



Young Eagles
October 25th (Sunday)
Volunteers and Pilots needed!

“THE GOODE SUMMER FLYING ADVENTURE OF 2015”

October 2015

Volume 57 Issue 10

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Next Event

Lunch Meeting

Octoberfest!

10 October

1130

Chapter 35 Clubhouse

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So—What did you do this summer?

Brian and June Goode

July 23 to August 12, 2015

This year’s summer flying adventure started out the same way as our last two summer trips, with a lot of preparation. With the help of 2 different electronic flight planning web sites, I prepared 12 separate IFR flight plans and filed them through Flight Plan.com.



A visit to the Airport Facilities Directory and to the www.Airnav.com web site revealed the particulars of each of the U.S. airports where we would be stopping. Nav Canada has a similar book to the Airport Facilities Directory called the Flight Supplement. In addition we had to file paperwork for the border crossings. Flight Plan.com then sent each flight plan to the FAA about 2 hours prior to the departure time and then sent an email confirmation

to my smart phone. I could then download an updated Nav log containing the current winds and temperatures aloft.

We once again repacked our survival gear to be sure everything was fresh and worked. Updating our GPS’s was done on line so we had current electronic charts and approach plates for all of our destinations. We do carry paper backups. We had acquired a 406 MHz Personal Locator Beacon and a Carbon Monoxide Detector for last year’s trip.

OFF WE GO.....

We departed 8T8 on Thursday, July 23, at

10:05 AM, and instead of picking up our IFR clearance from San Antonio departure control on the climb out and proceeding to Wiley Post Airport in OKC at 6,000 ft., we departed VFR and stopped in Llano and picked up some fuel for the airplane and fuel for the stomach at Cooper’s BBQ. We bought enough grub for that evening and

(Continued on page 4)

Next Event!

Rebuilding the Wildcat

Presenter: Conrad Huffstutler



PRESIDENTS COCKPIT

[For Swedish Click Here](#)

MEMBER NEWS— RON O'DEA



Our chapter member Craig Geron completed the building of his nice RV-8 experimental aircraft at San Geronimo Airpark and was issued the FAA Airworthiness Certificate earlier this year. After that he rapidly flew the FAA required 40 hours of test flights without any substantial problems. Just now he has already more than 70 flight hours of successful flying in his airplane.

After about ten years of building our experimental aircraft Zenith STOL CH701 Lex Brown, Tom Morgan and I were very excited to be able to accomplish our first test flight of our aircraft in the beginning of September (please, see the picture of the first take off ever with this airplane). Lex, who is retired as a pilot/physician in the USAF with more than 3500 hours in different military aircraft, including F117 stealth aircraft, was our highly qualified test pilot. In nice and cooperative weather, the first flight went without any major issues and it has then been followed by more successful test flights later. The first flight was also inspected by LtGen Tom Travis, who about 2 months ago retired as USAF Surgeon General and moved to San Antonio (please, see the picture with a low approach of our airplane in front of the Clubhouse with from the left Craig, Tom, LtGen Travis and me). Gen. Travis also belongs to the unique group of USAF pilot/physicians, and is a good friend of Lex, Tom and me for a long time. He agreed to that the test flight was successful. He also joined us in celebrating the success with champagne after the flight (please, see the picture with that happy moment).

After we got our airworthiness certificate earlier this year, but before the first test flight we had several months of delays due to problems with our test pilot getting the aviation insurance company's mandatory one hour flight training in a STOL CH701. There are not really any available airplanes of that type in our region, since most of them are experimental and not allowed to be used as rental airplane. It ended up with that Lex had to go up to the Zenith Aircraft Company in Mexico, Missouri, where they were kind enough to give him his transitional flight training in a demo CH701 aircraft by the leading factory pilot. There, he also got some nice advices and recommendations for improvements of our airplane. After that training the aviation insurance company was satisfied, so he and our airplane could be insured during the test flight phase.

Of course, we found some problems during our first flight. The control stick was hard to move to the right side. After contact with the Zenith Aircraft Company the recommendation was to lengthen the elevator cables two turns in the turn buckles. That solved the control stick problem. The radio popped out of its cassette by the vibration during flight and interrupted the radio transmission. This was solved by correcting



Please welcome **James and Marsha Humphries**

Jim, a resident of San Antonio, has been an EAA Member for over 49 years! Although now retired, Jim spent 23 years as an Air Force Command Pilot. After retiring from the Air Force he joined Fairchild Aircraft Corp. as an Engineering Test Pilot. You may contact Jim at: jfhjr@flash.net

the mechanism for holding the radio in place in the cassette. The RPM on the Engine Information System (EIS) during take-off and in flight seemed to be too low. However, the engine appeared to create a normal thrust for a normal take-off, climb out, a cruising and top speed with an expected fuel consumption. The propeller was the one recommended by Jabiru USA for the CH701 and is in used in other CH701 airplanes.

A discussion with the Jabiru Engine Company in USA and with the Engine Information System Company did not give a good explanation. We then changed the setting of the EIS to another setting point not recommended by the EIS Company. A portable optical tachometer then showed agreement in the RPM between the EIS and the optical tachometer during static engine tests at different throttle positions. That solved this problem as well. And some minor other issues were corrected and other probably will be corrected during the continued flight tests.

I will take the opportunity to really thank the EAA35 technical advisors and many members for all help and advices during many years of completing the building of our aircraft. Without all help from them, the building should have been much more complicated and taken even longer time than the ten years we spent.

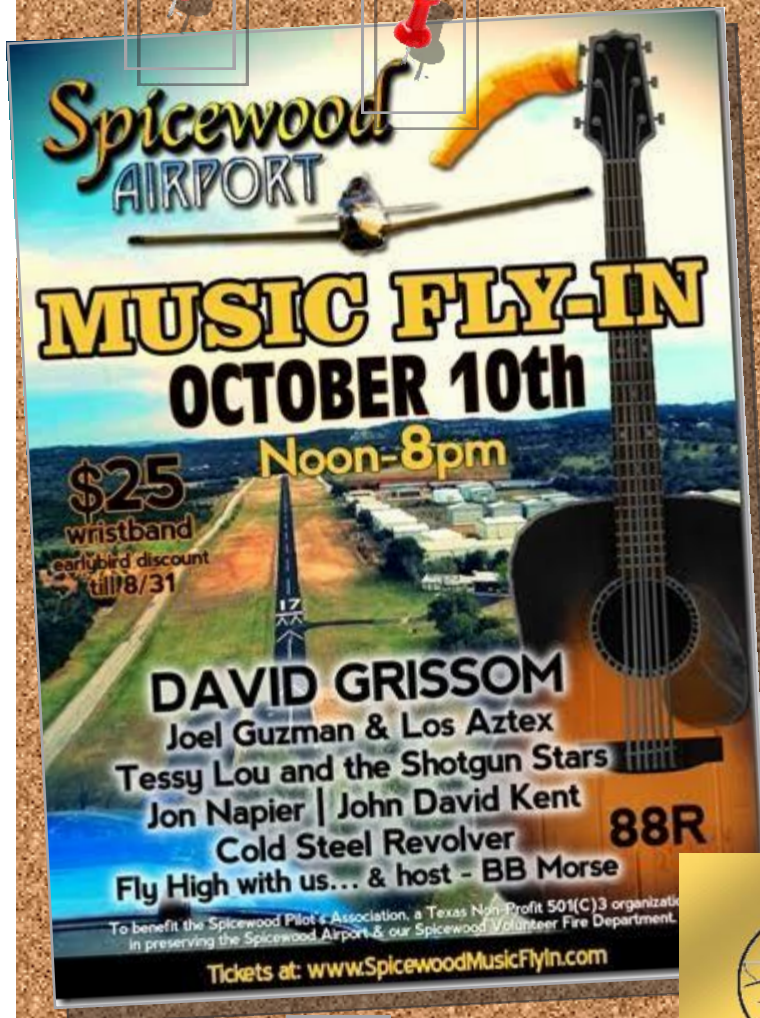
We have now completed five flights with more than 5 hours. When Lex has completed the 40 hours of FAA required test flights, the insurance company allowed him to give Tom and me the requested transitional flight training in our own CH701 airplane, so even we will be insured and able to fly our own aircraft. We are looking forward to that moment very much.

Last monthly meeting was attended by 42 members and guests. After the delicious luncheon the author and museum docent John Mancuso included a presentation entitled "San Antonio in the Great War". It was a very interesting and appreciated expose of the military and aviation related history of San Antonio during the First World War. John Mancuso is also the author of a book with the same title.

The next EAA Chapter 35 event will start on Saturday Oct 10 at 11.30 am in our Clubhouse with a lunch followed 12.30 pm by the monthly meeting and a presentation by Conrad Huffstutler with the title "Rebuilding the Wildcat". All are very welcome to this event.

Ulf Balldin

CHAPTER BULLETIN BOARD



Spicewood AIRPORT

MUSIC FLY-IN
OCTOBER 10th
Noon-8pm

\$25 wristband
early bird discount
till 8/31

DAVID GRISSOM
Joel Guzman & Los Aztex
Tessy Lou and the Shotgun Stars
Jon Napier | John David Kent
Cold Steel Revolver
Fly High with us... & host - BB Morse

88R

To benefit the Spicewood Pilot's Association, a Texas Non-Profit 501(C)3 organization in preserving the Spicewood Airport & our Spicewood Volunteer Fire Department.
Tickets at: www.SpicewoodMusicFlyIn.com

Its Octoberfest!

Wurst and Buns are on the menu.

Bring your Best German Side!!

Freda Jones will be serving alone this month so needs your help cooking and serving.

We'll need side dishes to accommodate 50 people.

Freda is welcoming calls if you can help or bring food items. 210-618-7467.

Freda will also need help cleaning after the meeting.

Thanks to everyone that brought food items for the September meeting.

Gail Scheidt.

Hangar Space Available

Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space NOW available for a nominal fee. There are no more hangars available at San Geronimo, and you are not likely to find a fully equipped wide access hangar anywhere in the San Antonio area. First to contact Lew Mason at 210-688-9072

lewmason@sbcglobal.net gets it—hurry!

YO

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write with wisdom, photos, humor and announcements with our membership. What may be a Pulitzer level author—send me your words, I'll buff up the grammar if needed.



53rd ANNUAL FLY-IN
OCTOBER 9-10, 2015
GAINESVILLE MUNICIPAL AIRPORT, TX (KGLE)

JOIN US FOR OUR FALL FESTIVAL OF FLIGHT, IN COOPERATION WITH THE CITY OF GAINESVILLE, TX.

Considered the northern "Gateway to Texas," Gainesville is located on I-35, six miles south of the Oklahoma border.

FLY-IN OR DRIVE-IN FOR A WEEKEND OF CELEBRATION, INCLUDING:

- Antiques, classics, warbirds, replicas, and homebuilts
- Static displays, exhibits, and vendors
- Discounts on fuel
- Door prizes
- Food, music, and flying

BRING YOUR AIRCRAFT PARTS TO SELL OR FIND THAT SPECIAL PART YOU'VE BEEN LOOKING FOR!

Friday, October 9:
Fly-in starts at 1 p.m.
Fly-mart opens: 1 p.m.
Happy hour and hamburgers: 5 - 7 p.m.

Saturday, October 10:
Fly-mart: All day
Pancake breakfast: 8 - 10 a.m.
Lunch on field: 11 a.m. - 2 p.m.
Happy hour: 5 - 6 p.m.
Awards, door prizes, and banquet: 6 p.m.

FOR LODGING, CAMPING, MORE INFORMATION... GO TO WWW.TXAAA.ORG

GOODE (CONTINUED)

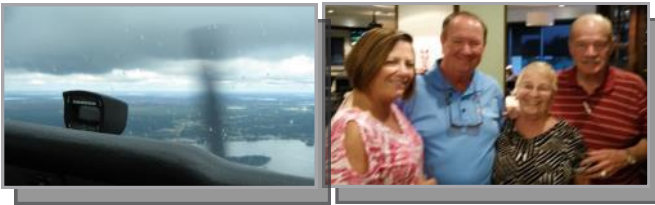
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the next day. We then picked up our IFR clearance to KPWA and pressed on. All went well on our first leg of this 14 day trip.

There were no sporting events in OKC during our stay in OKC so we ate the great BBQ that we picked up in Llano, some great local pizza and had a few adult beverages with Bobbie and Stephan before heading on to our next destination.

The following leg took us further northeast with a refueling stop at Springfield, IL (KSPI), where we ate the Subway sandwich we had purchased just before departing Oklahoma City.

After this beautifully catered lunch we pointed Cutty's nose further northeastward, dodged some cloud buildups, and after 3+ hours, landed at the Marine City Airport just north of Detroit, MI. When we arrived at the airport, we started looking around for a place to tie the aircraft down for our stay. We walked through the FBO lobby and hangar and found everything open and unlocked. It was just like a scary movie when there are no living things in a deserted city. We finally located the owner of the airport and inquired as to where we could find a suitable location to latch good old Cutty to terra firma for a few nights. The gentleman motioned to a location over by the fuel pump and said we could



find tie down rings through the holes in the concrete if we dug deep enough. I asked him about registering the aircraft and leaving a phone number and he politely told us that if he needed to find us, he knew how to do that.

We had planned our stop there to visit our good friends from Wichita days, Roy and Judi, who now live on Lake St. Claire in the summertime and on the water in Palmetto, Florida in the winter. While we were there we got to sail our former Catalina 30 sloop, which Roy and Judi purchased from us back in 1997 or thereabouts. They have been to visit us at 8T8, driven our motorized airline seats around the ramp, and have flown in our little Cutlass. They are airplane folks as Roy had been employed by Beechcraft while living in the land of OZ. Since we are former boat people, we always enjoy our time with them.

On Friday July 31, we strapped on the old bird and headed for (3CK), Lake in the Hills airport, close to my Brother David and his wife Annette's home in Huntley, IL. Chicago Air Route Traffic Control Center routed us around the Class B airspace surrounding Chicago, over the Joliet VOR and up the western side of the Class B via radar vectors and we never got involved with either the O'Hare or Midway traffic flow.

My other Brother Ken, drove up from St. Charles, MO, to join us at David's home for a few days of family stuff and sightseeing. We drove a real long way into Chicago on one of our days there to take an Architectural Boat ride on the Chicago River. What an



experience. Our tour guide on the scenic tour boat

knew every architect, engineer and construction company that ever had anything to do with building a building on the river front, and even several blocks inland. I think he even knew the food truck drivers that stopped at the construction sites. Well worth the time and expense. This guy knew which building was coming up next without even turning around to see where he was. But, after four or five tours a day, five days a week, one should know what's on the menu. Oh yeah, he also knew who all of the politicians were at the time the buildings were built. Here are a couple of the tall buildings, Trump Tower and the former Sears Tower.



One other adventure which also took another

drive into Chicago was visiting the Museum of Science and Industry. A must see if you are even close to the Windy City. We spend one afternoon there and could have spent the entire day, except it's an hour and a half drive one way from David's. There are a lot of things to do and see, and even participate in some experiments if you care too. Check out their web site at <http://www.msichicago.org>, you'll be glad you did. One memorable thing was the United Airlines Boeing 727 hanging from the ceiling.

There was also Craig Breedlove's Spirit of America jet powered car that set a speed record on the Bonneville Salt Flats of Utah at 539.6 MPH, back in 1963.

Technical Facts

- Length: 38'6"
- Height: 6'
- Width: 11'4"
- Wheel Base: 19'1"
- Engine: J47-GE-15 turbojet with 5,200 lbs. of thrust
- Fastest Speed: 539.89 mph



Craig later purchased and flew a new Cessna 177/Cardinal, one heck of a lot slower.

Our Sunday experience was to go to Annette's brother's lake house close to Sandwich, IL., On Lake Holiday. This is the

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GOODE (CONTINUED)

(Continued from page 4)

weekend watering hole for the family. We got yet another boat ride, this time in a pontoon boat that they keep on a lift, except in the winter, when it goes into the garage.

On the following Tuesday morning, August 3rd, we headed north-westerly for the Magic City airport in Minot, ND, with an intermediate fuel stop at Redwood Falls, MN. Upon arriving at KMOT and checking into the Grand Hotel, we received a text message from our good friends Bob and Christa who had just visited us at 8T8 a couple of months earlier, asking where we were. I responded that we were in Minot and they texted back that they were also in Minot. Wow, what a surprise that was. These are friends from our boat cruising days that we first met in St. Petersburg, FL, when we were taking delivery of our home for 3 1/2 years, our last Lady B Goode, a Catalina 470 sloop. We enjoyed a toddy in the lounge, dinner in the restaurant and a Rusty Nail or two before parting ways for the evening. They have been traveling around the lower 48 in their motorhome, taking in numerous historical western museums and monuments. In fact, while they were visiting us at 8T8 we went to the old Pioneer Museum in



Bandera, the Nimitz museum in Fredericksburg, and even sat on Wild Bill Hitchcock's lap in Boerne.

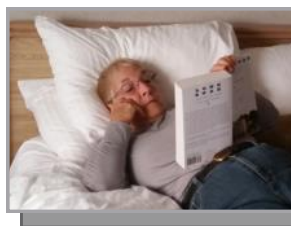


The next morning, after receiving our international flight plan IFR clearance, we flew runway 31 heading from the Magic City Airport and in 2 hrs. we were sitting in the Canadian Customs area at

the Regina International Airport (CYQR). Prior to our departure for Canada, we called Canadian Customs, CANPASS, on the cell phone. We gave them our aircraft registration number and ETA at Regina, Sask. They asked us if we were carrying any alcohol, tobacco, firearms, ammunition, fresh fruits, vegetables, meat or pet food. We were not, as we know better. Upon arrival in Regina, we taxied to the customs area, again calling CANPASS on the cell phone. We were asked the same questions again and then given a clearance number.

A close rechecking of the weather at our destination, La Ronge, revealed that the weather was below IFR minimums and there were white caps on the lake so we pulled out our trusty smart phone, punched up the Marriott app and found us a room for the evening. As it turned out, we were there for three nights, making us a trifle late for our cabin reservations. Thankfully, our host, Bob, had not cancelled our reservations and we still had a place to stay, even though the duration was only two nights instead of five.

On Friday morning, the weather had improved tremendously so it was onward and upward to LaRonge. We were given an IFR Clearance to proceed direct to the LaRonge Airport (CYVC) at 6,000 ft. We had packed the required survival gear as recommended by Transport Canada and had purchased a new GPS Personal Locator Beacon last year for the trip. I had the PLB on a lanyard around



my neck for the back country flying. We were met at the airport by our longtime friend and host for our stay, Bob MacPherson. After securing the aircraft to the ground, we proceeded to the boat dock where we met up with our cabin co-occupants for the weekend, Gary and Mary Ann from Prince Albert.

AT LAST, THE LAKE.....

Bob's cabin is on an island on Lac LaRonge, which is 1649 NM north of 8T8. To get to the cabin, it takes a 25 minute boat ride at 30 mph. That figures out to be 12 miles from the marina. We have been to the cabin several times. Brian has been there numerous times during Bob and Brian's Cessna Caravan sales trips to the north. Seems like there was always a weekend that fell into the middle of the tour, so a stop was always in order at the cabin. Better than a hotel in the north by far.

Bob has the cabin and its village up or sale. Seems like there is a time to hold 'em and a time to fold 'em, and it is getting close to that time. If any of you readers would like a real nice cabin, it comes fully equipped and furnished, including tools and generators. If you are interested, let me know and I will get you in touch with Capt. Bob.



PONASS.....

The Ponass (Indian method of cooking fish) was going to be held on Saturday, August 8th, at the log cabin that Bob used to own, but was postponed for a day due to the nasty weather. It is centrally located on the lake and has a nice beach for landing boats. We have backed up a Caravan Amphibian onto that beach many moons ago. About 45 people showed up for the get together. The ladies made Bannock, which is fried native flat bread with a hole in the middle so the grease can bubble up through it, while the guys cooked the fish that they caught earlier in the day, using propane fired deep fryers or over an open fire pit flame.

Everybody brought chairs and beverages suitable for the occasion. The present cabin owner provided an outdoor privy and a hot tub constructed of 4 x 8 sheets of steel welded up to form the tub. A log fire was ignited under the tub, hence the term "Hot Tub."

We learned a new way to cook corn on the cob last year and that was to break the ears in half, place them in an insulated beverage cooler and dump enough boiling water into the cooler to cover the corn, close the lid and let them sit in the hot water for a several hours. By the time we got to the site of the Ponass, the corn was ready to eat.

We did not have the entertainment we had last year, which was a fly-by of a Canadair CL-214 water bomber. The crews had been so busy fighting fires this year that nobody had any flying time left, so no excitement. The whole community of La Ronge had been

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GOODE (CONTINUED)

(Continued from page 5)



evacuated for a couple of weeks when the fires got too close to town. The controllers at the air-



Ponass (fish)



June & Mary Ann making Bannock bread

port had been gone during this time. Even the jail occupants were taken south. If Bob had gone into town, he would have been put on a bus and taken out of harm's way, so he stayed close to his island in case the fires got close. He has a fire suppression system made up of huge sprinklers on top of the buildings and a high capacity water pump at water's edge. Most of the cabin owners have similar systems, which have saved many cabins this year.

We learned a new way to cook fish this year. One experienced outdoorsmen, took a two foot tall log, made 6 slices with a chain saw part way down the standing log, lit the center of the top of the cuts, and wa-la, a burnable stove on which you can place a frying pan and cook the fish. No fuss, no mess. The entire log gets burnt. Nothing left but a few ashes.

ON OUR WAY HOME AGAIN.....

The border crossing from Saskatchewan to North Dakota is nothing like the border crossings of Texas. There is no fence, no river, is a picture taken as we flew back south across the border, which is an unfenced dirt road. There is nobody trying to sneak in or out.

We cleared U.S. customs back in Minot on our return to the US, easily, without a hitch. All you have to do is have a flight plan, the EAPIS manifest and make a phone call to the Minot CBP office. When we got to Minot Customs, the officer was busy with another aircraft so we unloaded our luggage, locked the airplane and stood by until he approached us and showed us the way into



his area. After we had completed the paperwork he asked if he could do a walk around of the aircraft and wanted to know if it was locked. It was, so I handed him the key and let him do his inspection. Since we had nothing to hide, I was not concerned with just giving him the key. I did not

watch him so I don't know if he even opened the aircraft's door. I went to the restroom.

The next day it was back into the air heading south to Oklahoma City, with a pit stop at O'Neil, Nebraska. We once again borrowed an old police car from the airport and had Chicken and dumplings at the Westside Restaurant.

Having just recently spent a few days with Bobbie and Stephan in OKC we decided to press on the following day, but not too early and head back to the old homestead at San Geronimo Airpark.

ALMOST HOME.....

Since we had to pass right by T82, we borrowed a car from the radio shop while they tweaked our GTN650's squelch control and grabbed a taco salad at Hilda's, which is just off the north end of the airport. After that it was a short flight of 44.2 NM to home.

RECAP.....

As usual, we experienced a headwinds on the whole trip. At one time we had a Ground Speed of 108 Knots, with a TAS of 135 knots. We mostly had Ground Speeds in the mid 120 knot range, with the TAS in the 136-140 knot range at cruising altitudes from 6,000 to 8,000 ft. We battled 15 to 20 knot headwinds every day. It was like walking to school in the blowing snow, uphill both ways.

- * 8T8 to 76G = 1186NM
- * Average trip Ground Speed = 125 Knots
- * 76G to 3CK = 255 NM
- * Average trip fuel burn = 9.17 GPH
- * 3CK to CYVC = 1179 NM
- * Total trip time = 38.1 hours
- * CYVC to 8T8 = 1649 NM
- * Total miles = 4269 NM
- * Average fuel price \$5.60 / gal.

All in all, it was a great trip, seeing a lot of friends and relatives, but Cutty looks pretty good in his own hangar at 8T8. N9785B was sure glad to be home.

We received some real good aviation news after we returned from our trip; Grandson Kenny Maroney soloed in Santa Rosa, Calif. on August 20th, which just happens to be 30 years after Grandma Junie first soloed, and 54 years after Grampa Brian soloed.



Happy Flyer Kenny

Way to go junior birdman. His first bit of dual was received here at 8T8 in our airplane under the tutelage of Ron O'Dea.

Until next time, "Keep the blue side up & happy landings,"



A BIT OF CHECK-RIDE HUMOR FROM OUR AUSTRALIAN FRIENDS

Dear Civil Aviation Safety Authority of Australia,

I am writing to you because I need your help to get me bloody pilot's license back. You keep telling me you got all the right contacts. Well now's your chance to make something happen for me because, mate, I'm bloody desperate.

But first, I'd better tell you what happened during my last flight review with the CAA Examiner.

On the phone, Ron (that's the CAA d*#"head), seemed a reasonable sort of a bloke. He politely reminded me of the need to do a flight review every two years. He even offered to drive out, have a look over my property and let me operate from my own strip. Naturally I agreed to that.

Anyway, Ron turned up last Wednesday. First up, he said he was a bit surprised to see the plane on a small strip outside my homestead, because the "ALA"(Authorized Landing Area), is about a mile away. I explained that because this strip was so close to the homestead, it was more convenient than the "ALA," and despite the power lines crossing about midway down the strip, it's really not a problem to land and take-off, because at the halfway point down the strip you're usually still on the ground.

For some reason Ron, seemed nervous. So, although I had done the pre-flight inspection only four days earlier, I decided to do it all over again.

Because the prick was watching me carefully, I walked around the plane three times instead of my usual two.

My effort was rewarded because the colour finally returned to Ron's cheeks. In fact, they went a bright red. In view of Ron's obviously better mood, I told him I was going to combine the test flight with some farm work, as I had to deliver three "poddy calves" from the home paddock to the main herd. After a bit of a chase I finally caught the calves and threw them into the back of the ol' Cessna 172. We climbed aboard but Ron, started getting onto me about weight and balance calculations and all that crap. Of course I knew that sort of thing was a waste of time because calves, like to move around a bit particularly when they see themselves 500-feet off the ground!

So, it's bloody pointless trying to secure them as you know.

However, I did tell Ron that he shouldn't worry as I always keep the trim wheel set on neutral to ensure we remain pretty stable at all stages throughout the flight. Anyway, I started the engine and cleverly minimized the warm-up time by tramping hard on the brakes and gunning her to 2,500 RPM. I then discovered that Ron has very acute hearing, even though he was wearing a bloody headset. Through all that noise he detected a metallic rattle and demanded I account for it. Actually it began about a month ago and was caused by a screwdriv-

er that fell down a hole in the floor and lodged in the fuel selector mechanism. The selector can't be moved now, but it doesn't matter because it's jammed on "All tanks," so I suppose that's Okay.



However, as Ron was obviously a nit-picker, I blamed the noise on vibration from a stainless steel thermos flask which I keep in a beautiful little possie between the windshield and the magnetic compass. My explanation seemed to relax Ron, because he slumped back in the seat and kept looking up at the cockpit roof. I released the brakes to taxi out, but unfortunately the plane gave a leap and spun to the right.

"Hell" I thought, "not the starboard wheel chock again." The bump jolted Ron back to full alertness. He looked around just in time to see a rock thrown by the prop-wash disappear completely through the windscreen of his brand new Commodore. "Now I'm really in trouble," I thought..

While Ron was busy ranting about his car, I ignored his requirement that we taxi to the "ALA," and instead took off under the power lines.

Ron didn't say a word, at least not until the engine started coughing right at the lift off point, and then he bloody screamed his head off.

"Oh God! Oh God! Oh God!"

"Now take it easy Ron," I told him firmly. "That often happens on take-off and there is a good reason for it." I explained patiently that I usually run the plane on standard MOGAS, but one day I accidentally put in a gallon or two of kerosene. To compensate for the low octane of the kerosene, I siphoned in a few gallons of super MOGAS and shook the wings up and down a few times to mix it up. Since then, the engine has been coughing a bit but in general it works just fine, if you know how to coax it properly. Anyway, at this stage Ron seemed to lose all interest in my test flight.

He pulled out some rosary beads, closed his eyes and became lost in prayer. (I didn't think anyone was a Catholic these days) I selected some nice music on the HF radio to help him relax. Meanwhile, I climbed to my normal cruising altitude of 10,500-feet. I don't normally put in a flight plan or get the weather because, as you know getting FAX access out here is a friggin' joke and the weather is always "8/8 blue" anyway.

But since I had that near miss with a Saab 340, I might have to change me thinking on that. Anyhow, on levelling out, I noticed some wild camels heading into my improved pasture. I hate bloody camels, and always carry a loaded 303, clipped inside the door of the Cessna just in case I see any of the bastards.

We were too high to hit them, but as a matter of principle, I decided to have a go through the open window. Mate, when I pulled the bloody rifle out, the effect on Ron, was friggin electric. As I fired the first shot his neck lengthened by about six inches and his eyes bulged

like a rabbit with myxo He really looked as if he had been jabbed with an electric cattle prod on full power. In fact, Ron's reaction was so distracting that I lost concentration for a second and the next shot went straight through the port tyre. Ron was a bit upset about the shooting (probably one of those pinko animal lovers I guess) so I decided not to tell him about our little problem with the tyre. Shortly afterwards I located the main herd and decided to do my fighter pilot trick. Ron had gone back to praying when, in one smooth sequence, I pulled on full flaps, cut the power and started a sideslip from 10,500-foot down to 500-feet at 130, knots indicated (the last time I looked anyway) and the little needle rushed up to the red area on me ASI.

What a buzz, mate!

About half way through the descent I looked back in the cabin to see the calves gracefully suspended in mid air and mooing like crazy. I was going to comment to Ron on this unusual sight, but he looked a bit green and had rolled himself into the feral position and was screaming' his 'freakin' head off.

Mate, talk about being in a bloody zoo. You should've been there, it was so bloody funny! At about 500-feet I levelled out, but for some reason we kept sinking.

When we reached 50-feet, I applied full power but nothing happened. No noise no nothin'. Then, luckily, I heard me instructor's voice in me head saying "carb heat, carb heat." So I pulled carb heat on and that helped quite a lot, with the engine finally regaining full power. Whew, that was really close, let me tell you!

Then mate, you'll never guess what happened next! As luck would have it, at that height we flew into a massive dust cloud caused by the cattle and suddenly went I.F. bloody R, mate. You would have been really proud of me as I didn't panic once, not once, but I did make a mental note to consider an instrument rating as soon as me gyro is repaired (something I've been meaning to do for a while now). Suddenly Ron's elongated neck and bulging eyes reappeared. His mouth opened very wide, but no sound emerged. "Take it easy," I told him, "we'll be out of this in a minute" Sure enough, about a minute later we emerged, still straight and level and still at 50-feet. Admittedly I was surprised to notice that we were upside down, and I kept thinking to myself, "I hope Ron didn't notice that I had forgot-

ten to set the QNH when we were taxiing." This minor tribulation forced me to fly to a nearby valley in which I had to do a half roll to get upright again.

By now the main herd had divided into two groups leaving a narrow strip between them. "Ah!" I thought, "there's an omen. We'll land right there."

Knowing that the tyre problem demanded a slow approach, I flew a couple of steep turns with full flap. Soon the stall warning horn was blaring so loud in me ear that I cut it's circuit breaker to shut it up. But by then I knew we were slow enough anyway. I turned steeply onto a 75-foot final and put her down with a real thud. Strangely enough, I had always thought you could only ground loop in a tail dragger but, as usual, I was proved wrong again!

Halfway through our third loop, Ron at last recovered his sense of humour. Talk about laugh. I've never seen the likes of it. He couldn't stop.

We finally rolled to a halt and I released the calves, who bolted out of the aircraft like there was no tomorrow. I then began picking clumps of dry grass. Between gut wrenching fits of laughter, Ron asked what I was doing. I explained that we had to stuff the port tyre with grass so we could fly back to the homestead.

It was then that Ron, really lost the plot and started running away from the aircraft. Can you believe it? I saw him running off into the distance, arms flailing in the air and still shrieking with laughter.

I later heard that he had been confined to a psychiatric institution - poor bugger!

Anyhow mate, that's enough about Ron. The problem is I got this letter from CASA withdrawing, as they put it, my privileges to fly; until I have undergone a complete pilot training course again and undertaken another flight proficiency test. Now I admit that I made a mistake in taxiing over the wheel chock and not setting the QNH using strip elevation, but I can't see what else I did that was so bloody bad that they have to withdraw me flaming' license. Can you?

Ralph H. Bell
Mud Creek Station



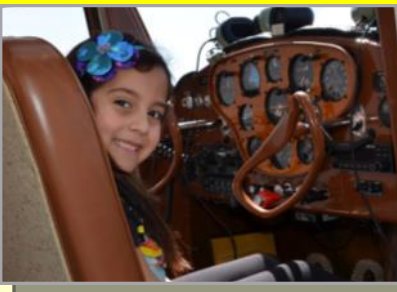
Young Eagles—October 25th



Where has this year gone? Schools are back in session and fall is upon us. Therefore, it is time to create some new aviators!

We'll hold our fall young eagles rally on 25 October. Yes it is a Sunday, but that allows us to de-conflict with a host of competing aviation and non-aviation events.

We need pilots, ground crew, guides, and helpers. Everyone can



help—and I hope you will!

We'll aim for a 0930 launch time and run until early afternoon.

Right now—think of any young men or women you know that would like to participate and ask them to join us. Kids these days are busy, so don't wait.

Watch your e-mail for information, and please contact Phil Vaneau to volunteer or with questions at pvaneau@gmail.com

Due to travel schedule, e-mail is preferred!



Calling all Members—Nominees Sought for Upcoming Election

John LaTour

The President, Vice-President, Secretary and Treasurer of EAA Ch. 35 are up for election, November 14, 2015 at our annual membership meeting. A nominating committee was formed during the summer of 2015 consisting of John LaTour, chairperson; Charlie Brame, Ron O'Dea, Gail Scheidt and Darren Medlin.

The committee is chartered to insure at least one qualified and respectable candidate for each position. Many members with outstanding background in aviation, as pilots, and as home builders were interviewed. Thus far our current VP, Steve Jones has agreed to run for President, Secretary, Darren Medlin has agreed to run for VP, Mike Landis has agreed to run for Secretary and our current incumbent Treasurer, Dee Brame, will run for another two year term as treasurer. The Board approved these candidates and we recommend a side-meeting to discuss background, goals, to get to know them better.

We need your participation! If you'd like to serve in any of these positions, now or in the future, meet with me (John LaTour) at the October 10 EAA Ch. 35 meeting. E-mail me at dalelatour@att.net or call me at 830 612-2232 (Metro). This is a great opportunity to shape the future of our group and to give back to the chapter for all the fun and fellowship in EAA Chapter 35.



Congratulations Zenith CH 701 STOL Team!



Congratulations to the Zenith CH-701 team on their maiden flight. We first reported on this effort by the 3 man team in October 2012 Runway 35. By all accounts the first and subsequent flights by test pilot Lex Brown have gone well. Tom and Ulf are waiting anxiously for their turns! We expect, of course, a full article in the near future!



CONTINENTAL BUYS ECI / TITAN IN SAN ANTONIO

Continental Motors has acquired Engine Components International, Inc., Precision Machined Parts, Inc., Airmotive Engineering Corporation, Aircooled Motors, Sterling Machinery and Process, and EC Services, Inc., located at its site in San Antonio, Texas, as well as the Titan brand of engines and parts. Danbury Aerospace, which offers its products under the brand, Engine Components International (ECi), has been designing and manufacturing components and engines since 1943.



engines and parts.

James (J.B.) Ball, Sales Manager, tells Runway 35 that "We are still manufacturing parts for Lycoming engines, and complete engines for experimental aircraft here in San Antonio. That part has not changed. Unfortunately, the repair station is closed down, though".

Contact JB at jball@continentalmotors.aero with questions and advice regarding your certified or experimental ECI, Titan or Continental



SEPTEBER MEETING

FEATURING JOHN M MANGUSO—AUTHOR



SEPTEMBER MEETING

FEATURING JOHN M MANGUSO—AUTHOR



THE BUILDER'S CORNER

BLUE STEEL AND DUMB LUCK

Mark Julicher

We have been working on a Cessna 150 that sat on the ramp and was not flown for about a year. Neglected airplanes always bring special problems when it comes time to return them to service and this Cessna is no exception. We tried to start it and discovered the mixture control to be nearly frozen. The push-pull wire was firmly stuck inside the Bowden cable.

We used all our favorite liquids to loosen the cable – Kroil, Mouse Milk, and PB Blaster. None of these helped very much, the cable was just too gunky. [Def. “Gunky”: from Spacecraft Maintainer’s Handbook; 3rd edition; Appendix C; p. 273; Meaning: yucky, gooey mess; c.f. “toxic waste.”]

We removed the cable assembly from the plane and extracted the push-pull wire from the spiral spring. Naturally, we found the wire completely coated with thick, black residue. No problem, it can be cleaned and returned to service. However, upon cleaning, something caught our eye. The push-pull cable is made of spring steel and is normally very shiny. On this particular cable, a short span - about 1.5 inches- was blue while the rest was shiny silver.

Looking closely, the blue area showed evidence of heat damage. It had all the appearances of a heated affected zone (HAZ) as seen on welded steel. Furthermore, the blue zone was no longer tempered, but in fact rather soft and bent easily. Not Airworthy! This soft spot would eventually stretch and break rendering the mixture control useless.

The blue spot was about 10 inches away from the control knob – in other words, the soft steel was under the instrument panel, not in the engine compartment. No engine heat touched this area. What caused the push-pull tube to get hot?

Close examination of the spiral spring revealed a rusty spot and small notch at the location of the over-heated push-pull wire. It appears that an electrical wire shorted against the Bowden cable and burned the small notch – not enough arcing to destroy the spiral wrap, but enough to get it hot. Amazing. Were it not for the gunky cable needing service there is small chance anyone would have seen this until the control failed.

Call it Dumb Luck. What to expect to find when an airplane is neglected over a long period. In the last year or so we at Hangar 64 have been called to inspect planes that have been sitting idle for years. It happens, I know, I own two planes in this condition. Lots of bad things happen to idle airplanes, so here is a litany of things to expect if you buy that hangar

queen.

The cylinder compression may be low. Not always, but most likely. If the cause is surface rust on the cylinder walls, the compression may improve with a good engine run or two. Or maybe not. The trick is to determine what is causing the compression loss and deal with that.

(Continued on page 13)

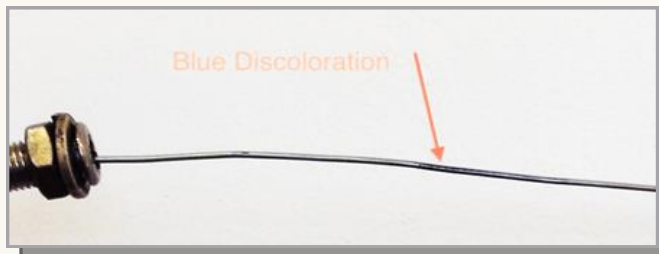


Photo 1: Blue steel located about 10 inches from control

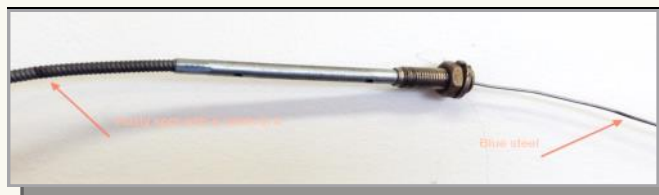


Photo 2: Notch in the spiral wrap coincides with normal location of blue wire.



Photo 3: Modest pressure easily bent the push-pull wire at the blue spot.

BUILDERS CORNER (CONTINUED)

(Continued from page 12)

There may be engine problems. With out a teardown it is hard to know the condition of the engine and accessories. Capacitors in the magnetos may have dried out. Gear teeth may corrode. Oil has drained away from various components leaving them unprotected from air and moisture. Recently we found an engine where all the lower spark plug cigarettes were filled with oil. Apparently the lower sparkplugs all had cracked ceramics. I'm told that round engines that have been sitting around should just be torn down with no question – the bearings don't do well without oil. Some flat engines may run OK for a long time, but don't make your first few trips over-water. In the immortal words of Dirty Harry, "Do you feel lucky? Well do ya?"

The oil and fuel hoses may be hard. Old rubber gets very stiff. If you flex these hoses it is possible to break off rubber flakes inside which in turn raise havoc. This is especially true with fuel lines down stream of the gascolator. Rubber flakes play hob with the float and needle. If the hoses don't flex under modest hand pressure then replace them.

The primer gets impossibly stiff. If you need two hands to work the primer, it needs to be opened up and the O-rings replaced. Re-assemble with a dab of EZ-Turn aka fuel lube.

Hydraulic brakes may fail. Again it is a matter of O-rings. When O-rings dry out they let fluid bypass, brake reservoirs drain. Brake calipers leak. Master cylinders won't hold pressure. Be careful. Sometimes the brakes hold for a few applications and then they fail at the worst moment. Use chocks for those engine runs! The brake hoses fail just like oil and fuel hoses – the same rules apply – flexible or replace. If you notice that 5606 hydraulic fluid is no longer red but yellow then it is old so replace it. The brake hoses at the rudder pedals are most often neglected because they are hard to change, but these need the closest attention.

Vents are often packed with insects. Mud Dauber Wasps and spiders are the most likely residents of tiny openings. Fuel vents are notorious for harboring mud daubers. If you live where Mud Dauber Wasps abound then be vigilant for clogged vents. Fuel will normally flow from a fuel tank with a clogged vent until just after liftoff.

Nests of all sorts should be expected including birds, rodents and paper wasps. Approach neglected, outdoor planes with wasp spray in hand. Squirrels and chipmunks store nuts and chunks of dog food in every cavity they can find. Open wing panels and reach around and behind the ribs. Gloves are a good idea. Mouse nests are dirty. I have found nests in vertical fins, horizontal stabilizers, tail cones, wings, air vents, oil coolers, cabin heat boxes, and more. If you see a few blades of grass in an unlikely spot it is probably a nest.

Compasses go dry. Compass gaskets and rubber bladders don't survive the heat indefinitely. Low or no fluid in compasses is common.

The ELT is likely to be history. Dead batteries are the norm and corrosion from the dead batteries destroys the electronics. Don't forget the battery in the ELT remote control too.

The storage battery is dead. Unless you use a trickle charger, don't expect a battery to be good to go after sitting for months, let alone years.

Bungees. If the hangar queen uses bungees and they are more than five years old – just expect to replace them.

Landing gear struts contain several O-rings. If a strut has gone flat then expect to install an O-ring kit. If the strut has rust pitting then the repair effort goes up considerably.

Tires and tubes dry rot. If you see checking in the sidewalls of an otherwise perfectly good tire, it is not a perfectly good tire. If a tire goes flat that accelerates the demise of the sidewalls. Depending on where the plane has been parked it may have water inside the wheels meaning that the wheel bearings are probably bad. Magnesium wheels are consumed by water. Aluminum tolerates water better but not forever.

Corrosion. All kinds of corrosion should be expected. Look everywhere. If you don't know the aircraft type very well, join the type club and search out the knowledgeable people. They know where the corrosion is to be found.

Look for undocumented maintenance and modifications. Expect some. Check the Type Certificate Data sheet! Unauthorized wheels and tires are found routinely. Extra gizmos added to the cockpit happen all too frequently. Never believe an ancient Weight and Balance.

It is rewarding to bring an old plane back to life, but be aware of the pitfalls and plan accordingly.



SEPTEMBER MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Chapter 35 member Charlie Brame and National EAA member Mike Logan for correctly identifying our



September Mystery Airplane as the Convair R3Y-1 "Tradewind." This is the second time I've had someone

outside the chapter respond to one of our mystery airplanes and it's great to know that our award winning newsletter gets read by more than just our local chapter members. Thanks for participating Charlie and Mike and hope to hear from each of you again.

The prototype of the R3Y was

R3Y-2 Air and Space Magazine



R3Y-2 Wikipedia

designated the XP5Y-1 and two were built. The first

one flew on 18 April 1950. It was initially designed as a flying patrol boat and intended to be armed with bombs, mines, depth charges, and torpedoes plus five pairs of 20 mm cannon. The Navy decided to scrap the patrol boat idea but had Convair redesign the airframe as a passenger and cargo platform. The result was the R3Y-1 Tradewind which could carry 103 passengers or 24 tons of cargo and was also capable of serving as an inflight refueling tanker. The R3Y-1 first flew in February, 1954 and a total of 5 were delivered to the Navy. The Navy also took delivery of 6 RY3-2 models which had a hinged nose for front loading/unloading large cargo. The intended role for the -2 was to serve as a flying "landing craft" but that did not turn out as well as planned due to handling issues during beach off-loading so they were modified to be used mainly as air refueling tankers.

The Tradewind was a massive aircraft with a 145 ft. wingspan,

139 ft. long fuselage and a tail that stood 51 ft. Empty weight was 71, 824 lbs. and it had a useful load of 47, 951 lbs. The R3Y was powered by four Allison T40-A-10 turboprop engines producing 5,100 shaft hp plus 830 lbs. of jet thrust each spinning 15 ft. diameter six-bladed contra-rotating props. Despite its size and weight, the Tradewind was relatively fast with a maximum speed was 372 mph and a cruise speed of 225 mph.

The early demise of this awesome flying boat was the result of the unreliability of the Allison engine and contra-rotating propeller combination. One prototype and 3 production aircraft were lost due to catastrophic engine and/or propeller failure and in 1958, the Navy decided to ground all of the Tradewinds. They were subsequently dismantled so none remain today.

Sources for this article include the following.

- https://en.wikipedia.org/wiki/Convair_R3Y_Tradewind
 - <http://www.airspacemag.com/military-aviation/last-great-flying-boats-180953943/?no-ist>
 - <http://www.aviation-history.com/convair/tradewind.html>
- Check out these YouTube videos of a R3Y in action at the following links.
- https://www.youtube.com/watch?v=I_1AS13lnjg
 - <https://www.youtube.com/watch?v=VH05R4DJTGU>



NAME THE PLANE



Here's our October Mystery Plane. Who will be the first to email me at dapsey@satx.rr.com with the following information?

- ◆ What company built it?
- ◆ What was its designation and name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.
- ◆ Within 5 years, what year did it first fly?
- ◆ Did it ever go into production and if so, how many were built?
- ◆ Bonus: What is unique about the construction of this airplane?



Brian Goode



they are available for pick up at the Goode's hangar, or you can wait until the next Chapter 35 meeting. You'll want one for the Young Eagles Rally!

If you forgot to place an order for a new golf shirt and want to reserve one, give us a shout. - Brian Goode 727-709-1159 - or ladybgoode@msn.com.

The fishing shirts are priced at \$43.00. The golf shirts are only \$30.00. If you don't see a fishing shirt you like, we will take your order for your exact size and color. The golf shirts are unisex

SHIRT NEWS

The latest order of shirts is now available. For those of you who special ordered fishing shirts and the newest Safety Yellow golf shirts,



sized and are all bright yellow.

LOG BOOK TOTE BAGS

We still have a couple log book bags available. They are good for storing your aircraft log books, your laptop computer, iPad or personal "stuff" when traveling.



These Tote Bags are adorned with the Colorized Chapter 35 logo on the front flap. They are made of a heavy Polyester material and are 17" wide X 13" high x 4.5" deep. They have an expansion zipper which lets the bag open up to about 6.5 inches deep. They also have a convenient adjustable shoulder strap. They are only \$29.00. The pilot shops sell these for \$60.00+.

Your Country Store is always on the lookout for additional merchandise that could be used to promote the Chapter and to help offset its operating expenses and aviation education events. So please keep those ideas coming in.

MERCHANDISE FOR SALE AT THE COUNTRY STORE

"Fishing Shirts" Short Sleeves	Men's & Lady's	\$43.00
Logoed Safety Yellow polo shirts	SM - XL	\$30.00
Log Book Tote Bag w/Chapter 35 logo	Black	\$29.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
Mesh Top Logo Baseball Caps	Close Out	\$3.00
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum (pink or yellow)	Two pairs = a set	\$45.00
"Wash Wax All" Cleaner or Degreaser	Pint -16 OZ	\$16.00
	Quart -32 Oz	\$65.00
Mop Head with Pads	Washable	\$11.00
Scrubbing Pad with Handle	Reusable	\$43.00

All prices include 8.25% sales tax

For merchandise please call Brian or June @ 210-688-0420

2014-15 EAA Chapter 35 Leadership



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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM FOR QUESTIONS

OCTOBER	10	LUNCH MEETING Conrad Huffstutler Rebuilding the Wildcat! BOD Meeting	Lunch 11:30 am Meeting/Program 12:30 pm 10:30 am
	25	Young Eagles Rally	0930 Start (check e-mail for latest!)
NOVEMBER	14	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	12	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 target for gifts but that's up to you!	Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Local/Texas Events and Airshows

Aviation Calendar of Events websites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-ins <http://www.flyins.com>
- Fun Places <http://funplacestofly.com>
- International Council of Air Shows
<https://www.airshows.aero/Page/ASCalendar>

Oct. 23-25, 2015

30th. Annual Flying M Ranch Fly-In and Campout
Flying M Ranch, Reklaw TX

Oct 31

Annual Elm Creek Airpark Fly-In
Elm Creek Airpark (oTX6)
<http://www.elmcreekairpark.com/>

Oct 02-04

Ranger Old School Fly-In #9
Ranger Antique Airfield - Ranger, TX

Oct 31 - Nov 1

Alamo Air Show & Open House
San Antonio, TX
USAF Thunderbirds
US Army Parachute Golden Knights
Ace Maker Airshows
SHOCKWAVE & Flash Fire Jet Trucks



Oct 10

Spicewood Airport Music fly-in
Spicewood Airport (88R)
<http://www.spicewoodmusicflyin.com/>



Oct 9-10

Texas Chapter, Antique Airplane Assn
annual fly-in
Gainesville Municipal Airport (KGLE)
www.txaaa.org

Nov 7, 2015

Warbirds Over Hondo
Hondo, TX

October 17th - 18th

Wings Over Houston Air Show
USAF Thunderbirds
Commemorative Air Force
Breitling Jet Team



<http://warbirdsoverhondo.com>

**30th annual FLYING M RANCH FLY-IN & CAMPOUT
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Hangar for Rent: Hangar 30B at 8T8 Interested parties can contact me via email at tcflyingdoc@yahoo.com or via text msg at 210-391-1072 *(expires Oct 2015)*

For Sale or Trade my fathers 1946 Taylorcraft BC-12D. 65HP, 1932 TT, 805 SMOH, Replaced #4 Cylinder 2hrs Ago, Mags Rebuilt Since Fresh Annual 03/2015, Left Elevator Rebuilt and Recovered, Lift Strut Past Ultrasound 2013. It is flyable and runs, but has not flown since recent annual as there is no insurance on it.



Located in Chattanooga, TN at airport 3m3. Contact Jack Wright at planeguy3@hotmail.com or John Wright 412-622-7030 *(expires Oct 2015)*

For Sale: Engines:

- * **Continental A65-8** 0 hrs. SMOH, installed new pistons, pins, rings, rocker pins, valves, bearings and gaskets. Engine is guaranteed. \$5400
- * **Continental A80-8** 0 hrs. SMOH, installed new pistons, pins, rings, rocker pins, valves, bearings and gaskets. Engine is guaranteed. \$5400
- * **Continental C-85-8** O/H new rings, bearings, gaskets. This engine is for homebuilt a/c. All parts are within O/H limits and is guaranteed. \$4000
- * **Continental C-90-12:** O/H new rings, bearings, gaskets. This engine is for homebuilt a/c. All parts are within O/H limits and is guaranteed. \$4000

Contact Dan Martinez 210-269-1920 *(expires Nov 2015)*

For Sale RV-4 2000 RV-4, N57M, TTSN 375 hrs. Lycoming O-369 A1A 375 TTSN (legal/certified); Prop 375 TTSN; GNC300XL, GNS 296 mounted, KT76-A Txpdr; VMS 1000 engine monitor; IFR capable, Sliding Canopy! Built and flown by present and only owner. Aircraft located in Mountain Grove MO. Contact Charlie Brame (friend) for contact info at 210-493-5512 *(expires Nov 2015)*



For Sale Taylorcraft BC-12D Early 1946 fully restored Taylorcraft BC-12D (A-65) for sale. Spare engine components available if interested. Contact Doc Hecker at 210-391-1072 or tcflyingdoc@yahoo.com. *(expires Nov 2015)*

For Sale: Whitman Tailwind Project: Aircraft suffered a deer strike, some damage repaired, needs left wing built or acquired Will include o-320 A2A, needs prop strike inspection, current N number & airworthiness cert. \$8500. PM me for more details Cbrayxxx@gmail.com 361-876-2729 *(expires Nov 2015)*



T-Hangar available for immediate lease. Contact Doc Hecker at 210-391-1072 or faexamdoc@yahoo.com. *(expires Nov 2015)*



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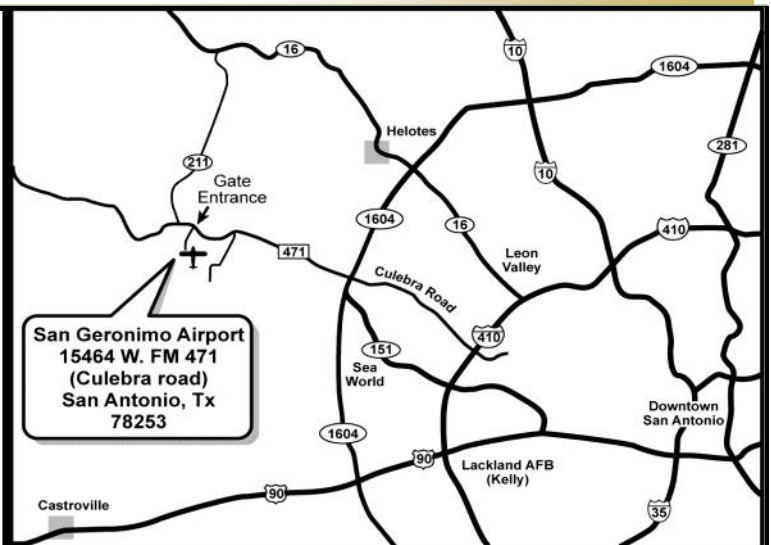
*Chapter 35 meets
Each Second Saturday of the Month*

Lunch Meeting
Feature: Conrad Huffstutler
Rebuilding the Wildcat!

10 October

11:30

Chapter 35 Clubhouse



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

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Vår kapitel medlem Craig Geron avslutade byggandet av hans fina RV-8 experimentella flygplan på San Geronimo Airpark och utfärdade FAA luftvärdighetsbeviset tidigare i år. Efter att han snabbt flög FAA krävs 40 timmars testflygningar utan några större problem. Just nu har han redan mer än 70 flygtimmar framgångsrik flygning i hans flyg-

plan.

Efter ungefär tio år att bygga vår experimentella flygplan Zenith STOL CH701 Lex Brown, Tom Morgan och jag var mycket glada över att kunna utföra vårt första testflygning av våra flygplan i början av september (snälla, se bilden av den första start någonsin med detta flygplan). Lex, som är pensionerad som pilot / läkare i USAF med mer än 3500 timmar i olika militära flygplan, inklusive F117 stealth flygplan, var vår högt kvalificerade testpilot. Vid fint och kooperativa väder, gick den första flygningen utan några större problem och det har sedan följts av mer framgångsrika testflygningar senare. Den första flygningen var också inspekteras av LtGen Tom Travis, som ungefär 2 månader sedan avgick som USAF Surgeon General och flyttade till San Antonio (snälla, se bilden med en låg inställning våra flygplan framför klubbhuset med från vänster Craig, Tom, LtGen Travis och mig). Gen. Travis hör också till unik grupp av USAF pilot / läkare, och är en god vän till Lex, Tom och mig under en lång tid. Han gick med på att att provflygningen var framgångsrik. Han anslöt sig till oss också fira framgången med champagne efter flygningen (snälla, se bilden med att lyckligt ögonblick).

Efter att vi fick våra luftvärdighetsbevis tidigare i år, men innan den första testflygningen hade vi flera månaders förseningar på grund av problem med vår testpilot få flyg försäkringsbolagets obligatoriskt en timmes flygträning i ett STOL CH701. Det är inte riktigt alla tillgängliga flygplan av den typen i vår region, eftersom de flesta av dem är experimentell och inte får användas som hyres flygplan. Det slutade med att Lex var tvungen att gå upp till Zenith Aircraft Company i Mexico, Missouri, där de var vänliga nog att ge honom hans övergångs flygutbildning i en demo CH701 flygplan av den ledande fabriken pilot. Där han fick också några fina råd och rekommendationer till förbättringar av våra flygplan. Efter att utbildning luftfarts försäkringsbolaget var nöjd, så han och våra flygplan kan vara försäkrad under testflygning fasen.

Naturligtvis, vi hittade några problem under vår första flygningen. Styrspaken var svårt att flytta till den högra sidan. Efter kontakt med Zenith Aircraft Company rekommendationen var att förlänga hisskablarna två varv i tur spännen. Det löste styrspaken problemet. Radion hoppat ur sin kassett med vibrationer under flygning och avbröt radioöverföring. Detta löstes genom korrigerande av mekanism för att hålla radion på plats i kassetten. RPM på

Engine informationssystem (EIS) under start och under flygning tycktes vara alltför låg. Men verkade motorn för att skapa en normal drivkraft för en normal start, klättra ut, en marsch och toppfart med en förväntad bränsleförbrukning. Propellern var det som rekommenderas av Jabiru USA för CH701 och i används i andra CH701 flygplan. En diskussion med Jabiru Engine Company i USA och med Engine Information System Company gav inte en bra förklaring. Vi ändrade sedan fastställandet av MKB: n till en annan inställning punkten inte rekommenderas av EIS Company. En bärbar optisk varvräknare visade sedan överenskommelse i RPM mellan MKB: n och den optiska varvräknare under statiska motortester vid olika gaspådrag positioner. Som löste detta problem också. Och några mindre andra frågor korrigerades och andra troligen kommer att korrigeras under de fortsatta provflygningar. Jag kommer att ta tillfället i akt att verkligen tacka EAA35 tekniska rådgivare och många medlemmar för all hjälp och råd under många år att slutföra byggandet av våra flygplan. Utan all hjälp från dem, bör byggnaden ha varit mycket mer komplicerat och tagit ännu längre tid än tio år som vi tillbringade.

Vi har nu avslutat fem flygningar med mer än 5 timmar. När Lex har genomfört 40 timmars FAA krävs testflygningar, får försäkringsbolaget honom att ge Tom och mig den begärda övergångsflygträning i vår egen CH701 flygplan, så även vi vara försäkrad och kunna flyga våra egna flygplan. Vi ser fram emot det ögonblicket mycket.

Senast månatliga mötet deltog 42 medlemmar och gäster. Efter den läckra lunchen författaren och museum docent John Mancuso ingår en presentation med titeln "San Antonio i det stora kriget". Det var en mycket intressant och uppskattat exposé över militär- och luftfartsrelaterad historia San Antonio under första världskriget. John Mancuso är också författare till en bok med samma titel.

Nästa EAA Kapitel 35 Evenemanget börjar på lördag 10 oktober kl 11.30 i vår Klubbhus med en lunch följt 12.30 av den månatliga mötet och en presentation av Conrad Huffstutler med titeln "Rebuilding Wildcat". Alla är mycket välkomna till denna händelse. Ulf Balldin