



RUNWAY 35



February 2012

Volume 54 Issue 2

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Next Event

FEBRUARY 11th

- **Memories of Flying the OV-10 Bronco in Southeast Asia** Mike Lovelace
- **Dinner 5:30 pm**
- **Meeting/Program 6:45 pm**



PHOTOS CONTRIBUTED BY: D. BAKER, N. AMEN, R. HECKER

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ASSEND DRAGON AIR FORCE

By RB "Doc" Hecker, EAA Technical Counselor # 5453, EAA Flight Advisor # 1905

My wife is a physician, so when she says to me... "You are crazy!"...I have to pause for a moment to listen...for at least a little while...until I remind myself that I am an adult, and that she is a Pediatrician used to working with children. In all fairness to her, I do admit to acting like a recalcitrant child most of the time, especially when it involves decisions revolving around aircraft. To me, it is a matter of judgment...to her, it is insanity. As a physician myself, I believe that we have an honest professional difference of opinion. In my view, Samuel Clemens (Mark Twain) defined insanity as doing the same thing over and over again and expecting a different result. This cannot be true in my case as each time I told her that I had purchased an aircraft, the FAA (an officially recognized organization of the US Government) agreed that I legally owned that aircraft. Based upon this, my reasoning that I am of sound mind is impeccable.

"So..." she asked, "...how many aircraft do

you own?" I casually admitted to now housing 4 machines that are currently airworthy and flying, and I also volunteered the information that my name was listed on 5-1/3 N-Numbers according to the FAA Aircraft Registration Database. I demurred when she asked how many hangars I owned. I just reminded her that marriage was a partnership and I was protecting her "interests". Besides, I didn't want to bore her with the details just at that moment. As a true retired soldier, I elected to execute a strategic retreat.

What started this? I casually mentioned to my wife over dinner the other evening that I had just "acquired" a real war bird, admittedly a very small one, which was a prior US Army 1943 Aeronca O-58 / L-3B that had been in the hangar of a friend of mine for 4 years. Although it had been maintained, inspected annually, and occasionally taxied, its flying history was sporadic. My Army friend of 40 years told me he had "too much inventory", which meant he was not flying his 1959 Bonanza as much as he used to, and he was very

(Continued on Page 3)



PRESIDENT'S COCKPIT

By Nelson Amen



Our January Chapter 35 meeting gave us a fantastic kick-off for the New Year. The sunshine and great conditions were only surpassed by the turnout of 58 of our members and friends. From the walk-thru of the hangar project and the Chapter meeting participation, to the Harrier-short Pulsar landing (thanks, Mark) and a very tasty lunch, all of us received a good dose of those reasons why we have joined our EAA team. Life is good, my friends.

The January Board of Directors meeting was well attended, with many of our members remaining for the extra 90 minutes and offering input. I appreciated the level of interest and support provided by those present as the Board conducted its meeting. The more significant topics were:

Establishing our Chapter 35 calendar for 2012 We completed a great starting framework for our membership, expecting additions and improvements as our year progresses.

For 2012, the Board meetings will be quarterly. All agreed that our membership's level of activities and Chapter 35's many planned events justified meeting at least every 90 days.

Moving forward with our sponsorship of an EAA Air Academy attendee. We have reserved a slot, and need to have this paperwork submitted no later than March 31st. Our membership should realize this is a significant Chapter 35 annual effort and represents approximately 25% of our budget.

Staff Support: (1) Dee (many thanks) provided a detailed and well formatted 2012 Chapter 35 Budget. This is one of our critical management tools for the Board of Directors and -- (2) B. J. documented our many (and rapid fire!) topics, and comments, and votes as required for our Chapter records.

What a team!

I proposed that our next Board of Directors meeting (April 14th) would include a focused review of the current and future liability exposures for our Chapter. This was prompted by my reading the terms of our annual Chapter 35 submittal to EAA headquarters.

Overall, a very productive meeting that included many items not listed above. This was a successful and progressive way to kick-off the next 24 months for all of us.

Now it is time for you (!) to take the left seat for the Chapter:

Provide a meal -- we have a signup chart for our monthly meetings that is empty. It is time for you to test out your favorite food on the rest of us! Show up with a meal and take home bragging rights ...

Our humble newsletter correspondent would love to hear about your projects, airplane activities, building tips you get the idea. This is a good time to write an article for our Chapter 35 Newsletter. We are running short on material and would enjoy your contributions. Also, keep those photos coming! Snail mail, email, paper just deliver your materials to a most grateful Steve Jones.

And I cannot wrap up for the month without mentioning the phenomenal meal we had on January 14th. Yes, I stood in line with the rest of you and got my salad, an egg roll, and this funny looking clear soup with little twisted pasta. Hmmmmm. Sat down with my lemonade and ... WOW!! ... the meal was unbelievable! Freshly made, hot, delicious and so good. And healthy too! Thank you.

- Nelson

HILLEKY BEACHEY flying Brooks Biplane at Chicago, with both hands off the controls

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ASSEND DRAGON AIR FORCE (CONTINUED)

(Continued from Page 1)

busy working on his "completed" RV-7. He told me that he was ready to clear up some hangar space. As I just happened to have an opening in my storage hangar, I relieved him of his overly onerous burden, and cleverly occupied the open space in that hangar that had been a reproach to me. It is amazing that when I fly my "classic" 1965 Cessna Centurion somewhere, I am just another "spam can" thought to be a Cessna 206 being shuffled off to a parking area. However, when I show up in a "vintage" 2-seat tube and fabric tail dragger, I am always greeted by the tire kickers who want to know what year "Cub" it is. Since I do not own a yellow colored airplane with a picture of a plush toy on the fuselage, I patiently explain the difference between Piper Cubs, Aeroncas, Taylorcrafts, Luscombes, etc. The good side of the arrival is that everyone seems interested...and one of the bad sides is that some observers are appalled that the skin is fabric - obviously not a "real" airplane. The most interesting moment is just prior to departure when one or other of these machines needs to be hand propped...which is another lost art in the great sea of pilots. Some pilots observing this ritual demonstrate fear while others seem wistful. To me, I just want a start on the first blade...with chocks in place and a good hold on the tail.

So...why fly a tail dragger? There are a number of reasons that mastering a conventional gear aircraft will make you a better pilot:

- Conventional gear aircraft demand precise stick and rudder skills, both in the air, and especially on the ground where the center of gravity is ahead of the main landing gear. If the airplane is not controlled meticulously, the tail wheel will try to lead...just like the nose-gear in a tri-cycle gear model.
- Conventional gear aircraft require constant focus and vigilance from engine start to engine stop and tie down. More ground loops occur at the end of the landing roll at slow speed when the pilot's vigilance is lessened, and control inputs, especially rudder movements, are relaxed.
- You are learning to fly an aircraft as they were originally designed to be flown, and when pilots were expected to be "in-command" of the aircraft at all times. Incidentally, you will be a better tri-cycle gear pilot after mastering the tail wheel equipped machine.
- Commanding a tail wheel aircraft evokes the romance known by the original pilots that is hard to assume when flying a video arcade via multiple satellites from point A to point B. Open cockpit tail wheel machines start a whole new trail of adventure.
- Tail wheel aircraft have a natural affinity for turf runways that is hard to satisfy in most modern tri-cycle gear models.
- Gaining and demonstrating proficiency in a tail wheel aircraft gives you the opportunity to receive an endorsement per FAR § 61.3(i) by an authorized instructor.

You might ask what aircraft comprise this so-called Assend Dragon Air Force, and why they were chosen. They were chosen by serendipity and availability. They all have their foibles and high points. I can only give my personal perspective on the models in my possession in the order that I acquired them.

- The 1946 Taylorcraft BC12-D (ATC 696-2) depicted in the heading photograph is a side-by-side improved version of C. G. Taylor's Model BC-12 (Model B, Continental powered, and 1200# gross weight) that was introduced at the end of WWII. A total of 3,911 machines were constructed in 1946. My aircraft NC43306 was manufactured in February, 1946 with the new stamped metal wing ribs. The February, 1946 production figure was 234 aircraft which is roughly 25-30 per day. Taylorcraft manufactured more of this model than any others since the introduction of the Model BC-65 in August, 1938, and was bankrupt by Friday, November 8, 1946. With a top speed of 105 MPH (cruise 95 MPH), it was a "flyer" but did not have the panache of tandem seating. Its standard 65 HP O-170 (A-65) engine was typical of the time. The

ASSEND DRAGON AIR FORCE (CONTINUED)

Deluxe model with 24 gallons of gasoline gave it a great range, but at the expense of payload. The quite efficient NACA 23012 asymmetric airfoil allows the aircraft to perform well on 65 HP. This aircraft is quite responsive and light on control inputs. Its airfoil demands attention to landing speeds (stall speed 43 MPH) as it will "float" if air-speed is not well controlled. I modified this aircraft with a STC for a skylight that improves visibility looking upward and in turns. This aircraft is named "El Comejen". The aircraft wears a modified 532nd Squadron, 381st Bomb Group (H) nose art patch honoring my father, a B-17 pilot during 1943-1944 in England. The Taylorcraft became one of the most popular light planes in the post-war period, and the "T-Crafters" who maintain and fly these machines are probably the most staunch and faithful supporters of any type in the country. The Taylorcraft Foundation fosters a lively discussion forum that is quite helpful in supporting this line of aircraft.



The 1946 Aeronca 7AC (ATC 759) was a newly designed 2-seat tandem aircraft intended for training that was approved in October, 1945 to replace their pre-war 65-TC "Tandem Trainer" (ATC 728, 6-15-1940). It has the distinction of being the first light plane certified for the post-war period, and was introduced in November, 1945 as the "Champion for 1946". My aircraft NC2241E was manufactured in October, 1946. Depending on your perspective, the 7AC was variably described as either homely or cute, but quickly became familiar to pilots as the "Champ" or "Airknocker". This model began a whole line of aircraft with improvements and higher horsepower through the 7EC, with approximately 10,000 aircraft being produced through 1951. The 7AC has a NACA-4412 airfoil and cruises at ~ 80 MPH with a max speed of 100 MPH and a stall speed of 38 MPH. With a gross weight of 1320#, the utility of the aircraft for cross country travel with a 13 gallon fuel tank is somewhat limited and additional fuel tanks are detrimental to useful load and payload. The aircraft is heavy on the controls and sinks easily with power reduction. The large Plexiglas windscreen gives an excellent forward view. The Champ is noisy, and cabin climate control marginal (hot in summer and cold in winter). This is a great airplane to play in. I have named it the "Miss Kelly Ann" after my wife. The aircraft wears a modified 532nd Squadron, 381st Bomb Group (H) nose art patch honoring my father, a B-17 pilot during 1943-1944 in England.

- Specifications: ATC696-2 (8-24-1938)
- Length: 22'8"
- Height: 7'
- Wingspan: 35'5-1/4"
- Gross Weight: 1,200 lb
- Max Weight: 1,200 lb
- Airfoil: NACA-23012
- Propulsion:
- No. of Engines: 1
- Powerplant: Continental A65-8 or A65-8F
- Horsepower: 65 hp @ 2,300 rpm
- Performance:
- Range: 250 miles
(12 gal fuel / 0.8 power @ 2,150 rpm / 4.2 gph)
- Cruise Speed: 95 mph
- Max Speed: 105 mph
- Stall Speed: 40 mph
- Ceiling: 14,500 ft

ASSEND DRAGON AIR FORCE (CONTINUED)

The National Aeronca Association vigorously supports the type and parts are readily available.

Specifications: ATC 759 (10-18-1945)

Length: 21'6"

Height: 7'

Wingspan: 35'2"

Gross Weight: 1,320 lb

Max Weight: 1,320 lb

Airfoil: NACA-4412

Propulsion:

No. of Engines: 1

Powerplant: Continental A65-8 or A65-8F

Horsepower: 65 hp @ 2,300 rpm

Performance:

Range: 250 miles
(0.8 power @ 2,150 rpm / 4.2 gph)

Cruise Speed: 80 mph

Max Speed: 92 mph

Stall Speed: 38 mph

Ceiling: 12,600 ft



The 1943 Aeronca O-58B / L-3B (ATC 751) was one of several special military versions of their Model 65-TC "Tandem-Trainer" (ATC 728, 6-15-1940) built as observation (O-58) and later liaison (L-3) airplanes that soon became the nucleus of the famous fleet of "Grasshoppers". The 65 HP Continental powered "B" model was an improved Aeronca Defender "A" model with 2-way FM military radios and a wide expanse of green-

house windows. The "C" model was delivered as a non radioed trainer mainly to civilian flying schools under military contract. The military production run was approximately 1400 aircraft through 1943 when Aeronca converted the O-58 line into an engineless three place training glider known as the TG-5. The type certificate for the O-58 series was approved in September 1942. My aircraft NC47185 was manufactured in September 1943 (SN O58B-11123) as USAAF 43-26975 and was released from government service as obsolete surplus in September, 1944. Its government service was completed in Ohio stationed at Patterson AAF (now Wright-Patterson AFB), but the aircraft is currently displayed in Pacific Theater "White Tail" livery. The NACA-4412 airfoil was originally powered by a Continental 65 HP (Military O-170-3), and due to military specifications, had a gross weight of 1325". My aircraft has a STC for an 85 HP C-85-12F with a gross weight of 1300#. Although some publications list a gross weight of 1800#, this most likely represents a misreading of 1300#. This aircraft is relatively slow with a max speed of 87 MPH and a cruising speed of 79 MPH and a stall speed of 43 MPH. The aircraft feels more like I am wearing the airplane when compared to the Aeronca 7AC, but it is much more stable and firm in its controls. It is a joy to fly, but the 12 gal main fuel supply and the added 4 gal reserve aux tank allowed for military models in the right wing limits its range. Again, the National Aeronca Association supports this model. As this aircraft has an electrical system, starter, intercom system, COM radio and a transponder/encoder, it allows me greater utility to appear at fly-ins and military themed air shows than my other aircraft. I have named this aircraft "Fearless Fosdick" in honor of my father's 381st Bomb Group (H) Headquarters' Piper L-4 "hack" of that name. The nose art depicts the hapless detective ever striving forward into danger with his M1911 0.45 caliber handgun ready for action.

Specifications: ATC 751 (9-4-1942)

Length: 22'4"

Height: 7'2"

Wingspan: 35'5"

ASSEND DRAGON AIR FORCE (CONCLUSION)

Gross Weight: 1,325 lb (as manufactured);
1,300 lb placarded
Max Weight: 1,300 lb
Airfoil: NACA-4412
Propulsion:
No. of Engines: 1
Powerplant: Continental O-170-3 (A65-8)
Continental C85-12F
Horsepower: 65 hp @ 2,300 rpm
85 hp @ 2,600 rpm
per STC

Performance:

Range: 199 miles
(0.8 power @ 2,150 rpm / 4.2 gph)
Cruise Speed: 79 mph
Max Speed: 87 mph
Stall Speed: 43 mph
Ceiling: 12,500 ft
(7,750 ft with full military equipment configuration)

Maybe I am crazy like my wife says, but my craziness is a sublime form of bliss. May you also suffer from this affliction as it keeps us looking skywards towards something new and exciting in our lives? We are a lucky breed of human. I am glad to be a member of our unique community who try to live without regret.

Ref: Joseph P. Juptner, U.S. Civil Aircraft, Volumes 6 (1974) and 7 (1978), Aero Publishers, Inc., Fallbrook, CA

Chet Peek, The Taylorcraft Story, Three Peaks Publishing, Norman OK, 1992.

RB "Doc" Hecker (EAA 789419) is a FAA Senior AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds a Commercial/Instrument Pilot Certificate for ASEL, AMEL and ASES along with an A&P Mechanic Certificate. He has logged over 2,500 hours and prefers small, intimate airparks. He has restored a 1965 Cessna C210E (N4904U), a 1946 Taylorcraft BC12-D (NC43306), a 1946 Aer-

onca 7AC (NC2241E), refurbished a 1943 Aeronca O-58B / L-3B (NC47185) and a 1947 Taylorcraft BC12-D (N43928). He is currently restoring a 1947 Aeronca 7BC / L-16 (N119TX). His other projects include building a RV-8 (N51TX) and he is assisting in the restoration of a 1976 Taylorcraft F-19 (N3556T). He has previously owned a Cessna C-172 (N61785), a Grumman AA-5B (N74447) and a Mooney M20C (N10AD). In his free time, Doc practices medicine in San Antonio, TX. He is a member of EAA Chapter 35 of San Antonio, TX, EAA Chapter 92 of Orange, CA, and is an EAA Technical Counselor and Flight Advisor. In addition, he is a Life Member of the Commemorative Air Force and affiliates with the Tex Hill Wing (Hondo, TX), and crews with the Gulf Coast Wing (Houston, TX) as a Flight Engineer and member of the maintenance team where he does sheet metal and fabric repair work on that magnificent 1945 B17-G war bird "Texas Raiders" (N7227C).



2012 EAA CALENDARS

are now "in stock" at the clubhouse. The price is only \$15.00 and we only have 6 left right now!! If you want one, call Dave Baker (210-410-9235) and he will reserve one for you and you can pay at the next meeting or mail a check to Dee Brame, 103 Box Oak, Shavano Park, TX 78230. First come, First served. Thank you.

NEWSCLIPS

By Gail Scheidt

Dinner Menu for Sat. Feb. 10 (evening meeting)

Dinner to be served at 5:30,

Chicken

Corn on the cob

Green Salad

Strawberries & Blueberries

Crescent Roll

Note: Deserts, bottled water, and sodas are needed.

Contact Gail Scheidt 210-688-3210 gailps@att.net

Need a building to use for your meetings or party's. The EAA building can be rented.

Contact Gail Scheidt 210-688-3210 or email gailps@att.net.

AOPA TOWN HALL EVENT SAN MARCOS FEB 13th

Please join Craig Fuller at the Skyport, Redbird's state-of-the-art training facility, for an AOPA Pilot Town Hall event to show your support for General Aviation. The meeting will take place Monday, February 13, 2012, at San Marcos Municipal Airport (KHYI) from 5:30 PM - 6:30 PM.

We will gather with our fellow pilots to discuss the issues that most directly affect our flying, and I will share my perspective on the current state of general aviation, AOPA's flight training initiatives and the importance of the 2012 elections. I'll also be bringing you up to date on AOPA's efforts in Washington and around the nation to protect our freedom to fly. I hope you'll join me and bring a friend who's interested in aviation to learn more about all that GA has to offer.

Please RSVP and direct event questions/concerns to events@aopa.org. Be sure to include "KHYI" in the subject line if you plan to attend. Airplane parking is available at the Skyport, please contact them directly at 512-878-6670 to make arrangements. Fuel discounts will also be available to AOPA members.

Monday, February 13, 2012, 5:30 PM - 6:30 PM

San Marcos Municipal Airport, Skyport

2080 Airport Drive

San Marcos, TX 78666

We look forward to seeing you at our event.

Nelson Amen

Jan 22

All,

What a great tribute to Chapter 35 and our membership! I will respond to Baxter's question, and also ask if we may use his email in one of our newsletters.

Proud to be part of the team,

Nelson Amen

----- Forwarded message -----

From: Baxter Tharin

Date: Sun, Jan 22, 2012 at 9:20 PM

Subject: Thank you EAA chapter 35

To: Nelson Amen

Hello,

I've visited EAA chapter 35 a few times in the past few years -- about as often as I can given my responsibilities to work and to my young family. I'm amazed at how friendly and welcoming everyone is when I show up to a meeting.

Last weekend, I met Bob Cabe and was talking with him about my desire to build a Van's. One of his first questions was "have you ever flown one?" After responding "no," his next comment was . . . "well you going to right after lunch!"

After some additional socializing with club members, I had a very nice flight with Bob in his RV-7. Whoa, that plane is awesome!

I've been a member of the national EAA for several years now, mainly so that I can get the monthly magazine which allows me to dream about aviation. Although I'm not a certified pilot (yet) and don't have a project underway (yet), I want to do what I can to support my local EAA chapter in what ever way I can. To start with, I'd like to go ahead and join the club so I can say that I'm a member of this great group of folks here in San Antonio.

Where should I send my membership registration and dues?

Warm regards,

Baxter

P.S. Do you have Bob Cabe's email address so that I can send him a thank you note?

CHAPTER CALENDAR

JANUARY 2012	14	Merlin project update by the "Merlin Gang" and Builders Academy project update BOD Meeting	11:00 am Lunch 12:00 pm
FEBRUARY	11 18	Memories of Flying the OV-10 Bronco in Southeast Asia Mike Lovelace Boy Scout Aviation Merit Badge and Young Eagles Flight Rally Pilots and Ground Crew Needed	Dinner 5:30 pm Meeting/Program 6:45 pm Briefing 9:00am Flights 10:00 am
MARCH	10	Formation Flying Fundamentals Terry "Ski" Slawinski	Dinner 5:30 pm Meeting/Program 6:45 pm
APRIL	14	FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed	EAA Club House 8:00-11:00 am
MAY	12 19	SPRING CLEANING!! Yard/Chapter Building Work Party Hondo Fly-in Volunteers Needed	EAA Club House 10:00 am Duties and Times to be announced
JUNE	9 16	FLY-IN LUNCH EVENT Young Eagles Flight Rally Pilots and Ground Crew Needed	EAA Club House 11:30 am to? Briefing 9:00 am Flights 10:00 am
JULY	14	FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	EAA Club House 8:00-11:00 11:00 am
AUGUST	11	Evening Meeting: Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm

Aviation Calendar of Events web sites

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

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Please Read This... Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

WANTED AND FOR SALE

PHOTOS FROM PREVIOUS EVENTS



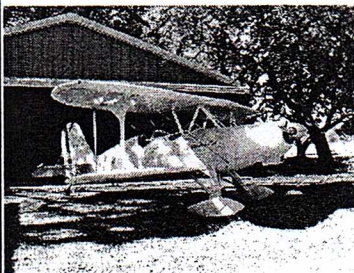
FOR SALE: Lowrance Airmap 1000 GPS Like new condition. Includes Remote Amplifying Antenna model RAA-4, a RAM ball swivel type window suction mount, and a hard plastic protective cover

for the screen all included in the original box. \$150. Contact Steve Jones (210) 679-8783

FOR SALE: Garmin 195 Portable GPS. Includes case, antenna, 12 volt adaptor, and yoke mount. The database is outdated but still quite functional for local VFR flying. Make me a reasonable offer. Proceeds will be donated to EAA Chapter 35. Doug Apsley 210-479-8593

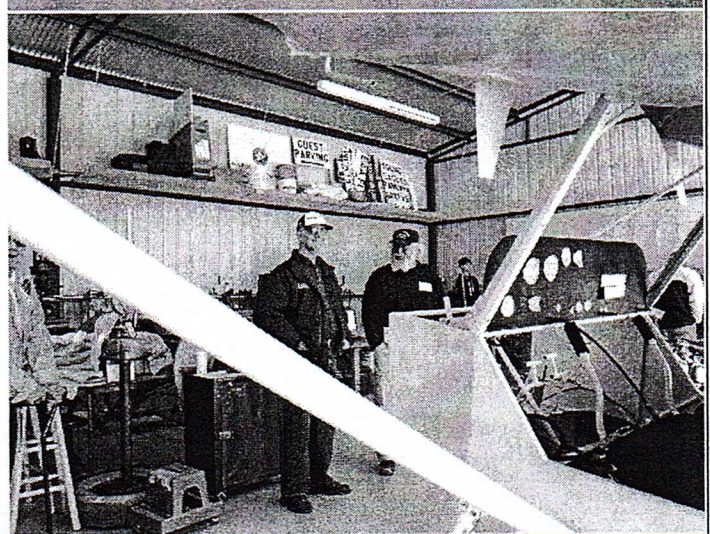
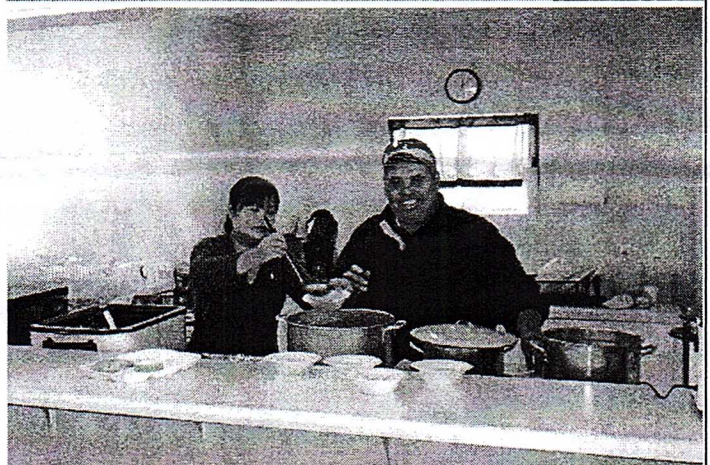
FOR SALE: Zenith 601 XL Quick build kit. Wings, Rudder, Tail feathers complete. On landing gear. too much to list \$25,000.00. wing mod needs to be completed. If done by approved site I will reduce price by \$5,000.00. A/C located in Lakehills TX. Al Lewallen 619-884-9285

ACCEPTING BIDS: Rebuild/salvage project available One-of-a-kind single seat homebuilt damaged in off-field landing. High wing tail-dragger built in 1970. Fuselage: steel tube and fabric. Wing: fabric covered 23012 airfoil (same as Taylorcraft) with wood spars and ribs. Engine: Lycoming O-290G (GPU conversion), 125 HP, less than 100 hours on ECI Cerminil cylinders. Slick mags, 210 since new. (830) 513-7831.



FOR SALE: Stolz Starduster Too SA300 Eng. Lyc 0320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated.

Asking \$24,000. Call Dan Cerna (210) 688-9345



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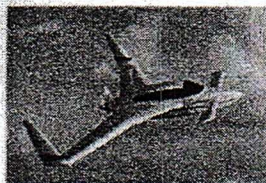
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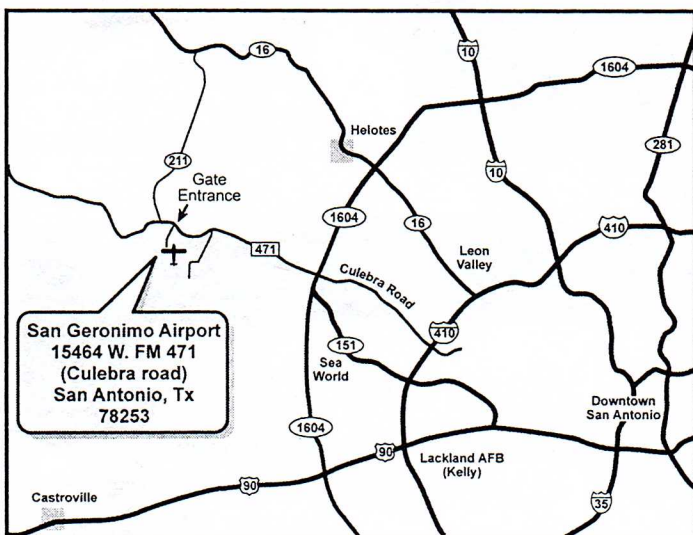
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

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



When Do You Meet?

Second Saturday of the Month
FEBRUARY 11th

- Memories of Flying the OV-10 Bronco in Southeast Asia Mike Lovelace
- Dinner 5:30 pm
- Meeting/Program 6:45 pm