



October 2012

Volume 54 Issue 10

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Next Event
Oct. 13th

Chapter Dinner

EAA Club House

17:30 Dinner

18:45 Presentation

John Kent

BOD Meeting to Follow

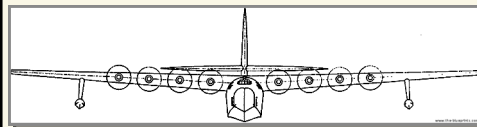
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The Rest of the Story

EAA 35's "Spruce Goose"

Dave Baker

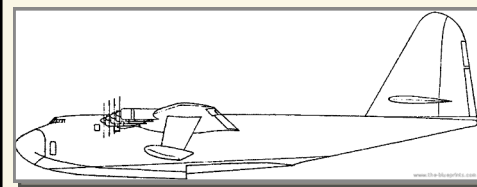
At the last meeting Doug Apsey asked me if I knew the history of the Spruce Goose model we have on display in our Chapter building. My reply "Yes, I Do". At which Doug urged me to do this story so the rest of you who don't know---will!!



The model was constructed by Alvin "Al" Campbell in 1989. Now as Paul Harvey used to say "and now for the rest of the story"

Al & Linda Campbell moved to San Antonio in the 80's from Oklahoma. They had met at college and later married before moving here. Al worked for SWRI and then EG&G Automotive Research in the Diesel lubricants testing area. Prior experience came from Chevron, Teledyne Continental Motors

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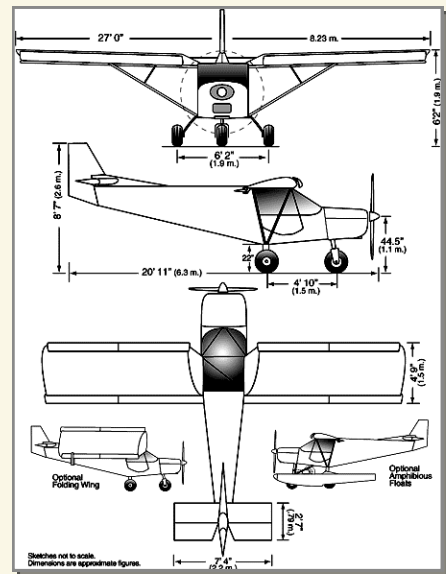


Grumpy Old Men

A Story of Teamwork.

The Editor

They call themselves "Three Grumpy Old Men" though only as an amusing reference to their ages. Talking about their airplane certainly brings out smiles and laughter belying any grumpiness. Lex Brown is a physi-



cian and former Air Force fighter pilot, Tom Morgan is a world renowned physiologist, and Ulf Balldin is a Swedish born Physician, PhD Professor, research scientist, International medical leader, pilot and diver (Phew!). All have enjoyed

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Featured Speaker

John Kent

"Titan Tornado S
Homebuilt and Warbird"



<http://flyingforchrist.com/airplanes.html>

PRESIDENT'S COCKPIT

Nelson Amen

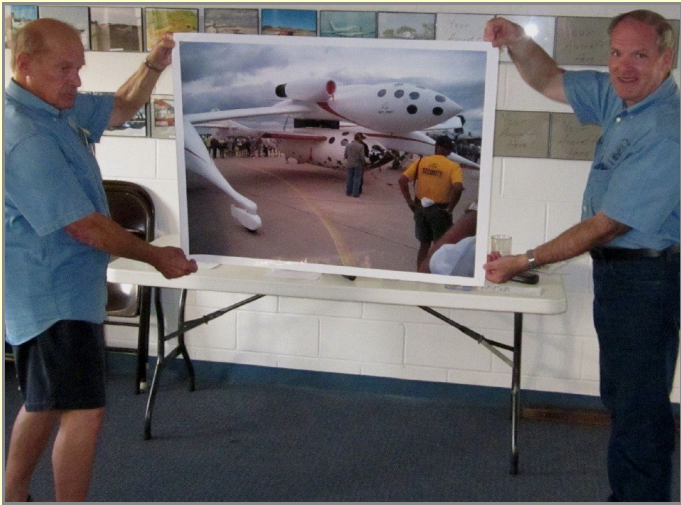
Chapter 35 President

The Chapter 35 October meeting will have a unique addition for all attendees. It will be your chance to donate to our Young Eagles Program as well as take home a great poster that



Kris Niswonger has created and donated. Suitable for framing (!), taken during Oshkosh, and a remarkable photo. So ... enjoy it being displayed as you enter and participate in our "silent auction". You'll know the latest amount, but not the winning individual until the end of the evening. What a great way to support our Young Eagles efforts!

On a different note, I have had several of our members chat with me about improvements and changes for the Chapter.



I consider this a true expression of friendship. Be ready to "chip in" (many have) and please keep those suggestions coming! We continue to be a great team with a membership of over one hundred neighbors, pilots, and friends.

Be safe, fly safe, taxi safe, fly happy,

Nelson Amen

SEPT MEETING—HUGE TURNOUT!



If you missed our September meeting, you missed a great presentation by guest speaker, Rick Mastracchio, NASA Astronaut. Rick gave a wonderful view of space in the shuttle and the space station. Afterward, Rick autographed his picture for members. He left about 10 pictures with his autograph for members who were absent from the meeting.

If you would like one of these photos, see me at the October meeting. First come, first served, no reservations.

THE SPRUCE GOOSE (CONT)

and Energy Research and Development Administration in engine development and fuels & lubes related projects. Al has a BSME from Oklahoma State University.



Al & Linda joined Chapter 35 and were involved in various activities including support of the SWRFI at Kerrville. Al served as Chapter President during 1986. When the KR-2 aircraft came on the scene, five Chapter 35 members decided to build a KR-2 of their own. Those five were Al, Dave Baker, Lee Sprock, Danny McCormick and John Wells. This was good because we could learn from each other and help each other at times to expedite the building process, as you see, the KR-2 was developed in the times before they had these lucrative kits, pre-formed this or that, etc. One had only a set of "plans" which consisted of about 15 pages of notes, a couple of pictures, some drawings and techniques for gluing the different joints together. We all made good progress at first but as with most builders the progress turned into months, then years and some of us lost interest. Those who finished and flew their aircraft were John Wells, Lee Sprock, Danny McCormick and Al.

Al named his KR-2 the "Rainbow Rider" and had air-brushed a rainbow across the top of the fuselage just aft of the canopy. Al turbo-charged his VW 2100cc engine and had a lot of power, too much as he twisted the prop off enroute to Oshkosh with Linda on board. Luckily they had just passed over an airport and Al was able to make it back to the runway. They left the plane there and hitched a ride with one of their flight mates who had two empty seats. Al stopped on the way back, replaced the prop and flew Rainbow Rider home. Al also won the "Best KR-2" Award at Sun-N-Fun 1986.

I called Linda and asked if she had any info or pictures and she said she would look and call me back.

Linda called me back the next day and said "let's have lunch; I have several documents and some pictures for you". The following includes some of that material.

About the HK-1 Hercules. Al was a member of the "SAE", Engineering Society for Advancing Mobility Land Sea and Space and was selected to make a presentation at one of their monthly meetings. With only 4 weeks' notice, Al chose to make a presentation on the concept and development of the world's largest airplane which was commissioned during WWII and was to be built from materials which were available in the USA. Al wanted a model of the aircraft to display during his talk but could not find one locally so he decided to build one! Now, Al being a Mechanical Engineer, he vowed to build a "scale model". The scale is 1/50th

(Information below copied from a letter Al wrote to Dan Diehl concerning the project April 24, 1989)

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TO COVER THIS STORY APPROPRIATELY I HAVE TO INCLUDE A FRIEND OF MINE NAMED JIM HARRIS (EG&G PUBLIC RELATIONS REP) WHO MOUNTS PICTURES ON OUR WALLS AT EG&G USING A MATERIAL CALLED "FOAM BOARD" IT CAN BE PURCHASED AT THE LOCAL ART STORES AND IS A UNIVERSALLY USED BACKING FOR MOUNTING A VARIETY OF HANDY WORK PROJECTS.

JIM HAD MOUNTED A PICTURE OF A DOG WITH HIS TONGUE HANGING OUT ON THE WALL OUTSIDE MY OFFICE DOOR ENTITLED "HALF PAST PLAY TIME". WHEN I SAW IT THE IDEA ENTERED MY MIND THAT THIS COMPOSITE FOAM BOARD (LOOKS LIKE TWO PIECES OF POSTER BOARD WITH 1/8" FOAM CORE) COULD JUST BE MY ANSWER FOR A MATERIAL FOR THE SPROUSE GOOSE.

I IMMEDIATELY PULLED IT OFF THE WALL AND WENT TO JIM'S OFFICE AND LAYED IT ON HIS DESK AND ASK HIM WHAT IT WAS. SOMEWHAT BEWILDERED HE LOOKED ME IN THE EYE AND SAID ITS A DOG AL, I ANSWERED THATS OBVIOUS BUT WHAT IS IT MOUNTED ON, HE DESCRIBED THE MATERIAL AND TOLD ME WERE TO FIND IT.

I WENT TO BEN FRANKLIN'S AND BOUGHT A SHEET OF IT FOR ~~\$4.50~~ \$7.50 WHICH WAS 36" WIDE BY 38" LONG.

I TOOK IT HOME AND PULLED OUT MY EXACTO KNIFE WHICH CUT IT LIKE HOT BUTTER. I WIPED OUT A FILE AND A PIECE OF SANDPAPER AND DETERMINED IT WAS THE MOST USER FRIENDLY MATERIAL I HAD EVER LAYED MY EYES ON. I PEALED OFF THE CARDBOARD FROM ONE SIDE OF IT AND DETERMINED I COULD WRAP IT INTO A COMPLETE CIRCLE WITH NO TEARING OR DEFORMATION OF THE OUTSIDE LAYER OF CARDBOARD.

IN 1984 DURING A VISIT TO THE SPROUSE GOOSE I HAD BOUGHT A 3 VIEW DRAWING OF THE AIRPLANE, I PULLED OUT THIS DRAWING AND LAYED-OUT AN OVERHEAD PROJECTOR TRANSPARENCY ON IT AND TRACED OUT THE DESIGN OF THE AIRPLANE. I THEN PUT THIS ON AN OVERHEAD PROJECTOR AND SHOOT IT UP ON MY GARAGE WALL AT A DISTANCE WHICH PROVIDED A 7' WING SPAN. I STAPLED THE FOAMBOARD TO THE WALL AND BEGAN DRAWING THE OUTLINE OF THE AIRPLANE ON TO THE FOAMBOARD. IN 18 HOURS I HAD COMPLETELY FINISHED THE DESIGN AND LAYOUT OF THE AIRPLANE ON THE FOAMBOARD AND WAS READY FOR CUTTING IT OUT WITH AN EXACTO KNIFE.

GRUMPY OLD MEN (CONTINUED)

long busy careers into their sixth or seventh decades, and all have become aircraft builders and close friends in the growing shadow of Zenith CH-701 – and none of them are grumpy.

The threesome worked together in a close-knit research team and had already formed friendships when a co-worker approached them about teaming to build a Zenith. Inspired, Ulf and Tom travelled to Missouri, flew a demo plane and fell in love (with the plane). They were sold and remained committed even after the original leader moved away. In 2005 the now three-man team attended a professional conference just up the road from the Mexico Missouri base of Zenith Air, and they were able to tack on a few days to attend a construction workshop, assemble the rudder and pack up the empennage for the drive back to Texas. So, a short seven years ago, the odyssey began.

Initially turning Ulf's garage into "Ulf's aircraft factory", the team began to build up subcomponent parts in the evenings



after work until it became too large for the garage. They, then, moved over to a "T" hangar at Twin Oaks Airpark to assemble the fuselage and wings. The project is now on landing gear with the engine installed, and she is ready to bolt together, so the team is now

preparing for its permanent home at San Geronimo Airpark.

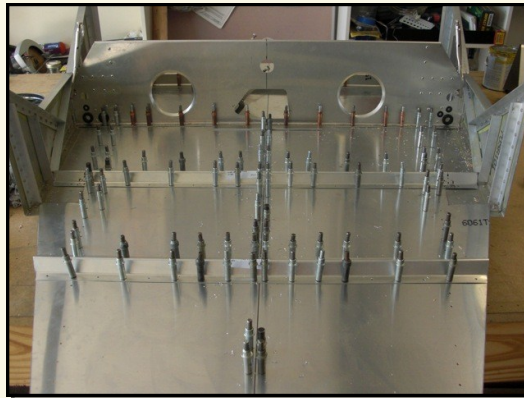
The aircraft is as unique and versatile as the team building her. Designed for extremely short take-off and landing (STOL) capability and for ease of construction the CH-701 is a sturdy all aluminum over steel frame construction. It has an instantly recognizable profile – a high canted empennage, sharply angled aft section, beefy thick top mounted wings,



an inverted airfoil rear stabilizer and golf cart – yes golf cart – tires make this a true "go anywhere regardless of pavement" sort of aircraft. When finished, the two-seater will have full-height bubble window/doors that should afford an eagle's eye

view. The team selected a Jabiru engine for the aircraft over the Rotax it was originally designed around. The Jabiru is a modern, lightweight incarnation of the air-cooled horizon-

tally opposed engines most general aviation planes have. They are highly efficient, and very simple in their construction. The team found the reduced complexity and light weight attractive, and the engine mates beautifully with the aircraft.



The company describes assembly as quick and simple, and in fact with pop-rivet construction and few really complex angles it is possible to throw one together pretty quickly. However, manufacturers never seem to factor-in team decision-making, building jigs and tables, meticulous attention to detail for first time builders,

and the simple fact that most home-builders are also working full-time to pay for their hobby. Yes, the threesome has invested considerably more time than advertised, and they are proud they have done so.

But, I started by saying this is a story of Teamwork. During my interview I was struck by several excellent examples and principles for other teams contemplating a large project. Here are a few:

Make Agreement the Priority: The three "grumpy old men" started with a natural bond of friendship, but none had ever attempted a project like this. Tom tends toward the classics, round dials, simple, no glitz. Ulf is the team's "Mr. Gadget". He gets glassy-eyed speaking of the latest widget. Lex falls somewhere in the middle. But, the team all "wants to agree" and makes that a spoken priority. So, when they had to decide on avionics and engines the team did it together and, with deliberate com-



promise and without conflict, found common ground each was pleased with.

Stay with the Tour: The team recognized early on that each of them had different talents, knowledge, skills and time available. The risk they recognized was that one member would race ahead and "do stuff", maybe incorrectly, without the rest of the team participating. So,

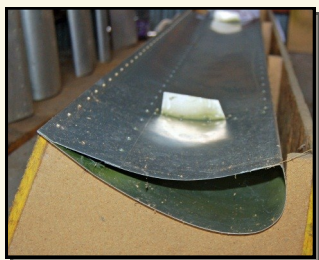


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GRUMPY OLD MEN (CONT)

this team decided they would do things with 6 hands. When one worked on the plane, all three would work on the plane. Doing so has certainly added time to the construction, but there are no secrets, everyone shares equal credit (or blame) for every detail, and more than once one of those extra sets of eyes and hands has averted a costly mistake.

Set a Schedule: They began by working in the evenings after work whenever they could find or make time. However they quickly found that finding a time when everyone



was in the mood – and could get a kitchen pass – was difficult. Progress was painfully slow and intermittent. So the team set a schedule. Saturdays, Tues and Thursdays – every week – they'd work on the plane. The spouses came

to expect their absences and each could plan their schedules accordingly. Though sometimes meetings and vacations interfered, using a set schedule allowed the team to plan simple tasks for those times when only two members were available.

Use Aircraft Experts: The team has been meticulous in fabricating every part exactly per plans. With 6 hands, they have had opportunities to check and re-check. Even so, they sought the help of Norris Warner (EAA 35) as a technical advisor. He has worked with the team since the beginning, providing needed advice and detailed inspections of the work in progress. The team has enjoyed excellent reach-back to Zenith, and they have kept detailed logs of every action complete with photographs and timelines. These inspections, assistance, and detailed logs inspire a great deal

of confidence that this bird will be perfect.

Why "Aircraft experts"? Here's what happens when you forget cars and airplanes are not the same. All they needed to do was to mount the tires (golf



cart type). So they took the first to – a tire shop (makes sense, right?). For the uninitiated, they may be golf cart tires but they are aircraft wheels – lightweight aluminum, split and bolted together. Apparently not knowing this, the auto tire shop machine pressed the tire on and indeed the tire was mounted when the team got it back. Mounted--but with a badly bent hub, a torn bead, and it was totally unserviceable. An airplane expert would have showed them how to mount it with a couple of wrenches. They've learned the hard way that they only get one chance to drill and shape aluminum – so they have sought out other aircraft builders

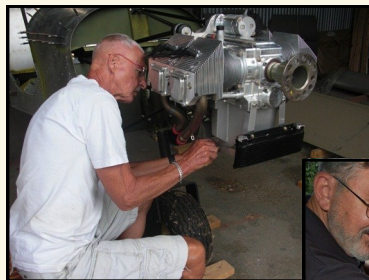
to help them select proper die cutters, crimpers and power tools to do the job correctly, and they practiced each cut



over and over again first. Wood tools work great on wood, but that several hundred dollar sheet of aluminum is a lot less forgiving!

8T8 should have a new Zenith CH-701 flying before too long. The team plans to paint her in homage to the battle of the Alamo. Even the tail-number (N1836E) was chosen to "Remember the Alamo" – think about it... Ulf, the senior member of the "Grumpy Old Men" has precisely pegged the date for the maiden flight – "Tuesday".

Thanks to Ulf, Lex and Tom for sharing their project with the rest of us. Their lessons are valuable for anyone contemplating building an aircraft as a team effort.



This is the Third of a monthly feature that highlights a member, team or project of our EAA chapter each month. If you would like your project to be a featured, please contact me via ea35news@gmail.com

I LEARNED FROM THAT!

THE GO—NO GO DECISION

Ron O'Dea and Chuck Fisher

Sometimes we get to see, or reinforce good lessons in aeronautical decision-making in the unlikeliest places. Neither us expected to be part of or to witness intense aeronautical decisions in a sweltering hangar in Florida, aboard 2 broken commercial airliners, or in the lobby of two different hotels...without ever pulling the yoke back for takeoff. But we did.

The Odyssey: After weeks of careful planning we travelled to Tallahassee one Friday to pick up a 1949 Ryan Navion, planning on an early Saturday AM departure. Unfortunately, although the annual had just been completed and signed off by the IA, the owner who was also an A&P apparently cracked the fuel selector valve while adjusting it. There is an AD on this valve that requires it to be replaced by a newer design if damaged. So, the part was quickly located and sent overnight to our location to be installed by the IA the next day (the day we were supposed to be departing on our flight home). "It's just a drop in replacement" said the parts purveyor. Well you can hear the train coming; it was not just a drop in. The valve actually had to be recessed into the center console, requiring major surgery and rerouting of hydraulic and fuel lines. Largely due to the heroics of a great A&P IA, the owner and some willing volunteers the repair was completed late Saturday night. But, there was still a lot more work to do when we finally retired to the late night pizza hole-in-the-wall. We were now at least a day behind and, though we had deliberately built in an extra day of cushion, it was clear we had at least another half day of work to go which would put us way late departing.

Sunday morning, as the caffeine slowly took effect, we worked through the risks and benefits of pressing with our planned departure. The plane had undergone major surgery and she needed a test flight. Neither of us was familiar with the area or the nice 2000 Ft grass strip with a swamp on one end and trees on the other. We were running out of time and perhaps having to deal with afternoon thunderstorms and Hurricane Isaac leftovers. Though we had invested a lot of time and money, the skies were inviting clear deep blue, and we desper-

ately wanted to fly home, we both paused and arrived at the same "place." We reflected on how this scenario - recent hurried repairs, pressure to get home, unfamiliarity with the environment--sounded like the beginning of a mishap report. As an Air Force Flight Surgeon, the author (Chuck) has seen plenty of those. So, we made the painful call to American Airlines...and came home. Well - sort of.



Not quite ready to fly home

That evening we were comfortably belted-in letting someone else do the flying when just after rotation the pilot plopped the airliner back on the ground and planted us all firmly against the seat in front of us in a rejected take-off ... something about hot brakes. Another night in Tallahassee.

0700 the next morning we departed for ATL then on to SAT. But, departing Atlanta, we were awakened from our snooze to a sudden throttle-back, push-over and descent. This was not a good sign. The plane would not pressurize, and so we found ourselves back in Atlanta. As an aside, our pilot was exceptional - came to the cabin, used the attendant mike, looked us all in the eye and explained the situation. Even at the gate - he did the talking. He told us they had plenty of extra airplanes. Not to worry. And indeed, we switched to new airplane and departed for SAT. En-route we had two medical emergencies but they were stabilized and we pressed on. We landed at SAT and after the medics left, we stepped onto home turf - tired, but safe.

The end - not yet

The Lesson: There were a series of aeronautical decisions that got us home safely any one of which could have led to a worse outcome. The decision not to press for a test flight and race home was hard but sound. In fact during taxi tests we identified a new fault that would have grounded us en route and could have challenged our airmanship. It was a tough decision, but a good call. Our airline pilot's decision was to perform a rejected take-off. We brief and plan for the unexpected, but he made a split-second decision that could have prevented launching with a flaming landing gear (which is bad...). Tough decision, good call. Our pilot's decision was to return to Atlanta when we couldn't pressurize. Maybe he could've just flown low

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HEALTH AND SAFETY NOTES

R. B. "Doc" Hecker

Nothing seems to disrupt the persona of the smooth, sophisticated, highly trained and experienced aviator more than the FAR § 67 mandated visit to the FAA Aviation Medical Examiner (AME) to complete the ritual that typically leads to renewal of some form of Medical Certificate. In fact, when considering the more training the pilot has received, the odds are greater that he or she will visit the AME more often for occupational reasons. A very common scenario regarding the finding of elevated blood pressure readings observed by AMEs has been termed "White Coat Hypertension", an almost automatic expression of occupational anxiety. In essence, this syndrome is understood by the aeromedical community to be an exaggerated blood pressure response in an individual with known mild hypertension (elevated blood pressure) or unknown pre-hypertension when being evaluated by a physician. The syndrome is worthy of continued observation by aeromedical physicians as its identification can alert the AME to look for potential problems associated with a later diagnosis of sustained hypertension and possible end organ damage.

The medical standards that apply to hypertension are defined in FAR § 67.113 (b)(c), § 67.213 (b)(c) and § 67.313(b)(c) for first, second and third class certificates respectively. Currently, the FAA considers the measurement of blood pressure to be an essential part of the FAA medical certification examination. The average blood pressure while sitting should not exceed 155 mm mercury systolic and 95 mm mercury diastolic blood (155/95) maximum pressure for all medical certificate classes. White coat hypertension (also termed "office" or "clinic" hypertension) is seen in about 20-40% of aviators with mild hypertension who present for routine aeromedical or other routine evaluations. The diagnosis of this syndrome is typically made by the AME after observing elevated blood pressure readings in the office followed up by normal blood pressure readings over a 3-5 day period or by the airman documenting normal home blood pressure measurements. Numerous studies have confirmed this phenomenon, and the exaggerated blood pressure effect is seen more often when the physician is evaluating the airman compared to the office nurse or technician. The observation of white coat hypertension in an aviator without known history of hypertension is considered by some aeromedical examiners to be a condition of pre-hypertension.

The AME must consider two questions when confronted with white coat hypertension: 1): How to best document this condi-



tion in an aviator, and 2): Should it be considered a normal variant or indicate a pre-hypertensive condition? The textbook answer to the first question is to either recheck the airman's blood pressure in the office every 3-5 days, or to ask the airman to measure his or her blood pressure at home on an assigned

schedule and to report a log. The newer automated recording home use blood pressure devices are very useful to the AME in answering this question. Secondly, the more important question centers on trying to decide whether the elevated blood pressure is a normal variant or an indicator of an abnormal process. While most AMEs will try to dismiss the elevated blood pressure as a "normal" automatic response to occupational anxiety, it is good aeromedical practice to follow these airmen for signs of progressive pathology leading to a diagnosis of true hypertension or end organ damage that requires medical treatment.

"Optimal" resting blood pressure is assumed to have values in the range near or below 120/80; however, ambulatory pressures in the range of 120-133 systolic and 65-78 diastolic appeared to be quite favorable based upon mortality studies. Although within current FAA limits of 155/95, any aviator with blood pressure readings greater than 140/90 in either number deserve a hypertensive evaluation and possible treatment to avoid end organ damage. The FAA allows most pilots to fly with blood pressure medications after appropriate evaluation, treatment, and a 30 day stabilization period on medications or change in medications.

If your AME diagnoses white coat hypertension you will pass that portion of your aeromedical examination. However, most AMEs will note this phenomenon and should most likely ask you to consider long-term logging of home blood pressures in order not to miss a diagnosis leading to true hypertension and its associated long-term organ damage.

Your AME is there to keep you flying!

Doc

RB "Doc" Hecker (EAA 789419) is a FAA Senior AME who retired from the US Army Medical Department after 26 years of service. With over 2,500 hrs he is a Commercial/Instrument Pilot ASEL, AMEL and ASES and A&P. He has restored or refurbished a 1965 Cessna C210E, 1946 Taylorcraft BC12-D, 1946 Aeronca 7AC, 1943 Aeronca O-58B / L-3B and a 1947 Taylorcraft BC12-D. He is currently restoring a 1947 Aeronca 7BCM / L-16 and he is assisting in the restoration of a 1976 Taylorcraft F-19. Doc practices medicine in San Antonio, TX and is a member of EAA Chapter 35, EAA Chapter 92 and is an EAA Technical Counselor and Flight Advisor. He is a Life Member of the Commemorative Air Force Tex Hill Wing and adjutant of the Gulf Coast Wing. He is Flight Engineer and does sheet metal and fabric repair on that magnificent 1945 B7-G war bird "Texas Raiders".

SPRUCE GOOSE (CONT)

I GLUED THE WHOLE AIRPLANE TOGETHER WITH THE HOT MELT GLUE GUN AND IT WENT SO FAST I COULDN'T BELIEF IT.

THE ENGINES ON THE AIRPLANE WHICH ARE A 1.25" CIRCLE WERE EVEN MADE BY USING THE FOAM BOARD AND HOT GLUE.

TO MAKE A LONG STORY SHORT I BUILT THE AIRPLANE IN 4 WEEKS WITH ABOUT A 100HRS LABOR AND ABOUT A \$100.00 IN MATERIAL. IT SHOULD NOT HAVE COST THIS MUCH BUT I PAINTED IT WITH KRYLON SPRAY PAINT 3 TIMES BEFORE ARRIVING AT THE DESIRED SURFACE TEXTURE AND QUALITY OF JOB I EXPECTED.

I SHOULD MENTION ONE MORE THING THOUGH, WHILE THE AIRPLANE WAS UNDER CONSTRUCTION MOM AND DAD PAID ME A VISIT, DAD INTRODUCED ME TO VINYL SPACKLING COMPOUND USED TO FILL NAIL WHOLES IN SHEET ROCK, I USED IT TO FILL VOIDS AND DENTS WHICH I ACCIDENTALLY PUT IN THE CARDBOARD SURFACE WHILE WORKING WITH THE FOAMBOARD. IT SANDS SUPER EASY AND TAKES NO-TIME TO COMPLETE THE BODY WORK STAGE. SINCE THE CARDBOARD IS SUCH A NICE SMOOTH SURFACE IN ITS NATURAL STATE THERE ARE NO PIN HOLES TO FILL SO THE ONLY SANDING REQUIRED WAS ON THE SANDING SEALER I PUT OVER THE CARDBOARD TO WATERPROOF THE AIRPLANE. THIS ALLOWED ME TO PRIME AND PAINT IT AS I WOULD ANY OTHER PROJECT AND LET ME WET SAND FOR A SMOOTH SURFACE TEXTURE.

WELL, THERE YOU ARE, A NEW PROCESS FOR BUILDING SOME NORMALLY TOUGH PROJECTS IN A SHORT PERIOD OF TIME. I MIGHT ALSO MENTION THAT THE AIRPLANE WEIGHTS IN AT JUST UNDER 4 LBS.

Al and I became good friends. We had several things in common. First, we are both ½ of identical twins! We both lived in different cities from our twin. We both loved aviation and flying. We both supported Chapter 35 and the SWRFI at Kerrville.



Al was killed in the Rainbow Rider on January 4th, 1992*. The Chapter lost a great member and supporter, I lost a dear friend but most of all, Linda lost her loving husband.

A couple of years later, Linda called and said she would like to donate the model of the HK-1 to Chapter 35 in Al's memory. The Chapter Officers decided to mount the model where it now hangs in memory of Al.

"And now, you know the 'rest of the story'"

* For the record, pilot error was determined NOT to be a factor

I LEARNED FROM THAT (CONT)

and gotten to San Antonio – late, and bumpy. But there were lots of spares in Atlanta and none along the route. Could he not pressurize because a seal was bad, or because a hatch was ready to blow off? Tough decision, good call. Each of the in-flight medical emergencies also required the pilot to make a “continue or land” decision. Each time - tough decision, good call.

On the flight home we reflected on this experience and decided it was worth sharing. After much discussion (you can imagine two pilots confined in a closed space for 3 days) and decided one vignette from a true military flying experience best captured it all.

Back in his Air Force days, Chuck was on a DV airlift flight with a pilot-General (who was in this instance the passenger) and a young front end crew (First Lieutenants). Facing an ugly Midwest weather situation, the lieutenant-pilot decided it was a “no-go.” The General “explained” to the Lieutenant that it was very important the he get to his meeting and he was sure they'd be able to make it around or through the system.

The Lieutenant's response captures it all.

“Yes Sir, I think we might be able to make it. But, I don't KNOW we can make it”.

‘Nuff said – the Lieutenant was in charge. Tough decision, good call. Indeed, remembering this one sentence can save your life. No-Go is OK. So, flight cancelled and we are home safe.

–The End... really.

YOUR Articles Needed

Chuck Fisher

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em!

Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed.

This issue features the second of a series highlighting particular member, project or skill. Please let me know if you'd be willing to show off your project or skills—or volunteer your buddy.

Send input to: ea35news@gmail.com

CHAPTER BULLETIN BOARD

by Gail Scheidt

A BIG THANK YOU to the BAKER'S for the September TACO DINNER!!! and to EVERYONE for the GREAT desserts.

October 13 Meeting

OCTOBER FEST MENU

Sausage and Sauerkraut	Au Gratin Potatoes	Green Salad	Ice Cream
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All October Fest Dishes you would like to share are always welcome .

NOVEMBER 10 CHILI COOK OFF MEETING

EAA CHILI COOKS, THIS IS TIME FOR YOU TO SHINE!
any one can enter, the more the merrier.

EAA HOLIDAY DINNER, December 8, will once again be provided by Acadiana.
More information to be posted later.

Dates to remember:

- November:
- 4 Daylight saving time ends
 - 6 Election day
 - 11 Veterans day
 - 22 Thanksgiving
- December:
- 21 First day of Winter
 - 25 Christmas

CLUBHOUSE USE

We are fortunate to have at our disposal a superb entertainment venue. This time of year the schedule to use it fills up quickly.
To reserve the clubhouse for an event please contact Ms. Gail Scheidt our Facilities and Refreshment Chairperson. Several dates all the way through Christmas are already taken so don't wait!. She will provide you with the necessary forms and information.

Contact: gailps@att.net
cell 210-862-4396 home 210 688-3210
Address 15464 W.F.M. 471 #21
(MARK BROWN ST.) on the airport.

BUILDING A PLANE?

EAA Chapter 35 has a dedicated construction hangar that fully equipped to serve the needs of aircraft builders.

The hangar has several pieces of machinery including a metal milling machine, drill press, bandsaw, parts washer, sand blaster cabinet, double floor stand grinding wheel, large air compressor, 8' metal brake and 6' metal shear just to name a few. Many more tools available like compression gauges, mag timing light, sparkplug cleaner and this list goes on and on---ALL available for members use. Prior arrangements needed for access to hangar. Some space available to rent for assembly / repair of aircraft.

For more information please contact Hangar Manager- Don Woodham 210-382-9658

*Vintage Aircraft
Fly-in
Castroville, Texas
Saturday, October 6th, 2012
9:00am to 2:00pm*



ELM CREEK FLY-IN 2012

Elm Creek Airpark's
16th Annual Fly-In
Saturday,
November 3, 2012

10 am to 3 pm

Spaghetti Lunch starting at 11:30

\$9.00 per person

Raffle at 12 pm

FAA Identifier: ØTXG
Multicom Frequency 122.9
2280 x 80 ft. turf
Elevation 550 ft MSL
4 miles SSW of Seguin

AIRCRAFT PARKING:
Monitor 122.9
Look for "Follow Me" golf carts
WX ASOS at BAZ
119.325 (830)629-7979
Fuel at New Braunfels (12 nm N)

Traffic pattern:
RUNWAY 14 LEFT
RUNWAY 32 RIGHT

Lat/Long: 29-30-18N / 097-59-49W

Sponsored by Elm Creek Homeowners' Association
Social Committee

Contact:
(210)-844-2156

sjewell@gmail.com

For info & photos see

ElmCreekairpark.com



Llano's 1st Annual Fall Grass Field Fly-In & Campout

October 19-21, 2012
Llano Airport (KA00)

Proudly Sponsored By
Llano Airport
City of Llano
Llano Chamber of Commerce
State Farm Insurance

- Events**
- * Camping along our grass runway
 - * Outdoor movie Saturday night
 - * Breakfast Sunday (donation accepted)
 - * Transportation to/from Chuckwagon Cookoff Event in town

Charles Zimmerman Photography - Llano, TX
Shirleen courtesy Doug Connolly - Llano, TX

EAA 35 COUNTRY STORE

Brian Goode

The TERVIS tumblers are now on order. We are in hopes of having them in time for the October meeting, if all goes well. For those of you who have already placed an order, we are accepting payment at this time. Please send your payment to Brian Goode, 15464 West FM 471, #53, San Antonio, TX 78253. Or, if you are at the Airpark, just drop it by the hangar. Cash, check or money order will work.



We have made some additional items available by special order. The first one is the same logo sticker that is used in the tumblers. We can make them for you at \$2.00 per diameter inch. They can be made as small as 2.5" and as large as 48" in diameter. In order to have some economics of production, we need to have at least a dozen orders before they will be produced.

Another item is the "EAA's World of Flight 2013 Calendar"

These sell for \$12.99 plus shipping. We will



order these after the October meeting so they will be here by Christmas.

Please call or email your special order to Brian Goode (210)-688-0420, or (727)-709-1159, or just email it to lady-bgoode@msn.com.

Operators are standing by.

The last, but not so new items, are bumper stickers. There are three different renditions available, which are pictured below. They are available for a \$2.00 ea. donation.



EAA CHAPTER 35 CATOLOGUE

Caps: Cloth Chapter 35 and EAA Notional caps	\$10
Mesh Chapter 35 logo caps	\$5
SWRFI caps (collector's item)	\$8
Denim Shirts: Long and short sleeve (Large only)	\$20
Tervis Tumblers	\$16
Chapter 35 cloth logo patches (sew on)	\$3
Bumper stickers	\$2
Chapter 35 logo stick on stickers - (Per inch)	\$2
Calendars (Plus shipping)	\$13
Chapter 35 logo patches 3.5" diam (111 in stock) -	\$3



SEPT MYSTERY PLANE REVEALED

Doug Apsey

No one contacted me with the correct answer for the mystery plane highlighted in the September newsletter but if you guessed it was the **Mooney 301**, also designated the **Mooney M30**, you were correct.

The 301 was a six place airplane powered by the Lycoming TISO-540 and was planned to be Mooney's competitor to the Cessna P210 and similar aircraft Beech and Piper were working on in the early 1980s. The prototype first flew on April 7, 1983 with production to begin in 1985.

The design team for the aircraft was headed up by Roy LoPresti and, as you can see, it was a significant design departure from any other Mooney aircraft. The wing was a high aspect ratio, laminar flow design with large Fowler type flaps spanning 90 percent of the wings trailing edge. The wing also had spoilers that were augmented by small ailerons.

Mooney was going through financial difficulty and several changes in ownership during this time in their history and eventually fell under the ownership of several French investors. The French owners decided the 301 was too heavy and too slow for the market they were hoping to target with the



airplane so dropped further development of the

301. In the late 1980's, a joint venture between Mooney and the Socata Division of Aerospatiale in France was established.

The prototype 301 was sent to

France in 1987 and evaluated by the Socata design team as part of a new project to develop a pressurized, turbine powered single engine aircraft. The resulting design was the TBM700

Although the TBM700 shares little with the 301 airframe design, the French engineers retained some of Mooney's original engineering in the control systems of the TBM700 including the Fowler flap, spoiler and small aileron design. So, although the TBM is quite different from any Mooney, there is a little bit of Mooney in each TBM. By the way, the "M" in TBM stands for Mooney.

Although I did not know what it was at the time, I was lucky enough to see the prototype 301 under a shade hangar at the Kerrville airport while volunteering at the Southwest Regional Fly-In. Unfortunately, the prototype was cut up shortly after that and the fuselage donated to an A&P school in Abilene, TX.

I wonder if it is still there?

NAME THE PLANE

Doug Apsey

OK fellow EAA'ers, this month's "Mystery Plane" might be a bit easier than previous ones. As in the past, dinner is on me at the next meeting if you can tell me the following about the mystery plane.

What company built it?

What was its designation? i.e. C-172, PA-24, etc.

What did the manufacturer call it? i.e. Skylane, Cherokee, etc.

Within 5 years, what year did it first fly?



FROM THE BUILDER'S HANGAR

John LaTour

Merlin GT Status - The Merlin Boys (Killian, Landis & Latour) were thwarted during installation of two solenoids this month. The first solenoid is in the master switch circuit. The second solenoid is in the starter switch circuit. Wiring bundles were designed and fabricated for both solenoids using Tony Bingelis' handbook information, but the test results did not coincide with requirements. Hmmm.

Chapter 35 members came to our rescue.

Gary Krysztopik's technical input left us dizzy. Lew Mason's input was to share wiring and diode circuits.

Maarten Versteeg offered an alternative design. Eureka! Brainstorming of EAA Chapter 35 members helped us solve solenoid installation problem.

Thank you Chapter 35 members & especially Frank Anderson for use of his electrical wiring kit, material and other valuable inputs.



2012 EAA Chapter 35 Contacts List



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CHAPTER CALENDAR

OCTOBER	13	"Titan Tornado S Homebuilt and Warbird" John Kent BOD Meeting	Dinner 5:30 pm Meeting/Program 6:45 pm 4:30 pm
	20	Young Eagles Flight Rally <u>Pilots and Ground Crew Needed</u>	9:00 am Briefing 10:00 am Flights
NOVEMBER	10	ANNUAL CHILI COOKOFF Star Lite Nelson Amen and Mark Brown	Dinner 5:30 pm Meeting/Program 6:45 pm
DECEMBER	8		Social Hour 5:00 pm Dinner 6:00 pm

Area Aviation Events

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

Saturday, October 6th 9:00am - 2:00pm

Vintage Aircraft Fly-in
Castroville, Texas
Call 830-931-0234.

Saturday, October 13, 2012 8:30 - 10:00

Young Eagles Rally
Killeen Sylark Field Airport, Killeen, TX, USA

Saturday, October 13, 2012 8am - 4pm

Kitfox/LSA fly in
Cougar Landing, near Waco,, TX, USA
Light Sport/aircraft fly in. BBQ sandwich lunch. 3,000ft. x 100ft turf runway. 14R - 32L (stay west of field)
Contact: Tim Uptmore
Phone: 254-744-5374

Fri—Sunday October 19-21, 2012

Llano 1st Annual Fall Grass Field Fly-in & Campout
Llano Airport (KAQO)

Saturday, October 20, 2012 0900—?

EAA 35 Young Eagles Flight Rally

Saturday, October 27, 2012 11:00 am - 8:00 pm

Monster Bash 2012
Calhoun Air Center, Port Lavaca, TX, USA
<http://calhounaircenter.com>
Contact: Steve Plunkett
Phone: 361-552-1228

Fri-Sat Oct. 26-28, 2012

27th.(Re-do) Annual Flying M Ranch (REKLAW) Fly-In and Campout
Registration required:
<http://www.reklawflyin.com/page3/page11/registration.html>
Contact: Dave or Marcia Mason 936-369-4362

Saturday, November 3, 2012 8:00 AM - 4:00 PM

The 10th Annual Great Southern Sonex Gathering
Coulter Airfield, Bryan, TX, USA
<http://gssg.robbarber.com>
Contact: Robert Barber
Phone: (979)224-1451

Saturday, November 3, 2012 10:00 AM - 3:00 PM

Elm Creek Airpark Fly-In - Seguin, TX
Contact: Steve Sewell | sjsewell@gmail.com | 210-844-2156
<http://www.elmcreekairpark.com>

WANTED AND FOR SALE

FOR SALE: Complete RV-8 Quick Build Kit with O/H Lycoming IO-360 engine (minus starter/mags/prop) - \$50K
Contact: RB "Doc" Hecker at
www.assenddragonavaiaation.com or tcflaying-doc@yahoo.com

FOR SALE: 1946 Aeronca 7AC Champion Continental A65-8 65HP / wood prop / Restored 2010 - \$35K OBO
Contact: RB "Doc" Hecker at
www.assenddragonavaiaation.com/ for photo of Champ and e-mail link, or tcflayingdoc@yahoo.com. Items can be viewed at 1T8 (Bulverde Airpark)

FOR SALE: Early RV-3 kit. Tail; feathers, flaps and ailerons finished and primed. Wings are finished but are the old version and only useable for parts. Have cowling, windshield structure, gear parts, wheel pants, engine mount, etc. All sheet metal and formed bulkheads for fuselage. Zero time Lycoming O-320-E3D engine with all new parts. Include engine log book and builder's log. Health forces sale. Tom Gould 830-663-4448 or nazca9t@hughes.net

MAKE OFFER: Stolp Starduster Too SA 300. Eng. Lyc O320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated. MUST SELL-Make Offer. Call Dan Cerna at (210) 688-9345.



FOR SALE: Subaru EJ-22 engine, Ser. # 589390. Includes single 4-barrel carburetor, Mallory ignition, planetary reduction drive. Proven system, removed from flying aircraft. \$3100 Chuck @ 979 218 6153

FOR SALE: Hegar brake master cylinder. 7" single control, Bore size - 5/8" (0.625). Includes brake bleeding kit, misc. fittings. \$95 Chuck @ 979 218 6153

FOR SALE: Main wheels for UL or light experimental. One pair Matco Model MH6B wheels, with brake calipers, new brake pads, new wheel bearings, new Air Trac 15X6.00X6 4-ply tires. \$295 Chuck @ 979 218 6153

FOR SALE: One unused Air Trac 15X6.00X6 4-ply tire. \$40 Chuck @ 979 218 6153

FOR SALE: Garmin GPS 195 with all original accessories. Outdated, but simple and fully functional, good for navigational assistance in VFR conditions. \$100 Chuck @ 979 218 6153

FOR SALE: 1976 Beechcraft C-23 180 Sundowner

2250
TTA&E,
compressions mid to upper 70's, oil analysis shows no



wear. Dual KXM Digital radios, ADF, ILS/Mkr Bcn, VOR and Loran. Extensive annual, \$5,000 spent: new plugs, wiring harness, mags, hoses firewall forward, brake drums, brake pads, encoder, rebuilt turn indicator and new tires on the mains. Paint is about a 6/10, interior 7/10. Continuously hangared for the past 25 years. \$25,000 Contact Dave Baker, 210-410-9235

FOR SALE: Fisher Super Koala LSA. 1700 cc VW engine w/ 1.6 to 1 belt reduction, dual ignition, electric start. 3 blade ground adjustable Ivo prop. 35 hrs. TTSN. Hangared at Marfa Muni TX. This two-place tail dragger was my third Fisher. Ron Morton, DAR, cell 423-386-7263 or e-mail dmorton@hughes.net. \$11,000.

FOR SALE: A65-8 and C85-8 experimental engines. All parts magnafluxed and within serviceable limits. A65-8 \$2500, C85-8 \$4800. Mags & Carb \$800 more. Other Continental engines and parts available. Dan Martinez 210-269-1920

FOR SALE: McCauley 1C90/LM7249 propeller with "yellow tag". Fits Lycoming engine on Piper Colt \$1250. Dan Martinez 210-269-1920

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
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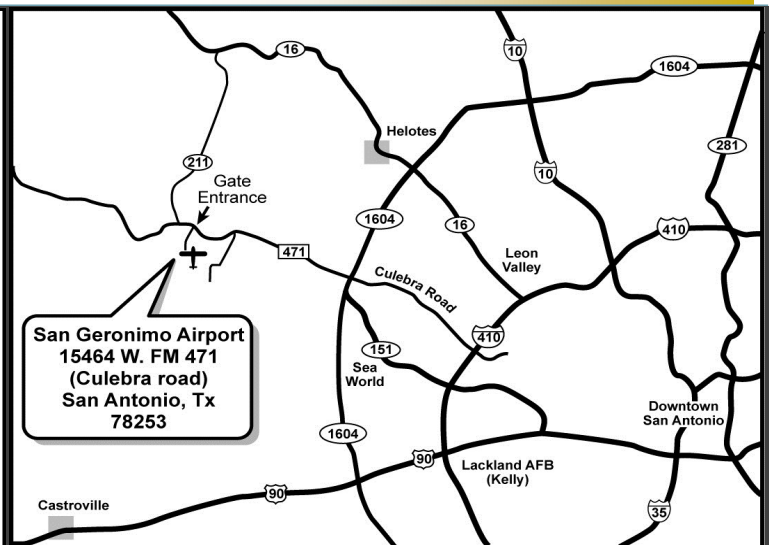
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15464 FM 471 W., #14
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

**Chapter 35 meets
Each Second Saturday of the Month**

October 13th

**Chapter Dinner
EAA Club House
17:30 Dinner
18:45 Presentation
John Kent—Titan Tornado S**



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.

For over 50 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS

www.35.eaachapter.org