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RUNWAY 35



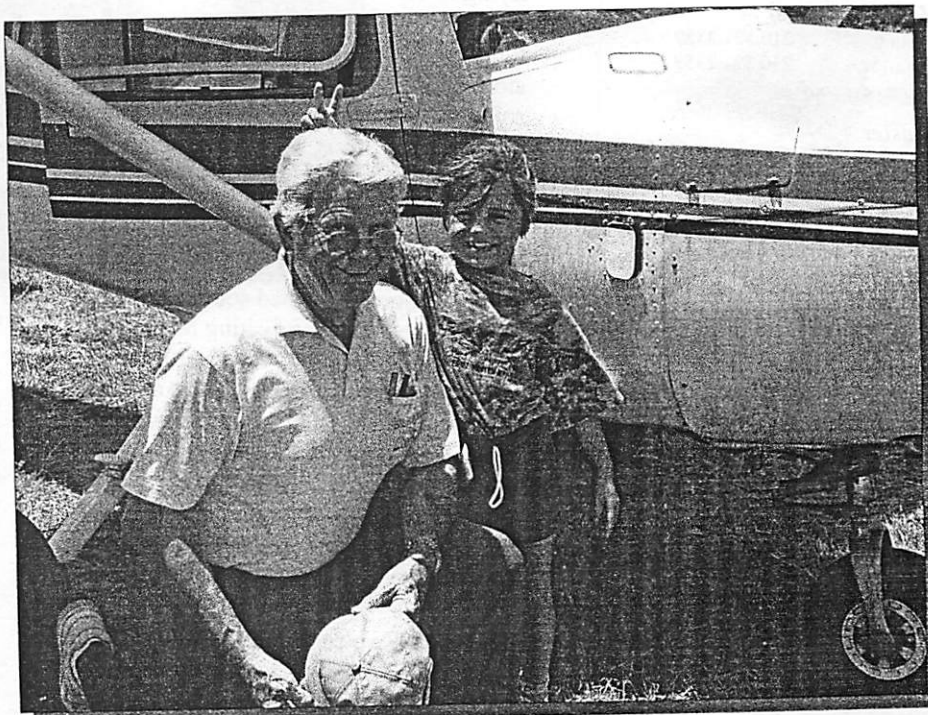
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Front Page News



Well folks, our chapter did it again! This time we flew 107 Young Eagles! As the photo shows, there were some smiling' faces around the airport! It seems to be "the same ol' theme", who had more fun. The kids or the adults? The chapter is getting the hang of it. We ran out of kids before we ran out of "gas". Our chapter leadership has us scheduled for a couple of more tries this year...

July Meeting

July Meeting

July Meeting

July Meeting

July Meeting

Debra Winegarten presents:

The Flying Schoolgirl

Katherine Stinson

Food by Ed...Food by Ed...Food by Ed...Food by Ed...Food by Ed...Food by Ed...Food by Ed...Food by Ed...Food by Ed...

The Best "Non-Award winning " newsletter of ANY EAA Chapter!

RUNWAY 35

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Chapter Historian

YOUR NAME HERE!



Clear Prop!!!!

By David C. Talley

- Well, it's another weekend...and I'm sitting in my room here in Colorado Springs. Wright Bates is somewhere in town with the Bonanza gang. He's doing the "Mountain Flying" course. Looking

out the window, I don't think much flying is occurring. The thunderstorms are rolling off the mountains.

- Terry Winnett, our intrepid Lieutenant, is home! I called south and he had just returned and was visiting Miriam. It seems he went a little "wild" with the spending thing. It seems he was making furniture instead of his ribs. He's (again) promised to give us an update.

- The Shooting Star Museum is having a big open house during the Independence Day holiday season. More news inside.

- This month we're "talking" Stinsons". *Girl Stinsons* that is! Debra Winegarten will be speaking on her book, *Katherine Stinson—The Flying Schoolgirl*. I understand she may be bringing a few copies. Miriam has this book and has really enjoyed it. I still can't seem to get it away from her...

- Key Aviation Term of the day: "Synthetic Vision". Someone please write us an article with everything there is to know about this exciting subject...



- John Kuhfahl may just save your life. Read his input to *Runway 35*.
- Jim McIrvin writes up our last YE event.
- The 99s invaded us. We sure were lucky! Read more on their great organization.
- Don and Norma Staats took a trip outside the lower forty-eight. Read about their "snow-boarding" adventure!
- Several chapter members rallied to "Clean Up Ship" on the Friday prior to our YE and Picnic event. Many things were finally checked off the "to do" list!

- We're still looking for that elusive "Chapter Historian". Ok now...which one (or two, or three of you) is ready to help organize the chapter's records of existence? Please call Norris Warner to "volunteer".
- Folks, it's time to become aware! We usually don't get too political in this rag, however, an interesting point was forwarded to me that I think MUST be dealt with. Read on...
- Did you know about the airplane usage tax in Texas? Mark Moscrip sent in something for all of us. Again, it's time to get moving!
- There's much, much more...please read on and enjoy your copy of *Runway 35*, the "Best Non-Award Winning" Newsletter of ANY EAA Chapter!

Please Read This...

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

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President's Corner

By Norris Warner



FROM THE PRESIDENT'S DESK...

Good weather, great crowd, great food, great friends! Our annual June picnic was all that it could be—and I heard this over and over again from members and guests. In fact, the guests were most vocal in their praise of how smooth things went and how many Young Eagles were born.

Our event manager, John Latour, did a splendid job in getting everything set, and then went on to plug the few holes that developed during the day. Our Young Eagles Coordinator, Brad Doppelt, handled the preparation for this National Young Eagles Day event with his usual finesse, and then proceeded to anchor the administration effort for the youngsters. Also, Jim Munro served us very well by keeping all the communications gear working perfectly, and I would be remiss if I didn't mention John Kuhfahl's unrelenting work in stocking the clubhouse before and during the day. Thanks to all.

My Bandera County neighbors, Jerry and Anna De Groot, again shared their photo artistry with us, and we've already gotten feedback from our kids and their parents about how wonderful they think their 8" X 10" pictures are. Anna also took a variety of other pictures of the event, and some of these are in this newsletter. Jerry and Anna are not "airplane nuts," although Jerry is a private pilot from years back. Nor are they chapter members, either, but in keeping with their tradition of helping kids, they devote a lot of time, energy, and money to assist us in our Young Eagles program. Thanks!

I hope a lot of us got to meet and enjoy the members of the local 99's chapter. Our Pat Wegner is a 99's member, and she arranged for these gals to meet with us and assist us with the Young Eagles. They are a great bunch of lady pilots, and we hope they will come back again and again.

Our "Country Store" did a fairly brisk business during the event, taking in nearly \$200.

Handling this important task was our Oshkosh Air Academy nominee, Cody Kelly, and his family from Bandera. By the way, Cody was named "Outstanding 8th Grade Graduate" last month, so our confidence (and money) is well placed. Thanks and congratulations, Cody.

Once again, the Tobias family—en masse—worked the kitchen, and served the crowd for hours. Out on the flight line, Gene and Brian anchored ground aircraft traffic in style, using Dave Baker's golf cart as a legitimate "Follow Me" vehicle. Thanks to all of you!

Working our version of "Air Traffic Control" was our old regular Bob Cabe, ably assisted by brand-new chapter member, Gene Kent. These gents kept all of the traffic really squared away, and our goal of absolute safety was achieved.

As is usually the case, Dave Baker, along with his always present sidekick, Guy Smith, cranked out the hamburgers and such on our new "Bob Day's Grill." And inside, helping with the kitchen duties was the ever-gracious, beautiful Betty Day, and my own daughter and granddaughter, Sherryl and Sarah Jewett along with Ute Tobias & Fran Mendez.

It was a pleasure to see our old friend Steve Formhals arrive in his RV-6. Since being reassigned to the Chicago area by his employer last year, we've missed his help. And not only did he show up, he flew many youngsters! Steve says he is counting on being sent back to good old San Antonio, so we'll hope.

Member Dave Sanford's Tailwind is truly a "first generation" homebuilt, yet competes very well in terms of performance. His Steve Wittman-designed bird is a beautiful example of the plans-built era, which once was the only route to flight. Thanks, Dave, for stopping by.


From Corpus Christi we welcomed two of the most admired members of our chapter. Of course we admire Dalton Kuder and his

bride Robin Moore bunches for their Caribbean-flying life, but they are great friends as well and they do serve to inspire us. Oh yes—they brought the chapter a gift—a framed picture of the Navy's "Blue Angels," and if you didn't already know, they are Navy!

Longtime chapter friend and Pulsar designer Mark Brown came by with his own personal Pulsar. It's always a pleasure to see this gent (and pick his brain). Those of us at the runway's edge when he departed got a special treat. Great airplane and great pilot!

Diane Wieman flew Young Eagles in her newly restored 1946 Aeronca Champ. One of the nicest restorations anywhere—and she did it—she also gave us perfect demonstrations of crosswind landing techniques. She is going to have to show me again—I screwed up my landing at my home base just a couple hours later!

Well—I've carried on long enough—except to thank all of the volunteers who made this possible: the pilots who suffered in the heat and paid their own expenses to fly over 100 Young Eagles; the crew of over twenty who worked long hours on Friday to make it all possible; and the cleanup crew who labored long after everyone else was either relaxing or had departed.

And this crew needs a very special hurrah! Burke and Kim Bristow and their youngster vacuumed, swept, and vacuumed again until the entire carpeted area of our club house was absolutely clean. And then I almost stumbled over Nancy Mason, who—on hands and knees—was scrubbing all of the tile floors, and bathrooms too. Nobody asked the Bristow's, nobody asked Nancy Mason—they just saw what was needed and went to work. Hard work. We are humbled—completely—by volunteers such as these. God bless you. 

Comments from the VEEP

By Don Staats



A couple of weeks ago we returned from Alaska. One of the things I noticed were the number of airplanes. When we passed an airport in Anchorage there were acres of aircraft. A very large percentage were conventional gear. I saw a couple of Aeronca Sedans, 7ACs, and Chiefs; some Piper Pacers and Super Cubs; Cessna 120, 180, 185; DeHavilland Beavers; Bellancas; Interstate Cadet, and who knows what else.

Every time we passed any pond or small lake there were one or more planes on

floats. (I understand that Anchorage has the most float planes anywhere in the world.) Unfortunately I did not get to see the float plane harbor. A lot of the tricycle gear aircraft we saw were on floats, including all the modern makes.

In Alaska there seems to be a sense of adventure not now found in a good part of the lower 48. Nowhere, does independence and freedom of action seem stronger than in the flying community---at least the little contact I had with it. We flew above many lakeside cabins on our gla-

cier trip that were isolated except by air. The owners flew in and out on floats and skis. Amazingly, the cabins were constructed from materials either found on site or flown in. A few years ago I saw a Cub at Oshkosh with bicycles strapped on the lift struts. I imagine a lot of lumber gets transported that way in Alaska!



News from Around the Patch...



WE NEED NEWSLETTER STUFF

Your Newsletter editors are constantly in need of material, and there is almost no limit to the subject matter. Some of you have been associated with rare or unusual airplanes or aircraft events (even bad ones!). Lessons learned are always in demand, as well as our dreams of what we'd love to build.

It is, of course, best to e-mail your offering to Miriam at miriam@satx.rr.com, because David Talley is at Colorado Springs nearly full time. If you don't have a computer, just mail your material to Joanne Warner, and she'll computerize it, proof it and e-mail it to Miriam.

We can't have a high quality newsletter without your help. Won't you share your story now?

RUMOR CENRAL

Scuttlebutt (how's that for—NAVY talk!) says that Steve Carlson and Paul McReynolds are arranging a hands-on sheet metal fabrication session for the last Saturday in October. We hear that metal shaping may be part of the fun.

If you have some ideas about this, contact one or both of the above.

Lost...Lost...Lost...Lost...Lost...Lost

Lost at Chapter Picnic in June—my pretty, little, one cell Purple Maglite flashlight. Somewhere on the grounds or in the clubhouse. Gene Kent (new member) 210.308.8043 or genekent@juno.com or call/see Norris Warner.

Help...Help...Help...Help...Help...Help



LOOKING AHEAD

By Norris Warner

Nothing is set in stone yet, but it looks like we'll be hosting a Pancake Breakfast and Young Eagles event in August, on the 10th. I'm guessing that we'll run from 8:00 AM to 11:00 AM for both of these tasks that day, but stand by for confirmed times. If you are willing to volunteer for leadership positions, please do contact me.



...News from Around the Patch

BOARD OF DIRECTORS' MEETING

Chapter president Norris Warner has called a board meeting for 4:00 PM, Saturday, July 13, 2002, our regular meeting date.

We have several items of business to act on, as well as firming up our calendar for the remainder of the year.

One item of special attention is our decision to support the Castroville Air Fair with a Young Eagles event on the third Saturday in October. Young Eagles pilots will have their say in this matter.

Another piece of business is the revision of our agreement with San Geronimo Airpark, Inc. All board members have had a chance to read the proposed version, so we should make some progress.

HELP!—REALLY!

By Norris Warner

Communicating by e-mail is so very, very helpful, that when we find we can't use it, we almost feel lost.

There is hardly a day that goes by that Joanne hasn't sent out at least a few e-mails for me, and through multiple addressees, I can keep everyone involved "in the loop."

If you are thinking about gaining this capability—**please do.**

If you have **changed e-mail addresses**, please let us know ***at once!***

ECI NEWS

Steve Carlson sent me a notice from ECI. They have introduced a new cylinder and are in the process of taking a new approach in design, manufacturing, and common sense.

ECI has recently introduced the "TITAN" series of cylinders. They basically started with a fresh sheet of paper and have come up with their solution to many problems that have been plaguing many owners of Continental and Lycoming engines.

You can contact them via phone (210) 820-8101 or on the web at www.eci2fly.com.

If you live outside the local calling area then try (800) 234-2359.

Ask for booklet #200 entitled "What You Should Know About TITAN Cylinder Assemblies by ECI."



...News from Around the Patch

Some More Extraordinary Airplane Pics

Justin Moore, once again, visited us with his camera and expertise. He has created a wonderful slide show. It can be viewed at:

<http://noticetoairmen.com/slides/view.cgi?list=junegeron>

Justin can supply prints for a nominal fee, and his mailing address is:

Justin Moore, 19918 Horizon Way, San Antonio, TX 78258 Phone: 210.481.7578

Shooting Star Museum



Pat Wegner and crew are thanking those who have served their country. The currently have a new display on Military Uniforms. Please call ahead to ensure they are open. Also, since the overwhelmingly majority of us can not fit into our uniforms, Pat would be very helpful in us "unloading" these items. Please contact her if you would like to donate your uniforms.

She can be reached at: 830.931.3837.
Her email is: pwegner@worldnet.att.net

Christmas Ornaments 4 Sale

Thinking of Christmas? You bet! But right now the focus is on the beautiful artwork of Jerry and Anna De Groot. The work of art that we are now selling is an incredibly intricate Christmas ornament which depicts our Chapter 35 logo (the guy on the bike peddling like heck to get airborne). Made of native Mesquite, they are signed by the artists, and serial numbered—and only 100 will ever be made. They come boxed, and we'll have some available at the next meeting. At a price of only \$8.00, most likely you'll want to buy a couple. Don't be late—these are truly gorgeous Christmas ornaments! They are selling fast, so be sure to get yours now!

WWW.EAA35.ORG

Steve Carlson (A Volunteer) has been busy keeping our website up and running with the latest news. Most of us are connected to the internet. So for some of the latest news, be sure to check the website. Also, Steve "sez" he, too, needs input for the site. Please call or email him with your ideas/contributions.



WARNING—WORN SPARK PLUGS CAUSES LOSS OF POWER!!!

by John Kuhfahl N5050Z

Hindsight is sometimes 20/20... and many of you after reading my article will say "I knew that," but I still want to share this story with you, because it may save your life and your airplane someday. **Bad and/or incorrectly gapped spark plugs causes lower RPM -- and if you look at your power curve, a significant drop in horsepower.** When was the last time you checked engine static RPM or glanced down at the tachometer after opening the throttle to see if you were in safe RPM operating limits? Do you know what is safe for your engine/airplane? I do now!

I know I'm rusty and re-learning things from 35 years ago, but I got comfortable thinking the magneto check was my final engine check prior to take-off—wrong! All the mag check does is tell me both banks of mags/plugs are about equal and both sides are firing.

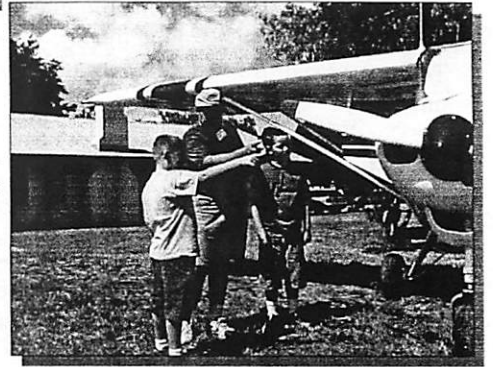
Since I "discovered" this wonderful concept of checking engine RPM (much help from many of you and putting all the pieces together in my mind,) I feel compelled to report my findings and put them in print. I've heard from lots of "too proud to look at the gauges" people that you can "hear" if you don't develop full RPM. Whatever—but I don't believe it! If you look at take-



off accident statistics, many were caused by key on one mag or carb heat "on" while operating at gross loads in high altitudes or high-density altitudes. An engine with bad plugs acts at least as bad, probably worse—you can lose a couple hundred RPM. Point is, the pilots did not "hear" they were not developing full RPM—if they had looked at the tach they could (should) have aborted takeoff.

As some of you know I own and operate a PA22-108 Piper Colt aircraft. At first I liked the plane, but love it now that the Lycoming 235 C1B is putting out more power. My *Operator's handbook* says nothing about RPM takeoff limits—however, the *engine operator manual* power curve chart shows at 2600

RPM I get the full 108 HP but at 2100 rpm, which was all I was getting with bad plugs, I was only developing 55 HP! The *Flight manual* spells it out—I need 2200-2450 RPM for normal safe takeoff. My plugs were carbon – black, burned and pitted, and worn to 50 thousandths gap on some, but with new plugs (\$20 bucks a piece—but my baby is worth it) I now get 2250 RPM. (I'm going to work on getting some more RPM also)



'Nough said—you get the point, what I learned, and what you need to do—check that static RPM, glance down on initial roll, and make sure you are operating in limits.

A Visit to AOPA HQ

by Miriam S. Talley

While planning a trip to visit my sister in Mount Airy, Maryland, my hubby David reminded me that AOPA Headquarters was just down the road in Frederick. So needless say, a visit was put on my itinerary. My sister had also told me countless times about this "cute little airport" just down the road from her in Frederick, that David and I could fly into.

Knowing my love of airports and airplanes, my sister planned a road trip to the airport a day after my arrival in Maryland. A quick check of the phonebook showed the AOPA address to be on Frederick airport. When my nieces, ages 3 and 5, learned of our trip to an airport, I was serenaded with the theme from "J.J. the Jetplane" (a PBS cartoon)...over and over and over. Pulling up to the airport, my eyes set up on a beautiful red white and blue Trinidad, as seen on the cover of the June AOPA. The ramp was packed with every type of airplane imaginable...even a sad looking old Stinson waiting for a little tender loving care. We made a visit to the Frederick Air

Center (FBO) and were greeted warmly by the receptionist. I was given a complimentary Maryland Airport Directory and bought the perfunctory embroidered polo shirt and hat for David. The "little" airport was really active for mid week having two paved runways of 5220x100 and 3600 x75.

The AOPA building was less than a minute drive from the FBO. We were again greeted warmly by the AOPA receptionist. I asked if we could get a tour of the facilities. With in a few minutes a very lovely lady by the name of Kim Lee met us with gift bags in hand. My two nieces received embroidered AOPA hats, lapel pins and aviation related coloring books, crayons and booklets. My sister and I also received embroidered hats, lapel pins and various educational aviation handouts. She gave us a very personalized tour of the facility. We saw their very extensive aviation library and met the faces behind the phones and multiple services. Everyone was more than friendly and made us glad to be there.

It was also very obvious that everyone loved their job and were proud of the services they were providing to the general aviation community. Kim Lee updated us on the latest, of a constant series, of battles that the legal beagles are fighting up on "the Hill" to save general aviation. We also learned that president Phil Boyer leaves instructions that he wants to personally meet all AOPA members that come to visit. Unfortunately, Phil was out of town on one of his "Town Hall Meeting" tours, but we got to step into his office which, as expected, was filled with aviation prints and airplane models. By the end of the tour I had gained a better appreciation of the very dedicated folks of the AOPA and realized that the benefits gained from being a part of the AOPA far outweighed the annual membership fee. If you are not a member of AOPA, I encourage you join. Not counting all their other services, their efforts on the political front to save general aviation, are worthy of our support.

The International 99's

by Miriam S. Talley

(the 99's were a big help with our last young eagles...I heard some folks say "who are the 99's?", so I figured I would introduce this wonderful group here. Information was taken from the 99 website)

On November 2, 1929, twenty-six women gathered at Curtiss Airport, Valley Stream, New York. The weather wasn't favorable and most drove in or came by train. The first order of business was the selection of Neva Paris as temporary chairman, then the presentation of flowers to Viola Gentry, who was recovering from a crash following an endurance record attempt. The women conducted their business in a hangar above the din of a Curtiss Challenger engine running up as the work of the mechanics proceeded around them. Tea was served from a tool box wagon on wheels.

Eligibility and purpose were quickly decided upon. Membership would be open to any woman with a pilot's license, and the purpose was "good fellowship, jobs, and a central office and files on women in aviation". Choosing a name was a little harder. Some offerings were The Climbing Vines, Noisy Birdwomen, Homing Pigeons and Gadflies. Amelia Earhart and Jean Davis Hoyt put a stop to the nonsense proposing the name be taken from the sum total of charter members. Thus the group was momentarily the 86s, then the 97s and finally the 99s. The name/number stopped at 99, but the membership thereafter grew worldwide. Louise Thaden was elected secretary and worked tirelessly to keep the group together as they struggled to organize and grow until 1931, when Amelia Earhart was elected as first president and the group was named for the 99 charter members.



Museum Displays

Today the NINETY-NINES, INC. is an international organization of licensed women pilots from 35 countries - they currently have over 6,500 members throughout the world. They are a non-profit, charitable membership corporation holding 501(c)(3) US tax status. The International headquarters is located in Oklahoma City, Oklahoma. Although there are other female pilot organizations in various states and nations, virtually all women of achievement in aviation have been or are members of The Ninety-Nines.

The Ninety-Nines are professional pilots for airlines, industry,

and government; they are pilots who teach and pilots who fly for pleasure; they are pilots who are technicians and mechanics. But first and foremost, *they are women who love to fly!*

The headquarters, located in a two story building complex on six acres at the Will Rogers World Airport in Oklahoma City, Oklahoma, is home to their large archival records, video

oral histories, personal artifacts, collections and memorabilia, and biographical files on thousands of women pilots from around the world. This is also the site of their new 99's Museum of Women Pilots.

99s Mission Statement

- Promote world fellowship through flight
- Provide networking and scholarship opportunities for women and aviation education in the community
- Preserve the unique history of women in aviation

Women Pilots.

The following are the websites for the 99's organization and museum: www.ninety-nines.org and www.ninety-nines.org/museum



The inspiration for the museum logo was Louise Thaden's Travel Air in which she won the 1929 Air Race



Col. Paul Tibbetts, Dorthia "Dodi" Johnson Moorman, Dora Dougherty Strother and crew of the B-29 *Lady Bird* at Elgin AFB, Fort Walton, Florida, June 1944. (Photo courtesy of The Women's Collection, Texas Woman's University)

SAN ANTONIO CHAPTER 99s

by Gloria Blank, President SA 99s

Our chapter was chartered in November 1957 with 15 members. Our membership now ranges from 30 to 40, and includes student pilots who are now members of the 99s as Future Women Pilots.

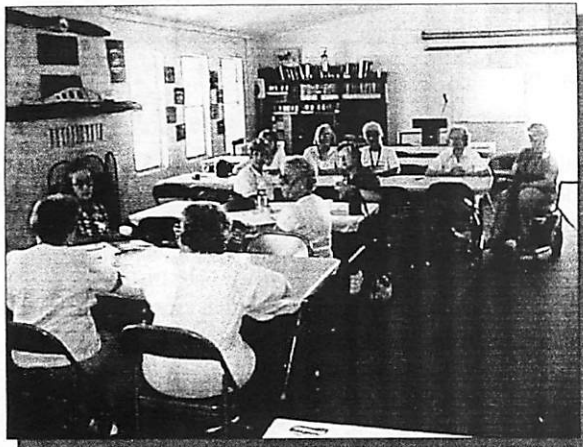
We have always been an active chapter very supportive to the mission statement of the 99s, aerospace education, safety and promote fellowship through flight.

Over the years, we have provided airport



Flying Companion Seminar that was well received and we are credited with the signing of the proclamation in Texas declaring April 2002 as Women in Aviation Month as well as participating in the World Precision Flight Competition and National Intercollegiate Flying Association competitions.

We are an informal group of all ages who just love to fly! We generally meet on the second Saturday



of the month and all are welcome. We try to make our meetings interesting, and are always planning some project. Right now, we are beginning the plans for a special fly-in next year in celebration of aviation's 100th anniversary.

We go into schools to represent aviation during Career Days, and present programs on aviation. Some of our proudest moments are sponsoring a

project. Right now, we are beginning the plans for a special fly-in next year in celebration of aviation's 100th anniversary.

For further information please contact me at: 830-510-4693, or by e-mail: gloria@indian-creek.net

We'd love to have you participate in our chapter events.

Time to Become Aware!

This is why we need to start NOW on security plans for both SAT and SSF and attempt to have plans that are economically realistic, but which will be accepted by TSA.

Dave Marshall

AVflash Vol. 8, Issue 23b Thursday, June 6, 2002

SECURITY HONCHOS TAKE AIM AT SMALLER AIRCRAFT...

It's headed for a little airport you know and love. The Transportation Security Administration (TSA) is on the brink of establishing an office of general aviation security -- to see what can be done about all those pilots and pax who board private planes and fly willy-nilly around the country with nail clippers and tweezers. John Magaw, head of the TSA, told the American Association of Airport Executives at their annual meeting late last month that the TSA will create the new office as soon as possible. "General aviation is a

security concern for us," Magaw told the gathering. If you're one of those who's been thinking your freedom to fly is beneath the TSA radar ... think again.

...PRINT MEDIA FEEDS THE FRENZY...

The mainstream media is doing its part to make sure that little airplanes are seen as a threat. In the latest round of punditry, Sen. Herb Kohl (D-Wis.) created newspaper headlines with a rehashed version of the Chicken Little story. In Sunday's Washington Post, Kohl said small, privately chartered aircraft could be turned into weapons of terror. "We're at this point missing entirely on the dangers of private aircraft," Kohl told the Post. USA Today ran an editorial about GA security on Monday, and managed to pose some additional concerns that spill over to Part 91 operators, including worries about VFR flights. "Flight plans are not required from pilots fly-

ing small planes in clear weather," the editorial said, "so air traffic controllers have no way of knowing if a plane goes off course, perhaps heading unexpectedly toward a major city."

...LIGHTS, CAMERA, YELL AS LOUD AS YOU CAN

CNN's Crossfire smelled the blood and invited the hounds to a nationally televised fight Monday night. Coyne marched into battle with the air-charter industry's point of view and managed to get a few words in edgewise despite the verbal fray. The pundits representing the Chicken Little viewpoint attacked in true Beltway form. Pay attention, out there. The charter business is taking it on the nose right now, but it won't likely stop there. This one could very well affect *your* freedom to get in *your* airplane and fly somewhere *you* want to go.

It's Time to Go Flying (Another in the Series)

by Julius Junge

Sitka spruce has long been the desired wood for use in aircraft. But, since it has increasingly gotten harder to find and more expensive we won't consider it for use in our airplane.

There are excellent substitutes that we can use. Very high quality Douglas Fir is readily available. Ponderosa Pine, comparable in many respects to spruce, is as easy to buy as fir. Yellow poplar can be used but there is a problem with it. You can't see the grain. Often, a piece has to be sawn and then broken to see where the grain is. You can get around this by laminating pieces.

Plywood will be needed and the best, for our purposes, is the Australian Hoop Pine ply available from Riteco Supply in Houston. It comes in 1.5, 3.0 and 6 mm. 4 by 8 sheets are the norm but they will cut to 4 by 4 for UPS. Price is about half the cost of birch.

It will be necessary to cut and plane our wood to the sizes needed for longerons, cap strips etc. There are people with the facility to help you with this. Don't worry about having to buy a lot of tools and machinery. I know of one airplane built with only one power tool - a sabre saw. If anyone needs help in this area, I will be glad to assist.

The wood is put together with glue, nails and screws. Several glues that suit our purposes are available. T-88 epoxy, the polyurethanes and Titebond II. We may use all of these as no one type will work well in every case.

For wood truss ribs, Titebond II works well. It tacks fast so the rib can be removed from the jig as soon as one side is done. Then gussets can be put on the other side. T-88 works well when applying skins. Depending on temperature, you have up to 30 minutes before it begins to set. This gives time to align the skin and attach with nailing strips. Polyurethanes work well in this area as well as other structure. Proper application of polyurethane glue is critical. Follow the directions on the container. They differ for each manufacturer.

There are special nails for use in aircraft

and we may use some. They are not absolutely necessary, however. A very handy tool in this regard is a combination staple/brad driver. A very good gun which drives 20 ga. staples as well as 18 ga. brads can be found at Woodworkers Supply. They are on the internet. This can be used to apply nailing strips as well as gussets on ribs. Staples are easy to remove after the glue has set. The brads used are not rust proof and may rust over a 20 to 30 year period. Should not be a problem.

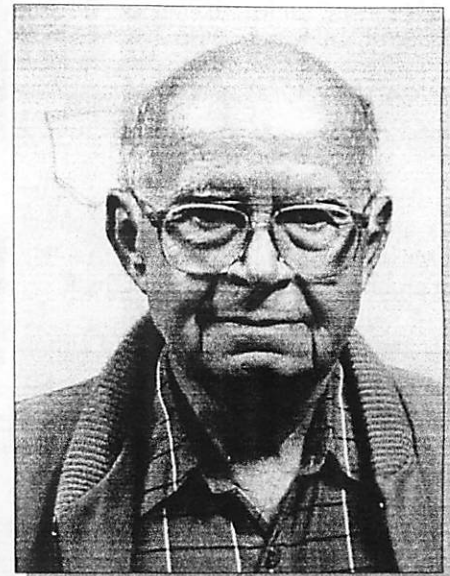
Bolts and nuts used in high stress areas, wing attach, strut attach, landing gear and engine mount should be AN. For other areas Grade 5 will do.

Cable should be aircraft grade. The cable at Home Depot may look the same but don't buy it. It doesn't have the same strength.

There is no rule that requires a VFR, Daylight only airplane in uncontrolled airspace to have any instruments. It is recommended that you have engine instruments. If water cooled, cooling system pressure gauge will tell you more than the temperature gauge. You should have both, however. Most engine instruments can be bought at Auto Zone or Pep Boys. If you have a battery powered ignition system (and no charging system) a volt meter will tell the condition of the battery. With two small batteries, the second can be used when voltage of the first drops below 8 volts.

The plastic tube airspeed used on ultralites can be used on your airplane when connected to a pitot. I have seen an electronic compass combined with an altimeter for use in autos selling below \$100. Check J.C. Whitney. Our airplane won't need a GPS, radio or transponder. If you can't get from Hondo to Kingsbury without them, stay close to the airport.

We'll cover our plane with the uncertified dacron from Aircraft Spruce or Wicks. Spruce has a better selection. The fabric will be glued with nitrocellulose lacquer from Home Depot. It is the best fabric cement that I have found and it doesn't cost an arm and a leg.



Dope will not be used on our plane. Takes too much and costs too much. Instead, we will prime the fabric with a cross coat of black Weatherall acrylic latex from True Value Hardware. Apply with a foam brush and work into the fabric. Follow with a light sanding.

The color coat is a water based acrylic enamel made by Bruning. It is a fantastic paint. Great coverage and very durable. There is little buildup and the thinner is free. When finished spraying, take the gun apart and throw it into a bucket of water. Can't get easier.

Our wheels come from Northern. They have two sizes meant for wheelbarrows that will work well. If you are flying off grass brakes are probably not necessary. If off pavement you will need them. Go cart brakes can be adapted.

Items such as the throttle quadrant, fuel tank, tail wheel etc. can be done by the average builder.

Now we have only the engine and prop to do next time.



Alaska Bound...

By Don Staats

Norma and I returned from Alaska just in time for the June Picnic. In fact, we arrived at San Geronimo about 11:00 p.m. on Friday and spent the night at our hangar. Fairbanks had 78 degree temperature when we left but before that the highs were in the 50's. Saturday at the picnic required some adjustment to the change in climate.

Everything "they" say about Alaska is true and the only thing you need to say is its "AWSOME." We spent three days in Vancouver, B.C. and then boarded the Sun Princess for a cruise up the coast and ending up in Seward. From there we traveled overland to Anchorage, Mt. McKinley, Denali and Fairbanks. If you want to be a pioneer Alaska is still the place to do it. We heard that the population per square mile is so light that if you used the same averages for Rhode Island their total population would be 16 people!

The highlight of the trip, for me at least, was a flight onto a glacier at Mt. McKinley. We departed from the main airport in Talkeetna. (They have two airports. A surfaced airport with an FBO or two and the Village airport which is a gravel strip two blocks away. The whole town is about the size of San Geronimo Airpark and the main Airport including ramps and buildings is about twice the size of San Geronimo.

We took off in a Cessna 185 equipped with skis. I was in the right seat (keep your hands off the controls!) and Norma was in the jump seat in the baggage area. She had the best view. It was unobstructed out of both sides of the aircraft.

Our pilot was a young woman just 31 years old and needed a lot of cushions to reach the pedals. That was the only thing she was short on. The take-off was smooth and we climbed out to about 10,000 feet and wound our way into the mountain. For trivia buffs McKinley, or Denali as it is officially called in Alaska, is the biggest and tallest mountain in the world at 20,300 feet. Everest is considerably smaller, only 12 or 13,000 feet. The big difference in overall elevation is due to the fact that Everest starts from a base of 20,000 feet and McKinley from a base of 300 feet.

As we flew between the peaks along the massive south face we

saw several glaciers. We started descending into Don Sheldon Amphitheater to land and the immensity became apparent. The ski tracks looked about 200 feet long! As it turned out the landing was greased in and our speed dissipated as we went up hill. The pilot made a wide 180 in the snow and stopped with our left wing pointing back down the runway for our eventual take-off.

We spent about 30 minutes on the glacier. While we were there, a DeHavilland Beaver came in and dropped off 2 climbers. There were 450 climbers somewhere on the mountain. They set up a base camp and then proceed about 1,000 feet a day as they become accustomed to the altitude. They are usually on the mountain about two weeks. Only 50 percent will make it to the top.

Reluctantly we climbed back into the plane and began our journey back to Talkeetna. We stayed low and followed gorges down, flying along the Ruth glacier. The pilot retracted the skis and we were ready for our landing. The landing was great and our adventure was over---but not forgotten. In the comments book at K2 Aviation I wrote that I wished I could handle a plane that well after 30 plus years of trying!



MANY HANDS MAKE LIGHT WORK,

” as my Mother used to say—“

By Norris Warner

By e-mail and through the Newsletter we put out a call for help to prepare the clubhouse and surrounds for our annual picnic. We assembled about 1:00 PM on **Friday**, June 7th, and worked until around 4:00 PM or so. We had over twenty members helping out, and that really did spread the work.

As you may know, Louis Johnson has been helping get our clubhouse electrical system in shape, and on this day, assisted by John Kuhfahl, he installed our new, “super-sized” parking area lighting. This is an impressive array of expensive equipment, “liberated” years ago by Dan Cerna, and is now fully functional. By the way, Louis refused to be reimbursed for parts and pieces he added. Thanks!

Bob Masters along with Lew Mason, had earlier erected our new 10’ X 20’ sunshade, and so we proceeded to place and cover it. Bob had made up a set of ground-anchor-concrete-filled-buckets (how did you ever move these, Bob?) which worked really well. (After the big day, we took the cover off, but we’ve left the frame assembled). This sunshade proved to be a great addition.

During our “Thanks to the Volunteers” party held after our April

event, we discussed the need to put the sight level of our “Air Traffic Controllers” way above lawn-chair height. This time, we erected one set of scaffold-

ing, which really got the guys up in the air. This really worked out well, according to Bob Cabe.

The concrete-ended benches which we had been promised for weeks never made the deadline, so we picked up three “temporary” benches for the memorial flag pole area. Leading the assembly crew (millions of screws and stuff) were Pat

Wegner, Jody Doppelt and son Ryan, and Deck Yoes. Being naturally clumsy, I soon got out of the way.

The one guy we can always count on to handle the tough jobs, Terry Gombert, showed up with his vintage, 1950 Ford pickup to single-handedly move several truckloads of logs away. I insisted that he allow helpers, which he reluctantly did. A lot of work.

Inside the clubhouse, Ed Seurer started to load some of the foodstuffs we would need, while others—Gene Tobias and I—made the new grill ready. Back inside, my redheaded bride, Joanne, along with Pat Wegner and



Jody Doppelt got the “Country Store” ready, and also set up and covered tables.

Yep, “many hands do make light work!” Here’s a list of those I remember being there—and my apologies to those I’ve forgotten.

“Clean Up Ship” Crew

| | | | |
|-----------------------|----------------------|---------------------|----------------------|
| Bob Cabe | Jim Havens | Lew Mason | Joanne Warner |
| Danny Daniels | Buzz Heye | Joe Paduh | Norris Warner |
| Brad Doppelt | Louis Johnson | Fred Pennell | Pat Wegner |
| Jody Doppelt | John Kuhfahl | Ed Seurer | Deck Yoes |
| Keith Flemming | John Latour | Dave Talley | Ryan Doppelt |
| Terry Gombert | Mike Lynch | Gene Tobias | |

You are all chapter heroes. ‘Many, many thanks!



EAA Chapter 35



**Pancake Breakfast
Fly-In & Drive-In**

Young Eagles Rally

Free Flights for Kids Ages 7-17

San Geronimo Airpark (8T8)

Saturday, August 10th

8:00 AM to 11:00 AM

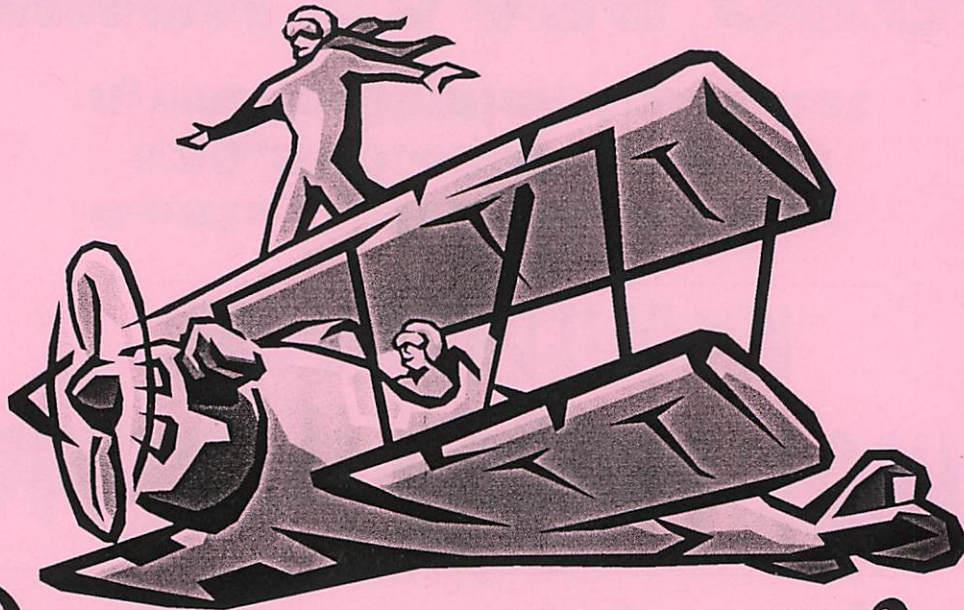
**Contact: Norris Warner
830.510.4334 (metro)
njwarner@indian-creek.net**

WWW.EAA35.ORG





EAA Chapter 35



Pancake Breakfast YOUNG EAGLES Flights Kids 7-17 Fly FREE!

San Geronimo Airpark (8T8)

6 miles west of 1604 on FM471 (Culebra Road)

Saturday, August 10

Pancake Breakfast & YOUNG EAGLES flights: 8 am – 11 am

Contact: Norris Warner, (metro) 830-510-4334, njwarner@indian-creek.net

Jim McIrvin, 210-275-7780, pilot195@rocketmail.com

For More Information: <http://www.eaa35.org> and <http://youngeagles.com>



EAA Chapter 35 Picnic & Young Eagles Rally June 8

by Jim McIrvin

San Antonio's EAA Chapter 35 hosted our 2nd Flight Rally of 2002 on International Young Eagles Day, June 8. We were fortunate to have favorable weather with the morning clouds giving way to a clear blue sky peppered with beautiful "white puffy's." Participation by chapter members was outstanding, and several members of the 99's were present to provide valuable assistance as well.



Two new Young Eagles display the glider and t-shirt under the shade tree.

Chapter 35's Flight Rallies typically include either a picnic or pancake breakfast, and we open the door to any pilot that wants to fly in for the food. (We do limit Young Eagle flights to those pilots meeting EAA requirements, of course). Each pilot has a dedicated escort that coordinates with the folks registering Young Eagle candidates, escorts the youngsters to the plane, presents certificates to the youngsters as the complete the flight,



Mike Lynch and a new Young Eagle. Mike used Ed Seurer's Piper Tri-Pacer. Thanks Ed.

and escorts them back off of the flight line.

Each Young Eagle is presented with a black and white photo taken with their pilot (2 more volunteers!), a T-shirt with the chapter logo, and a balsa glider.



A view of the flightline shows some of the aircraft being used. In addition to those flying youngsters, two aircraft were used as static displays to show the Young Eagles how airplanes work.

By 3 pm, we had flown 96 new Young Eagles, with another 11 receiving their second flights. A total of 11 pilots flew the Young Eagles, then two or three pilots made "an extra lap" loaded with the fabulous ground volunteers.



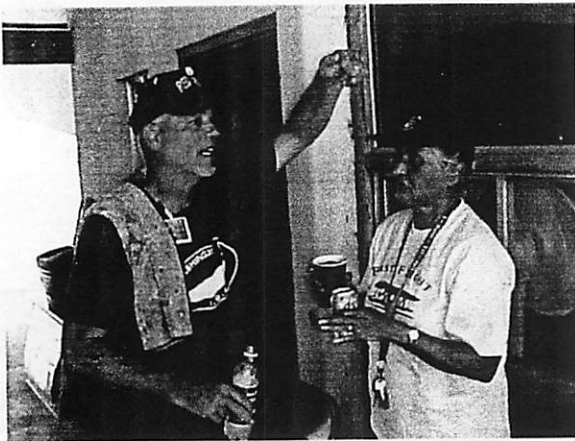
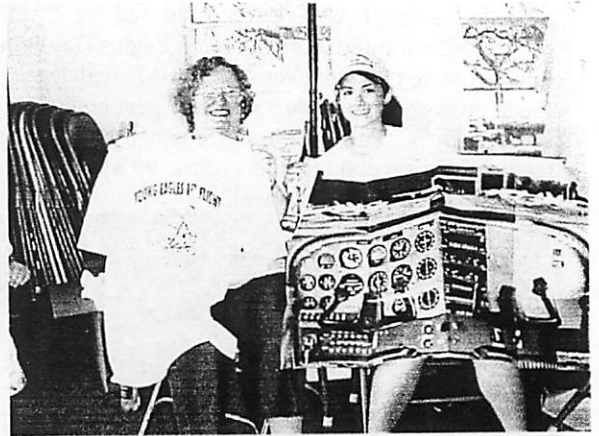
A view from the left seat of Lori's C-195. Look at the grin!

Scenes From the Picnic



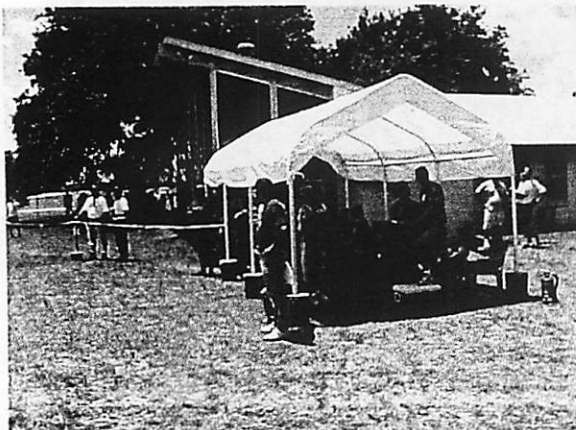
Left: Grillin' & Chillin'...Dave Baker & Guy Smith.

Right: Winnie Clements & Katherine Stump holding down the fort. Winnie is a "99er" and Kate is a new member working on her PPL.



Left: "Man-o-the-Hour"...John La-Tour, this events coordinators. John did an outstanding job with all of the duties involved. Thanks, Big Guy.

Right: Cody Kelly and family, selling up a storm. This counter brought in almost \$200.



Left: Shade tent sure did help out!

Right: Under the shade of the beautiful live oak...

Paul M°Renyolds is finally up and out! Harlin Tibbitts jabbin' it up with Mark Brown.



Young Eagles 2002

by David Talley



Our second Young Eagle's flight rally for the year, held on June 8th, proved to be our most successful event yet in terms of coordination, flow, and FUN! After considering the past situations, and putting on our thinking caps, the YE event was shifted outdoors. Outdoors to the pilot's shack that is. Things were pretty hot in there with Brad Doppelt and the DeGroots keeping things moving. Brad "manned" the computer, registering the kids and printing their YE certificates. The DeGroots set up photo central. The shade tent was set up along side of the shack. This kept things (somewhat) cool for those assisting out of doors. For the pilots, Ron Paduh brought a HUGE cooler full of bottled water. Smart thinking' ahead of time! This item made the difference on a hot Texas day! The Bristow family kept things organized coordinating the flow of kids, planes and pilots. The 99s dropped by to volunteer en mass! Eleven Ninety Niners helped out with escort duties. They were a beautiful addition to our event! A new control tower was erected. Bob Cabe and Gene Kent kept things coordinated in the air and on the ground. This new outdoor arrangement really seems to work out for the whole group.

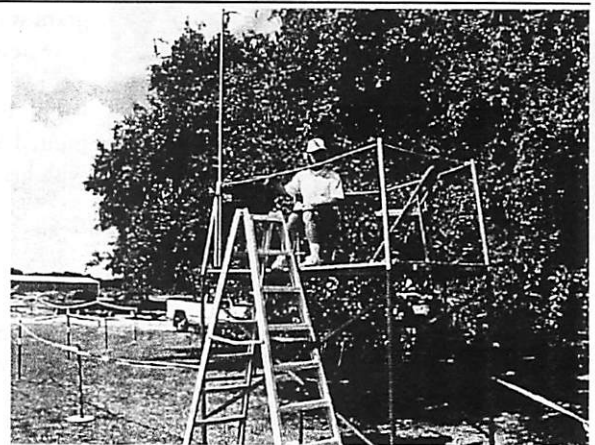
Inside the "Chapter Shack" things were held down by the Tobias family along with some help from the Warner's bloodline. They kept everyone fed with food they'd prepared and with things fresh off the Bob Day grill. Without the Young Eagle inside there was more room for folks to relax in the air conditioned shack.

John Latour did a wonderful job coordinating the entire event. By far this Young Eagle and Picnic event was the best in our recent chapter's history.



Above: The "Corpus Christi" connection...donating a beautiful NAVY Blue Angels poster for the chapter house.

Below: The Bristow's "manning" the mic.

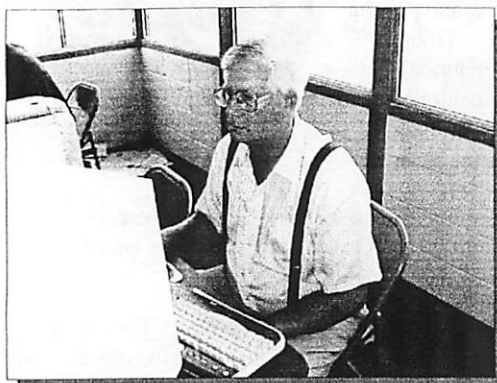


Above: Ground control to Major Tom...A new control tower help with Bob Cabe's duties! Gene Kent kept him company.

Below: The Kitchen Krew (Well most of them, that is...)



Young Eagles 2002 (Con't.) Pilots & Crew



Left: Jerry DeGroot trying to keep up with his lovely bride's input. Anna kept the camera clickin' away while Jerry kept the printer busy!



Right: Keith Fleming and his Husky along with one smiling kid. Keith does a great job handling his super "Super Cub"!



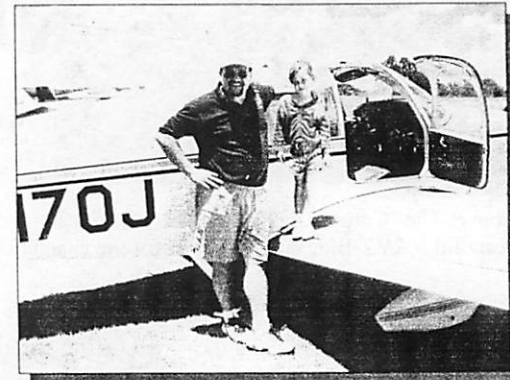
Left: Young Eagle coordinator, Brad Doppelt doing the computer duties. Being a software engineer saved the day! Dave Talley's version of the YE program was old, and Brad's database new. Hum. All fixed!



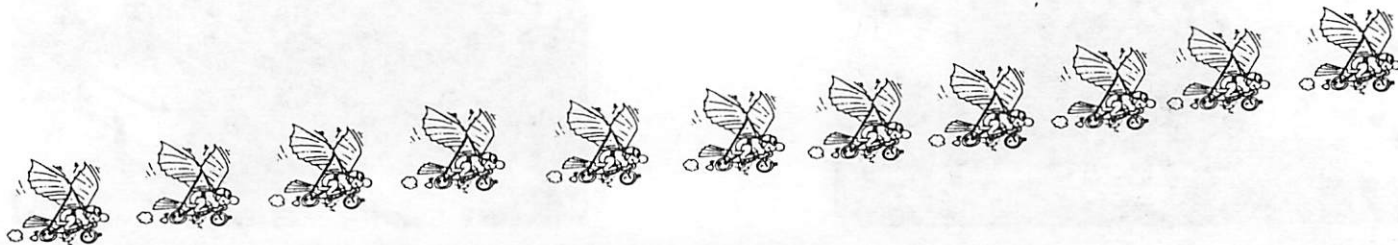
Right: E.D. Yoes and a newly minted Young Eagle (along with his dad).



Left: Steve Formhals (former member) flew all the way down from the Chicago area just to fly YE! Thanks for visiting, Steve!



Right: Dave Talley, "Editor-at-Large" and one new Young Eagle. Thanks to Mark Moscrip who graciously loaned out the plane for the day!

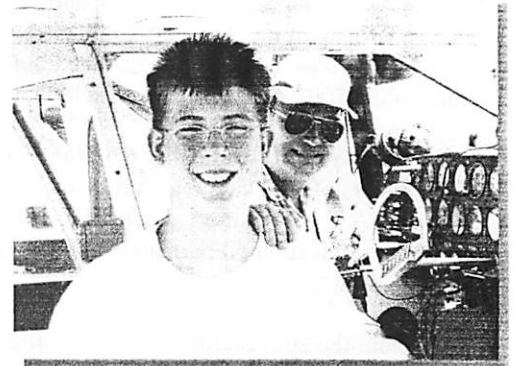


Young Eagles 2002 (Con't.) Pilots & Crew



Left: Louie Viggiano and one of his Young Eagles. The Champ is one neat plane to have a first flight!

Right: Mike Lynch saddled up Ed Seurer's Tri-Pacer and had a ball flying another round of YEs.



Left: The Paduhs get into the act in a BIG way. Here Ron is grinning having shown another young one the joys of flight in his brother's Bonanza! Ron, when are you gonna get that Stinson? Hum...

Right: Web Guy...Steve Carlson gets into the act every time he can. He rents "triple four" for the YE occasions.



Left: Danny Daniels with a slightly "bigger" Young Eagle. Danny brings his trusty C-150 to the event every time!

Right: Diane Wieman along with her Champ and a newly hatched Young Eagle. Remember, Louis's and Diane's airplanes are one serial number apart!



Left: Jim McIrvin with another "load" of kids. Jim's wife, Lori, loans Jim the plane for the day so he can fly (quite a few) Young Eagles. ☺

Both M^cIrvin's are BIG supporters of the Young Eagle Program. Thanks!



Hammin' It Up

by E. D. Yoes, Jr.

Thanks to the leadership of the Chapter 35 Board and the generosity of the San Geronimo Association, a group of radio amateurs were allowed to use the Glider Port as their location in the 2002 Amateur Radio Field Day.

Former employees of Datapoint Corporation (remember it?) and members of the Datapoint Amateurs and Technicians Association (D.A.T.A.) reunited to take part in a 24-hour civil defense communication preparedness exercise and marathon on-the-air contest.

Throughout the 20th century and continuing today a major emphasis for radio amateurs has been public service, especially emergency communications. Time and again, after floods, storms, and disasters like the World Trade Center bombing, ham operators have provided civil authorities essential alternative message handling and coordination channels.

We hams practice this every year during Field Day.

A group of eight former D.A.T.A. members spent Saturday morning June 22nd putting up antennas and making preparations for the contest kick-off at 1300 hours.

We set up three transceivers: One made contacts on the high-frequency bands using only CW (Morse code) to communicate. A second one began by using only voice communication on HF, but changed over early Sunday morning to sending and receiving an advanced form of digital transmission. The third station operated voice on the VHF band at 50 MHz.

Members of Chapter 35 turned out to assist. Ed Seurer brought his amateur HF rig out to serve as a stand-by in case some other transceiver croaked.

Dave Baker and Dan Cerna helped by arranging to have the main gate stand open throughout Saturday until the contest ended Sunday afternoon. Dan also showed how to use the grill in case we decided to prepare pancakes on Sunday morning. The D.A.T.A. gang did not take advantage of that; we breakfasted on coffee and a huge batch of chocolate chip cookies baked by the wife of one of our group.

Bubba Hunt showed up to learn about Field Day and recall some history of the San Geronimo development.

Norris Warner landed at the field on Saturday afternoon to visit and confirm that the hams were keeping their antennas well clear of the runway.

All three of our stations used batteries for power, and during daylight continuously re-charged those batteries using solar cell panels.

Our VHF station made 6 contacts using 5 watts for a total of 30 points.

Our voice station struggled to make 28 phone contacts. Using 5 watts of power on HF phone is a formidable challenge, but it scored a total of 140 points.

After 0300 Sunday, this transceiver was changed to using narrow-band phase-shift keying and thereby got another 46 contacts before the contest ended, for a total of 460 points.

And the CW station positioned just north of the Glider Port made 470 contacts for two points each times a 5 power factor for at total of 4,700 points. The most distant contact was a station in South Africa.

| | | |
|-----|-------|--------------------------------|
| So: | 4,700 | using CW on the HF bands |
| | 30 | using voice on 6 meters |
| | 140 | using voice on the HF bands |
| | 460 | using digital modulation on HF |
| | <hr/> | |
| | 5,330 | operational score |

We also earned bonus points as follows:

| | |
|-----|---|
| 100 | for 100 percent emergency power |
| 100 | for publicity (press releases) |
| 100 | for operating from a public location |
| 100 | for having a public information packet |
| 100 | for copying the W1AW Bulletin |
| 100 | for at least 5 contacts using solar power |
| | (ALL our contacts during daylight qualify.) |

600 bonus points total

This brings our over-all score to 5,930 points.

We won't win 'top station' in our class in the South Texas section, but we can hold our heads high and say: "Thanks, Chapter 35! Thanks, San Geronimo!"

Then we say: "Boy am I tired! I'm getting too old to stay up 24 hours talking with 300,000 other U.S. hams..."

And, finally: "Now NEXT YEAR, what we ought'a do is..."

E. D. Yoes, Jr.
San Antonio

A Moment in Aviation History

(taken from *T-Hangar Tales* by Joseph P. Juptner)

by Miriam S. Talley

Like a good many other young men of modest means in the late 1920's and 1930's, mechanically-minded "Bernie" Pietenpol of Spring Valley, Minnesota found it difficult to afford flying. He did want to fly in an airplane of his own, but couldn't afford to keep up the average production-airplane that was up for sale at that time. Having in mind something smaller, simpler and cheaper to operate, Pietenpol decided to design and build his own airplane. He fiddled with several designs before coming up with the happy medium "Air Camper" in 1928.



1930 as an airplane that just about anyone could build, the "Air Camper" (a catchy name) was being put together by many enthusiasts from the plans published in the magazine! Soon, many examples were seen flying all over the country from small town airstrips and suitable pasture airports. It is fair to say that the relative success and down home popularity of the "Pietenpol" stimulated others into constructing their own home built airplanes. A veritable rash of similar designs soon followed.

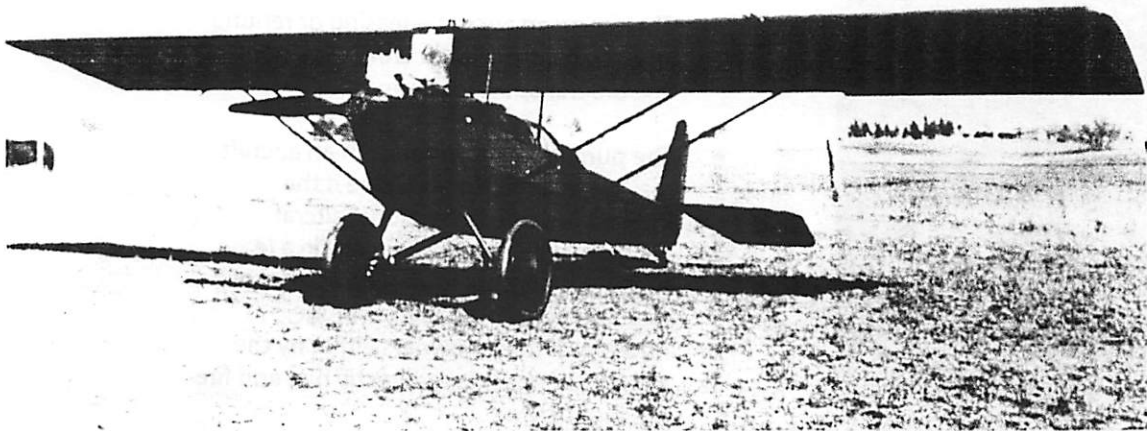
When government restrictions on unlicensed airplanes were finally enforced in the late 1930's, all of this activity was virtually put to rest. It was not until the 1950's that the home built

Although relatively crude and old fashioned by comparison, his two seated "Air Camper" proved rugged and reliable with a built in bonus of simplicity both in construction and in operation. Using a modified four cylinder water cooled Ford "Model A" automobile engine of some 40 h.p. provided no great surge of performance, but it was adequate.

The whole airplane, its maintenance and its operation was absolutely a tinkerer's delight! It first flew in 1929. Using the old "Eiffel 36" air foil, the ship could get in and out of just about anywhere. The 1933 and subsequent models had been upgraded a little, but they were still the epitome of simplicity and just bare necessities.

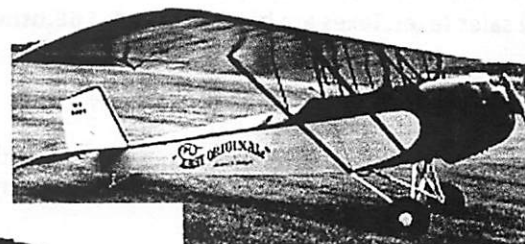
Twenty three of the "Pietenpol" were registered in 1933.

After being featured in "Modern Mechanics" of

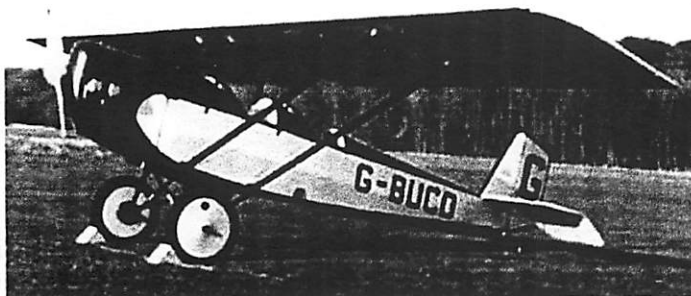


PIETENPOL AIR CAMPER - 1931 - FORD MODEL A

"Bernie" Pietenpol builds an "Air Camper."



movement began to surface once more, and "Air Camper" plans were once again on sale. Of Course, in



more recent years homebuilders were incorporating modern niceties and techniques into the "Air Camper", but it is still basically the airplane of 70 some years ago! The examples that are still flying, here and there, are a tribute to the audacity of one Bernard H. Pietenpol.

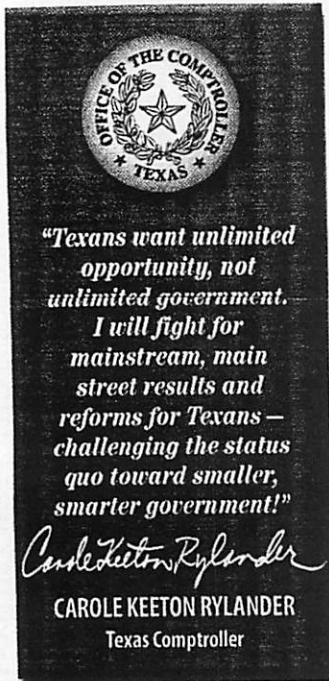
Tax Man Cometh After YOUR Airplane!!!

Submitted by Mark Moscrip

SURPRISE!!!!

“Not Unlimited Government”...but “Mainstream”, which is “Challenging the Status Quo”, by being “Smarter” in how, and in what areas, they raise taxes – who’s only motivation is to move them “towards smaller government”.

That being said, does anyone know anything about this?



on the sales price less trade-in. An aircraft brought into Texas within one year of its purchase is subject to state and local use tax. The local tax rate is based upon where the aircraft is hangared. No use tax is due if the aircraft is hangared outside Texas and more than 50 percent of its use is outside the state.

Chartering an aircraft—leasing or renting an aircraft with pilot or crew—is a non-taxable transportation service.

The purchase of an interest in an aircraft may be taxable. No tax is due if the interest is part of a fractional aircraft program where several aircraft in a lease exchange pool are under the control of a management company. Tax is due, however, if the co-owners either fly the aircraft themselves or directly hire and fire the flight crew.

For more details, see *Aircraft and the Texas Sales and Use Tax*, available at http://window.state.tx.us/taxinfo/taxpubs/tx94_168.html.

Aircraft and the Texas Sales and Use Tax

Sales of aircraft within Texas are subject to state and local sales taxes. Taxes are based

Taken from SALES TAX UPDATE: June 2002.

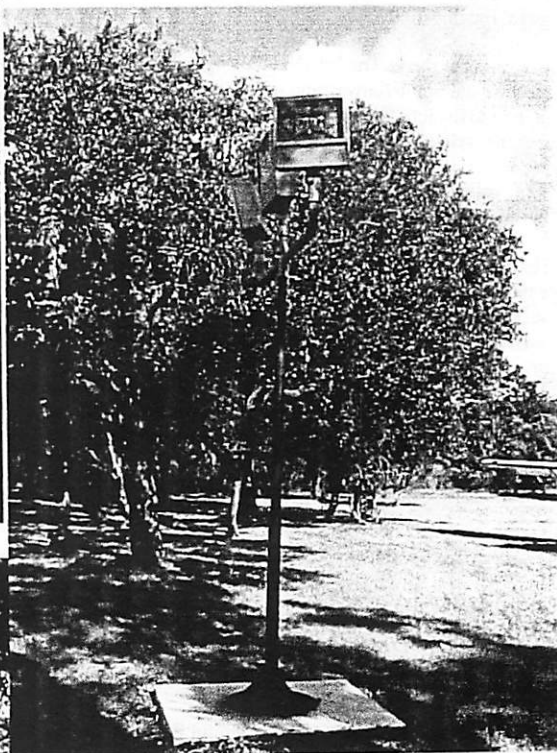
Of particular interest was the buying of aircraft out-of-state (which never happens), and the selling of partnerships or “interests” in an aircraft (which also never happens). By the way...what are main street results?

Chapter Grounds Improvements (The Saga Continues)

Well, it's finally done...well, almost done. The flagpole area, as this is written, has received some "temporary" benches. We're still having some time getting those concrete ends. Norris will report on the progress of said ends at the board meeting.

As you can see in the photo below, the parking lights are up and running! Louis Johnson, who previously had "prepared" the system for the lights, was found atop some homemade scaffolding and got things moving along on the "Clean Up Ship" drill.

Dave Talley got the honors of helping out for an hour or two. With precision and smoothness, the light bases were attached to the "T-Bar" one at a time. Then it was time for some grunt work. One-by-one, the lights were attached, and wired up. A quick "sighting" of where they might shine was conducted. With all things secure outside, Louis went inside and installed the circuit breaker in the panel. With the breaker on, the light switch was thrown. At first things didn't seem to work, however, after about five minutes, the lights were "a-blazin' ". The switch was moved to the off position. The team moved on to other things for the day. As most can see, the "to do" list is starting to get smaller. Go figure! More on "The Saga" next month!



Subject: Why the Concorde crashed

This is a concise piece on how the little things add up in a sequence to a major disaster.

From Continental Airline Pilot

We all also know that the Concorde crashed because it hit a metal strip dropped from a CAL DC10 that departed from the runway just prior to the Concorde's departure.

Right? Wrong!

I prefer the Swiss cheese theory of accidents where the holes line up in the various barriers to prevent accidents. When they do line up there is an accident, over the Boeing chain of events.

Hole number one: The airplane had been in maintenance prior to this flight and maintenance kinda sorta forgot to put a critical spacer in the LMLG (Left Main Landing Gear) truck (we will get to this later).

Hole number two: The airplane is sitting at the gate. It is a few pounds over gross, roughly 16,000 lbs. and the CG (Center of Gravity) is near the aft limit.

Hole number three: The V1 (Velocity 1) speed for the weight is 199 knots. Now we get to the runway and off we go. As the airplane accelerates it begins pulling to the left. Oh yes, the spacer was there to keep the trucks from swiveling.

V1 is called Decision Speed. Above this speed it may not be possible to stop the aircraft on the runway in the event of a Rejected Take Off (RTO.)

Hole number four: As they barrel down the runway the airplane's LMLG hits a runway edge light stanchion. Guess where the stanchion goes? You got it...right into the left fuel cell and punctures it and starts a fire. Serious, but salvageable. Now you ask, "Why didn't the captain just abort the takeoff?"

Hole number five: Sitting on a taxiway waiting to cross the runway is a 747 with the French president and his wife aboard. The captain now has a choice. He can try to abort and perhaps plow into the 747 or he can try to fly.

Hole number six: He decides to fly and rotates at 188 knots, 11 knots below V1.

Hole number seven: So now you are having a really bad hair day. You are in a burning, over gross airplane with the CG going farther aft by the second because of the fuel loss; and you are behind the power curve big time.

What can make the day worse? (By the way, for all intents and purposes, they were already dead before the next, "Ah sh**").

Hole number eight: The friendly, helpful flight engineer, on his own, without consulting the captain, decides to shut down an engine he THOUGHT was on fire. Now your bad day really is as bad as it gets; the airplane is on fire, it's behind the power curve anyway and now you have a good engine shut down when you are below VMCGAir (Velocity Minimum Ground).

The airplane rolls over on its back and crashes into a hotel. (VMCG, which stands for Minimum Control indicated airspeed - Ground, is the minimum speed (Velocity) at which the pilot can maintain directional control of the aircraft with one engine suddenly becoming inoperative during the takeoff roll, with the use of aerodynamic controls only).

Now you know why we don't fall in love with theories or jump to conclusions based on initial assessments. Blaming the accident on the CAL DC-10 was the easy way out. That makes it someone else's fault.

As Paul Harvey would say, "And now, you have the rest of the story"

EVENTS AND HAPPENINGS

(If you know of any local aviation events or happenings we can share with the chapter, call Miriam or David at 210/521-2359.)

3 Jul 02 – PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets 1st Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376.

4-7 Jul 02 – Shooting Star Museum, Military Uniform Show. See info in newsletter for details.

15 Aug 01 – San Antonio, TX. AOPA Pilot Town Meeting. 7:30pm, Hilton San Antonio Airport, *Two miles west of San Antonio International Airport (SAT), off I-410 West between San Pedro and Blanco Roads. Exit San Pedro Blvd, stay on access road following I-410 directly to hotel*

27-28 Sep 2002 – Abilene, TX. EAA South West Regional Fly-In. 334/578-1707 or www.swrfi.org

26-27 Oct 02 – Reklaw, TX. Best little private fly-in in Texas... a must!

Open every Sunday 1-5 pm or by appointment – Shooting Star Museum, Devine, TX, Proprietor Pat Wegener, 830/931-3837.

EAA Regional Fly-Ins

(For details in awesome websites go to www.eaa.org/avlinks/flyins.html)

7-13 Apr 02 – Sun N Fun EAA Fly-In, Lakeland, FL.

29-30 Jun 02 – EAA Rocky Mountain Regional Fly-In, Longmont, CO.

10-14 Jul 02 – Northwest EAA Fly-In, Arlington, WA.

23-29 Jul 02 – Air Venture 2002, Oshkosh, WI.

6-8 Sep 02 – EAA Golden West Fly-In, Sacramento, CA.

6-8 Sep 02 – EAA Mid-Eastern Fly-In, Ohio.

7-8 Sep 02 – Virginia State EAA Fly-In, Petersburg, VA.

13-15 Sep 02 – EAA East Coast Fly-In, Philadelphia, PA

27-28 Sep 02 – EAA Southwest Regional Fly-In, Abilene, TX.

4-6 Oct 02 – EAA Southeast Regional Fly-In, Evergreen, AL.

10-13 Oct 02 – Copperstate EAA Fly-In, Phoenix, AZ.

WANTED & FOR SALE

Chapter members in search of or have items for sale, or need to post a service, may place a free (non-commercial) add in this column. Call Editors Miriam or David Talley @ 210.521.2359 or EAA35@starband.net

"Remember...Caveat Emptor...buyers beware!"

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

Instructor Available. Chapter member Bob Browne CFII SE ME INST Rotorcraft. Will provide free flight review for chapter 35 members. 830/612-2371.

FOR SALE: Bendix King 125 NAV/COM. 760 Comm Channels/200 Nav Channels. Features: LCD display, built-in CDI, VOR/LOCALIZER with auto TO/FROM, OBS, digital radial/bearing, ACTIVE/STANDBY on both COM and NAV, stuck Mike alert, and 5 watt minimum transmit. Includes tray. \$1100.00. Reason for selling: Buying GPS NAV/COM. Call Dalton Kuder (361) 949 9809 (Corpus Christi, TX)

FOR SALE: RV6 empennage. Never started. Will sell at 75% cost. Call Ed Seurer 210/885-1160.

FOR SALE: Completed Van's RV-6 empennage. Horizontal and vertical stabilizers w/ elevators-trim tab and rudder fitted and hung. Good deal for someone who wants to get into an RV inexpensively. I'm spending more to build an RV7. Mike Lynch (210) 647-4905

FOR SALE: Brand new, never used, digital King transponder, KT-76C, with rack and installation kit. Will sell at cost \$1,200. Call Les Bourne at 210/658-2999.

FOR SALE: Mooney Club Membership. Meticulously maintained M20G based at Kerrville Aviation. The club has owned this plane since it was new. Get that instrument rating you've always wanted or just cruise cross country in style. You can own a share of this high performance retractable for only \$3000. It doesn't get any cheaper than this. Call Chris Christianson at 210-363-4450 or 830-755-4450

FOR SALE: '43 T-craft L2A, DCO-65. Cont. C-85-F. TTAF: 1094, SMOH 127. Contact: Jim Havens 210.680.7882.

FOR SALE: Runway Property on 8T8/San Geronimo Airpark! **Financing Available.** Contact "Dan the Man" Cerna at 210.688.9345.

FOR SALE: SAN GERONIMO AIRPARK IS GOING TO BUILD ONE MORE "CONDO" HANGAR UNIT. THIS UNIT WILL BE SIMILAR TO THE RED HANGAR AND WILL BE JUST TO THE SOUTH OF THAT UNIT. IT WILL CONSIST OF 9 HANGAR UNITS. THREE OF THESE ARE ALREADY SOLD. WE WANT TO OFFER THE CHAPTER 35 MEMBERS FIRST CHANCE TO PURCHASE THE SIX REMAINING UNITS. THESE UNITS WILL MEASURE 40'WIDE BY 32' DEEP. THEY WILL BE FULLY FINISHED WITH CEMENT FLOORS, INTERIOR WALLS AND BIFOLD DOORS. ELECTRICITY WILL BE PROVIDED TO THE END OF THE UNIT NEXT TO THE ROAD. THE PROPERTY FOOTPRINT FOR EACH UNIT WILL MEASURE 40'WIDE BY 62'

DEEP. EACH UNIT WILL BE ISSUED A WARRANTY DEED. THE PRICE IS \$25,000.00 PER UNIT. THESE UNITS WILL BE SOLD ON A FIRST COME BASIS. A 20% DEPOSIT WILL HOLD A UNIT FOR YOU. IF YOU HAVE INTEREST, CALL DAVE BAKER @ 688-3358 OR DAN CERNA @ 688-9345.

FOR SALE: Aircraft project. Parasol wing with 1600VW engine and wood prop. Lots of work completed. Hardware and materials included. Based on Chuck Veeson design. \$3,995. Call Bill Payne 210/696-9959 or 210/387-8539. All calls returned.

FOR SALE: Ercoupe Wings, Fuselage, misc. parts. Call Chuck Schelnick (830) 685-3305

FOR SALE: 1953 Chevy 60,000 mi mechanically 9/10, new paint 9/10, needs some reassembly/interior work. Runs sweet-6cyl standard. \$3,000

1977 Honda CB200T motorcycle, 4,000 miles been in storage for 8 years-very nice clean machine needs TLC. \$600

Numerous R/C airplanes and accessories including a 6'Wingspan "Telemaster" fabric covered with 4 stroke engine-looks and flies like full scale--make offer.

Bought airplane, wife sez sell some stuff! John Kuhfahl 210 688 9473 or johnkuhfahl@yahoo.com

PLEASE UPDATE US WITH YOUR STATUS!!



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Chapter 35, San Antonio, Texas

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When Do you Meet?
Second Saturday of the Month

Dinner: 5:30 PM
Social Hour: 6 PM
Meeting: 7 PM

Where do you meet?
(See Map)
Call Any member listed
On Page 2 for help

