



RUNWAY 35



CHAPTER 35: BUILDING, DESIGNING AND FLYING: The editor says: adios amigos

JULY 2006

Volume 48 Issue 7

On the Web:

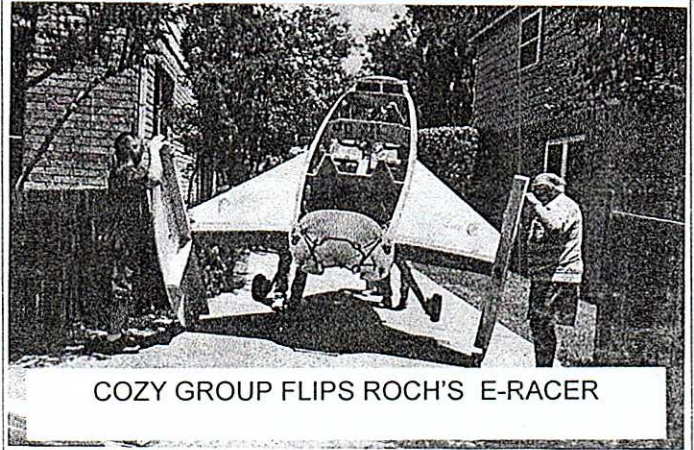
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Inside this Issue:

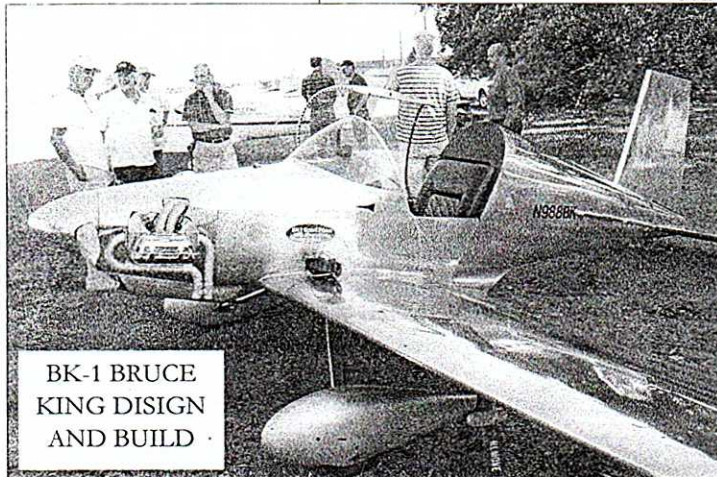
EDITOR RAMBLES	1
PRESIDENTS COCKPIT	3
RV-8 COMPLETION	5
BK-1 "LIVE YOUR DREAM"	9
KUDOS	10
CONTACT LIST	11
CALENDAR	12
WANTED & FOR SALE	13
DIRECTIONS TO SAN GERONIMO	15
PHOTOS CONTRIBUTED BY: D. BAKER, J. LATOUR, N. WARNER, S. FORMAHALS, B LaROCCA	

RUNWAY 35 PUBLISHED BY
ED SEURER

Our chapter is in an interesting transition. I don't know how it came about: A natural progression of events, an influx of new members, the advent of the LSA and Sport Pilot Category, have all formed a "perfect



COZY GROUP FLIPS ROCH'S E-RACER

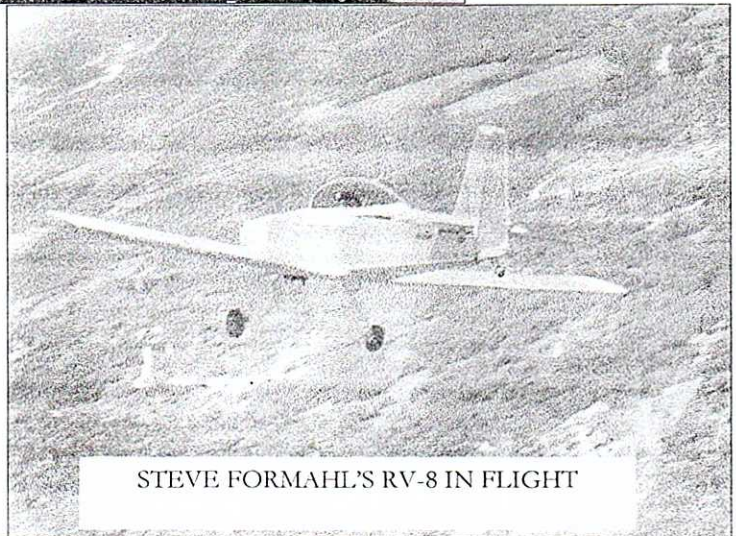


BK-1 BRUCE KING DESIGN AND BUILD

or our stalwart members and tech advisors voiced that concern most eloquently at a couple of meetings.

Our new President, Rock took the initiative and

storm" of members bringing new designs on board, and plans/kit built completions over the past year. Some members have voiced concern about the direction that the Chapter was/was not heading, One



STEVE FORMAHL'S RV-8 IN FLIGHT

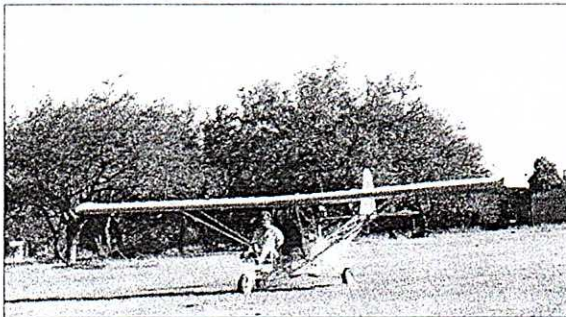
ADIOS

changed the meeting schedule to include afternoon meetings with presentations by Chapter designers and builders. The response has been quite good. We had a fantastic number of owners/builders bring their beauties to the Pancake breakfast. In addition, Mark Brown and Bruce King gave outstanding presentations about the work they have done and their designs. Many members were ready to start bending metal when Bruce finished.

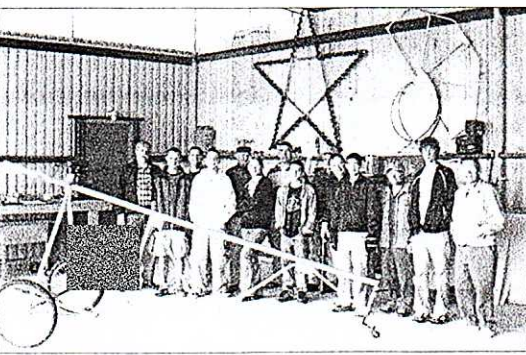


We had some White Scarves passed out at the last meeting, Jim Havens and Bill Bartlett completed

and flew their projects. The Breezy flew. Great motivation to all of us toiling away in our shops. This



next meeting will feature Bill Bartlett who completed a Zenith LSA. In addition, Jim Monroe and Richard Gramling have been making a Stealth attack on a couple of Hummel Birds. I



found them unloading a trailer of aluminum, two engines, workbench materials and hanger

improvement items into Richard's Hanger this month. The list goes on in the Cozy group, although a couple of members will be having a



setback due to moves. The VANS Force continues to toil away with Charlie Brame and Paul McReynolds getting ready to move their RV projects to the hanger for assembly. Steve Formhal's RV-8 is featured in this issue

So you ask, so just where is the editor going with this...and I'll tell you where: Potomac MD. My wife was offered a position at the Armed Forces Institute of Pathology, her response was to tell the Director she had to check with her husband (she is more thoughtful than I, during my 30 year AF career) I told her if the flight suit was on the other career, I'd be packing my bags.

I believe this is the time for a tech savvy member to step in and take the newsletter to a new level. While this classic version has served us well in the past, information on specific kits, plans, tools, news, and individual builder techniques, lessons learned are all now shared on the Web. A EAA Chapter 35 Blog would allow all members to share their articles, thoughts, questions and solutions in real time, not tied to the calendar of the Editor.

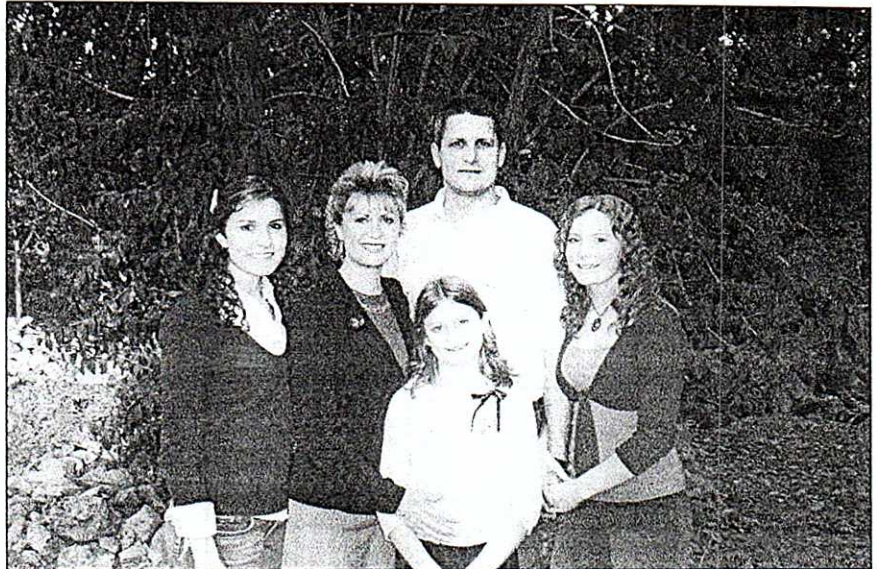
Thanks to all who helped with this project:

The Article Writers & print shop slaves; Ed, John, Norris, Joanne, Linda, Gail. jf

From the President's Cockpit: ROCH LaROCCA

We had a great meeting last month as Bruce gave us some interesting information about the aircraft he has designed and built as well as helpful tips on building metal aircraft. Even though the plane I am building is composite, I do have some metal parts so his tips were useful.

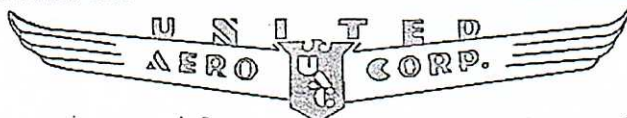
I did have some sad news this week. Our 2004-2005 President, Steve Carlson, will be leaving us. He will be re-locating to Wichita to take a job with Raytheon. He has been a great help to me and I will really miss his input as well as his position on the Board. Bob Severance will be taking over for Steve as the Coordinator for our monthly Builders academy and we will also be looking for someone to take over for Steve as the Cozy builders group coordinator. Our awesome



Our next two meetings on July 8th and August 12th will start at 4:00 with some refreshments beforehand. There will not be a meal. In July, our own Bill Bartlett will give us a look into the construction and flight testing of his newly built Zenith Zodiac 601 XL. I know we have a few Zodiac builders in the Chapter who should have a great time at this meeting. Pass on the word to your friends from other Chapters about the earlier start time so it will be possible for people to fly into Geronimo for the meeting. Let's see how many airplanes we can get at San Geronimo!

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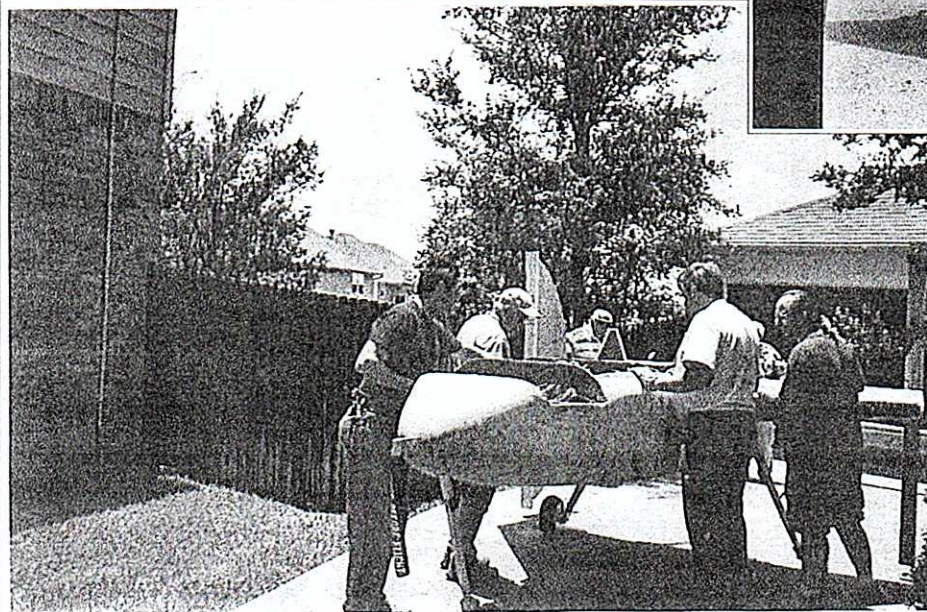
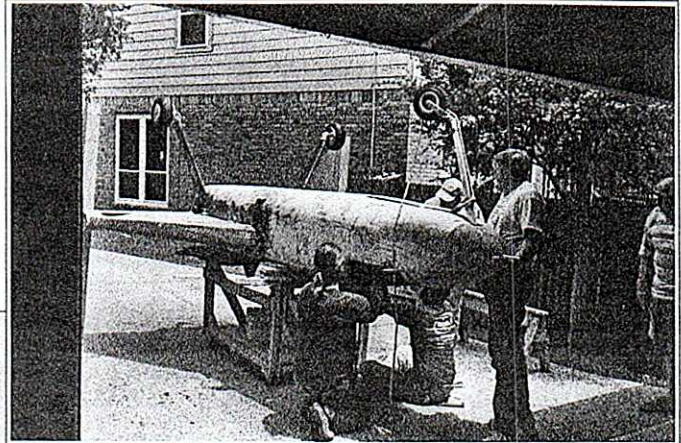
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newsletter editor, Jim Feighny, will also be leaving us in a couple months and we desperately need to find someone to take over as the Chapter 35 Editor. Please consider this rewarding position because the newsletter is the backbone of our Chapter and we need you.



From the President's Cockpit: ROCH LaROCCA

Some upcoming events to remember will be the Chapter work day/ picnic on September 9th and the Wings and Wheels San Geronimo Fly-in event on October 14th. These two events will be in place of the regular meetings so be ready to come out and give us a hand where needed.



The Cozy builders group was at my house in June and I put them to work as we flipped my fuselage over onto its' back for some composite finish work. I appreciate the help taking care of my project.

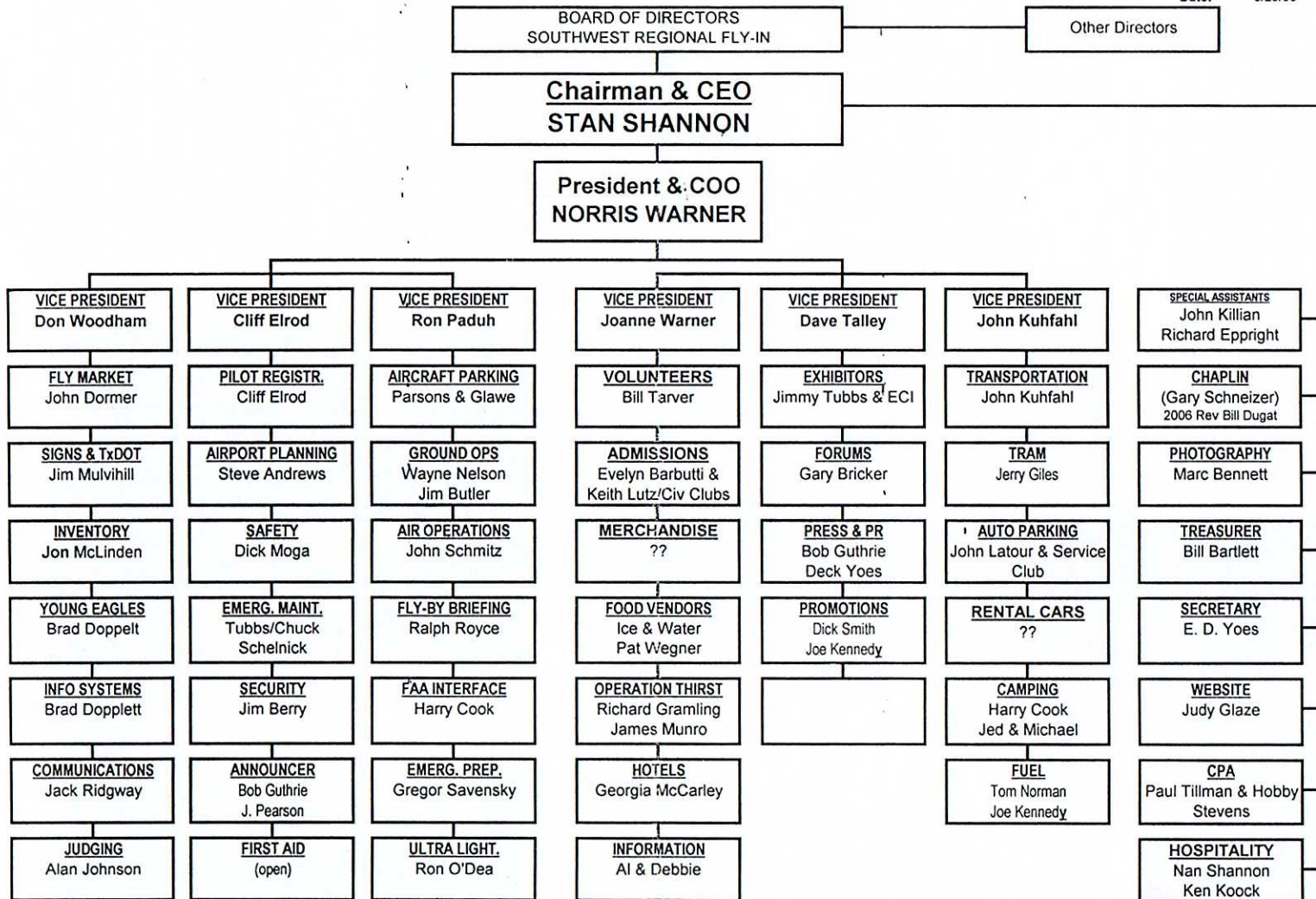
Thanks again for the opportunity to serve and if you have any problems, please call or email me anytime.

Roch LaRocca



SOUTHWESTERN REGIONAL FLY-IN - ORGANIZATIONAL CHART

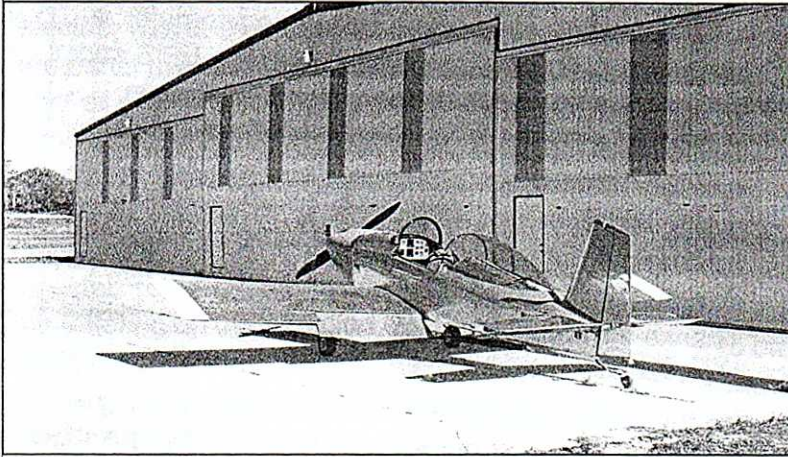
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RV8 N628RV

BY STEVE FORMALS

In August of 2004, I did the one thing I said I would never do...I sold my beloved RV6! It now resides in merry old England with a new registration reflecting it's old home state...G-TEXS. But, that's another story.



RV withdrawal began immediately! An unfinished RV8 QB was available locally and within a week or two of selling the RV6, the new kit established residency in my garage and the fun began one more time.

Purchasing an unfinished project is different than getting one new from the factory. The inventory still needs to be done, but you may have a bunch of additional stuff to look at and you have to allow for parts that have already been used, lost or installed into the kit. You have to look at work already finished and decide if you can live with it or want to redo it to your own personal standards and you have to learn to live with any minor dings that may have happened along the way. In my case, some work had already been done, but not a lot. The tail feathers were mostly completed and the fuselage was on the gear. It was actually pretty cool having a canoe on wheels in my garage the very first day.

What to do first! With the inventory behind me, I started to decide what I wanted in a completed plane. An all electric panel with EFIS, a fuel injected 180 HP engine, removable floors, night flight capable, autopilot, custom consoles for all the switches

and knobs, etc. This gave me something to get started on and allowed me to lighten my check book almost immediately. The big decision for power was to go with an ECI Titan IO 360 parallel valve "Lyclone" kit engine with the vertical sump. For electronics, I ordered two Blue Mountain Avionics G3 EFIS and an autopilot, Electronics International engine gauges, a King radio and transponder and a whole box full of switches, fuses, wire and connectors. Oh, and don't forget, this is a perfect opportunity to buy new tools!!!

While I was waiting for delivery of all the goodies, it was time to do some real metal cutting, rivet pounding work on the fuselage. The floors all came out and were remade to create separate removable sections, eight in all. That meant a lot of nut plates and rivets needed to be installed inside the fuselage. I lost count of

how many there actually are in there, but there's a lot! I used oops rivets to hold in the nut-plates, which makes it much easier to countersink, and broke down and got an A and C type pneumatic rivet squeezer. (The A type has alligator jaws and the C type is like the normal hand squeezer.) I never really used a pneumatic squeezer prior to this, but let me tell you, they are GREAT! Then, the same thing on the baggage compartment pieces...more nut-plates. I was about ready to buy stock in a nut-plate factory at the rate I was using them.

Next came consoles. For those of you who know George Meketa and have seen his RV8, you know it is a beautiful plane. Well, with his permission, I copied a lot of things from his plane and suited them to my tastes, which were very close to what he had done. My decision to create consoles was one of those things that, after you are all done, you look back on and say....what was I thinking!!! Any time you deviate from the plans, the domino effect applies, and it really did in the case of adding consoles. Thank goodness I had George's previous experience to get me started on a design.

CONTINUED NEXT PAGE

RV8 N628RV

BY STEVE FORMALS

As of this writing, I have just over twenty hours of flight time and am in the process of tweaking all of the systems, exploring the operating limits and identifying all of the different flight regimes, including the really fun stuff like loops and rolls and any other aerobatic maneuvers you plan to do after the test period. With all of the new electronic gadgets, there are also a lot of parameters that have to be identified, calibrated and input. All of this is time consuming, but just part of the complete entertainment package. I love it!!!

To me, the building process is quite enjoyable and I plan to do it again. VAN's kits are extremely builder friendly and even a novice should be able to complete the kit, especially considering the network of information and assistance available either over the internet or from local EAA chapters, not to mention VAN's itself. For those of you who are curious how the new kits compare to the older ones, here are my thoughts. My RV6 was a 1994 vintage slow build and the RV8 was a 1998 vintage pre-punched QB. The difference is enormous. Although there is still plenty to do in the QB, it is much easier to assemble and the chance for making errors is greatly reduced. More parts are finished for you and of course, a lot of the repetitive stuff, like measuring, drilling deburring, dimpling and riveting is done for you in the QB. Time to build the QB RV8 was about 1500 hours, over 20 months, while time to build the RV6 was about 2300 hours, over 2 ½ years. (However, I actually assembled the engine and built more custom stuff for the RV8, including a much more sophisticated electrical system, so that added at least 400 hrs to the total.) There is no comparison to the two kits. The newer kits are that much better!

Without the help from my local friends I would not have been able to do things like rivet the top skin, install the wings, design all of the systems and trouble shoot the early problems so special thanks go to George Meketa (RV8), Bob Cabe (RV6), George Houston, Steve Murley (RV7), Ron Carson (RV7), my wife Kathy and everyone else who provided input and support.

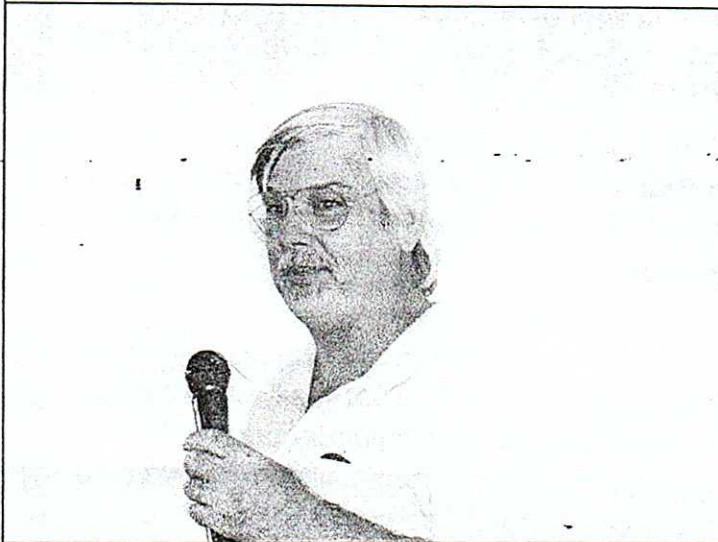
If you are considering building a kit airplane, I can definitely recommend any of the VAN's kits. There are other kits out there and I can not comment on them, but I guarantee you that the VAN's kits are great. That's why there are so many of them flying today.

Now that the building process is coming to a close and the plane is flying, I plan to attend the EAA chapter meetings on a regular basis. Weather permitting, we will be there for the next meeting.

Bruce King Shows His BK-1

“Live Your Dream”

One of the best-received programs in a long time featured the original design of chapter member Bruce King. And although Bruce has received lots of publicity about this slick VW powered single-seater, we were really privileged to be able to see the airplane up close.



Bruce presented a Power Point program, which along with his lively and humorous banter, kept the members very interested. Along with myriad details about the airplane, Bruce showed a video clip of the pilot's line of sight flying the BK-1 up the Guadalupe River from New Braunfels to Canyon Lake. In order to see exactly what the pilot sees, Bruce had fashioned a helmet mount for his digital camera. The effect was really quite extraordinary, and is further testament to his innovative approach to all he does.

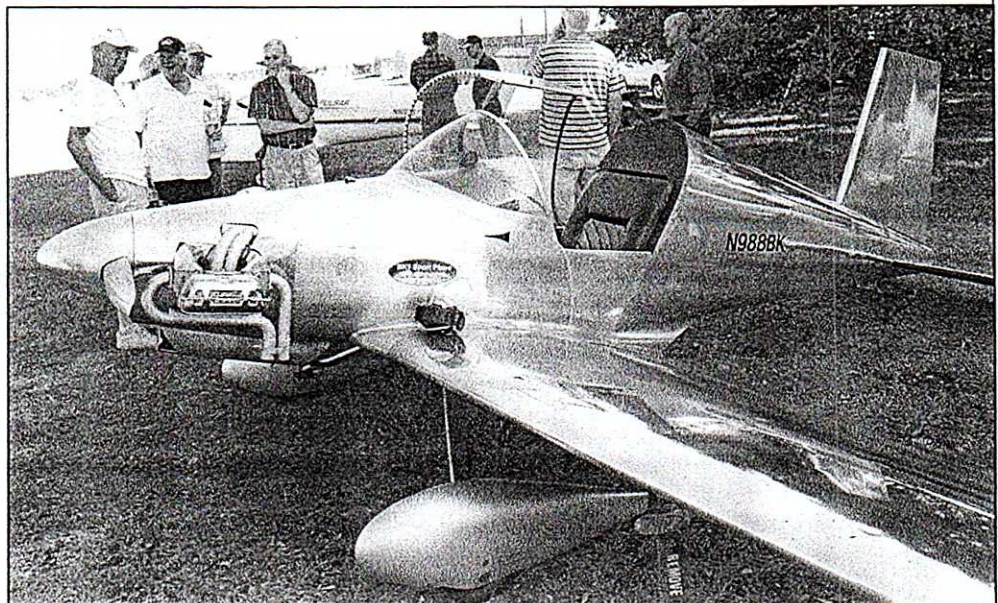
At this time, there are about a dozen BK-1's being built from Bruce's CAD plans, which are constantly being

upgraded via builder feedback.

Bruce has flown the airplane to Oshkosh and Sun N' Fun, and reports a 130 MPH cruise on under four gallons an hour. While Bruce is no lightweight, the airplane is capable of hosting pilots up to 6' 4" and 250 pounds. Building time is estimated at 2000 hours.

One of our most respected builders in Chapter 35, Paul McReynolds, paid Bruce a very high compliment when he noted that the “part count” was extremely low. The overall simplicity of the design, the visual attractiveness and outstanding performance makes this little beauty a sure winner. When Bruce states that, the airplane can be completed for \$7000—ready to fly—it created quite a buzz among the members.

Thanks, Bruce for such a delightful evening. We look forward to seeing you and the BK-1 at Oshkosh again this year, and we anticipate the Hondo nighttime Christmas parade where the BK-1 was an award winning float centerpiece in 2005. We should repeat this year with Bruce dressed as Santa in Santa's “new sleigh!” NW



KUDOS

Harlan Tibbitts Feeds the Masses

Chapter attendees at the June meeting were treated to a scrumptious tamale dinner, thanks to chapter Life Member Harlan Tibbitts. While many of us know of Harlan's very diverse aviation career, we weren't really aware of his ability to organize and conduct a dinner party.

Unfortunately, when the diners gave him a rousing cheer, Harlan had already slipped out the door carrying utensils out to his vehicle.

Thanks, Harlan, for showing us all that the most senior gent in the chapter can do more than his part!

Kudos to The Chapter 35 Young Eagles Program

By Norris Warner

Many chapter members have really "carried the water" in the Young Eagles program during the year 2005. Among the pilots the leaders are:

- Brad Doppelt – 107 - Monroe Frerich – 93
- Danny Beavers – 70 Steve Carlson – 58
- Jim McIrvin – 52 Deck Yoes – 27
- Ed Benson – 25 Jim Feighny – 24
- Danny Daniels – 18

Our total 2005 count of Young Eagles amounted to 474, a number all of us can be proud of. And although the pilots paid the way with fuel, wear and tear, insurance, etc., this effort would not have been possible without our terrific ground helpers.

The value of introducing flight to young people is quite considerable—we all remember our first flights! But, in addition, the National Young

Eagles Program grants us one dollar for each flight, and that is credited to the tuition of our summer Air Academy attendee. This summer our 2005 YE certificates saved the chapter one-half of our tuition bill, or \$425. This aviation encampment is a spectacular award for a very deserving youngster, ages 10 to 18, and chapter 35 is extremely proud of those we have so honored.

As an aside, the chapter is looking for a member to chair the 2007 Air Academy Selection Committee, so please see Brad Doppelt if you are interested

And, as a matter of some YE pride, more than 50 chapter members have signed up either as pilots or ground crew. That really shows how important the Young Eagles program is to our group! In addition to no small degree, we as a chapter owe a great deal of thanks for the dedication and leadership of Brad & Jody Doppelt—our hats off to you Brad and Jody and to your family.



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2006 CHAPTER CALENDAR

DAY/MONTH	PROGRAM	TIME
14 JANUARY	MEETING USAF –Major Wade Buxton: Local Area Flying and Military Conflicts	BOARD MEETING 4:00 DINNER AT 5:30 PROGRAM AT 7:00
11 FEBRUARY	MEETING Rufus Barnes –USAF RET	DINNER AT 5:30 PROGRAM AT 7:00
11 MARCH	EARLY MEETING ROGER WILLIAMSON: STRATUS SUBARU CONVERSION	COFFEE AT 2:00 PROGRAM AT 2:30
18 March	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
8 APRIL	PANCAKE BREAKFAST	SERVING 9:00 – 11:00
12-14 May	SWRFI AT HONDO	ALL VOLUNTEERS ABOARD
10 JUNE	MEETING BOARD MEETING @4:00 BRUCE KING PRESENTER ON BK-1.5	DINNER AT 5:30 PROGRAM AT 7:00
17 JUNE	YOUNG EAGLES	CNX
<u>8 JULY</u>	<u>MEETING</u> <u>BILL BARTLETT PRESENTER</u> <u>“HOW I BUILT MY LIGHT-SPORT AIRCRAFT”</u>	<u>REFRESHMENTS AT 4:00</u>
<u>23-30 EAA @OSH</u>	<u>OSHKOSH FLY-IN</u>	
12 AUGUST	MEETING ROCH LaROCCA “BUILDING THE E-RACER	REFRESHMENTS AT 4:00
9 SEPTEMBER	CHAPTER WORKDAY AND PICNIC	9:00 — 3:00
16 SEPTEMBER	YOUNG EAGLES	
14 OCTOBER	WINGS AND WHEELS GATHERING FOR ANGEL FLIGHT FUND RAISER	GATES OPEN AT 10:00
11 NOVEMBER	CHILI COOKOFF	DINNER AT 5:30 PROGRAM AT 7:00
9 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR

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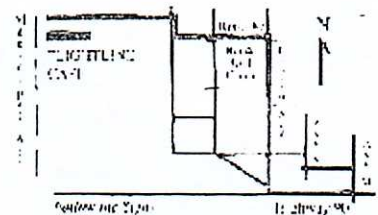
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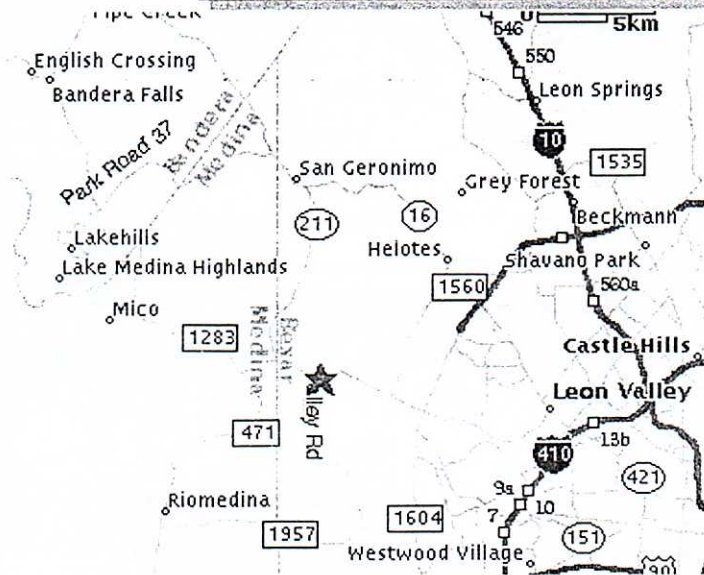
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Chapter 35, San Antonio, TX

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When Do you Meet?

Second Saturday of the Month

REFRESHMENTS @4:00

BILL BARTLETT

“HOW I BUILD MY ZENITH LSA”