



The Leader In Recreational Aviation

RUNWAY 35

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PHOTOS CONTRIBUTED BY: D. BAKER, O. ZUNIGA

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TOOLS

By Oscar Zuniga

It was pouring rain outside Steve and Freda's hangar, so we were talking about tools while Steve swept out the water that kept creeping in under the door. Then he showed me the nifty new borescope that he was using to assist with the annual on the 152. What a useful instrument! Tiny LED lights out at the tip illuminate what the scope's digital eye sees, and the viewscreen at the handle displays everything in the path of

the eye on the end of the flexible gooseneck as it creeps deep inside the hollows and cavities of the airplane. Who would have thought that

such a whiz-bang James Bond gadget would ever be available to lowly hangar rats like us?

I reflected on this awhile later after the rain stopped as I pulled the prop on the A65 through a half-dozen blades, made the mags hot, and started the engine to take the Air Camper around the pattern a few times. What would the builders and experimenters of the

1920s and 30s have had in their hangars and toolboxes in their day? What would the Wrights, the Granville brothers, and later Curtis Pitts, Paul Poberezny, Steve Wittman, and the other experimenters have thought of our toolboxes of today?

Sure, we have straight-blade and Phillips screwdrivers, pliers, hacksaws, hammers, and those kinds of tools just like they had. We probably also have tin snips, side cutters, hex key sets, combination



wrenches, and files like they did. But what about the other tools that we take for granted nowadays? And what about the

materials? Forget about aluminum! Back in the late 1920s and early 30s, the only airplanes that were all-aluminum were things like the eye-popping Hughes Racer, the Lockheed Electra, and the Beech 18. Even before and after WWII, farm boys like Bernard Pietenpol, B.D. Maule, and Curtis Pitts were not very likely to have ready access to aluminum, and yet

TOOLS (CONTINUED)

(Continued from Page 1)

these days we can pick up a mouse and with a few clicks we can order it in every conceivable shape, size, and specification and can then fabricate and shape it into planes like the Zenith, Davis, and Van's that are on our field at San Geronimo. And the real magic part of the whole system are the drawn "pop" rivets that make aluminum construction so easy and affordable. Can you imagine the field day that the press would have had back in the day if something like a Hummel Ultra Cruiser would have taxied up alongside the Hughes Racer, at 1/100th the price and a fraction of the construction time?

But back to the tools. There were cordless drills back in the Pietenpol days but back then they called it a "brace and bit". It required no battery, was fully reversible and multi-speed, but no-

where near as versatile as our drill motors are today. Table saw? Band saw? Jigsaw? Circular saw? Reversible variable-speed drill? Naw... probably not in Pietenpol's hangar, at least not the type we see today. Back then such tools were driven by wide leather belts,

powered by water wheels or electric motors that ran the whole shop. Today we fire up the belt/disc sander to shape a small gusset like it was nothing.

Body filler, epoxy resin, Gorilla Glue, duct tape, even such simple things as ratcheting socket sets- probably not in the common man's tool box and some of them not even in his wildest imagination. Snap-On Tools? Craftsman? Home Depot? Forget about it. Fiberglass cloth, polystyrene foam board, mold release, plexiglass- as far from the average airplane builder's understanding as cellphones, back in the day.

"Hey Orville! Pass me the borescope so I can check to see if the wing-warp cables are riding OK on the pulleys inside the wing!"

"Yeah, alright Wilbur- I need to make sure the microwave is set to thaw out the roast for dinner by the time we get home from the airport tonight. I'll call on the cell or leave a voicemail at home so it'll be ready." Yeah, right ;o)



Electronic Edition

This newsletter is also available online and in color. Visit: http://eaa35.org/ENL/Jul_09/Jul_09.pdf

PRESIDENT'S COCKPIT

By John Latour

EAA Chapter 35 is a dynamic ever-changing aviation oriented environment. Chapter 35 improvements are the result of change. Before giving you the status of monthly activity, I ask you to bear with me as I gather the current Chapter 35 information that sometimes because history after Chapter 35 Newsletter printing.

CLUB HOUSE REFURBISHMENT: The hot topic this month is the EAA Chapter 35 Club House Refurbishment by Dave Baker & crew. We thank you Dave for leading us through this difficult time. And thank you Ch 35 members for you labor of love and charitable donations in responding to club house flood. We watched the effort in getting the club house ready for the June 13 meeting. It is unbelievable. I thank you for an outstanding job.

DREAM CLASSIS OF BUILDERS ACADEMY: Bob Severance and his team of young men worked on covering the elevator of Dream Classic on Saturday, June 20. Bob took the opportunity to teach the different processes of bonding fabric to the leading and trailing edge of horizontal elevators. The interest escalated as the on-the-job proficiency training progressed. Chapter 35 thanks you Bob, Richard Gramling and Louis Viggiano for your dedication in promoting education in aviation.

Bill Miller's BBQ & Covered Dish: Chapter 35 member enjoyed the BBQ main dish at the Annual Membership Picnic, June 13. Thank you for your donated covered dishes. Jim Havens took first prize in the ice cream area. He implemented a mechanized ice cream maker after lunch. His no sugar - zero calorie ice cream is a secret. Members really enjoyed the calorie free cool refreshment.

Merlin GT LSA: Here is status of the Merlin GT LSA project. The Brake system for both pilot and co-pilot is roughed-in. The GT Team chose a Poly Grip covering

process of dope and adhesive for covering airplane. Plans are to first cover the bottom part of fuselage and progressing to envelope fuselage and wings. Left over fabric material is for elevator, rudder and horizontal / vertical stabilizers. A strobe lighting kit for end-of-wing installation is on hand. One area critical to building the Merlin GT is the location of the right & left wing fuel tank support structure. The two tanks are in place. Proper clearances were met. The challenge exist in starting with a given tank size and squeezing it in first bay next to fuselage. It had us changing the locations of tank support structure. The Merlin engine offered us an opportunity in choosing a power plant. Many engines are considered for powering the airplane. The GT team leans toward the old reliable Continental O-200 engine.



ERCOUPE RESTORATION PROJECT: The word is out that John Kuhfahl restoration project is ready for viewing. John's involvement in restoration the LSA airplane reflects the commitment of EAA Chapter 35 members for support of historic airplanes. We are looking forward to the Chapter 35 photo presentation on August 8.

BOARD OF DIRECTORS MEETING: The quarterly board meeting is at 09:00 a.m. on Saturday, July 11. The agenda is to discuss Ch 35 Treasurer issues, World Record Flight for ALS, B-17 Tour, 2009 AeroEvent and Ch 35 club house (rent & lease). I encourage officers & directors to attend meeting.

2009 EAA AWARDS: Three Chapter 35 nominations were submitted for 2009 EAA Awards. The three nominees are faithful chapter members and loyal to the cause. They are key Chapter 35 members. Nominations will be identified at a later date. EAA will keep the nomination material on file for future consideration. We may also wish to supplement and update the nomination next spring. All three packages were transmitted to EAA well ahead of the May



ESIDENT'S COCKPIT (CONTINUED)

NEWS CLIPS

31, 2009 deadline.

First, the 2009 Major Achievement Award is for a nominee for who donated his time, skills and / or financial support to further aviation. Our nominee gave outstanding service to Chapter 35. His personal achievements in aviation are for support of education, active military aviation career, highly effective flight instructor and volunteered service to the chapter, airpark and community.

Second, the Newsletter Co-Editor – Publisher Award is for a nominee with proven EAA and Chapter dedication and service. Our nominee has proven service to aviation community and has an outstanding personal achievement in aviation. He has published the Chapter 35 newsletter by using his printer and facility. Our nominee gave of his time and experience toward improving Chapter 35 newsletter for over twenty years.

Third, the 2009 EAA Young Eagles Award nominee has single-handed lead EAA Chapter 35's Young Eagles Program for nine years. He coordinates all documents from planning for Fly-In(s), requesting Risk Management Insurance, recruits pilots / airplanes, assures current pilot / airplane certification and recruits volunteers. We are fortunate to associate with this high caliber member.

EAA Award Winners: Announcements are schedule for middle of July 2009.

EAA Chapter President's Reception – I received an invitation to join Ford Motor Company for the 6th Annual EAA Chapter President's Reception. The invitation is for me as Chapter 35 President and a companion. The invited is to represent Chapter 35 as special guests of Edsel B. Ford II and Ford Motor Company on Wednesday, July 29, 6 – 8 p.m. The invite is exclusively for EAA Chapter Presidents. NOTE: For the second year in a row I am grateful for the invitation to the largest annual aviation event in the world. It is a once in a life time opportunity. However, I respectfully offer my invitation to another EAA Chapter President.

"Flying improves with experience. As I enter my Golden years I say age improves because of flying." Author Unknown



PRESENTERS NEEDED

By Dave Baker

I am still in the need for program material and presentations for September and October, so won't you please step up to the plate and be one of the "factors" that make a successful EAA Chapter? Call or e-mail me at the number / e-mail address shown in this newsletter.

TRUCK AND DRIVER NEEDED

By Nancy Mason

WANTED Someone with a pickup truck to haul the stove (that was removed from the chapter building) down to Grissom Road Recycling Plant. They will pay for the metal. Thanks, Nancy

GROUNDS COMMITTEE CHAIR

By Steve Jones

Nancy Mason contacted me recently, and asked that I announce a vacancy in the position of Grounds Chairperson. It occurs to me Nancy has tirelessly tended to this need for as many years as I can remember. She remarked that it was time for another green thumb to take on this responsibility. Have you been looking for your niche? Are you ready to take on the position of Grounds Chairperson? Let's take a moment to thank Nancy for her many years of service to our chapter.

FIVE CARD STUD POKER RUN

AeroEvent



By Bill Bartlett
AeroEvent

OPEN TO ALL PILOTS, AIRCRAFT, PASSENGERS & PLAYERS

Capt'n Bill's Five-Card Stud Poker Run
"8T8 – CVB – 23R - HDO - 8T8"

(San Geronimo – Hondo – Castroville – San Geronimo)

Sponsored by Capt'n Bill - EAA Chapter 35 Co-Sponsor

Saturday July 18, 2009 – Full Power at 10:00 Hrs

Rain Date (If Applicable): Sat. July 25, 2009 – Full Power at 10:00 Hrs

Sign up at EAA Chapter 35 Headquarters (North end of 8T8) between 09:00 and 10:00 Hrs

Donation \$20.00 1st Place 35% 2nd Place 15% Balance To EAA Chapter 35

Donations not used for event expenses will apply to EAA 35's purchase of a clubhouse video picture frame and a flat screen TV/Monitor.

Rules and Procedures:

Pilot safety briefing.

52-card decks will be used based upon 10 players per deck.

If additional decks are used, ties will be settled by a 5 card showdown.

All flights must be completed within 2 hours from take-off to touch-down.

Dealer "burns" top card & deals 1 card face-up to each player prior to take off at 8T8.

Players fly to Castroville (CVB) & pick up second card.

Players fly to Devine (23R) & pick up third card.

Players fly to Hondo (HDO) & pick up fourth card.

Players return with all 4 cards to 8T8.

Players may choose to drop-out or donate \$5.00 to continue and see the fifth card.

Dealer deals the "burn" card face-down & the fifth card face-up to remaining players.

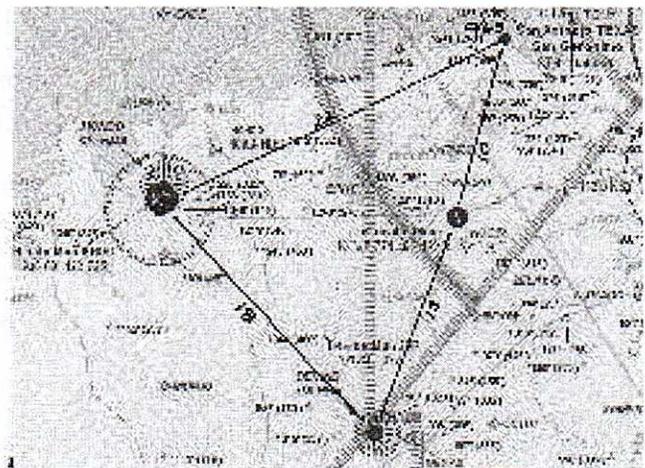
Player with the best poker hand wins 1st Place and 35% of donations.

If no 2nd place winners that payout will go to Chapter 35.

Player with 2nd best hand wins 15% of donations.

EAA Chapter 35's event Marshall's decisions are final. Live with it! This is a fun event to help our Chapter.

Poker Run Course - Subject to Change



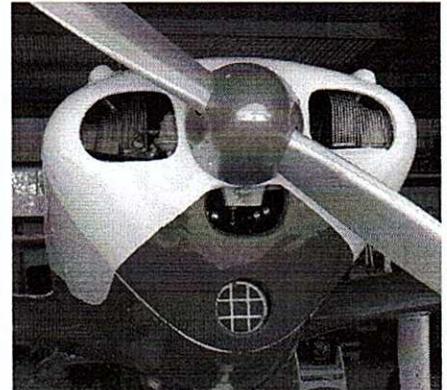
JUNE MEETING PHOTOGRAPHS

By David 'Artist' Baker



JUNE MEETING PHOTOGRAPHS (CONTINUED)

By David "Artist" Baker



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2009 CHAPTER CALENDAR

July 11 EARLY MEETING & BOARD MEETING 10:00 a.m.-2:00 p.m.

BOARD MEETING 9:00 a.m. Board Members

2010 ELECTION - Appoint Nominating Committee Ch 35 President

LUNCH: Pot Luck & Covered Dish 11:00 a.m. Chapter 35 Members

PROGRAM: 2009 Sun & Fun Fly-In Review After Lunch Jim Schlattman

July 18 AERO EVENT: FIVE-CARD STUD POKER RUN 10:00 a.m. Bill Bartlett

August 08 EARLY MEETING

2010 ELECTION - Canvas Officers & Directors Nominating Committee

BUSINESS MEETING 10:00 a.m.

LUNCH: TBD 11:00 a.m.

PROGRAM: Ercoupe Restoration After Lunch

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: Fun Flying RANS S18 Stinger II



Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$30,000 firm, Jim Havens, (210)680-7882 home, (210)347-2455 CP

FOR SALE: Continental O-200A. 36 Hrs SMOH, new cylinders, mags, starter clutch, wiring harness and oil filter attachment. All internal parts magnafluxed and balanced. \$11,000. Contact Roger Williamson (210) 403-0216 or (210) 316-4238

FOR RENT: EAA Chapter 35 Hangar Space. Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call Dan Cerna 210.688.9345, E-Mail dacerna@aol.com or John Latour 830.612.2232, E-Mail latourjohn@att.net

FOR SALE: Scot Chesler, 37HP 1/2 VW Engine Zero time, still in shipping container. Paid \$3,275 (Shipping container not included) Price negotiable. Please contact Jim Munro at (210) 685-9306.

FOR SALE: Thundergull 2000. Single seat, 20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAF, 3 blade Warp drive prop, ten gallon fuel tank, aluminum Hagar wheels. Basic instrumentation / EIS, ASI, ALT, COMPASS, ICOM radio, 150ft or less take off/ landing, cruise is 90 mph, stall full flaps 35mph, excellent visibility and handles like a fighter for only \$14,000. Contact John Behrendt at jbehrendt82@aol.com or call (920) 327-9395

FOR SALE: 1996 Merlin GT with 110 hp Continental O-200 engine, approx. 10 hrs on engine. Built by Gary Key and his Father-in-law who is a certified aircraft mechanic. Plane is hangered in



Roswell, NM. 6 pack instrumentation and all engine monitor gauges. Asking \$30,000. If interested contact Gary at 575-623-6537.

THORPEDO PARTNERS WANTED Two experienced pilots wanted to share cost of a new Thorpedo Trainer Light Sport Aircraft (LSA). Initial cost: \$25,000 per person. Ed Eades, 2400-hour retired Air Force Pilot. 830-612-2227 or 210-683-5942. Steve Cerwin, 1000-hour Instrument-Commercial Pilot. 830-612-3911 or 210-289-9592. Aircraft to be kept either at Castroville Municipal Airport or Medina River Ranch Private Airport near Pipe Creek.



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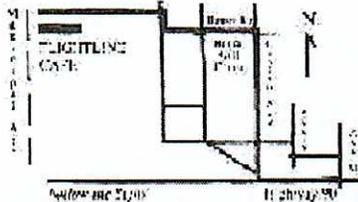


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HOURS

Seven Days 7:30 - 3:00

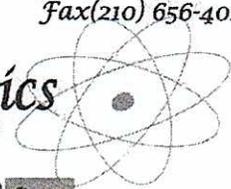
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