



The Leader In Recreational Aviation

RUNWAY 35

June 2009
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PHOTOS CONTRIBUTED BY: D. BAKER, O. ZUNIGA

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THE ANNUAL

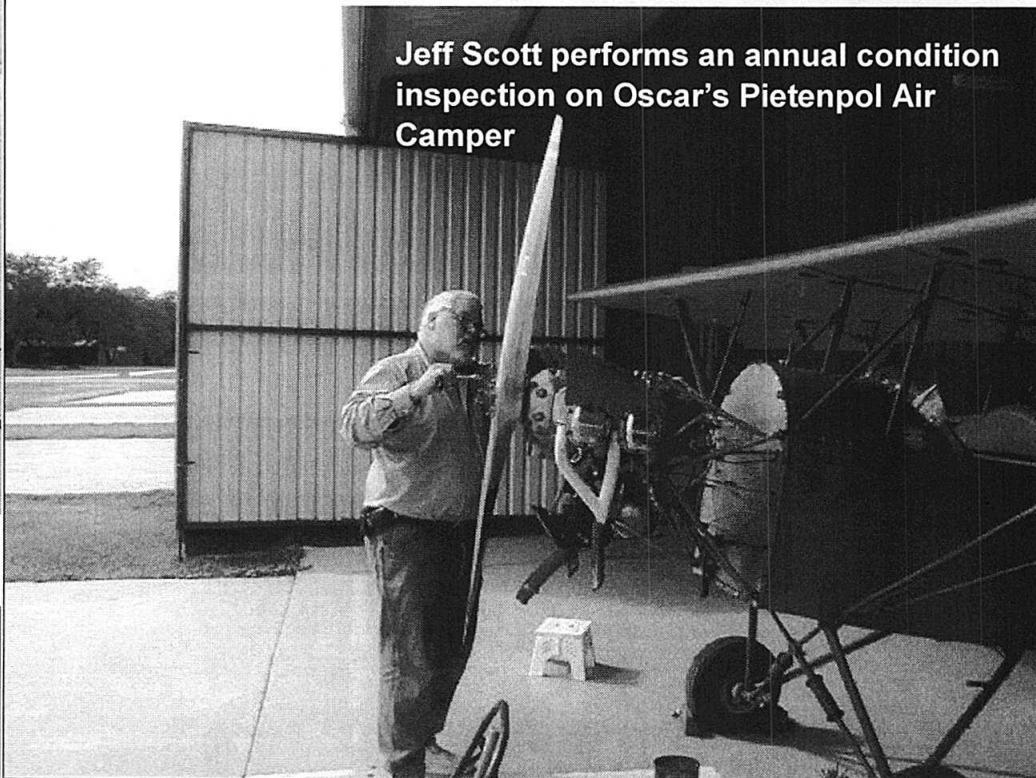
By Oscar Zuniga

I've just helicoiled my first exhaust stud hole, ever. I must admit I was a bit concerned that I wouldn't drill out the original stripped threads properly or that I would goof up the helicoil and damage the cylinder on my A65, but everything went well and the exhaust stack is back on. It's all part of the "annual" on 41CC, an experimental Pietenpol Air Camper. Aircraft that are certified are required under 91.409 of the regulations to have an annual inspection but the requirements for experimental aircraft are a bit different and don't fall under that regulation. Experimentals require a

"condition inspection" and that's what I'm talking about here.

I'm not the original builder of the airplane and don't have the repairman's certificate for it, so I enlisted the help of my A&P friend Jeff Scott to do the annual condition inspection. Aircraft registered in the experimental amateur-built category don't need to have the inspection done by an A&P with inspection authorization (IA) and also don't need to have the actual work done on them by A&Ps. However, I know my limitations and there were some inspection squawks on 41CC that Jeff helped

(Continued on Page 6)



Jeff Scott performs an annual condition inspection on Oscar's Pietenpol Air Camper

CHAPTER CLUBHOUSE RENOVATIONS BEGIN

By Dave Baker

What Makes an EAA Chapter? On Friday, May 15th, Lew Mason was advised by Cliff Elrod that "water was running out of every door in the EAA clubhouse!" Lew called me and we rushed up there to find that the water line that feeds the water cooler in the hallway between the rest-rooms had split and was spraying water. It must have been spraying for quite a few hours as the water had literally cut a hole through the wall by the thermostat and was spraying the kitchen ceiling and all of the cabinets / counter tops. Water was about 2" deep throughout the building!

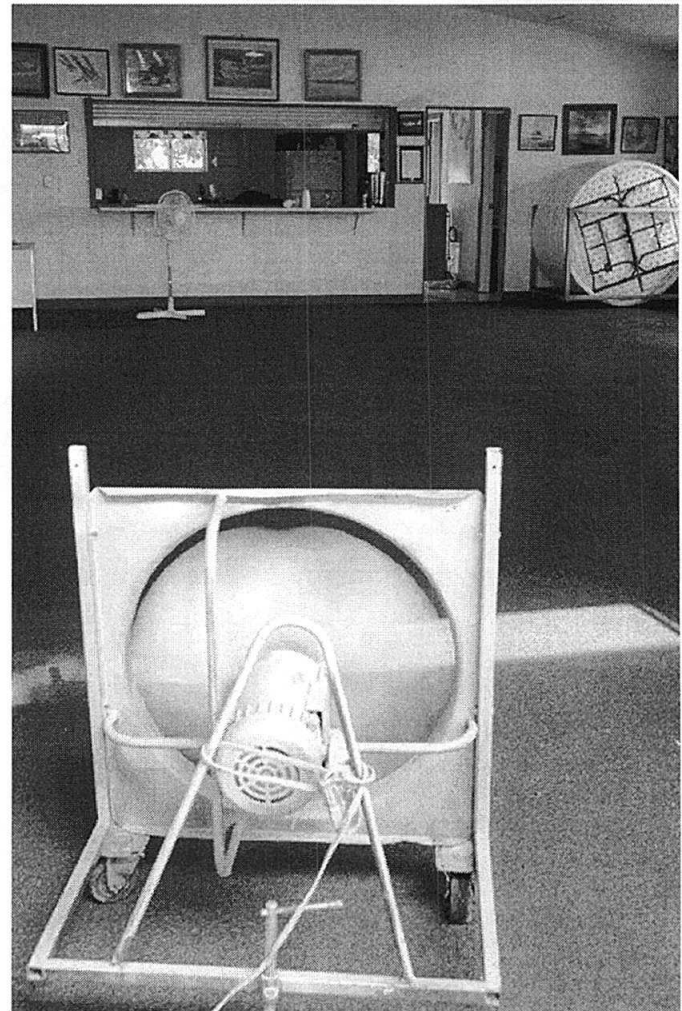
First action: CUT THE WATER OFF! Then Lew, myself, Nancy and a couple of others (don't remember who was there) started moving everything on the floor out onto the patio area and then started squeegeeing the water out of the building. We put some fans on the floor to help dry it out. We let it dry over the weekend but by Monday it was still very wet so we decided to remove the carpet, tear out the Sheetrock, counter tops and cabinets in the front of the kitchen. I put out a "call" for volunteers that could come out Monday and help get this done.

First to show up on Monday at about 8:00am-Ron Paduh with his tool belt full of carpenter type of tools (and you just thought he only had every conceivable tool for aircraft,ha!). Not only does he have the tools, he knows how to use them too! Second, here comes Dennis Scheidt with a few tools and then John Latour, also with some tools. I had my tools so we got to work tearing out the damaged Sheetrock, door trims, counter tops, cabinets and the carpeting. We stopped for lunch (30 mins) and one other break but did not quit until about 6:00pm. We had it all done in that one day because of the dedication by these Chapter members.

Now we are getting bids on replacing the carpet-

ing and repair the sheetrock in the kitchen and main ceiling of the building and hope to have this completed before the annual picnic on June 13th. We may need to put out a call for some additional \$\$\$\$ to help pay for this, but, I know this chapter and it always comes through in times like this.

Again, I want to say a big THANK YOU (and you should too) to these members because they are the "main factor that make an EAA Chapter successful--volunteers".



Electronic Edition

This newsletter is also available online and in color. Visit: http://eaa35.org/ENL/Jun_09/Jun_09.pdf

PRESIDENT'S COCKPIT

By John Latour

Welcome to 2009 Experimental Aircraft Association Chapter 35 Annual Members Meeting, Saturday, June 13.

To: All EAA Chapter 35 Members. Notice is hereby given that a special Board of Directors & Annual Membership Meeting will be held Saturday, June 13, 2009.

- Board of Directors Meeting @ 9:00 a.m.
- Annual Membership Meeting @ 10:00 a.m.
- Lunch Pot luck....just bring a covered dish to compliment the menu. Ch 35 will provide the grilled portion of the menu @ 11:00 a.m.
- Ice Cream Social after lunch. Let us not forget Grandma's ice cream recipe and makers
- Sun & Fun Fly-In Program by Schlattman, Paduh & O'Dea @ 12:00 noon

The agenda of board meeting is to discuss Ch 35 club house restoration. The agenda of annual meeting is posted on bulletin board.

Club House Flood Disaster, May 15, 2009 - Read Ron O'Dea's report of the club house flood.

- Water Cooler Tube Failure
- Estimated 8 cubic feet of water discharged
- Damage – Carpet, Walls, Appliances, Consumables
- Club House Point Man – Dave Baker
- Demolition Crew – May 18, 2009 - Dave Baker & Ron Paduh performed heavy work of dismantling carpet, walls and structure. Dennis Scheidt & John Latour performed mil-right work. Gail Scheidt inspected consumables, separated material to discard and served hot pan-baked cookies.

2009 EAA AWARDS - Major Achievement Award packages / candidates were sent to EAA Headquarters for processing as follows: Outstanding Achievement Award, Publisher / Co-Editor Award & Young Eagles Award.

Review of EAA Ch 35 Meeting – May 9, 2009

Programs - VariEze & History of L-Bird

- Rotan VariEze Design Airplane DVD by Lew Mason

· The design goals included reduction of spins on depar-

ture and improving efficiency of long range cruises.

· The use of a canard configuration allowed for a stall resistant design.

- L-Bird by Dave Baker - The L-Bird is a WW-II liaison aircraft and military vehicle.

Dinner – Enchiladas Meal - Spicy Enchiladas w/Spanish Rice, Beans, Lettuce & Tomatoes was by the president. Food Service was lead by Freda Jones, Nancy Mason, Hubert Schweitzer & crew.

Chapter 35 Special Program Awards - Paul McReynolds received a wooden name award for leading Sheet Metal Workshop Tooling, April 11, 2009. Ron Paduh received a wooden name award for hosting Sheet Metal Workshop, April 11, 2009

Capt'n Bill's Texas Hold'em Poker Run – A Success Fly-In – May 16, 2009 - Read Capt'n Bill Bartlett's report.

- Ten (approx) Airplanes
- Thirteen Participants
- All Winners

Club House Use - Lease or Rent - Discontinued through assessment of damage and made safe.

Air Academy Scholarship – Aaron Stallings - EAA Chapter 35 2009 Air Academy Scholarship was awarded to Aaron Stallings. The TX Fly-In (which is now dissolved) promised EAA Chapter 35 funds for one 2009 EAA scholarship and insisted on processing said application themselves. I was informed by EAA headquarters, via telephone, that TX Fly-In was late in meeting the set EAA dateline. So, the promised sponsorship by TX Fly-In was not forthcoming. In an effort to right a wrong, EAA Chapter 35 forwarded its own funds in a check for \$200 to EAA Air Academy. We ask for one of the coveted registration slots of July 21-29, 2009. We apologize to our selected candidate, Aaron Stallings, for the circumstances beyond our control which left both he and EAA Chapter 35 with false expectations as pertains to said application.

B-17 Flying Fortress, Stinson Airport on November 19 – 22, 2009 - HQ EAA asks EAA Ch 35 to host the B-17 Flying Fortress at Stinson Airport from Nov 19 - 22, 2009. Our Board of Directors embraced the opportunity of hosting this grand old airplane. Jim Feighny is our Program Coordinator through the visit. Ch 35 received notice that Ralph Fowler was a B-17 Flying Fortress pilot in 1943. Mr. Fowler is a resident of LaVernia. All efforts will be made to integrate the WW-II pilot & B-17 Flying Fortress for a visit at Stinson Airport.

EAA Chapter 35 is a proud and progressive non-profit organization. The history of airplanes built and flown speaks for itself. Let us continue to be strong, promote aviation and support education. See you at the June Annual Membership Meeting.

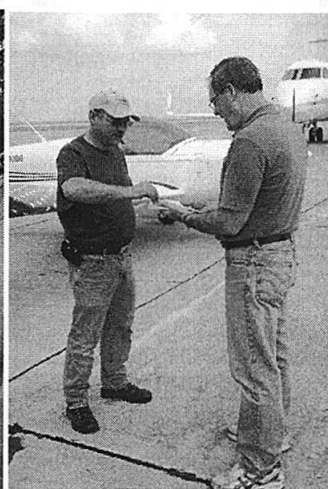
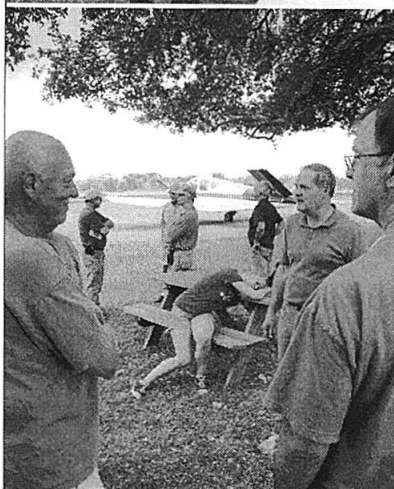
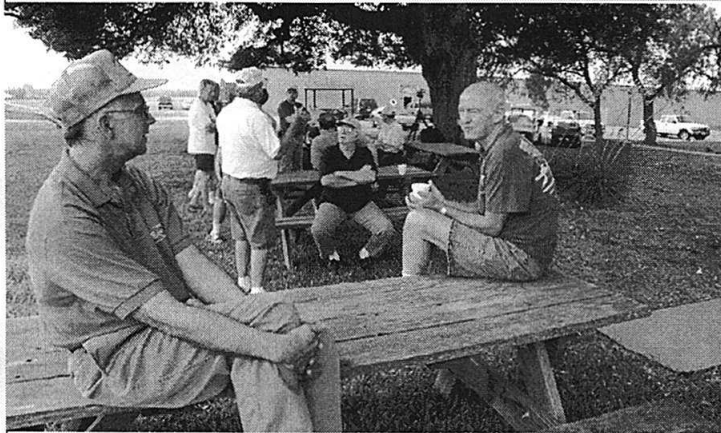
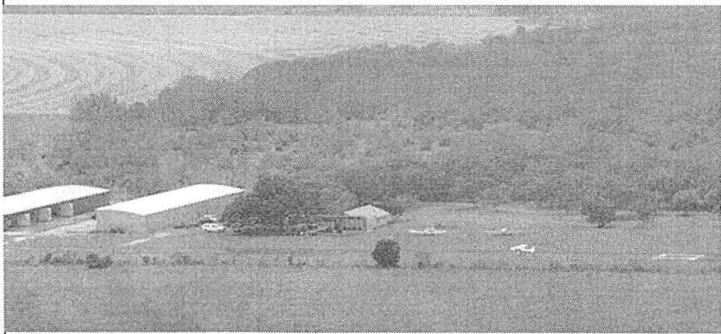
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POKER RUN PHOTOS

NEWS CLIPS



PRESENTERS NEEDED

By Dave Baker

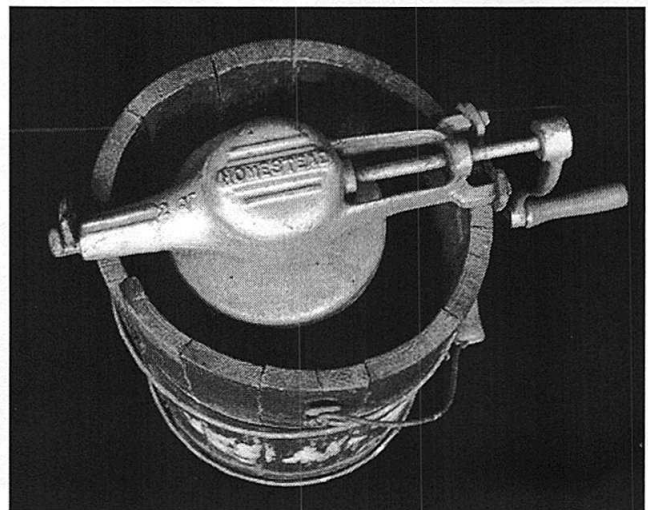
I am still in the need for program material and presentations for August, September and October, so won't you please step up to the plate and be one of the "factors" that make a successful EAA Chapter? Call or e-mail me at the number / e-mail address shown in this newsletter.



ICE CREAM SOCIAL IN JUNE

By John Latour

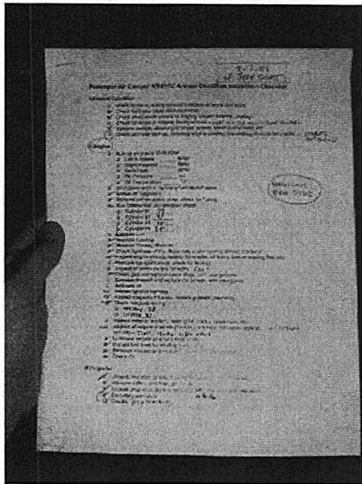
Thinking ahead to the Annual Membership Meeting on June 13, let us include an Ice Cream Social at our Fly-In and Picnic. Find Grandma's favorite ice cream recipe. Find your old fashion crank & turn ice cream makers. Best Ice Cream Wins a prize.



THE ANNUAL (CONTINUED)

(Continued from Page 1)

me repair and adjust as he went through the inspection. The helicoil repair was one of the things that Jeff helped me learn how to do and is a common repair, especially on older engines and airframes where fasteners and hardware have been removed, reinstalled, and tightened countless times and where the hole or the threads have become wallowed out or stripped. It's just that being a 58-year-old mechanical engineer, I have a sort of reverence for 60-year-old aircraft engines and I don't like to admit when parts of them wear out and need replacement. Engines, that is. The drill bit that I pressed into the stripped exhaust stud hole could just as easily be pressing into my own something-or-other so I could get a helicoil and go flying again, I guess. So I took great care with the helicoil job and 41CC is once again breathing strongly, plus I've learned a new skill.



The list of squawks on 41CC was pretty brief and Jeff put most of them on the list because he loves to build and fly and he knows that I do too. What I mean is, he didn't have to point out to me that the aluminum mounting tab on one of the engine cooling eyebrows had a fatigue crack in it and I hadn't left it there just for him to

find, but he wanted me to fix it before the tab broke in flight and ruined my flying day sometime. I knew the crack was there and had watched it propagate over the last six months or so, but I kept telling myself I'd replace the tab when it looked like it was close to letting go. Jeff's putting it on the squawk list was his way of saying, "Oscar, do you want this to break in flight and start shaking, or should we fix it now and then go fly without worrying about it?" And the hardware-store cable shackles on the wing strut braces. Jeff didn't chide me about them not being AN hardware, but he did point out to me that they were showing corrosion and were a little bit light for the

duty they were doing. The next time I took the airplane up, I looked at the brace wires and realized that they were busy holding the wing struts in perfect geometry to carry the flight and landing loads, and that the cable shackles were as important in the assembly as the brace wires, tabs, attach bolts, or even the struts themselves. An easy decision... replace the shackles with AN115s at -ouch- ten bucks apiece. They are new, strong, cad plated, and I feel better.

The tailwheel attach nut was my own find. Jeff wanted to check the prop tracking so we propped the tail up on some sawhorses to get the plane level so we could watch each blade of the prop as it passed a fixed mark on a stand pulled up close to the prop. While the tail was up and Jeff was shimmying the prop to correct the tracking, I inspected under the tail and checked nuts and bolts back there. I gulped when the big nut on the AN6 bolt that attaches the Scott tailwheel to the leaf springs turned almost freely. The elastic on the threads of the locknut was so worn that it had backed off and I could have lost my tailwheel a couple of landings later. In fact, there was already so much play that I could move the tailwheel on the springs with my hand. I've never bothered to lift the tail and check the tailwheel for security during preflights, so this got my attention. I now have a drilled bolt and castellated nut holding the assembly together, and it's a cinch to check to see if the nut is properly cotted during preflight. Jeff didn't say a word when I added that item to the list of squawks. He's a good teacher and an even better friend and he knows when a lesson has been learned.

The rest of the stuff was easy and minor. Does that mean my annual next year will be squawk-free? Ha. I'd be disappointed if we didn't find anything, and I'm smart enough to know that machines need constant care and attention. And I say "we" because I sure was glad Jeff was there to help me with the inspection on 41CC and I hope he's here for the next one. I learn from him and others like him, every moment that I spend with him around airplanes. In fact, the sad thing is that I probably won't get to spend very much good time with Jeff until next year, when it's time for the next "annual".

POKER RUN RESULTS

AeroEvent



By Bill Bartlett

What is a poker run?

A Poker Run is not a race. It's a game of chance and an assembly of some of the neatest and most exotic aircraft. Even before the event begins, you can sense the burning fever of anticipation. Like all true flyers, Poker Runners are itching to head up to the open sky. Well the sky wasn't open on the day of the Run but more about that later. But, like a proud eagle ready to soar, Poker Runners are rarin' to unleash full horsepower and get on the move.

This was Texas Hold'em Poker. Capt'n Bill held a pilot/player's briefing and then started the play. First 3 cards were exposed face up, this is called the "Flop". Forty cards were dealt face down and placed in envelopes, twenty envelopes were taken to Castroville Airport and twenty to Hondo Airport. That means that each player must first fly to the Castroville Airport and pick up their first card to be used with the flop cards, then continue on to the Hondo airport for their second card then return to San Geronimo to continue the play. This now makes up a five card hand for each player. Capt'n Bill then deals the "Turn" card which now gives the players six cards to determine their best 5-card hand. Players must donate \$5.00 to see the "River" card or fold. After the River card is dealt the player with the best hand out of seven cards (Player's 2 cards + 3 card Flop + 1 Turn card + 1 River card = 7) is the winner.

Signing on for a Poker Run means being part of a well organized, activity-oriented, fun filled safe event. Naturally, it helps to have great weather, but equally important are the card stops and special hosts that

cater to Poker Runners. Mr. Tim Fousse, Hondo Airport Manager was very helpful. He is a strong advocate of Capt'n Bill's Aero Fest activities and personally greeted each Poker Runner with liquid refreshments and donated 35 gallons of 100LL. **Thanks Tim!**

Now, the **winners**. First Place goes to **John Latour**, second to **Ron O'Dea**, and the lowest hand award is **David "Art" Baker**.

Earlier I mentioned the "open sky". Well it wasn't. Ceilings were extremely low but high enough to make this Event happen. We completed the flying portion just minutes ahead of the heavy weather only to find the dealing of the Turn and River cards hand to be performed under shelter. We couldn't go inside the clubhouse due to an earlier water leak that soaked the carpeting. We hurriedly completed the Event then it happened. The high winds and heavy rains caused everyone to rush their aircraft to the hangar. Well, not Capt'n Bill, his hangar is at Boerne Stage Airfield. So, to protect his airplane we find Capt'n Bill out in the rain holding his airplane down by the propeller. It continued to rain and blow heavily so Capt'n Bill moved his airplane under the big clubhouse tree. Only to find out later that that presented another set of problems. The ground under the tree, when wet, is very soft.

In the mean time Dave Baker offered a hangar for Capt'n Bill's airplane. However, when he went to taxi his airplane to Dave's hangar quickly found that it was stuck in the mud and could not taxi out under full power. Thanks to the help of several others it was pushed to freedom and taxied to the hangar.

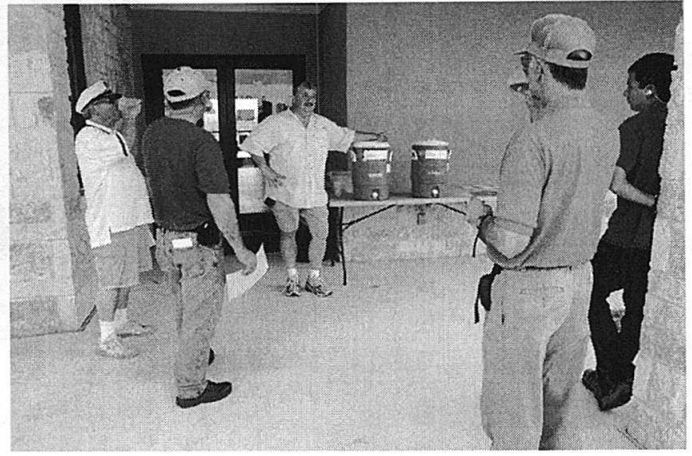
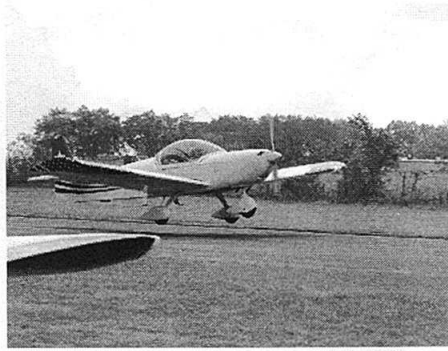
Post Event note: Sunday, the day following the Event, was a beautiful day and Capt'n Bill was able to return his airplane to Boerne Stage Airfield by 09:00, with the aide of his beautiful wife(1).

Now, all is well, so watch for Capt'n Bill's announcement of another sub event of Capt'n Bill's Aero Fest called "Capt'n Bill's Five-Card Stud Poker Run".

(1) Subscript: My wife told me to add this.

MORE POKER RUN PHOTOGRAPHS

By David "Artist" Baker



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2009 CHAPTER CALENDAR

February 14 GENERAL MEETING

SOCIAL: 5:00 p.m.

DINNER: Famous Sloppy Joe 5:30 p.m. Ed Seurer

PROGRAM: 1. LSA Airplanes @ Sea-Breeze, FL 6:45 p.m. Jim Schlattman & Ron Padua

PROGRAM: 2. Open - E2 Canard 7:15 p.m. Aiman Al-Khazaali

March 14 EARLY LUNCH MEETING & FLY-IN

SOCIAL: Gathering of Airplanes, Pilots & Visitors 10:00 a.m.

LUNCH: Hamburgers 11:00 a.m. Dave Baker

PROGRAM: 1. FAA Medical Certification Noon Dr. Richard 'Doc' Hecker

PROGRAM: 2. Human Factors 12:25 p.m. LTC Daniel 'Hawkeye' Shoor

March 21 FIFTH HONDO AVIATION DAY

YOUNG EAGLES 10:00 a.m. - 2:00 p.m. Brad Doppelt

LUNCH: N/A

April 11 EARLY MEETING & BOARD MEETING

BREAKFAST: Hot Pancake & Sausage 8:00 a.m. Dave Baker

BOARD MEETING 10:00 a.m. John Latour

PROGRAM: Sheet metal Workshop 11:00 a.m. Doug Apsey & Paul McReynolds

April 16 YOUNG EAGLES - CANCELED Brad Doppelt

TEAM K - 4H Kids 2:00 p.m. Elda Crenwelge

May 09 GENERAL MEETING

SOCIAL: 5:00 p.m.

DINNER: 5:30 p.m. Enchilada Dinner

PROGRAM: 6:45 p.m. Sun & Fun Fly-In Review

June 13 ANNUAL MEMBERS MEETING

LUNCH 10:00 a.m.

PICNIC, FLY-IN & ORIENTATION RIDE 10:00 a.m. - 2:00 p.m.

July 11 EARLY MEETING

LUNCH: Pot Luck & Covered Dish 10:30 a.m. - 11:45 p.m.

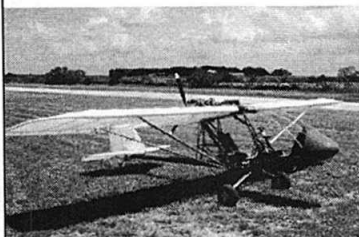
TIRE KICKER 12:00 Noon

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

FOR SALE: Fun Flying RANS S18 Stinger II



Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$30,000 firm, Jim Havens, (210)680-7882 home, (210)347-2455 CP

FOR SALE: Continental O-200A. 36 Hrs SMOH, new cylinders, mags, starter clutch, wiring harness and oil filter attachment. All internal parts magnafluxed and balanced. \$11,000. Contact Roger Williamson (210 403-0216 or (210) 316-4238

FOR RENT: EAA Chapter 35 Hangar Space. Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call Dan Cerna 210.688.9345, E-Mail dacerna@aol.com or John Latour 830.612.2232, E-Mail latourjohn@att.net

FOR SALE: Scot Chesler, 37HP 1/2 VW Engine Zero time, still in shipping container. Paid \$3,275 (Shipping container not included) Price negotiable. Please contact Jim Munro at (210) 685-9306.

FOR SALE: Thundergull 2000. Single seat, 20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAF, 3 blade Warp drive prop, ten gallon fuel tank, aluminum Hagar wheels. Basic instrumentation / EIS, ASI, ALT, COMPASS, ICOM radio, 150ft or less take off/ landing, cruise is 90 mph, stall full flaps 35mph, excellent visibility and handles like a fighter for only \$14,000. Contact John Behrendt at jbehrendt82@aol.com or call (920) 327-9395

FOR SALE: 1996 Merlin GT with 110 hp Continental O-200 engine, approx. 10 hrs on engine. Built by Gary Key and his Father-in-law who is a certified aircraft mechanic. Plane is hangered in



Roswell, NM. 6 pack instrumentation and all engine monitor gauges. Asking \$30,000. If interested contact Gary at 575-623-6537.

THORPEDO PARTNERS WANTED Two experienced pilots wanted to share cost of a new Thorpedo Trainer Light Sport Aircraft (LSA). Initial cost: \$25,000 per person. Ed Eades, 2400-hour retired Air Force Pilot. 830-612-2227 or 210-683-5942. Steve Cerwin, 1000-hour Instrument-Commercial Pilot. 830-612-3911 or 210-289-9592. Aircraft to be kept either at Castroville Municipal Airport or Medina River Ranch Private Airport near Pipe Creek.



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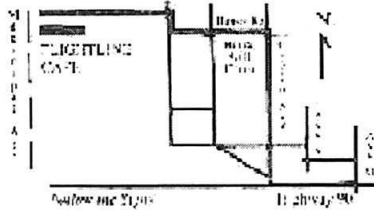


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email: info@valavionics.com

3280 25th Street S.E.
P.O. Box 13025
Salem, OR 97309-1025
www.valavionics.com

Torres Aviation Services

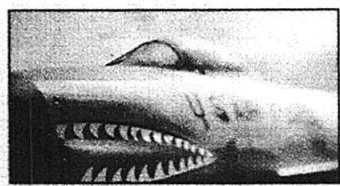
Paul T. Torres

E-mail: paul211282@yahoo.com

A & P Mechanic
100 Hr Inspections
Annual Inspections: No Sign Off

General maintenance & Repairs
Sheet metal work
Composite Work

Phone H: 210-673-2693
C: 210-859-4369

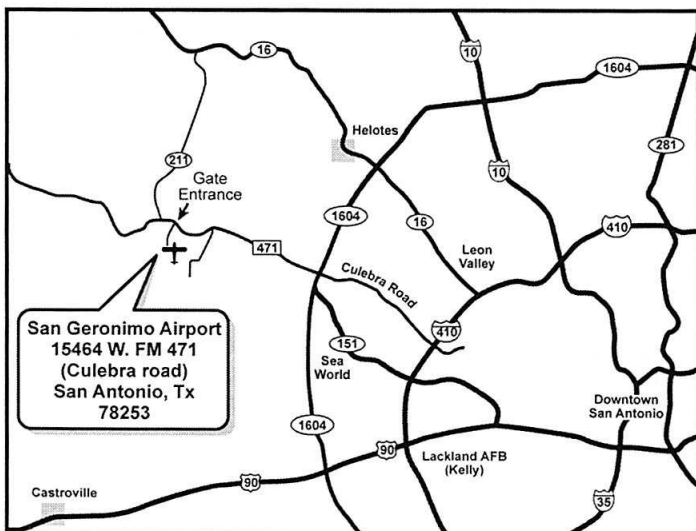


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Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

The Official Newsletter of EAA
Chapter 35, San Antonio, TX

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



When Do You Meet?

Second Saturday of the Month
June 13 ANNUAL MEMBERS MEETING
LUNCH 10:00 a.m.
PICNIC, FLY-IN & ORIENTATION RIDE 10:00 a.m.-
2:00 p.m.

