



SHARPEN YOUR GAME

By Mark Julicher

When was the last time you practiced slow flight, ground reference maneuvers or stalls? I hope you did two out of three on your last sortie, i.e., the traffic pattern is a ground reference maneuver and every sortie begins and ends in slow flight.

OK, it was a trick question. So shift gears a little bit. When you did slow flight or stalls on your flight review did you do them expeditiously and crisply or did you fumble around a bit and have

moments of uncertainty? If so, go try this method of doing slow flight and stalls on your next sortie. Each maneuver is the set up to the next maneuver so fly these steps as a continuum transitioning smoothly from one to the next.

Climb to 2000 AGL or more – (depends on your comfort and proficiency) and then:

Maintain your chosen altitude and do 180 degrees of clearing turns, either a single 180 or two 90s. During the second 90 degrees of turn,

decelerate and configure for slow flight. As you roll wings level you should have flaps, gear, RPM and airspeed configured for slow flight, your altitude should still be what it was before the clearing turns and the stall warning should just be tweeting or blinking intermittently.

Keep your eyes moving! Note your nose picture and



<https://vrflightworld.com/2017/11/03/stall-plane-flight-simulator/>

tachometer, but no more than that.

Maintain altitude and airspeed and turn 90 degrees to the right and 90 degrees to the left. Shallow bank! Remember that the power will need some adjustment as bank changes.

Now back at wings level, reduce power to idle and add carb heat if required. Allow the nose to drop just a touch. You are now in a straight-ahead glide looking at an imaginary

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May 2018

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Next Event

May 12, 2018

Spring Cleaning

1000hrs-1200hrs

Chapter 35

Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
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Spring Cleaning



Yard and Clubhouse Clean-up

Saturday, 12 May 1000hrs-1200hrs

Lunch at Noon

PRESIDENTS COCKPIT

STEVE JONES



Making a Difference. On March 22nd, Phil and Susan Vaneau along with Darren and Susan Medlin represented EAA Chapter 35 at the San Antonio Aviation Hall of Fame Dinner. On April 28th, Phil and Susan led the way with a stellar Young Eagles Rally at San Geronimo Airpark. Wayne Fagen, of the Dee Howard Foundation coordinated with Phil and with several schools to bring the joy of flight to scores of impressionable young men and women. I'm going to make a plea directly to you at the end of this article. I'd like you to keep Phil and Susan in mind.

May Cleanup. It's here! Time to spruce up the joint. This year, we're taking a classic three-prong approach to winning this battle. We'll divide and conquer the clubhouse interior, the hangar, and the yard, with a particular focus on the Memorial Garden. Chuck Fisher has obtained the wood we'll need to recondition the benches. We'll be looking to you for tools and help resetting the stone edging around the garden and flagpole areas. Still others, please bring rakes. We'd like to get some of the not-so-mulchy leaves up off the ground to give our grass a fighting chance. Darren and Susan Medlin will miss the cleanup, but plan to rent a concrete grinder to level the sidewalk prior to their trip. Volunteers work hard, play hard. Our facility manager, Freda Jones will be setting out a volunteer's lunch of sandwiches, chips, drinks and cookies.

April Pancake Breakfast Fly-In. Forty-four intrepid ingesters gathered Saturday morning, April 14th for fluffy flapjacks. The morning breeze was crisp and, well...gusty with spotty rain. Four pilots flew in to partake, the farthest flying from Elgin, Illinois by way of San Angelo, Texas. Still others made their way from the United Kingdom to join us. For those with a careful eye, you might have noticed no sighting of the massive Memorial Mike Logan Grinnin' Griddle. Did we mention its stealth capabilities? All kidding aside, the griddle hid from the weather like a good stealth fighter, and will make an appearance at a later Pancake Breakfast Fly In.

Movie Night. Several members gathered Friday night, April 20th to marvel at the incredible heroism of our greatest generation, as we recounted the tenacity and grit of 5,000 glider pilots and untold thousands of airborne troops who made their mark on World War II in 'Silent Wings - The American Glider Pilots of WWII'. Narrated by Hal Holbrook, this documentary revealed the critical role gliders played in several World War II offensives and the sacrifices our heroes made for our freedom. Through rare archival footage and photographs, the film placed us at the center of the action in the dangerous world of the American glider pilot.

Flight Safety. It's been a rough month for General Aviation in San Antonio and the surrounding area. As you prepare for another flying season, please take stock of your aircraft, its various systems, consumables (fuel, oil), and most importantly, YOU. If you think you're rusty, seek out a CFI and shake out the cobwebs. We want to see you at the next meeting, telling us about your amazing flight.

Name Badges. You're right, the magnetic name badge board is filling up! Next meeting, new members have a look at the magnetic board. Your permanent membership badge may just be up there.

Are You Ready? Your chapter, over 120-strong, needs you. Do you have a skill or experience you want to share? Do you see something that needs just a little of your time to make it right? We're here because we believe in ourselves and our community. We know the joy of flight and want to support one another while we get the word out to the greater San Antonio community about the impact of aviation and the possibility of a vocation making airplanes go. Phil Vaneau jumped out of the cockpit of a freighter and right into the left seat of a Cessna to fly Young Eagles, and Susan has the same passion for aviation! Brian and June Goode work tirelessly to bring you memorable and relevant products in the Country Store. I could go on, and I will next month. My plea to you: get involved!

Until we meet again, fly safe and have fun doing it.



GONE WEST

CHUCK FISHER



Carl Bray

15 April 2018

The members of EAA Chapter 35 wish to extend our condolences to the family of Carl Bray. Mr. Bray, a member of the experimental aviation community, was killed in the crash of his airplane in a remote area of western Bexar county near the Medina county line.

(Photo courtesy of KSAT12.com)

CHAPTER BULLETIN BOARD

Chapter 35 Club Spring Cleaning

Volunteers' Lunch: The menu for the May volunteers' lunch is sandwiches and salad. We'll be asking a lot of our volunteers, so the volunteers' lunch will be complementary. We will not be asking for a donation.



On the menu:

- Turkey breast and ham sandwiches
- Garden salad with your choice of dressing
- Scrumptious cookies

To drink:

- Coffee, tea, soft drinks, water

Please bring:

- Step ladder
- Pole saw
- Garden hand tools for resetting edging pavers
- Leaf and garden rakes
- Mallet to set the wooden pins in the bench slats
- Tarps for moving yard debris

If we don't use all the tools brought that's ok. Oh, please put your name or initials on them. We had someone's tools from last year's cleanup for months!

April Pancake Breakfast: Forty-four members and guests convened for our first breakfast of the year. We enjoyed fabulous flapjacks, sizzling sausage, fresh squeezed orange juice and eye-popping coffee.

Thank you to our kitchen volunteers Peggy Fisher and Alan Inks!



SHARPEN YOUR GAME

CONTINUED

(Continued from page 1)

runway and slowly increasing backpressure. Recover from the ensuing approach stall. It is your choice to recover at the onset of buffet or at the stall break. Establish a climb at V_x until there are two positive indications of climb, i.e., VSI and altimeter show a climb.

While in this V_x climb, mentally switch gears. You just took off and are climbing over the 50-foot obstacle. Now raise the nose to a climb picture that the aircraft can't sustain, not too high, just high enough that in a brief time the plane will stall.

Once again, recover from the stall and establish V_x .

Now return to straight and level flight. Practice maneuvers are over.

When you try this sequence don't fly yourself into a corner where you are uncomfortable! If your skills are rusty, sneak up on this a little bit at a time, or get some dual time to build confidence.

Why do this sequence of maneuvers at all? Simple! It builds mastery of the plane near the edge of the flight envelope and it takes very little of that valuable flight time to perform.

The reason to slow the plane during the clearing turns is twofold. First, if you are not expeditious about slowing down you can easily fly out of the area you just visually cleared while you bleed off airspeed. Second, the induced drag during the turns will help you get slow so take advantage of the aerodynamics.

You should be able to maintain plus or minus 50 feet in slow flight and be looking outside most of the time. Shame on you if you look at the tachometer while making power adjustments. You should change power using your calibrated ears and then take a peek to

double check after the engine stabilizes. Turns during slow flight are also 90 percent visual. It is all about nose picture. Don't use more than about 10 degrees of bank to make these turns. Ten degrees will be very close to a standard rate turn and that is plenty.

The power off, aka approach stall is done from a stretched glide. If you pull up and do the power off stall from a shallow climb that misses the mark. The scenario is that you are trying to stretch your glide to a runway without adding power and oops! You get a stall and must recover.

It is poor stall recovery technique if you exceed V_x by more than maybe a couple knots. The scenario is that you are trying to save your bacon before the ground rushes up to smite thee. V_x is L/D max, or very darn close depending on aircraft weight. If you do see airspeed greater than V_x then you dumped the nose too far on the recovery and are not extracting maximum performance from the aircraft. Be smooth and deliberate and fly the numbers.

During the power on, aka departure stall pull the nose up to an unsustainable angle – perhaps point the nose at a handy cloud – and *Wait For It*. Wait for the stall to come to you, don't start yanking on the pole and forcing the stall too soon. If you force it, the nose picture at stall will be scary high and the nose picture during recovery can get scary low. Exercise patience and the departure stall/recovery is a non-event. Once again you are looking for V_x , but since the power is already high, the recovery is merely to roll wings level and relax backpressure. Do not snap the pole forward and make pencils and papers float around the cockpit. That is just unnecessary violence.

If your brain stays ahead of the airplane, this whole sequence should be accomplished in about five or six minutes, and it is fun!



ARIZONA FLYING-IT'S NOT ALWAYS GREAT

DENNIS SCHEIDT

Arizona Flying-It's Not Always Great

2-8 Mar 2016

My glider friends Bill and Charley, and myself had such a good time flying gliders in Maricopa, AZ and Marfa, TX last year that we decided to do it all again this spring. Our first trip would be in early March. Bill offered the use of a Suburban to tow the PW-5 glider to Arizona and we would leave the glider and the Suburban there for the duration. Unfortunately the trailer hitch on the Suburban was too high and the back of the glider trailer was only about 5 inches above the ground.

Wednesday Mar. 2

With no time left to correct the problem, Charley drove the glider trailer to my house with his small Toyota Tacoma. We decided to use my new Chevy Colorado for the trip. We would leave the glider in Arizona and drive the Colorado back to San Antonio as I would need it here. We would have to work out the Suburban hitch prob-

lem later.

The drive to Arizona was pretty much the same as last year except for the tow vehicle. We left here (my house at San Geronimo Airpark) about 10 AM and took Highway 90 to Van Horn, TX where Highway 90 meets I-10. Made tourist stops at the Lake Amistad Headquarters where they have a small but interesting museum, the Pecos River Bridge, and at the Judge Roy Bean Saloon. Saw the Aero-stat (large radar antenna in a tethered balloon) near Marfa but this time it was on the ground so we could see it much closer than we had seen it last year when it was up high. We spent the night at a motel in Van Horn, TX and had a good dinner at the local steakhouse. Drove 452 miles from my house here at San Geronimo Airpark to Van Horn. Charlie also drove about 100 more miles just to get to my house from Marble Falls.

Thursday Mar. 3

We had the motel breakfast and drove to Maricopa, AZ where the Arizona Soaring Operation is located. The drive was pretty much

ARIZONA FLYING

CONTINUED

(Continued from page 4)

like last year. We left the glider trailer tied down at the gliderport. Then drove to nearby Chandler, a suburb of Phoenix, and stayed at the Super 8 motel for four nights. We did 591 miles this day.

Mar. 4-6

Breakfast was always at the motel. Each morning we assembled the glider and put it back into the trailer each evening. I flew the PW-5 glider once each day. The weather this year was only marginal for soaring, not nearly as good as last year. It was good enough to fly but the ability to climb to high altitudes or to go somewhere was just not there. My best flight was 52 minutes and I barely got above release altitude. Charley also flew the PW-5 once each day, also with marginal results.

Friday morning Charley and I did a short hike at McDowell Mountain Park northeast of Phoenix. I love the desert in the cool morning.

Bill and Nancy arrived by Southwest Airlines on

Saturday morning. Saturday Bill did a flight in the PW-5 and stayed up just over an hour. On Sunday Bill took a flight with one of the Estrella Flight Instructors and got cleared to fly some of their single seat gliders. He may want to fly there later in the summer when the PW-5 would be back in Texas.

Mar. 7

Up early, checked out of the motel, and headed home. Stopped at Lordsburg, NM for fuel and a quick service station lunch. We made it to Fort Stockton and checked into a really nice Super 8 motel. We had a good filling dinner at a Kbob's restaurant. We drove 684 miles today. Driving without the trailer was a little easier and slightly faster.

Mar. 8

Up early, good motel breakfast and continued east on I-10. In Texas

we decided to stay on I-10 this trip. We wanted to visit the Junction, TX airport which is on I-10 for possible glider flying there. At Junction we went to the airport and talked to the airport people there. The airport has a nice wide 5000 foot paved runway, a shorter grass cross runway, and very little air traffic. There were no take offs or landings while we were there. The people there welcomed us to come fly the glider there. It would be a great place to fly gliders but we would have to have our own tow plane, not a big problem. I-10 between El Paso and Kerrville has an 80 MPH speed limit, very light traffic, and there are only a few small towns which the highway bypasses. You can really make good miles in those conditions.

Continued down I-10 to Kerrville where we headed to Bandera and then home by 1 PM. I had to stop at Camp Verde to show Charley the Camp Verde Store/Post Office/Restaurant and buy us each a big cookie. The store is at the Verde Creek and is where the US Army tried to use Camels for carrying freight long distances just after the Civil War. The store and its post office have been in



continual use since then. Gail and I have had lunch there many times. The food is great. We only drove 314 miles today. Then Charley still had to drive about another 100 miles to Marble Falls.

Conclusions:

Total miles for the trip was 2275. It was a nice trip, got to see friends, and did some glider flying each day in Arizona. Unfortunately the glider flying there was not nearly as great as it was last year. We will have another chance to fly there a little later and maybe things will be better. Hope to be able to fly at Marfa, TX too. It was a good trip, just not the greatest ever. Attached is a picture of the OMGC (Old Man's Glider Club) members at Estrella Soaring with the Estrella Mountains in the background. Left to right; Lee, Charley, Dennis, and Bill. The Estrella Mountains rise about 3000 feet above the desert floor.



SAFETY CORNER

CHUCK FISHER

The Red Baron

It's great to be the Red Baron. The wind sung in the wires as the evening sky became streaked with pink cirrus clouds, cool air passing the goggle and that magnificent 360 degree open cockpit view from a biplane. Yeah, the Red Baron could stay on patrol all evening on a day like this.

Until the Red Baron catches a flash out of the corner of his eye.

Diving down on the unsuspecting biplane at close range was another experimental aircraft. It was close and was closing fast. The biplane pilot had no idea if the other pilot had seen him, was instantly alarmed that a collision was imminent and jinked hard to avoid the aircraft, expecting a near miss. Instead the pilot of the other aircraft turned into him, now crossing low across the fuselage. The biplane pilot dove and turned again to avoid a collision, only to be zoomed by the other aircraft who then moved in close on the wing.

Pulse racing, the biplane pilot turned away again and hailed on all of the local radio frequencies to break off. He did not wish to fly formation or to be the target of strafing runs. However, despite every turn and altitude change he made, the other aircraft zoomed repeatedly or edged in close to the wing. Hand signals were exchanged but did not seem to matter, and no reply on the radio.

Finally the at-departed port. For evening tattered, heart was anticipated



LAST COMBAT OF THE RED BARON by Frank Wootton

Maybe it wasn't so good to be the Red Baron.

He banked the biplane toward the nearby airport, already dialed up on the frequency for it. Finally, the attacking aircraft pilot came up on the CTAF blandly announcing he was entering the pattern. Our biplane pilot was very familiar with the N number of the aircraft, having seen it within a few feet of his face. A rather, hmmm, vigorous radio communication ensued, and the attacking pilot should have been very clear that his aerial gamesmanship was not appreciated.

The biplane pilot, shaking, landed his aircraft safely at his home field, but his relaxing evening had been ruined. He'd been flying specifically to shake off a tumultuous work-week and stress-filled day. This was supposed to be therapy. What should he do now?

14 CFR § 91.111 *Operating near other aircraft* states that "(a) No person may operate an aircraft so close to another aircraft as to create a collision hazard" and "(b) No person may operate an aircraft in formation flight except by arrangement with the pilot in command of each aircraft in the formation".

Clearly the pilot who decided to attack the Red Baron had violated both of the provisions of the law. Not only that, he had done so de-

liberately and not heeded radio calls and hand-signals to back off. Regardless of whether his intentions were just to have a bit of playful fun, he had no idea what the Red Baron might have done, nor did his adversary know what he was going to do. Thus, there was substantial risk of an inadvertent collision that would have put both pilots at risk. The attacker was a bad pilot operating his aircraft irresponsibly...and illegally.



So, now that his blood pressure has come down the Red Baron has some options. He can a) assume that his radio call was sufficient counselling and leave it at that b) use the FAA Hotline and require the FAA to investigate and take action as appropriate or c) communicate directly with the pilot on his own as the aircraft was local and pilot/owner was known. I'll foreshadow the correct answer – there probably isn't one.

The FAA Hotline is the official way to report unsafe acts. From the FAA website "The FAA provides an opportunity for pilots and concerned citizens to report unsafe or hazardous aviation events or actions. The FAA Hotline accepts reports related to the safety of the National Airspace System, violation of a Federal Aviation Regulation (Title 14 CFR), aviation safety issues, and reports related to FAA employees or FAA facilities. The FAA Hotline provides a single venue for FAA employees, the aviation community and the public to file their reports." Reports can be submitted via web-based form at <https://hotline.faa.gov/> or by mail. However, complainants should know that after the investigation is complete, the reports are not anonymous and are a matter of public record.

Ultimately the decision whether to invoke the Hotline and FAA or take it on himself, depends on the Red Baron's comfort level dealing with another pilot, and what is the strategic end-point to prevent such an incident from happening to someone else. Is the desired end to have that pilot's certificate revoked or suspended or is the strategic result simply to have him hear loud and clear that his actions were not OK? It may be that hearing strong words and having to apologize to another pilot directly is sufficient for learning, and would achieve the strategic objective of preventing future stupidity. The risk, of course, is that should he repeat this sort of behavior, there would be no record of this event having occurred, and the next pilot might not be so lucky or forgiving.

So, what would you do?

Post-Script: In this case, the Red Baron contacted the attacker by mail and provided a phone number he could call. And, he called right away. He was courteous, never tried to justify his acts, and he was clear and apologetic for having screwed up. The two discussed the importance of each pilot in the community working to keep the others safe. Satisfied with his response, the Red Baron concluded there would be nothing to be gained by taking further action. In the end, after the battle the Red Baron and the Attacker resolved their issues peacefully and agreed to meet for a \$100 hamburger.

Yeah, it's good to be the Red Baron.



CHAPTER NEWS & FROM MEMBERS

YOUNG EAGLES

PHIL VANEAU

There is nothing like the sight of a youngster's smiling face after experiencing their first flight in a light aircraft. Chapter 35 volunteers made that happen for 41 flyers Saturday the 28th of April at San Geronimo. Mother nature even providing us a beautiful blue-sky backdrop.

The day started with several pilots flying in followed with a Volunteer Meeting serving Breakfast Tacos and Coffee. The Young Eagles Rally started at 0930 and included four stations for our guests.

Firstly, Freda Jones and Susan Vaneau expertly handed the mass of Young Eagles Registration. They made sure that the paperwork was right, explained the event, and finished by completing the Certificates and explaining the follow-on benefits for the new Young Eagle and parents. Not an easy task when a school bus full of kids and parents shows up.

The second station was Matt Van De Walle providing the soon to be Young Eagles a Safety Brief, Aircraft orientation, and answering some interesting questions. Thanks to Doug Apsey for providing his Taylorcraft L-2 Static for this briefing. Lew Mason also taxied his Flybaby for a static. Both of those airplanes next to each other were quite the sight.

The third station was flying. A huge thanks to our pilots who safely

flew a preplanned route over Lake Medina. . Dan & Gwen Mitchell, Chuck Fisher, Charlie Brame, Todd Kloss, Ron O'Dea, and Ian Heritch each flew 4-5 flights each. A variety of airplanes flying different speeds, deconflicting from each other and landing on our narrow 40' runway was made to look easy by our professional pilots.

The smooth flying operation could not of happened without our ground volunteers. Rick Vinas and Don Woodham marshalled the airplanes in and out of a busy flight (grass) line.. Our escorts pumped the kids up before their flight, ensured that they were safe on the flight line, and took pictures. Thanks to Peggy Fisher, BJ O-Dea, John Killian, Paul Wurster & daughter Page, Frank, Bob Hieronymus, Roxanne & Danny Beavers

The fourth station was Frank Plaz showing our guest the process involved with building an airplane. Frank's motivational speech exposed the kids to a world they had never seen. He was helped by escort Steve Jones herding the groups around the airfield ensuring a safe and fun filled experience.

Our first Young Eagles Rally was a great success. No definite date for our next but we will be shooting for early July. We already have kids signed up and are teaming with several schools.



NEW MEMBERS

RON O'DEA

Welcome to our new members:

David Lister He is from San Antonio and flies a C-172. He is interested in amphibian aircraft. He can be reached through listeraviation@gmail.com

Steve and Linda Plante Steve and Linda are from Natalia and are interested in building an experimental aircraft. They can be reached through whiteshiftxx@aol.com

Jeffrey and Norma Ferguson Jeffrey and Norma are from San Antonio and own a C-150. He also flies a C-172. They can be reached at jeff.ferguson@aol.com

Richard and Nina Carr Richard and Nina are aviation enthusiasts and look forward to participating in Chapter 35 activities. They can be reached at carrrd@yahoo.com

CHAPTER BUILDER'S

C/O DARREN MEDLIN



THIS IS A BUILD!

Darren took this picture of a jet car when he was at Sun and Fun. He thought that this would be a good Young Eagles project for the chapter.

He wants to know if anyone has any connections at any of the repair facilities at Port San Antonio. He thinks that we could get it "one piece at a time, and it wouldn't cost us a dime."

He said he could get some neighborhood kids to start on it if we can come up with the parts and equipment to build.

He said it should be able to get to SAT from 8T8 in less than 10 minutes.

He already has drivers lined up, if we build it.

(And I have some prime, irrigated farmland about 60 miles east of Corpus Christi I will sell you, if you believe this! R.P.)

Thanks for the photo, Darren.



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APRIL MEETING- SEE MORE AT <https://www.facebook.com/ea35/>

RICHARD POENISCH

The fly-in breakfast of Chapter 35 was held on a poor fly-in Saturday at the clubhouse. The super griddle was nowhere in site as the weather was not conducive to outdoor cooking or flying. Only four planes flew in. The weather was cold and overcast. That did not dampen the enthusiasm for the breakfast, however. There was an excellent turnout, including two guests from the UK, Derek and Helen Cowan. I don't believe that they left hungry! We also solicited volunteers for the Young Eagles Rally on 28 April.

The rally went exceptionally well with forty-six attending and forty-four flying, if memory serves me. If it doesn't subtract two from each. Many thanks to all the volunteers, both ground and pilots for all their hard work making the event go smoothly. I am sure that there were at least thirty people that greatly appreciated the chance to be around pilots and planes, and these were not the ones flying. Many adults accompanying the Young Eagle



candidates were just as impressed as the kids. Let's hope their interest keeps their kids motivated!



APRIL MEETING- SEE MORE AT <https://www.facebook.com/ea35/>

PHOTOS BY CHUCK FISHER AND RICHARD POENISCH



THE BUILDER'S CORNER

Mark Julicher

The Ubiquitous Imperial Valve

Many of our older aircraft use an Imperial fuel valve, and I can report with some certainty that the maintenance on these valves over the years has been spotty to non-existent. However, now days new Imperial valves can only be found at estate sales and e-bay auctions, so if you have not paid any attention to your Imperial valve, perhaps it is time to give it a look.

The Imperial valve is elegantly simple. A tapered plug sits in a matching tapered receptacle. Turning the plug opens and closes a through-hole. It is very much like the valves on a French Horn – everybody know about that right?



Photo 1

Fortunately the repair is easy. Just swap the O-ring or make new packing. The plumbing department at your favorite box store will have a blister pack with a short length of graphite or Teflon packing. If you have ever repaired an older sink faucet then you can easily do this repair.

Failure Two: Grit gets into the fuel system and scores the brass plug, or sometimes the original lubrication on the brass plug wears off and the brass squeaks and eventually galls. Photo 2 shows two brass plugs that have begun to fail.

Photo 2: Imperial Valves Beginning to Fail.

Photo 1 Imperial Valve Assembled and Disassembled

Looking at photo 1, can you identify potential points of failure?

Failure One: Most common seems to be that the valve stem packing dries out. It is that black object third from the top in the stack up. Early models like the one shown have leather and graphite packing. Later models use an O-ring. When the packing fails, the valve stem drips continuously.

Fortunately, the repair for failure two is not difficult if you catch it early. Disassemble the valve and clean it thoroughly with mineral spirits. Lubricate the valve with EZ Turn (aka Fuel Lube) and reassemble. If you catch the problem early enough the valve will work smoothly once again. If the scratches are so

deep that fuel lube won't keep the valve from leaking then you may try to lap the valve. To lap the valve, put fine abrasive in the receptacle and turning the plug back and forth. Toothpaste is an excellent abrasive for this task. Clean the plug several times during the process and you will see shiny places where the abrasive is wearing the brass down. Eventually the plug and receptacle will be a tight fit again... EXCEPT for one minor detail. If you are too aggressive with lapping, or if the scratches were so deep that mucho lapping was required, then it is entirely possible to reduce the size of the plug too much. At that point, the plug drops so far into the receptacle that the through hole does not align very well *and* the stop limit washer (that $\frac{3}{4}$ washer with the bump on it) will no longer engage the stop dent. I have one like that. It was an expensive lesson.

Failure 3: The spring that keeps pressure on the stack up fails. You might have a spring failure and never even know it. The repair is to rummage about and find a spring that is a close match to the original. It just has to keep modest pressure on the stack up so that the plug stays seated in the receptacle.

Failure 4: The end of the valve stem breaks off where the valve handle is screwed in. This is bad. Perhaps you can braze it and file it back to shape ... perhaps. Breakage happens when the valve sticks and someone forces it to turn anyway. Someone should have lubricated that valve a long time ago!

Some annual inspection checklists call for disassembly of the fuel valve every 500 hours. Some checklists do not address the valve at all. That is unfortunate. Given that Imperial Valve is out of business, and given that with a little attention these brass valves can last a lifetime, you should consider doing a bit of preventive maintenance at your next annual. A little extra effort will save a lot of grief... what's that old saying? A stitch in time is worth two in the bush??

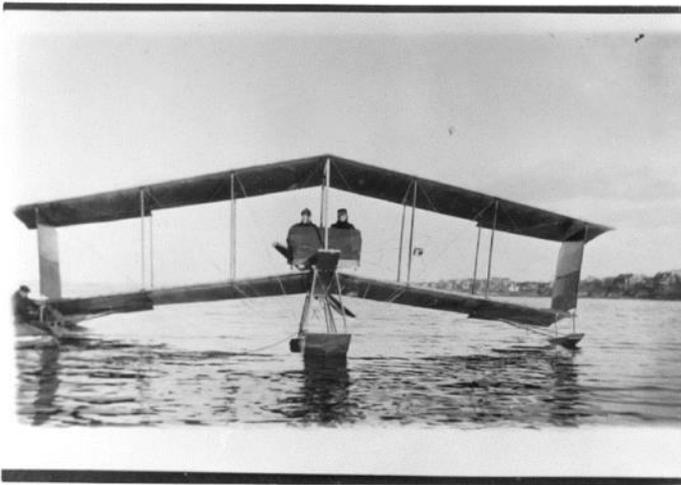


Photo 2



APRIL MYSTERY PLANE REVEALED

DOUG APSEY



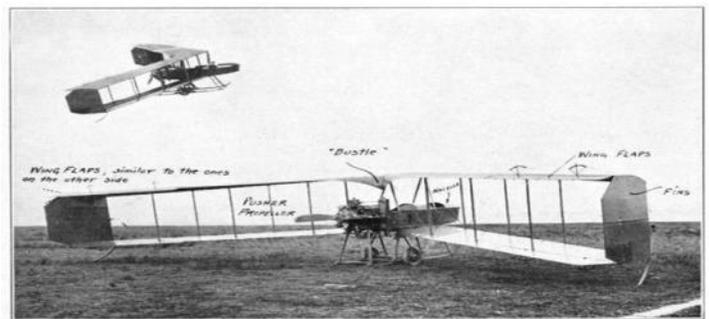
US Navy BD-2 / AH-7 (massairspace.org)

Congratulations to Charlie Brame for correctly identifying our April mystery airplane as the Burgess-Dunne Seaplane built by the Burgess Company and Curtis, Inc. The Burgess Company was part of the W. Starling Burgess Shipyard, a boat building company located in Marblehead, Massachusetts. Its owner, W. Starling Burgess, initially designed and built seaplane wingtip and fuselage floats but this soon evolved into an interest in aircraft manufacturing. In 1911 the company became the first licensed aircraft manufacturer in the US when it was licensed by the Wright Brothers to manufacture Wright aircraft. Burgess paid the Wright Brothers \$1000.00 for each airplane his company built under the agreement.

The Burgess-Dunne was based on the Dunne D.8 designed by John W. Dunne and manufactured in England by Blair-Atholl Syndicate, LTD of London, England. The D.8 first flew in June of 1912 and was a tailless, swept back flying wing bi-plane powered by an 80 hp Gnome radial engine. The wings had a span of 46 feet and were constant chord. The wing's angle of incidence gradually decreased as it approached the wingtip, eventually becoming negative. This unique wing design provided good lateral and longitudinal stability. The outer wing struts were enclosed with fabric forming fixed vertical surfaces that provided yaw stability. Wing tip elevons were used for control, operated by a pair of levers located on either side of the pilot. The right hand lever operated the right elevon and the left operated the left elevon. To climb, the pilot would simultaneously pull back on both levers and to descend, both levers were pushed forward. To turn right, the right hand lever would be pulled back while the left pushed forward.

The Burgess Company and Curtis, Inc. acquired the US manufacturing rights to build airplanes based on the Dunne D.8. Burgess built several variations of the D.8 design all using Dunne's

original swept back flying-wing design but with several different fuselage designs. Like the original D.8, all of the aircraft built by Burgess were rear engine, pusher-prop airplanes. The first Burgess-Dunne aircraft based on the D.8 was the BD-1A. It was a single seat aircraft with the pilot sitting in a nacelle rather than out in the open like the original D.8. It was designed to be easily converted from a land to a seaplane by outfitting it with wingtip floats and a large flat-bottom center float mounted under the fuselage. It was powered by a 100 hp Curtiss OXX2 water cooled V-8 engine. It made its first and last flight on January 26, 1914, stalling and crashing into Marblehead Harbor with Mr. Burgess at the controls. The second airplane the company built was the BD-1B which was partly made from salvaged remnants of the BD-1A. The nacelle was eliminated and a second seat was added with both the pilot and passenger basically sitting out in the open in tandem. The BD-1B first flew in March of 1914 using the same Curtiss engine as the 1A, giving it a cruise speed of 55 mph. The BD-1B was sold to the Canadian government in September of 1914 and was that country's first military aircraft. It was shipped to Europe during WWI but was damaged during shipment and, sadly, never repaired. A replica of that airplane sits in the National Air Force Museum of Canada in Trenton, Ontario. In October of 1914, the US Navy took delivery of a BD-2 that carried the Navy designation of AH-7. The BD-2 was a two seat side by side configuration



THE U. S. ARMY DUNNE TYPE BIPLANE

US Army BD-3 / USA No. 36 (Wikimedia Commons)

with dual controls. In December of 1914, a BD-3 was delivered to the US Signal Corp. It was a two seat tandem design with the pilot and passenger enclosed in a nacelle. It was powered by a 130 hp Salmson M-9 radial engine and had a maximum speed of 75 mph. This aircraft was fitted with a machine gun mounted in the front observer/gunner position. Burgess built a single BD-4 that was similar to the BD-3 but had an armor plated fuselage and machine gun mount. The US military never purchased this design but there was speculation the some were sold to Russia - this has never been substantiated. The Navy purchased a BD-5 in April of 1915 and this aircraft carried

(Continued on page 14)

MARCH MYSTERY PLANE REVEALED

CONTINUED

(Continued from page 13)

the Navy designation of AH-10. On April 23, 1915, Lieutenant Patrick Bellinger, who was the Navy's 4th aviator, piloted the AH-10 to a record altitude of 10,000 feet. This aircraft is also credited with



The Canadian BD-1B Replica (williammaloney.com)

being the first Navy aircraft to be armed with a machine gun. In May of 1915, the Navy purchased three more Burgess-Dunne aircraft. These were BD-6's which had tandem seating in a bullet shaped fuselage giving it at least the appearance of being somewhat aerodynamic. They were powered by a 140 hp Sturtevant 5A V-8



US Navy BD-5 / AH-10 (Vintage Air)

engine and had a top speed of 80 mph!! The BD-6's proved to be longitudinally unstable and were returned to Burgess for modifica-

tion to fix the stability problems. The Navy ended up accepting only one BD-6 after it was modified.

Burgess went on to build several more versions of the flying wing, models BD-7 through 12 for both the military and civilian markets. The Army purchased a BD-10 as a research airplane in September of 1916 and a couple other BD models were sold to civilians before production of their flying wing design was stopped in late 1916.

Sources for this article include:

<http://massaerohistory.org/Burgess.html>

https://en.wikipedia.org/wiki/Dunne_D.8

<https://www.thisdayinaviation.com/tag/burgess-dunne-model-bd-5/>

<http://www.wings-aviation.ch/21-USNavy/Burgess-Dunne/AH.htm>

<http://massairspace.org/virtualexhibit/vex2/9685DE28-2421-4C18-8525-194014898200.htm>

**NAME THE PLANE**

DOUG APSEY

May Mystery Airplane

Here is your May Mystery Airplane. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?

1. Who designed and built it?
2. What is its designation/name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. How many were built?





Country Store

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stow the bag within itself. This will let you take it along on a trip folded up inside another piece of luggage and then put it to use when you have more souvenirs than will fit into the big bag. We have some in inventory so get yours before it's time to go to Oshkosh. They are priced way below the mail order bags at \$30.00, which includes tax, title and delivery to 8T8.

SHIRT NEWS

We received some new Shirt orders at the January and February meetings for sizes not in inventory. They are now available at the country Store.

We presented a new item at the March meeting, it is the white

Fishing Shirt with the Texas State Flag on the back. It was a great success as we took orders for 18 of them. They are only available in men's sizes, so the ladies can order a size smaller than a regular lady's size that fits them now. If you normally buy a lady's medium, the you should order a small size.



BTW, they are also available with long sleeves, with a little button-down strap to hold them rolled up, if you choose to roll 'em.

The new TEXAS shirt appears to be just another white shirt from the front.

BUT,

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COFFEE MUGS	CH. 35 logo	\$7.00
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"Wash Wax All" Products	Under retail	

All prices include State Sales Tax

For merchandise please call Brian @ 727-709-1159, or email: ladybgoode@msn.com

All of the proceeds from the sale of EAA Chapter 35 Country Store merchandise goes towards supporting the activities of the Chapter, so buy some stuff. Today.



CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

MAY	12	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	9	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	14	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00-12:00 am 12:30 am
AUGUST	11	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	8	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER 	13	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
NOVEMBER 	10	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER 	8	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Local/Texas Events and Airshows

Aviation Calendar of Events websites

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

May 04-06 Central Texas Airshow 2018
 Draughton-Miller Airport, Temple, TX

May 12-13 Laughlin AFB Open House
 Laughlin Air Force Base, Del Rio, TX

May 12-13 Big Country Air and Space Expo
 Dyess Air Force Base, Abilene, TX

May 19 20th Annual Corsicana Airshow

C. David Campbell Field, Corsicana, TX
 May 19-20 Warbirds Over Addison
 Addison Airport, Addison, TX

May 26-27 Breckenridge Airshow
 Stephens County Airport, Breckenridge, TX

June 02 San Marcos Drive- or Fly-In
 San Marcos Airport, San Marcos, TX

June 09 CAF Central Texas Wing Fly-in
 San Marcos Airport, San Marcos, TX

June 30 Thunder over Cedar Creek Lake
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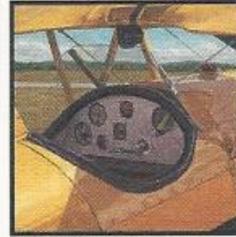


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50%	\$ 15	\$ 153.00	10%
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Secretary: 210-289-7445	Mike Landis mlandis7210@sbcglobal.net	Treasurer: 210-493-5512	Dee Brame DeeB@satx.rr.com

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Ron O'Dea 210-488-5088 r2av8r@gmail.com	

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*Chapter 35 meets
Each Second Saturday of the Month*

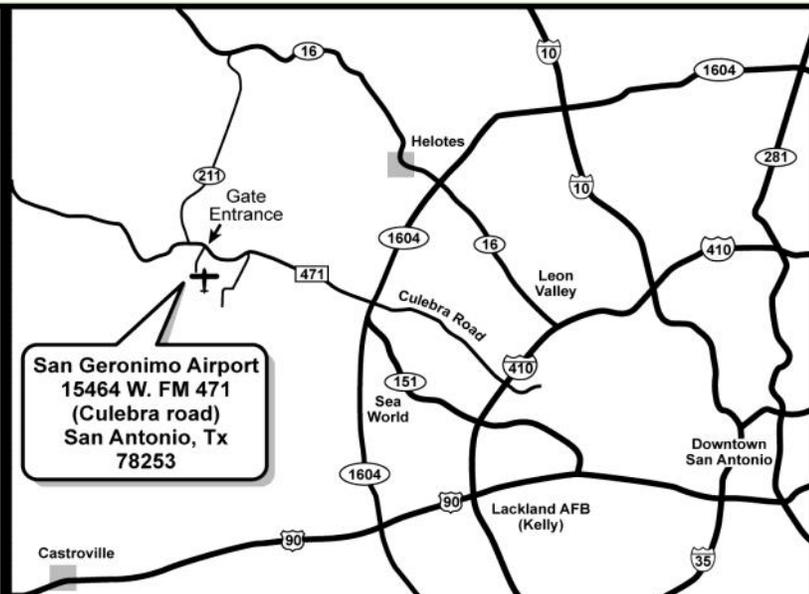
May 12th

1000-1200

May Spring Cleaning

Chapter 35 Clubhouse

Lunch to Follow



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

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