



RUNWAY 35



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On the Web:

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Inside this Issue:

POWER-OFF LANDINGS	1
JIM FEIGHNY UPDATE	2
PRESIDENTS COCKPIT	3
NEWS CLIPS	4
PLASTIC PEEL PLY	5
ODE TO THE TAILDRAGGER	6
THE WARNERS RESIGN	6
SWRFI MEETS AT 8T8	7
FREDA FLIES THE PELICAN	8
GUESTS OF SAN GERONIMO	9
CHAPTER RECOGNITION	9
MEMBERSHIP RENEWAL	10
FLYING REPORT DEC 1917	10
CONTACT LIST	11
CALENDAR	12
WANTED & FOR SALE	13
DIRECTIONS TO SAN GERONIMO	16

POWER-OFF LANDINGS

By Kris Niswonger

When the power goes out in flight, it doesn't have to end in a crash. Planes fly fine with the engine off. I have read many accident reports and pilot accounts of death and injury due to nothing more than power going out unexpectedly in flight. In many cases, the conclusion could be downright uneventful. There are times when a crash can't be avoided, such as power out on takeoff, or when you're over inhospitable terrain such as mountains — your job is to manage your remaining energy, and fly the plane. Don't stall!

Prevent a forced landing before you fly. Perform a common-sense pre-flight and test the engine, especially if you're going to carry passengers. Is it leaking oil? Does it run rough during run-up? Are the engine instruments in the green range? Is the fuel flowing and is it clean and free of water and contaminants? It's always better to avoid a forced landing while you're still on the ground. A long run-up could reveal an overlooked fuel valve or water in the lines.

Knowledge is your friend. Know your aircraft's best glide speed and glide ratio. You'll find it in the POH. While flying, think in terms of available range for power-off landing. If your lift to drag ratio is

5:1 and you're flying at 5,000 feet, you can land up to 25,000 feet from your current position.

Fly Defensively. Exercise good situational awareness. Be on the lookout for landing sites during all phases of flight. Find the **Nearest** feature on your GPS, and see where your GPS wants to take you. The key to flying safely over inhospitable terrain is altitude. The higher you are, the more landing sites you have at your disposal.

Get experience. Practice power-off landings with a flight simulator.

And then it happens. Planes fly differently with no power. The prop, if windmilling, will produce substantial drag, and this will affect your glide ratio. Many planes will fly themselves. The nose will pitch down and the plane will establish a glide. However, if necessary, be ready to push the nose over yourself. Resist the urge to maneuver or turn back. Any turns should be flat and gentle. Your best chance of preventing a stall/spin scenario is to keep the wings level and land as close to straight ahead as practical. Now, if time permits, try a restart. At all times, be ready to continue the approach to a safe landing. Make your final approach high. You can always slip to lose altitude, but you can never get it back. Fly safe!



RV-8 Low Pass—Nov 2006

JIM FEIGHNY'S UPDATE FROM THE EAST COAST

By Jim Feighny

Just a quick note after Thanksgiving Day to let you know how this transplant from south Texas is doing in the fast and furious world of the east coast...just fine thank you.

I completed my right knee replacement surgery on the 8th of November, spent the first couple of nights wondering just what I had done...but it started getting better pretty fast. I spent 4 days in hospital probably should have done 5 or 6, but Walter Reed is a very tough place to be. My roomy, a guard truck driver from Michigan was hit on the 14th of Oct by a road side bomb...lost most of a hand and some of his calf muscles, was a motivator and a cause for serious reflection on just what is really important. Suffice it to say, I visit him when ever I go up for PT, I am hopeful for his recovery, but I also know it is a lifetime process for him and his family...I don't get a feeling that they really understood that though.

I got my staples out on the 22nd, and have full extension and about 75 degrees of movement back...need to get to 90 plus in order to meet the fully rehabbed state. I can make it with a little help, so I am confident that I will be fully

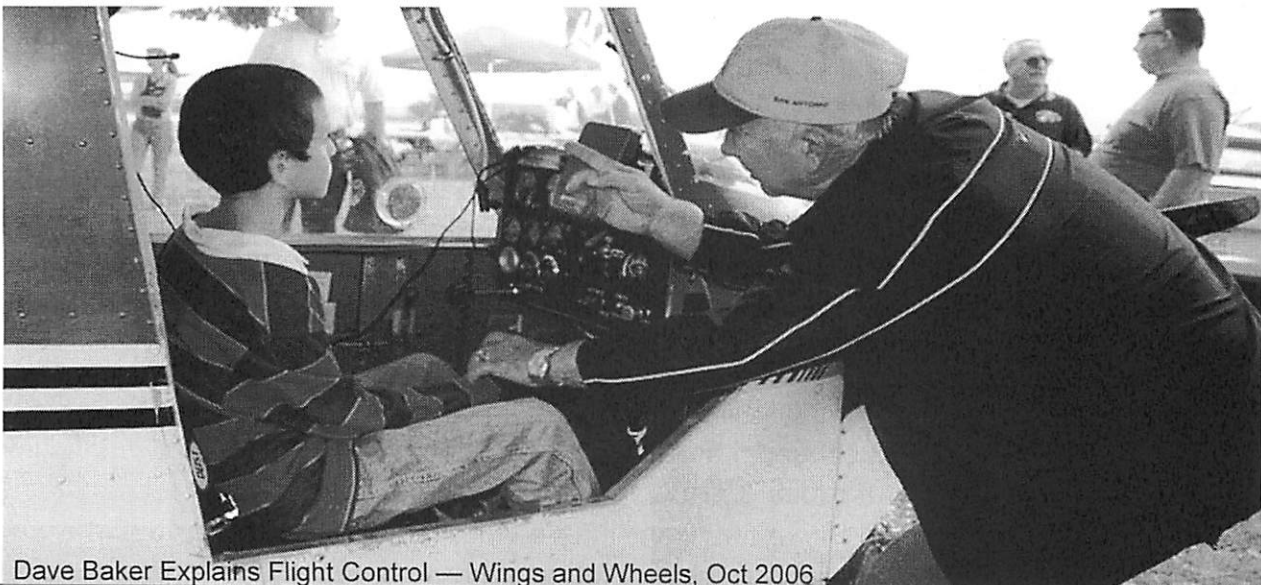
recovered in a few weeks.

Janet is doing well and is settled into to her world of AFIP. She even signed up for Air War College...who da thought?

I have made a good start on my BK 1.3. Bruce has been most helpful and the rest of the "Beta" builders are all strung out along the process so there is no shortage of help. I have my spars, spar caps, spar webs, intercostals all cut out and have some of the pieces polished and smoothed for fit up. I will get back to work on it later this week as my weekly schedule for the next month is 6 hours of PT and 6 hours of fitness training along with I trip to the store. I have my "shop" set up in the basement...lots of room and will be comfortable when those winter winds/snow start to blow.

Well gang, I hope you all had a good Thanksgiving; we have a lot to be thankful for. Keep those kids in the desert and around the world in your prayers. Tell your friends and children to get out and vote.

Take care and regards to you all,
Jim Feighny and Janet Shaw
Potomac, MD



Dave Baker Explains Flight Control — Wings and Wheels, Oct 2006

FROM THE PRESIDENT'S COCKPIT: ROCH LaROCCA

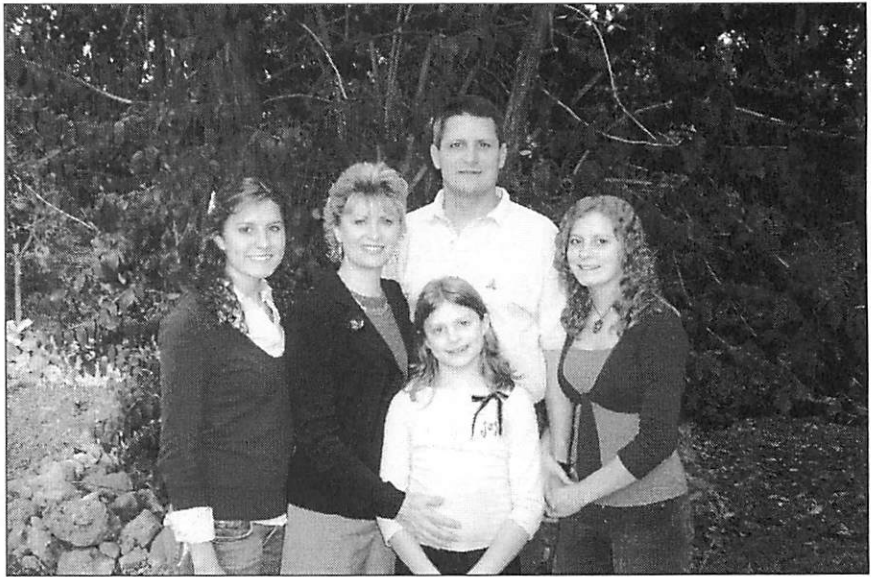
By: Roch LaRocca

November was a busy month and I'm really sorry if you missed the Chili cookoff at the November meeting. We had a record number of pots of chili, (7) which were all pretty much cleaned out by the hungry crowd. The voting was close but David Talley came out on top and claimed the big prize. Thanks again for everyone coming out and supporting the cookoff in so many ways.

Chris Niswonger put on an outstanding presentation about engine-out operations that spurred a lot of discussion from the audience. It was nice to have an interactive crowd because there is so much wisdom and experience is out there that needs to be shared with others. Don Copeland also shared his recent engine failure experience that added much to the presentation.

Don't forget that the first 2007 board meeting will be at 4:00 PM prior to the meeting on January 13th. We are planning a 5:30 dinner/ 7:00 presentation for that Jan meeting but I still do not have the meal put together. If you are interested in putting together a meal, please let me know as soon as you can.

The 2006 Christmas party is upon us and we still have tickets left to sell so please get them ASAP. It will be on 9 December with refreshments at 6:30 and dinner at 7:00. Each person will need to bring a small gift for the gift-exchange after dinner. Tickets are \$20 each and can be purchased from me by sending a check to me written out to EAA Chapter 35 or



just give me a call/email and I will set you up and get a check from you later. Mail checks to:

Roch LaRocca

17111 Blanco Park Cove

San Antonio, TX 78248

roccar@sbcglobal.net

210-408-7964

We will be putting together the 2007 meeting schedule soon so if you have a presentation that you would like to present next year, please let me know so I can get you on the schedule. We have also had some board members move away and resign so there are some openings. If you are interested in making a difference and having a bigger part in the Chapter, please let me know. If you don't come to me, I may be coming to you anyway. Thanks again for all you do.

Fly Safe,

Roch LaRocca

James Haven's S-18 Stinger



NEWS CLIPS

Christmas Banquet Tickets

By Norris Warner.

There are still a few banquet tickets available for our wonderful party on December 9th. And, once you attend, you'll swear never to miss one again.

The social hour starts at 6:00 PM or so, and you may bring your favorite beverage. You will be served a scrumptious meal at your table at 7:00 PM, and the riotous gift exchange follows. Also, for each ticket purchased, please bring a wrapped gift for the gift exchange.

Please get in touch with President Roch LaRocca today to arrange for your tickets. He can be reached at 210.408.7964 or by e-mail rochar@sbcglobal.net.

Chapter Board Meeting

By Norris Warner

Chapter Board Meeting Scheduled

President Roch LaRocca has called a Board of Directors meeting for 4:00 PM, Saturday January 13, just before our regular meeting.

All chapter members are encouraged to attend, and you will be able to speak, though you will not be able to vote.

The board conducts all of the business of the chapter, except the election of officers, which will take place in November of 2007.

Roch will have an agenda in the January Newsletter. Please plan to attend.

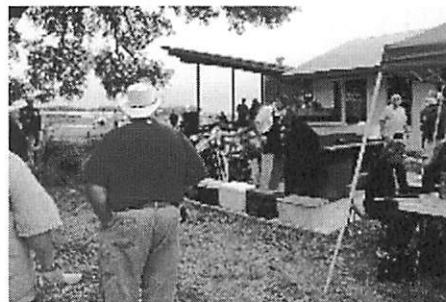
Christmas Party Menu

By Roch LaRocca

- Chicken Chardonnay
- penne pasta, roma tomatoes, grilled spinach, sautéed mushrooms with a creamy chardonnay sauce
- Grilled Vegetable Medley
- Fresh Garden Salad
- Garlic Bread
- Chocolate Dream Pie
- pecan crust, cream cheese filling, chocolate pudding,
- chocolate chips and pecans
- Ice Tea/Coffee

Chili Cookoff

By Steve Jones



And the winner is...Dave Talley.

Of course, he won't reveal the secret ingredient to anyone. I Think Benjamin Franklin said it best: "Three can keep a secret, if two of them are dead." Dave did note that critters WERE harmed in the making of his chili, but only after living an idyllic, organic, purpose-filled life on the range.

PLASTIC PEEL PLY FIBERGLASS LAYUP PROCEDURE

By John Slade

John Slade, Cozy Mk. IV builder and flyer, describes a Plastic Peel Ply Fiberglass Layup Procedure:

Plastic peel ply is the use of clear 4 mil plastic sheeting, as found in home depot, on top of the finished layup and any "per plans" cloth peel ply. The technique has been described as "poor mans vacuum bagging". The plastic sticks to the wet epoxy and shows up bubbles very well. Squeegee over the plastic with a little help from a hair dryer and you can watch the bubbles run along in front of you're squeegee and out the edge. Wet the squeegee with epoxy for a better slide over the plastic. The air can't get back in because of the seal caused by the plastic. Lots of excess epoxy can be removed this way for a very tight, compact and lightweight result. Do not press too hard because air can be sucked back into the layup through the foam - you'll see this when it happens because the area goes dark when you squeegee it, then goes white again. If this happens lift the plastic and add more epoxy. After cure the plastic comes off in an instant and you have a very smooth, almost moldlike finish. I describe this in detail in my web page "tips and tricks" section. <http://canardaviation.com/cozy> I first saw this at Bulent Alieve's shop after finishing my fuselage sides. I've used it ever since. I use it everywhere - big layups like wings, BID tapes and even tight curves. During finishing, the only place I saw pin holes was in the parts I did BP (before plastic). Try it once. You'll never go back. In my experiments with and without plastic a 15% reduction was recorded in the weight of the layup. I subtracted the weight of the foam in each case.

Significant compression of the weave DOES take place using this method. With the squeegee sliding on plastic the fibers are squeezed. Air can't get back in, so they stay squeezed. Its hard to get a dry layup this way, and its very obvious when you do. The color change from light to dark as the squeegee passes tells you everything. Air bubbles and excess epoxy are

being displaced. The gloss finish after cure is very easily scuffed up for bond since there is no weave to deal with. Try it on some test pieces and do your own structural and weight tests. Prove (or disprove) the technique with practical experiment rather than theoretical science or hearsay.

Note: See my web page, <http://canardaviation.com/cozy/chap20.htm> for pictures and discussion of this method.

Jerry Schneider, on reading about this technique, offered the following link for creaseless plastic sheeting:

<http://www.associatedbag.com/category.asp?cn=ABC&c1=FLM&p1=FLM%5FL400&c2=LGL01+&Pg=1>

John further opined that 4 mil sheeting is the right thickness. Anything thinner will move around when you are trying to squeegee through it. Anything thicker won't stretch under the heat of the hair dryer and conform to curves. John also noted that most of the time the creases disappeared as he squeegeed with a hair dryer. Where they didn't, the bump of epoxy was easy to sand off after cure. On tight curves he suggests cutting slits in the plastic and allowing sheets to overlap each other.

Special Thanks to John Slade, and the Canard Aviation Forum (<http://canardaviationforum.dmt.net>)



Mirror Image — EAA 35 Meeting, November 2006

ODE TO THE TAILDRAGGER

Contributed by Clif Elrod

Taildragger, I hate your guts.
 I have the license, ratings and such
 But to make you go straight is driving me nuts.
 With hours of teaching and the controls in my clutch
 It takes a little rudder, easy...that's too much.

You see, I learned to fly in a tricycle gear
 with one wheel up front and two in the rear.
 She was sleek and clean and easy to steer
 But this miserable thing with tires and struts
 Takes a little rudder, easy...that's too much.

It demands your attention on the takeoff roll
 or it heads towards the weeds as you pour on
 the coal. Gotta hang loose, don't over-control

This wicked little plane is just too much...
 With a lot of zigzagging and words obscene
 I think I've mastered this slippery machine.
 It's not that bad if you have the touch
 Just a little rudder, easy...that's too much.

I relax for a second and from the corner of my
 eye, I suddenly realize with a gasp and a cry
 That's my own tail that's going by.
 You ground looping wreck; I hate your guts,
 Give a little rudder, No..NO,
 THAT'S TOO MUCH!

--Author Unknown

All Good Things Must Come to an End

By Joanne Warner

I have been privileged to be your Chapter 35 Treasurer for seven years, but I now must submit my resignation, effective March 1, 2007.

When I took on the responsibility of this post, I received a checkbook with under a \$1000 or so in it, and no list of chapter membership. We now have funds in excess of \$15,000, and I have faithfully published what I think is a valuable "Membership Directory" every year. I will provide a 2007 version before my resignation.

I should point out that much of what I do is now a matter of routine, using Quicken as the accounting program, and Microsoft Access as the database. I do provide "canned" welcoming letters to my husband, Norris, who will also be relinquishing his post as Membership Chairman at the same time. A "Door Greeter" for guests is needed to really fulfill his duties—any takers?

My—I should say "our"—departures are not because of our dissatisfaction with EAA Chapter 35. Quite to the contrary, we are proud of our contributions to the chapter, but now we are both deeply involved with the "EAA Texas Fly-In" held the first weekend in June at Hondo.

My request to the chapter faithful now is to have someone to step forward and assume the duties as Treasurer of EAA Chapter 35. I will provide all of the software and routines needed to keep this vital part of the Chapter moving forward.

Will you be the one to step up and take on this most important function? Call me at 830.510.4334 (Metro) or cell 210.887.4764, or e-mail me at njwarner@hctc.net.

Do it now while you are considering being a major player in the success of your chapter!



SWRFI MEETS AT SAN GERONIMO

By Norris Warner

On November 18, the senior volunteers and the Board of Directors met at Chapter 35's clubhouse to further cement plans for the 2007 edition of "The EAA Texas Fly-In". SWRFI provided a check for \$50.00 for the use of Chapter 35 Club House, and did not use any of the chapter's resources, such as napkins, cups, bowls, etc.

While EAA Chapter 35 provides a considerable portion of the volunteers needed to conduct one of the largest regional EAA programs, June 1, 2, 2007, contributors from Dallas, Lubbock, Waco, Austin, Weatherford, Bastrop, Houston and more were present. Chairman of the Board Stan Shannon and his wife Nanette provided lunch for all who attended. Jessie Killian, wife of John Killian, was a vital helper in the Chapter kitchen, ensuring that all went well. And as always, our Lori McIrvine was there to lend a hand.

One of the key points reiterated several times was the need for volunteers to look up the website, www.SWRFI.org and go to the "Volunteer" box where they could sign up for the various volunteer jobs that need assistance. Those EAA members who sign up on the website will be assured of free admission and free parking, providing that their volunteer hours total eight hours or more. Folks who do not do internet stuff are encouraged to contact President Norris Warner at 830.510.4334 (Metro) or cell 210.363.1282. Norris can get you in the system and you will receive the required entry document.

There are excellent opportunities for EAA members who would like to become managers. If you have areas of interest and can devote some energy and time to the success of this event, please contact Norris at the above phone numbers or e-mail him at njwarner@hctc.net or norris@swrfi.org.

Please believe me—**volunteers have the most fun!**



Volunteers Needed!

By Norris Warner.

EAA Texas Fly-In Volunteers Take Notice:

One of the most significant changes is the new ability to volunteer on line by looking up www.swrfi.org and following the "Volunteer" prompts. The process allows a person to volunteer in a specific area. Just before the June 1 and 2 fly-in, you will be e-mailed an attachment, which you will use to gain free parking and free admission. This is a big step forward in pre-arranging our volunteers and rewarding them for their service.

Volunteers can expect a free lunch on Thursday, May 31 during our set-up day, and again on Sunday, June 3rd as we store our materials.

An organizational chart is posted in the clubhouse, and if you'd enjoy being one of the leaders in this great regional event, contact Norris at 210.363.1282 or e-mail Norris@swrfi.org.

FIRST IMPRESSIONS: ULTRA AVIA PELICAN

By Freda Jones

November 10th was a special day for me. I got to fly. This was only my fourth time aloft in a small plane, and I hadn't panicked on the previous flights, so I looked forward to this opportunity. And for the opportunity, I wish to thank Gary Krysztopik.

We were at the airpark that Friday to assist with Kris Niswonger's Power-Off Landing presentation. Sometime about mid-afternoon, Gary flew by in his trike. After putting the trike away, Gary called down and asked if we'd like to go up in the Pelican. Of course, we gratefully accepted his invitation. Gary and Steve took to the air first, and reported the flight was a joy — this boosted my confidence. As I climbed into the Pelican, Gary even offered that I could fly the plane. I was a little tenuous at first, but Gary reassured me that it was easy.

First impressions: The Pelican looks tiny from the outside, but it's remarkably roomy inside. The engine, well, I'm biased. We have a Stratus Subaru EA-81 in the Super Zodiac, so I'm partial to it. Gary's sounds like a little race car. And it's powerful. We were off the runway in no time.

We headed south and in a few minutes we were over the house. We turned west and headed toward Medina Lake. It was there I was transformed from passenger to participant, as Gary turned the controls over to me. I flew a couple of minutes straight west, to get my bearings and get a feel for what it was like to control a plane. Gary assured me I was doing fine, and suggested I try a turn. Off to the left we went, for what seemed forever. In reality it was only a minute, and we'd managed to turn 180 degrees. Gary described clearing turns and explained why they're important, then he invited me to practice a few. Practice! Ten minutes in

the air, and I'm already practicing! It was time to try something I'd never done before, and so, we turned RIGHT. Flush with success, I was ready for anything. Gary pointed out an irrigation circle and challenged me to follow it. Before I knew it, we were completing standard rate turns, banking 30 degrees (which, to me, felt like 60), and, as Gary exclaimed, holding altitude.



The shadows were getting long, so it was time to head back to San Geronimo. I turned east, and found the airpark, flew over the field and turned into the pattern on the 45, just as I'd seen Steve do so many times on the simulator. I flew the downwind leg to highway 471, and turned the controls over to Gary. He remarked how well I was doing, and quipped that he was half-expecting me to complete the pattern and land! Gary was happy to report I was a natural pilot.

We couldn't have asked for better conditions. The air was smooth as glass, the sky was cloudless, and the sun glinted off the cliffs of the Medina Lake Spillway like a National Geographic photograph. It was beautiful.

Thank you, Gary!

WE ARE GUESTS OF SAN GERONIMO

CHAPTER 35 RECOGNIZES GREATNESS

By Steve Jones

It has come to my attention that our clubhouse is a shared resource. Honestly, as a newer member, I wasn't aware of this subtle, but important nuance in the relationship we enjoy with San Geronimo Airpark. I learned this third hand, and only after Jeanette Hunt was confronted for her use of the clubhouse.

Something good can come of an otherwise regrettable misunderstanding, as it points out that a little finesse and respect can go a long way toward ensuring a long and beneficial relationship between the Airpark and Chapter 35. The chapter enjoys primary stewardship and use of the clubhouse. The owners of San Geronimo Airpark can rent the clubhouse on a non-interfering basis. We're exceptionally privileged to lease the grounds for the sum of \$10.00 per year. Jeanette plans to address this again at the board meeting in January.

The San Geronimo Airpark Owners went the extra mile to welcome us and help us build the clubhouse, as Mrs. Hunt notes *"All the equipment used to lay the block and fireplace on the EAA building were provided by the Hunts. This included a masonry mixer, scaffolding, saws, motor box, shovels, wheel barrows, drills and other assorted hand tools. Bubba Hunt donated his time, his truck and gas to gather supplies. His tractor was used to plow and make roads by SGA for two years as we cleared the land for the roads and runway. Bubba Hunt has dedicated the last 25 years to SGA because he loves "living his dream". Others in SGA will have to tell their own stories as to what they did; I'm only speaking on behalf of Bubba Hunt because I know the countless hours he spent making his dream come true.*

One thing each EAA member needs to remember is when you drive thru the front gate at San Geronimo Airpark: you are on "SGA OWNERS" property and you need to respect our rights. We in turn will respect yours."

— Jeanette Hunt

By Joanne Warner

We need to recognize the many, many members who make financial contributions over and above their annual membership dues each year (i.e. Fred and Donanell Pennell) as well as those that contribute extensive labor.

Some Life Members actually contribute \$20 or more a year to help defray the cost of the NL (they did this when the dues were \$12 and then \$18).

The money and labor contributed by the Talley's to build the Memorial area garden was quite considerable; the money donated by the late Elmer Benson to put up the flag pole and memorial plaque that started the memorial garden; the backbreaking labor of Lew and Nancy Mason to keep all San Geronimo grounds manicured and the chapter building clean. The work of John Kuhfahl to maintain the building along with stocking of supplies.

The Memorial contributions of the Bob & Betty Day friends and family which enabled Norris & Sal Hernandez (free labor) to build the marvelous Bob Day BBQ; the Day's initiation of the meeting dinners which enabled our members and visitors to make contributions to pay our chapter bills and support our education and scholarship programs.

The dedication benches built by Norris Warner and materials paid by Bob & Bettie Sue Masters, Al Almond and Betty Day. Oh yes, and if at a meeting or chapter event you are lucky enough to capture one of our padded chairs--give a silent thanks to Bob & Bettie Sue Masters and Joanne and Norris Warner for their contribution of many of these chairs.

Brad & Jodi Doppelt and family in support of the YE program (the YE Program and Air Academy Scholarship weigh heavily in our maintaining our 501(c)3 designation). Lee Ann Carlson, Lori McIrvine and so many others who faithfully lend their support wherever and whenever needed, etc. *Tune in again, as we continue this story in the January edition of Runway 35.*

CHAPTER MEMBERSHIP RENEWAL 2007

FLYING REPORT DECEMBER 1917

By Norris Warner

Membership Chairman

njwarner@hctc.net, Cell: 210.363.1282

Included in the November issue of Runway 35 is the membership data sheet for 2007. Because the December event is the Christmas Banquet (and we will NOT be doing any membership business on that fun-filled night), I'm asking you to get out your checkbook now and send your check for \$24.00 (make check payable to EAA Chapter 35) **ALONG WITH THE COMPLETED AND CLEARLY PRINTED** membership data sheet, and mail to:

Joanne Warner
Treasurer, EAA Chapter 35
719 Oak Hills Road
Pipe Creek, TX 78063

As always, remember that the data sheet is used to build our database, and all information for the year flows from that. Examples are all sorts of volunteers (who are screened and then passed by category to the various chapter officers), and all types of information that goes into our annual directory, which will be printed and available in February. Several of you dragged your feet this last enrollment period and theirs were not listed in this most valuable document.

Joanne and I are volunteers, and we do find a great deal of satisfaction in assisting the chapter. Having said that, if you—and I mean YOU—would sit down today and take care of this matter now, it would make our work so much, much easier.

Please remember we do not accept any payment without a completed 2007 Data Information Form. Won't you please help us to help your chapter?

Norris Warner



Excerpts from Royal Flying Corps monthly report of December 1917.

The report was signed C. St. John-Culbertson, Royal Flying Corps Colonel and was dated 21 December, 1917.

INTRODUCTION

Another good month. In all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November during which 84 accidents occurred, of which 23 were avoidable. This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units.

RESUME OF ACCIDENTS

Avoidable Accidents

1. There were six avoidable accidents this last month.

a. The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook.

b. A B.E.2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signaling to the gunners.

c. Another pilot in a B.E.2 failed to get airborne, by an error of judgement, he was attempting to fly at mid-day instead of at the recommended best lift periods, which are just after dawn and just before sunset.

d. A Longhorn pilot lost control and crashed in a bog near Chipping-Sedbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 MPH between top speed and stalling speed.

e. While low flying in a Shorthorn the pilot crashed into the top deck of a horse drawn bus near stonehenge.

(Continued on Page 13)

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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
8 JULY	MEETING BILL BARTLETT PRESENTER “HOW I BUILT MY LIGHT-SPORT AIRCRAFT”	REFRESHMENTS AT 4:00
23-30 EAA @OSH	OSHKOSH FLY-IN	
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	WING’S AND WHEELS GATHERING FOR ANGEL FLIGHT FUNDRAISER	GATES OPEN AT 10:00
11 NOVEMBER	CHILI COOKOFF KRIS NISWONGER: POWER OFF LANDING Annual Official Membership meeting for 2006	DINNER AT 5:30 PROGRAM AT 7:00
9 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR
Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS		

WANTED AND FOR SALE

Instructor Available. Chapter member Bob Cabe has recertified his CFI & CFII. Available to EAAers for BFR's. 210-493-7223.

For Aircraft Hangar Rentals at San Geronimo Airpark, please call Dan Cerna 210-688-9345, Dave Baker 210-410-9235 or Dennis Scheidt 210-688-3210

FOR SALE: 1973 Grumman AAIB-N626OL
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Best offer over \$16,900
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FOR SALE: Lycoming 0-235-L2C. Removed from Cessna 152 at TBO (first run). Logs available, no accesseries. Extra case available for converting engine to accept fuel pump. Price \$2000. Harlan Tibbitts (210) 826-5030.

FLYING REPORT DEC 1917 (CONT)

f. A B.E.2 pilot was seen to be attempting a banked turn at a constant height before he crashed. A grave error by an experienced pilot.

Unavoidable Accidents

2. There were 29 unavoidable accidents from which the following are selected:

- a. The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.
- b. Sixteen B.E.2's and 9 Shorthorns had complete engine failures. A marked improvement over November's fatigue.
- c. Pigeons destroyed a Camel and 2 Longhorns after mid-air strikes.

COST OF ACCIDENTS

Accidents during the last three months of 1917 cost 317 pounds, 10 shillings sixpence, money down the drain and sufficient to buy new gaiters and spurs for each and every pilot observer in the Service.

ACCIDENT BRIEFS

No. 1 Brief

No. 912 Squadron, 3 December 1917

Aircraft type B.E.2C, No. KY678, Total Solo - - 4.20 Pilot Lt. J. Smyth-Worthington, Solo in type - - 1.10

The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet This resulted in the airplane entering an unprecedented maneuver, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machines altitude, and by skillful manipulation of the flying wires successfully side-slipped into a nearby meadow.

Remarks: Although, through inexperience, this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage has earned him a unit citation.

R.F.C. Lundsford-Magnus is investigating the strange behaviour of this aircraft.

No. 2 Brief

No. 847 Squadron 19 December 1917

Aircraft Type Spotter Balloon J17983, total solo 107.00 Pilot Capt. ***, Solo in type 32.10

Capt * * * of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion and the balloon carried out a series of fantastic and uncontrollable maneuvers, while rapidly emptying itself of gas. The pilot was thrown clear and escaped injury as he was lucky enough to land on his head.

Remarks This pilot was flying in full-dress uniform because he was the Officer of the Day

FLYING REPORT DEC 1917 (CONCLUSION)

Capt * * * of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion and the balloon carried out a series of fantastic and uncontrollable maneuvers, while rapidly emptying itself of gas. The pilot was thrown clear and escaped injury as he was lucky enough to land on his head.

Remarks This pilot was flying in full-dress uniform because he was the Officer of the Day In consequence it has been recommended that pilots will not fly during periods of duty as Officer of the Day.

No. 3 Brief

Summary of No. 3 Brief dated October 1917

Major W. de Kitkag-Watney's Neuport Scout was extensively damaged when it failed to become airborne.

The original court of Inquiry found that the primary cause of the accident was carelessness and poor airmanship on the part of a very experienced pilot.

The Commandant General, however, not being wholly convinced that Major de Kitkag-Watney could be guilty of so culpable a mistake ordered that the court should be re-convened.

After extensive inquiries and lengthy discussions with the Meteorological Officer and Astronomer Royal, the Court came to the conclusion that the pilot unfortunately was authorized to fly his aircraft on a day when there was absolutely no lift in the air and could not be held responsible for the accident.

The Court wishes to take this opportunity to extend congratulations to Major de Kitkag-Watney on his reprieve and also on his engagement to the Commandant Gereral's daughter, which was announced shortly before the accident.

FLYING SAFETY TIPS

Horizontal Turns

To take a turn the pilot should always remember to sit upright, otherwise he will increase the banking of the aeroplane. He should never lean over.

Crash Precautions

Every pilot should understand the serious consequences of trying to turn with the engine off. It is much safer to crash into a house when going forward than to sideslip or stall a machine with engine trouble.

Passengers should always use safety belts, as the pilot may start stunting without warning. Never release the belt while in the air, or when nosed down to land.

Engine Noises

Upon the detection of a knock, grind, rattle or squeak, the engine should be at once stopped. Knocking or grinding accompanied by a squeak indicates binding and a lack of lubricant.

WATCH THAT FIRST STEP

The First Marine Air Wing had thie write up in their safety publication, Wing Tips of an AAR board's comments some 40 years ago:

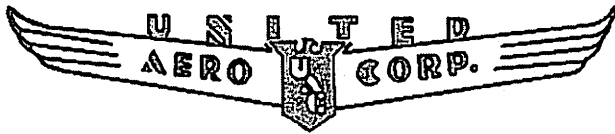
It was conceded by all that the pilot had accomplished a brillant piece of work in landing his disabled machine without damage under the circumstances. It is not with intent to reflect less credit upon his airmanship, but it must be noted that he is a well experienced aviator with over 40 total hours in the air, embracing a wide verietiy of machines, and this was his seventh forced landing due to complete failure of the engine.

It was doubly unfortunate that upon alighting from his machine he missed the catwalk on the lower airfoil and plunged both legs through the fabric, straddling a rib, from which he received a grievous personal injury.

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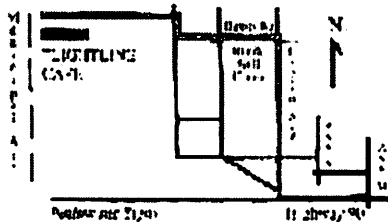
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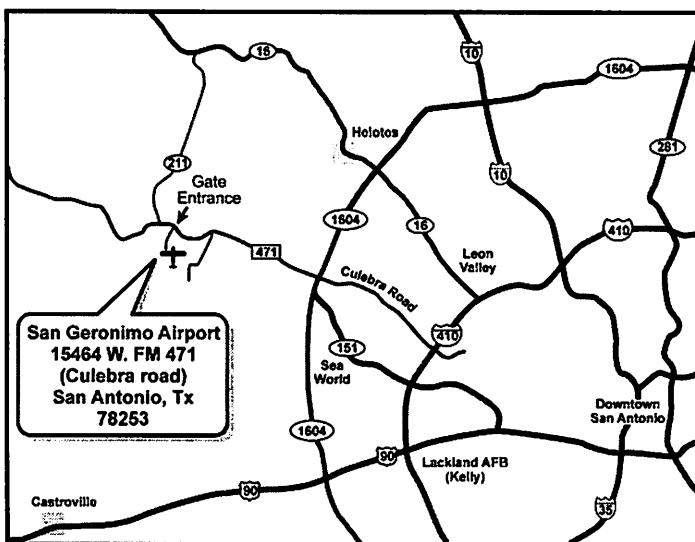


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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

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When Do you Meet?

Second Saturday of the Month

9 DECEMBER

CHRISTMAS BANQUET

SOCIAL HOUR 6:00PM

DINNER SERVED 7:00PM