” as an instructor pilot. He and James (“J.T.”) presented a power-point program showing lots of still pictures of the fabled airplane, along with some performance data. They also had a few video clips which confirmed for everyone just how difficult it is to land it and still be able to reuse the airplane.

We all know that the U-2 is a “tandem-gear” airplane (others that come to mind are the B-47 and the B-52). However, Brian demonstrated conclusively through the film clips that it truly is a tail-wheel airplane, and if the yoke is not held full aft (after stalling the airplane at two feet off of the runway) the airplane will definitely try to ground loop! And when we asked Brian if transitioning pilots who had tail wheel airplane experience were somewhat easier to check out in the U-2, he replied with a vigorous “yes”!


One last item—Brian said that among Air Force flying units, the U-2 organization has a much higher percentage of EAA and general aviation members than any of the others. But to prove the point, Brian has restored a Cessna 140 and JT has built a gorgeous Kitfox. Chapter 35 is in darn good company!

Editors Note: This was such a great program, I have included part I of a two part review written by Chapter 35 member and newly anointed Sail Plane Tow Pilot: E.D. Yoes.

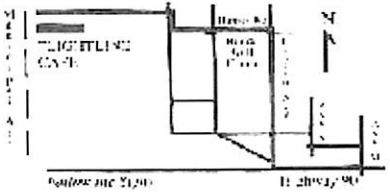
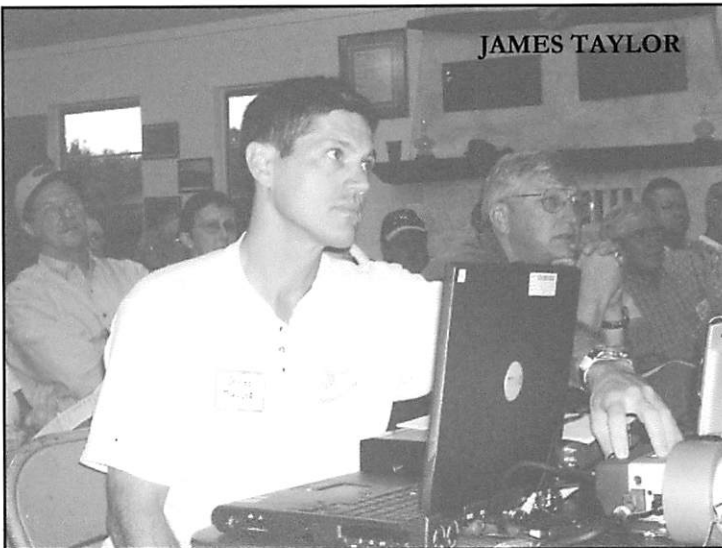
His review starts on page 13



BRIAN HEYNE



Phone: 830.426.4020
 HOURS
 SAT-WED 7:30-3:00
 THUR-FRI 7:30-9:00
 2507 19th St (HW 90)

JAMES TAYLOR

CHAPTER CALENDAR

DAY/MONTH	PROGRAM	TIME
11 SEPTEMBER	JOHN SIEMENS-SINO SWEARINGEN TEST PILOT STALL AND DIVE TESTING	PROGRAM @6:00 PM..NO DINNER NOTE NEW FORMAT!!
25 SEPTEMBER	YOUNG EAGLES RALLY AT SAN GERONIMO	9:00 AM TO 1:00 PM GRILL WILL BE FIRED UP CHAPTER ITEMS FOR SALE
2 OCTOBER	ECI TOUR	10:00 AM LOCATION DETAILS TO BE ANNOUNCED
9 OCTOBER	CHAPTER FLY-IN AND PICNIC	FLY, DRAG, OR TRAILER YOUR AIRPLANE/PROJECT TO SAN GERONIMO 11:00 AM TO ???
13 NOVEMBER	AIRCRAFT DESIGN-THEORY MARK BROWN	DINNER 5:30 TO 6:00 PM PROGRAM 7 :00 PM
10 DECEMBER TICKETS ON SALE NOW....\$15.00 EACH	EAA 35 CHAPTER CHRISTMAS PARTY AT GRADY'S BBQ PARTY HOUSE TURKEY OR BBQ	6:00 PM SOCIAL HOUR 7:00 PM DINNER IS SERVED



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BILL'S AVIATION SAFETY COLUMN

CONTINUED FROM LAST MONTH.

I might add a few to the list not mentioned, such as: currency, proficiency, current charts, pilot awareness, knowledge of air traffic control and use of available services, night time, airport familiarity, cockpit discipline and training, runway incursions, distractions, total reliance on cockpit technology, even "get home itis", etc. All of these factors, any one of which can become the critical piece in the accident's layer cake. So you see, putting a single label on the cause of an accident obscures the true picture.

Weather is certainly one of the most encountered accident risk factors. Good preflight planning, understanding of weather, decision making. At this juncture maybe the best time to prevent an accident or an accident is on the ground prior to departure.

Nighttime is another risk factor, especially if there is a possibility of encountering any weather or reduced visibility conditions. Might as well add the lack of an instrument rating, proficiency and good decision making again. Not to say that a flight at night is always a hazard, but it does build up another layer on the accident cake.

Training and cockpit discipline are other risk factors that add to accidents, both in VFR and IFR flight. Poor or inadequate training with the addition of poor cockpit discipline that usually takes place, increases the accident risk factor as well. These factors, along with the lack of currency, proficiency, good decision making or situational awareness **WILL** lead to an accident at some point. Instructors must play an important role in training, whether it is initial pilot training, upgrades, or flight reviews. Be honest with the student and require good pilot/cockpit discipline to be developed and maintained. Be watchful of such areas in training as a good preflight, use of checklists, knowledge of the aircraft's POH, basics of flight, etc.

Low flight maneuvers or "hot dogging". NTSB, sometimes, refers this cause as "ostentatious display", but nevertheless it usually ends up with loss of control and results in a stall/spin accident.

Stall/Spin accidents, normally occur as mentioned above, however, a great deal occur after engine failure or as a result of a pilot encountering a spatial disorientation situation in weather or night conditions (or both). Hen is the last time you practiced unusual attitudes under the hood?

Pilot impairment is occurring more often as an accident factor than before. Drugs, alcohol, prohibited pilot medications have played a role. Fatigue is another factor that plays an important part in the cause of accidents. Response time, awareness, alertness, vision, and especially the decision making process are just a few body functions that are affected.

Loss of control accidents and incidents are becoming more prevalent, especially concerning is those in takeoff or landing situations. What is really alarming is when an instructor is on board, or even worse, when an instructor is manipulating the controls. Maybe we need to take a look at how we instruct, the importance and knowledge of what to do and when to do it, plus the limitations under which an aircraft can perform (or not).

Mid air collisions are another risk factor to consider (although most occur with five to ten miles of an airport (controlled or uncontrolled). Situational awareness, traffic patterns, traffic hot spot knowledge, airport familiarity (runway incursions), communications, complacency, dependency on cockpit or ATC technology to keep you out of trouble (TCAS, radar, etc.) are all contributing causes, especially in high density traffic areas. Military activity has also increased this area of concern, especially, where low level and MOAs flight activity takes place. Adjacent airports in metropolitan areas are also a high risk area, where heightened awareness and vigilance is very critical.

Ice, Thunderstorms and Density Altitude are some added factors. Although ice is more formidable during the off summer months, it still can be encountered and thunderstorms can be vicious at any time of the year. TRW's can bring hail, shifting winds, windshear, heavy precipitation and a whole host of unhappy and exciting moments. Low visibility conditions and severe frontal passages are more prevalent in the fall, winter, and spring months. A good knowledge of weather and preflight planning are important factors in minimizing accident risks. Continued next page

BILL'S AVIATION SAFETY COLUMN

Aircraft's mechanical condition is another risk factor becoming even more prominent, either due to poor or lack of good maintenance. Even aircraft that come off the assembly line at the factory may have a problem (that's why they flight test it). However, we are seeing more and more of a problem with owners and pilots ignoring good maintenance and practices. Just because an aircraft just came out of an annual (especially when an engine overhaul or change has occurred) doesn't mean that the aircraft doesn't need a good once over preflight with a wary eye for any irregularity. The concern for good mechanics, maintenance facilities and trusting FBOs is necessary for completing a good flight. In any case, know your emergency procedures and utilize the emergency checklist. Periodic reviews should be a prerequisite.

That leaves **self (the pilot in command)**. Regardless if the pilot has straight teeth, a crooked smile, no drugs or other impairments, is well trained and proficient, pilots can still be their own worst enemy. Aircraft accidents simply don't happen until the pilot cranks up the aircraft and goes flying (unless you forget to set the brakes, chock the aircraft and try to hand prop the aircraft).

Most accidents don't occur until and unless the pilot flies that aircraft into conditions or a position where an accident becomes inevitable.

So you see there are a number of opportunities that a pilot has for risk and also risk reduction. It all depends upon you. What are your risk factors and what have you done to reduce those risks for yourself and any passengers you might be taking with you.

? I'm sure that I haven't covered them all here, but now is the time to review those that are listed, or may even apply to you.

Have a safe and enjoyable flight,

Bill Czervinske

Aviation Safety Counselor

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Manager

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Larry Tate

The Powderhorn

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LETTER FROM JIM RICE

Following e-mail shared by Norris and Joanne:

Sorry to have taken so long in writing. You know how time gets away. Wanted to share this picture of my new plane with you. It is a 1987 Starduster Too SA-300. It has Lycoming IO-360 of 200hp with inverted fuel/oil. I have to put some radios in it, but otherwise it is pretty much ready to go. I bought it in Rapid City, SD and had a FedEx pilot



friend went to get it for me. He got it home yesterday late, so unfortunately, I haven't yet got to fly it. He wants to get several more landing in it and then I will get checked out. For insurance purposes, I have to get 3 hours dual prior to solo. Also attached is picture of my J3 as it currently sits. Picture was taken at mom's a couple of months ago. I am going to move it down here to Memphis in October when I get into my permanent hangar. My brother, a good flying friend and I believe the three of us can have it flying over the winter without too much trouble. It will be really nice when I get it done as we will have five Cubs (four stock and 1 clip wing) at our grass field and three more (2 stock/1 clipped) the next little airport over where we all hang out when not at our own field. We are looking forward to a Cub fly-in in the spring and hope to have 10+ Cubs there.

The flying here is still good. Barring bad weather, I fly just about every weekend, typically at least a little bit on both Saturday and Sunday. I've actually flown just over 30 hours since the beginning of the year. Hopefully, with the Starduster I will be able to log many more hours before the summer is out....maybe I'll get lucky and logged at

least 52 hours.....an hour a week average. I've been flying the J3 the most, but have also had opportunities in my brother's Stearman, Great Lakes (now sold) and a friends Super Cub. I'd not flown a Super Cub in probably 20 years and had forgotten how much fun they really are! Just wish they weren't so darned expensive because it is more fun than a it ought to be. The Lakes ended up in Oregon and is being completely restored/recovered. The man who bought it owned it previously and wanted it back. Norris can tell you the Lakes is a "small world" story. He flew this particular Lakes when it was based in San Antonio several years back. When discussing my brother's Lakes with him, he asked where it came from (Idaho) and what colors. I told him and he felt certain it was the same one. I soon had a picture (ya gotta love email) and showed him. Sure enough it was the same one. The guy who flew my Starduster back from SD owns a Clipped Wing Cub I am going to fly soon. It should be fun having never flown one before and being so used to a stock Cub. Life in Memphis is good for everyone. The girls are back in school and also playing soccer. Steph is sitting out this year teaching and only going to substitute teach some. Her full time position was in an EXTREMELY bad school and we decided it just wasn't worth the hassle, stress and frustration of going back. Hopefully after getting know as a sub, she will have an excellent chance for getting picked up full time in the neighborhood school next year. We also built a swimming pool this summer so she and my sister-in-law have a good time sitting around it in the afternoons and she is staying busy with all the landscaping around it and in the front yard. While the flying is great here, I sure do miss the EAA 35 bunch and wish I could figure a way to have my family and all my flying friends in San Antonio and Memphis in one place

Regards and best wishes to all.

Jim Rice



Review of U2 Presentation, From August 2004 Chapter meeting

Fifty years after its birth the U2 still lives, and flies every day in some part of the world. The SR-71 Blackbird has been officially retired. There are more U2s flying than ever.

This knowledge comes from a presentation given to Chapter 35 on Saturday, 14 August, at our club house. Two young fellows, both U2 pilots - instructors, in fact - showed PowerPoint slides and video clips with a Windows laptop and a projector. We learned more about U2 than any of us had ever expected to know.

U2 is a glider. Lots of us had heard that before. A glider with jet engines generating 75,000 pounds of thrust. It's designed to get to its service ceiling quickly and stay up there for a while. The usual duration of a mission is about nine hours - a long time for the human pilot to sit almost motionless in a very cramped cockpit, wearing a space suit, breathing pure oxygen, peeing through a catheter, taking nourishment in the form of food provided by Gerbers (yep!) through a tube.

The service ceiling is the altitude at which one cannot coax another inch of climb from the bird; the level at which there remains only the slimmest margin of lift to the wing; any attempt to raise the nose to a steeper attitude will produce an immediate stall. A stall in such thin atmosphere has more serious consequences than one in thicker air near the earth; one cannot simply lower the nose to regain flying speed, doing so produces severe buffeting and vibration which can shake the U2 apart - usually, the tail breaks off.

"Do you have good ejection seats?" the Chapter audience asked. "Very good ones," was the answer. Still, ejection 14 miles up is a risky proposition at the very best. Some pilots, like Francis Gary Powers, have survived it. Others have not.

It follows that a very good auto-pilot counts for more than a very good ejection seat in the U2. At mission altitude the auto-pilot flies the airplane, while the pilot monitors everything: navigation, fuel consumption, the operation of the surveillance packages and the auto-pilot itself. The U2 auto-pilot was described as being perfectly adapted to controlling flight at 70,000 feet but useless at any lower altitude "because it's too deliberate." No quick adjustments even by an auto-pilot at extreme altitude. In climbing up and descending, however, the human pilot flies the U2 'by hand'.

Literally by hand. Unlike all modern aircraft, the U2 does not employ 'fly-by-wire' or even hydraulically boosted control mechanisms. Its control surfaces operate by pilot strength alone, through cables routed over pulleys, just like a Cessna.

Descent from cruise is handled in most airplanes by first reducing power. In a U2 that would be a fatal mistake. Instead, the first step in a U2 is to lower the retracted landing gear. This increases aerodynamic drag and gradually slows the aircraft from its previous speed of 0.875 Mach - eighty-seven percent of the speed of sound (at 70,000 feet.) Its speed reduced, the U2 sinks into denser air where control by human reflexes and muscles is possible. It typically requires about 100 miles horizontal travel to come back from service ceiling to a landing.

Landings are the fun part in all aircraft, but landings in the U2 are especially critical. A gentle landing is mandatory for two reasons: first, the landing gear consists of only one main wheel and one tail wheel. Just like most gliders the U2 has mere skids beneath each wing-tip to cushion (?) the wing once the craft finally comes to a full stop and must tilt over.

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Review of U2 Presentation, From August 2004 Chapter meeting

Second, there are no longitudinal strength members (longerons, 'stringers') in the fuselage, and no horizontal strength members in the wings - no wing spars. The rigidity of wings and fuselage alike is entirely the product of aluminum skin panels riveted together. This is 'monocoque' construction, which has been around since the late 1920s. Monocoque provides adequate rigidity at minimum weight, but monocoque withstands severe stress of any kind the same way a blown-up paper bag does.

The key to successful U2 landings lies in the chase car carrying two experienced U2 pilots conferring via radio with the landing pilot, who cannot see anything useful out of his cramped cockpit and confining space suit. His standing orders are: make a standard approach, descend to within two feet of the center-line on the runway, then follow instructions from the chase car pilots. They talk him down those last two feet, while pursuing him at speeds from near 135 mph until he rolls to a stop.

"Level.... Hold it... Reduce power.... Left wing up! Hold there.... A little right rudder... Reduce power again... Attitude up one half degree... "

And so forth, until the U2 is stalled, at which its tail wheel touches, just like civilian gliders do, providing additional drag. Then the main wheel touches, and power is cut, after which holding level and steering straight is the game.

Modern gliders have speed brakes - big spoilers that are raised above the wing surface on final approach to drastically disrupt lift and apply drag. U2 has no such thing; its ultra-smooth skin and enormous wing surface can keep it flying in ground effect for a mile or more at inches above the runway. However, experienced U2 pilots can routinely come to a stop within 3,000 feet with the help of their buddies in the chase car.

U2s have even landed successfully on aircraft carriers.

So the instructor-pilots said. The only detail they offered was that these landings were conducted 'straight-ahead' without using the angled deck. I leave the other essentials to the fevered imaginations of seasoned carrier landing watchers.

All U2 landings are videotaped. The presentation concluded with a series of horror-landing videos in which the pilot lost control. Every one of these catastrophes was a variation on the Ground Loop. If one wing touches while the aircraft is still moving, even at a walking pace, the whole thing swerves off the runway into the tall weeds, and keeps on turning, tighter and tighter until it disappears in a cloud of dirt.

Thanks to monocoque construction, one of these ground loops is enough to wipe out a multi-million dollar airplane. U2s which have met with landing misfortune are never rebuilt, but scrapped. It's cheaper to build another one than to repair damage. Pilots usually survive such landings.

So who are U2 pilots? Easier to start by saying who they are not:

not U.S.A.F.

The reason is purely bureaucratic: Air Force regulations prohibit U.S.A.F. pilots from flying non-U.S.A.F. aircraft on official missions. The U2 is not a U.S.A.F. aircraft. Therefore, no Air Force pilots may fly them on missions.

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Review of U2 Presentation, From August 2004 Chapter meeting

Why is the U2 not an Air Force airplane?

U2 was not designed in accordance with U.S.A.F. requirements, and does not now nor ever did conform to U.S.A.F. procurement standards and construction specifications. Therefore, the Air Force cannot legally own or operate it.

It was specified by the C.I.A., designed to those specs by Lockheed's legendary Kelly Johnson and constructed at the Skunk Works in Palmdale.

All U2s - still built by hand, not manufactured - are owned and operated by The Company.

U2 pilots are volunteers, recruited from everywhere. Many are commercial pilots, with experience ranging from ATP to Alaskan bush pilots. Some are female. Some are high-time commercial glider pilots. (Did'ja ever wonder what in the world a commercial glider license is good for? Now you know.)

Military experience is deemed helpful, but not essential. Air Force pilots are welcomed, but must resign their commissions first; ditto for other services. Typical candidates are between twenty-five and thirty-five years old, with around 1,500 hours in their log. American citizenship is a requirement, but it has been waived occasionally - for Canadians and Brits. Preference is given single people, for some reason.

Candidates who have passed preliminary review - clean record, background investigation, medically acceptable - come to Beale AFB for a two-week evaluation. None of that fancy psychological stuff; the old hands at U2 flying simply size the guy or gal up. Take them for a flight in one of the two-seat U2 trainers. The question is: does this pilot act like one of us?

The rejection rate is about 55%. Of those, roughly half are people who decide after their orientation flight that U2 is not their cup of tea. No disgrace.

Military discipline is conspicuously absent. U2 pilots wear no uniform, and their flight suits sport only a modest shoulder-patch.

The outfit concentrates on training, and keeps to itself. Nevertheless, it is housed on an Air Force base, and from time to time U.S.A.F. brass has allowed itself to grow irritated by the generally un-military demeanor of the U2 wing. A few seasons ago the Air Force got so exercised they decided it was time to have those guys Shape Up. (Not stated: how they got around their own rules whereby U2s could not be Air Force aircraft and no U2 pilots could be Air Force personnel.) No matter; a few U.S.A.F. fighter pilots with Rank were sent out to Beale to militarize the place.

All of them got orientation rides in the U2 trainers, and that was the end of the disciplinary initiative; afterward one of the jet jocks reportedly said no power on earth would ever get him up in one of those things .

To be continued next month

E.D. Yoes

LOCAL EVENTS AND WEB SITES

If you know of any local aviation events or happenings we can share with the chapter, call Jim @ 210-822-7229 or send it via email to: jfeighny@satx.rr.com.

Shooting Star Museum, Devine, TX, Open every Sunday 1-5 PM or by appointment – Proprietor Pat Wegner, 830-931-383

UPDATE ON RANDY STOUT ZENITH

RANDY AND SANDY STOUT WITH JUST-INSTALLED CORVAIR ENGINE ON THEIR ZENITH ZODIAC



Hi Steve..

I was in United Aero the other day and picked up your Runway 35 paper. I thought I write and offer "another" place to go when your out burning up avgas.

I have a 1200' grass strip just north of Lytle in south-west Bexar county. If you have "geewhiz" stuff its N2915.7 by W09845.2 With the "older stuff" its the SAT207/27.5 If your a "real" pilot its "IFRR" (I follow rail-road!) follow it 2.5 miles north of Lytle and hang a left to final!

I own a C-150 taildragger with a Lycoming o-320-150hp on it. I generally just use it to terrorize my neighbors.

The strip runs 17/35 with a large Oak tree about 500' off one end and on the center line. Going around it (the tree!) is "advised"! I have had friends with a Cessna 210 and A-36 Bonanza visit frequently. The house is grey with a charcoal colored roof with a swimming pool on the south side. The hangar faces west has a white top with three silver panels in the center. If there is a green dodge truck sitting next to a large tree in the driveway....I'm home. I have a handheld 720 radio that I "hollar" at folks on 22.8 & 22.9. If the "orange" gate is across the south end of the strip there is still a full 1200' available. If the gate is down there's about 1600' to the tree.

Most times I have the gate open (down) for some friends of mine just for "psychological" help or if it happens to be up (keeps the cows out) I can run down and drop it in about 3 minutes.....however it's really "long enough" anyway!

If any of your group get down this way your welcome to "buzz-by" or stop for a visit. I'm thinking of having a fly-in sometime in September. A Saturday hamburger thing. Had one once before and 8 planes showed up!!I knew I shouldn't have mentioned "free food" to a bunch of pilots!!

Anyway.....just thought I'd mention it.....

Sam Parks
210-622-5577h
210-317-9550c

Web sites for Sport Pilot information:

www.faa.gov/avr/afs/sportpilot

Web site for Chapter Hanger Information

<http://www.eaa.org/chapters/resources/reference/1Reference%20Papers.%20A%20Primer%20on%20Chapter%20Hangars.html#TopOfPage>

Web sit for Peak Vision Sports Glasses

M. Talley found and liked the product at 2004 Air Venture

www.peakvisionsports.com

Web site for Texas Airport Economic Impact

<http://www.dot.state.tx.us/avn/econimp/econimp.htm>

<http://www.fun-places-to-fly.com/>

<http://www.100dollarhamburger.com/>

WANTED & FOR SALE

Chapter members in search of or have items for sale, or need to post a service, may place a free (non-commercial) add in this column. Call the Editor: Jim Feighny 210.822.7229 or e-mail: jfeighny@satx.rr.com.

For Sale: 1/10th share in Cessna 182. Nice airplane. Great owners: All maintenance up to date, and a reasonable rate (\$60.00/hr wet). No scheduling hassles. Hangared in New Braunfels. \$8,000. Joe Ramotowski 210.824.2390

For Sale: Dynafocal mounts for Lycomings available. Manufactured by Barry, part #94011-40. Look like Lord mounts and interchangeable with them. Full set \$80.00. Retail is around \$300.00. Norris Warner 830.510.4334(Metro).

For Sale: Evans VP-1 Volksplane rebuilt and flying with 40 hours at Zuehl. Contact Danny McCormick for details: 210-872.3959 or 210-690-6048.

For Sale: RV-4, 180hp O-360A1A, Hartzell constant speed prop, KX155, encoding transponder, GPSMAP 195, wing leveler. Lots of fun, and good cross country too. Located SAT. \$49,500.00 Bob Fodge 210- 822-5725

For Sale - QUICKSILVER MX Hirth 2702 40 hp (62 hours TT) POWER-FIN Propeller--3 Bladed (new) Original Price \$7,200 Now Reduced to \$6,500 Contact Norris Warner at 830-510-4334

For Sale English Wheel 40 inch arm \$2,000 Contact David Hedges 210-913-0074

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

Instructor Available. Chapter member Bob Browne CFII SE ME INST Rotorcraft. Will provide free flight review for Chapter 35 members. 830-612-2371.

For Sale: Sonex kit restoration project valued at more than \$6,000.00 for \$3,000.00. **VW type IV** new zero hour aero engine (Revmaster conversion) \$9,500.00 invested for \$5,000.00 Used **Electronic Gyro Corp.** 14V turn and slip coordinator new \$300.00 for \$145.00 For more information on the above items please call : (210) 680-2757

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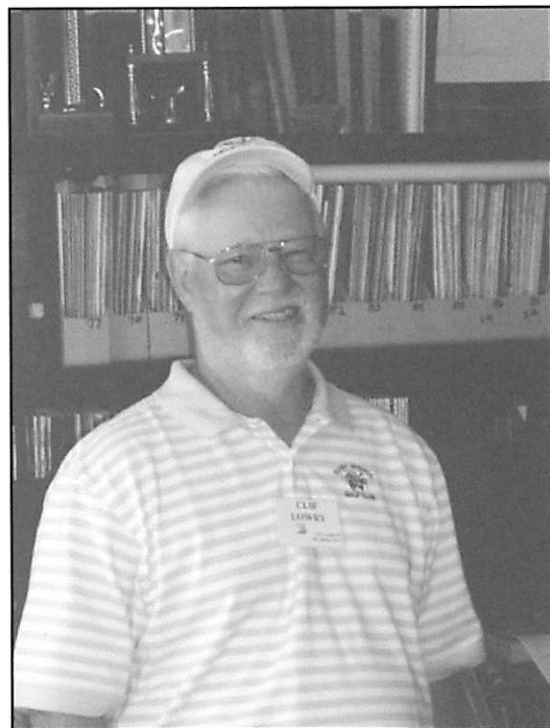
2030 First Avenue

San Antonio International Airport, San Antonio, Texas 78216

New Chapter Members

Clif Lowry:

Correction: The man below is Vic, not Ed White



Paste Address Label Here

Steve Carlson, President
16411 Hornet Creek
San Antonio, Texas 78247-4429

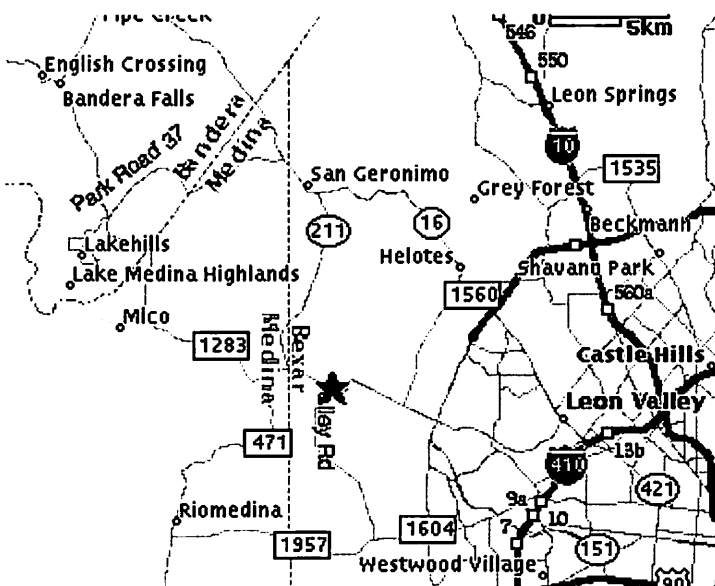
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RUNWAY 35

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Please support those businesses that support YOUR local EAA chapter. Thanks!



When Do you Meet?

Second Saturday of the Month

**SEPTEMBER 11 Chapter 35 Meeting
PROGRAM AT 6:00 PM: SHARP**

Young Eagle Fly In Dates

25 Sept 2004

Location: San Geronimo

9:00 am - 1:00 pm