



RUNWAY 35



Serving San Antonio Aviation Aficionados with all the Aviation News that's fit for print.

February 2006

Volume 48 Issue 2

On the Web:

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New Year Ramblings

By Jim Feighny NL Editor

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ED SEURER

2006 promises to be another good year for the Chapter. We have new officers, new board members, new members, and new projects. The hangers are being filled.

I will be doing some follow-up articles on the projects I covered last year, so we can see what the builders have been doing and admire them for the progress they are making. In addition, we will continue the superb "Bio's by Alice", including some of the local aviation giants who may not be members, but have contributed to the aviation scene.

If you've been flying near San G recently, you may have noticed the aerial survey markers on the ground Progress, as we measure it in San Antonio, is moving down FM 471.

You may have heard the Louis V. ran into some problems with his recurrency checkout. With all the "professional" help he had during the rework, I was surprised that his bird had some paperwork problems. A word of caution to all those who do owner authorized work...use official credible internet resources available to you, i.e., AOPA, EAA, FAA web sites to check and double check current

approved practices, STCs, and other facts about your aircraft.

Did I mention CURRENT APPROVED practices? This means that what you may read on internet newsgroups and speculative "hear say" should be taken with a grain of salt. Having the proper paperwork to back everything up in the first place will lead you down the road of smooth sailing when it comes to dealing with the FAA. Now in Louie's case, the FAA inspector claimed that the incorrect brakes were installed. After thorough digging and investigation it was proved that they were indeed the correct items. Should he shove it in the Feds face? Not a good idea since we all still have tons to learn in this wonderful world called aviation. Who knows, maybe now another Aeronca owner down the road will not get harassed as much by this same fed who now is a bit more educated. Call it constructive learning, even on the side of big brother.

Blue skies and tailwinds to all,

J .Feighny and B. Tobias

THE BREEZY SAGA CONTIUES:

BY NORRIS WARNER

You know that sometimes you get an itch that you've just got to scratch—and sometimes that just leads to some raw skin. And so it was with the Breezy, an airplane developed by three gents in the upper Middle West in the 1960's. I had the chance to fly one in North Texas in the early 70's, and I thought it was simply great fun—it flew just like I thought it should and so I was hooked.

Years later, in idly talking about that airplane with some Chapter 35 friends, I found a few of them had the same thoughts about owning and flying this unique craft. The culprits in this in this upcoming conspiracy were Jack Ridgway, David Talley, and my son, Norris II.

I guess the word got around that I was researching airfoils and had a list of needed materials compiled, because I got an e-mail from member Jim McIrvine telling us about a Breezy on e-Bay. We checked this out pretty thoroughly—the builder had just died, it was his second Breezy, and he had been an engineer in life. The airplane only needed a prop and a fuel tank to go flying—really! Well—maybe not!

Now my son's wife, Mary, works for American Airlines, so they volunteered to go see the bits and pieces before we handed over the final check (we were the winning bidder at the very last instant, thanks to Jack Ridgway). Well, Norris and Mary called to tell us that all parts were present, and the Continental 90 hp engine looked like it had just come out of overhaul. The check was handed over.

As soon as we could manage, Jack and I borrowed Dave's diesel Dodge pickup and Jim Rice's car carrier trailer and left for Provo, Utah to pick up our new toy. Great Southwest scenery and good company made the trip shorter.

It's really true, that the longer you look at something, the more details you see, and some of the details made us uncomfortable. We finally learned from folks who happened by that the builder's chapter mates had been rushing this project to completion so that it would fly before the old man's passing. We also learned from the father of the A&P who overhauled the engine that no logbook would be provided. "You've already bought the deal, and I don't need the exposure" was the attitude. So much for honor in the airplane business!

The loading went well and the trip home was uneventful. And then the fun began—we made minor incisions in the wing fabric and some of our suspicions were confirmed. The last of "thou shall not's" was as long as my arm after totally removing the covering. If corrosion control was a minor thing, most everything else was major. Almost no attempts at making things safe were found anywhere, some attachment points were woefully under strength, and numerous wood joints were broken. I should point out that these wings were hand built, but used the Piper airfoil (USA 35B, modified). We also stripped the tail feathers, and found some poor welds, so that work was likewise justified.

In examining the airframe, we found many incomplete welds, along with many unsatisfactory welds. In reality, we found each and every cluster needed some attention.

The lift struts furnished were 1 ½ " 4130 steel tubes with 1/8" walls. Can you imagine how heavy they were? Well, replacing draggy round, heavy tubes with quality aluminum streamline tubing was required.

CONTINUED PAGE 5

From the President's Cockpit : ROCH LaROCCA

Well I made it through my first board meeting and would urge all of you to think about the kids in first regular meeting as the new president. The support of the people I have around me is great and makes my job very easy. The newest board members are listed in the back of the newsletter. Please take a moment and see who our fearless leaders and advisors are.

The presentation on aircraft collision avoidance by Maj Wade Buxton was informative but I told them that they definitely need to incorporate more cool videos as well as some pictures of the USAF training aircraft so everyone

will at least know what they would be looking for out there.

I wanted to again thank Ed Suerer for the great meal and we look forward to Miriam and David Talley's soup next month. David assured me that the beans would be well cooked.

I want all you builders out there to be thinking of the biggest or funniest mistake that you have made during aircraft construction. We want to briefly hear about it at next month's meeting and the Chapter can vote on the most unique experience. The winner will receive a special award. I also want to continue to let the builders of the chapter share what's going on with their project so we can all keep track and give encouragement when needed.

I had the privilege of being at my first chapter 35 Builders Academy on Saturday, Jan 21st at the San Geronimo hanger. It was great to see the kids jump on the projects and to watch our Builder Academy instructors teaching the kids the ins and outs of filing, drilling, riveting, as well as general aircraft structure construction was very inspiring. This is what the EAA is all about and I



your life and see if any of them would enjoy this type of activity. There is a 10 year old boy that lives a couple of houses down that I think I will try to recruit. I really want to thank all the Chapter members that came out and lent their expertise. Who's going to be the test pilot for that anyway?

Roch

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KARL BUTTSTADT, EAA CHAPTER 35 VICE PRESIDENT

INTRODUCTION

One of the more worthwhile things I've done was to start-up an EAA chapter some 25 (or thereabouts) years ago in the Northwest Chicago area. EAA Chapter 790 was an instant success, and it has remained both large and active. I served as Chapter President for a number of years, and I met some fascinating people from the world of aviation. One of the first things I did as I relocated to San Antonio in 2003 was to contact my local EAA chapter, Chapter 35. I received a typically warm EAA welcome from another couple of fascinating characters, Norris and Joanne Warner. Although I was very concerned about my time availability in the midst of starting a new job at USAA, I told Norris to let me know how I could help Chapter 35. Although time constraints have severely impacted my ability to attend most chapter activities, I was able to help out some with a Young Eagles event and by shuttle driving at the last two SWERFI's. More recently, Norris and Steve approached me with a slightly assignment - would I consider serving as Chapter VP? I realized that I was not well-known in the chapter and that might raise a few eyebrows - but my offer to help was sincere, and how do you say "no" to these guys?

I have been part of the EAA family for quite some time - I first joined EAA as a youngster at the ROCKFORD National fly-in, and I still recall a crazy Texan there named Ray Hegy and a little red biplane called El Chuparosa - and I have hung onto that EAA number - 10619. I served in the USMC in Vietnam, and finally got my pilot's license in the 1970's at Chicagoland Airport in Half Day, IL - now an office park. An instrument rating followed on the GI Bill, and we later purchased our first airplane, a gorgeous 1959 Cessna 172 straight-tail, N6455E. I really miss that simple & honest bird. I gave a number of "pre-Young Eagles" rides in that plane, and it was a real treat. Back in 1983, I hired on in a management position with United Airlines, and

post-9/11 effects put me into early (meaning I still have to work!) retirement. I got a job with USAA and came down to San Antonio in May, 2003, with my wife Mary Jo and daughter Kristin

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joining me here in 2004. Mary Jo loves airplanes - I somehow talked her into tent camping at Oshkosh in 1982 while she was pregnant with our son Kurt - I am a lucky man, I know. We now live up in Boerne, and really love the Hill Country. Before we left Illinois, Kristin got her Young Eagles flight from Chapter 790 - in a Prescott Pusher, no less. Of course, the short drive to Boerne Stage Airfield is another big plus for us now!

Some medical issues a while back caused me to self-ground myself and let my medical lapse. Now, I am looking at Sport Pilot as a fantastic opportunity and a great way back into the air. I am hoping our chapter can find a way to support the increased availability of Sport Pilot Instructors and flight instruction programs, since that seems to be the critical, missing factor right now. And no, I am not a builder - yet. I think hanging out with this bunch in Chapter 35 may push me over that threshold! I am very proud of my current association with EAA Chapter 35, and I hope to get to know all of you much better in the months to come.

Happy Flying,
Karl Buttstadt

THE BREEZY SAGA CONTIUES:

BY NORRIS WARNER



NORRIS II DOING TAXI TEST

did the aluminum welding (he had some all of the 4130 steel welding, as well).


Lot's of sand blasting, corrosion proofing and painting followed. Jack did a lot of the color coating of wings and tail, while John and I did the bulk of the white coating of the fuselage tubing.

Things were coming together fast now, and so chapter member and A&P Chuck Schnelnik overhauled our mags and then

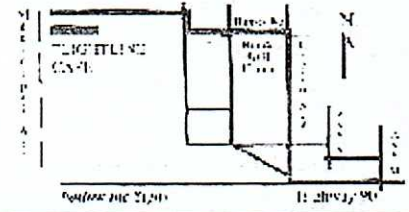
Along about this time, David had so many irons in the fire that he opted out and John Latour came aboard. John's background as a Mechanical Engineer made him an attractive member of "Team Breezy."

I should note that one of our most respected chapter members had a big hand in helping us get the project finished. General Julius Braun had designed and built a pusher years ago, and it had been powered by a Continental 85 hp, so the prop seemed ideal. Not only was it perfect, but Julius would not accept a dime for this major item. Thanks! (If you'd like to see a picture of his pusher, it's on the North clubhouse wall).

John and I built the fuel tank, which had some unusual shapes here and there due to control system runs. Our best welder, Sal Hernandez,



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brought them down from his Fredericksburg shop and timed them. We added a lightweight starter, and rebuilt the furnished generator. Jack, of course, did all the wiring and such, as I concentrated on the flight instruments and odds and ends.

The day finally came when Ron Morton, EAA AB DAR (Amateur Built,

CONTINUED NEXT PAGE

THE BREEZY SAGA CONTIUES:

BY NORRIS WARNER

Designated Airworthiness Representative) came to examine our Breezy and give it life. Well—in spite of several sets of eyes looking at stuff, Ron found a significant shortcoming in the complex elevator control system. It took us several hours work to remedy what was really a design shortcoming, and to also correct a few other minor items. Ron came once again to our Medina River Ranch Airport, and this time we got his blessing. As one of the new AB DAR's, Ron cannot charge for his service, but we did have to cover his expenses. Thanks, Ron, for a very careful job done quite expertly. Ron has built several airplanes and is an A&P and IA.

We proceeded to do a lot of high speed taxing, checking out control response and stability. Having learned all that we could it was time to fly. We used a minimum crew to keep distractions down, commensurate with having fire and emergency medical coverage available. We carefully briefed for all expected and unexpected outcomes. We had developed a great deal of confidence in the airplane, and so with the blessing of perfect weather, it was time to fly!

I guess my recollections of flying a Breezy from

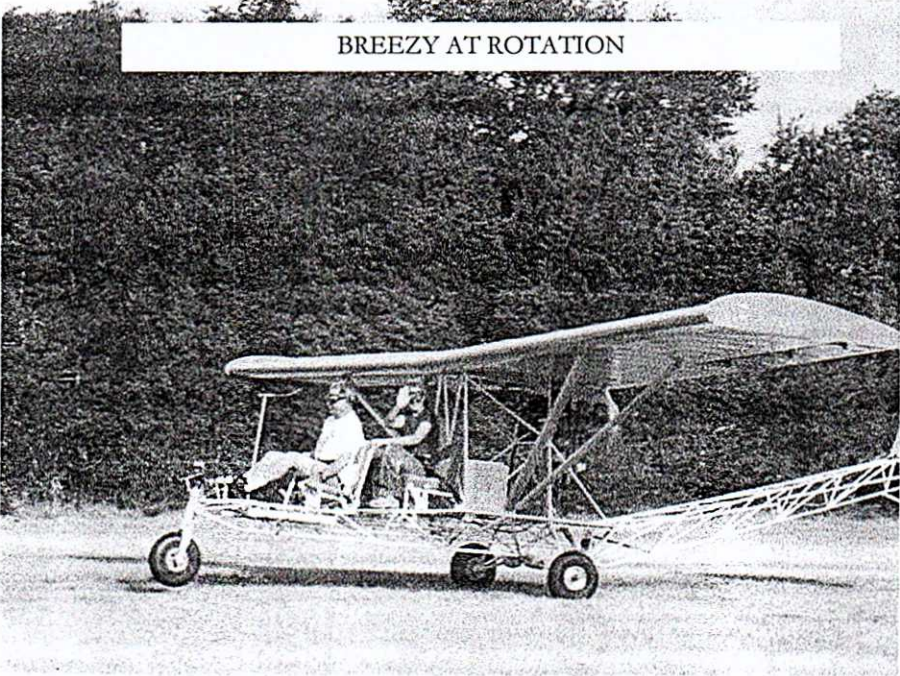
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BREEZY AT ROTATION

plus years ago were a spot off—we found the Breezy flew just as all of the current Breezy flyers we could find told us—“It doesn’t fly like anything else you’ve ever flown.” But it was manageable although greatly lagging in performance. You just can’t push that much “flat plate” drag through the air without a lot of power, and 90 hp is not “a lot.” We’ve also learned that the airplane is truly an “amateur design,” and is hardly optimized. As much fun as it is to fly with “bugs-in-the-teeth,” you’d think some qualified engineer would redo the whole thing. Two things we know should be addressed are tail volume (size of surfaces) and placement of the main gear (too far aft as is).

Presently, Jack, John, Norris II and I are enjoying what we call “Fun for the Feeble Minded.” If you get a chance to go for a ride, well, it’s a real thrill. And don’t forget to bring your camera—Evelyn at the Hondo Flight Line Café absolutely insisted on getting aboard and having her picture taken. You could be next!

**BOY SCOUT MERIT BADGE AND
YOUNG EAGLE DAY AT HONDO
MARCH 18TH**

William Bradley Doppelt
Aerospace Engineer
By Alice Jacobson

Our first Young Eagles event for the year is just around the corner and will be held at the Hondo Airport (HDO) on Saturday March 18th as part of the 2nd Annual Boy Scout Aviation Merit Badge Weekend. We will begin flying scouts at 10:00 AM with a pilot/volunteer briefing at 9:30 AM. Last year our chapter flew 256 Young Eagles at this event. This year we have over 500 confirmed scouts! We desperately need pilots and volunteers for this event. Part of the aviation merit badge requires a Young Eagles flight and this is really what all the scouts look forward to. In order to fly scouts at this event, each pilot needs to fill out the attached form and send it to the following address:

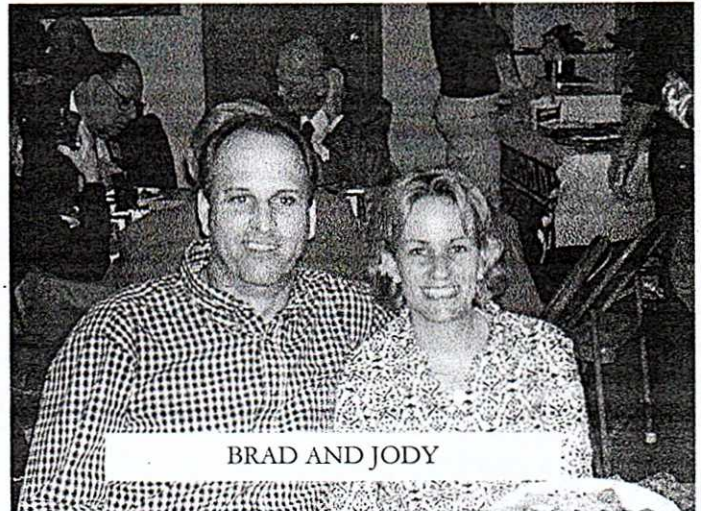
Debbie Cherry
9507 Willow Crossing
Houston, TX 77064

Debbie is the Boy Scout coordinator for this event and will send the forms to Boy Scout Headquarters for approval. The forms need to be sent to Debbie by February 17th to allow time for processing. Please consider supporting this event as either a pilot or volunteer. An event this large requires many volunteers to ensure safety throughout the event and that all scouts are able to become Young Eagles.

Brad Doppelt
EAA Chapter 35
Young Eagles Coordinator
(210) 380-2025

William Bradley Doppelt's dreams of becoming an airplane designer started at the age of eight years. "That when I first experienced aviation in Charleston, Illinois in the back seat of the plane that my dad took flying lessons in. Dad was a pharmacist in the mid-west. He served the small farming towns of Jacksonville, Illinois (where I was born on February 7, 1966) and Charleston, Illinois (that's where I attended Jr. High.).

The seed took root several years later. "By the time I was in Jr. High I knew I wanted to be an engineer and by the time I was in high school I knew what it would take to get where I wanted to be and what I wanted to do. I started taking flying lessons at sixteen years of age and paid for those lessons by mowing yards," Brad says with a chuckle. "In high school I loved to tell my



BRAD AND JODY

friends, 'Let's go flying'. Now I say the same thing to my two sons. I attended high school in Jacksonville, Illinois, then I went to Park College in St. Louis where I got my Bachelor's Degree in aerospace engineering. Afterwards, I went to work as a civilian with the Navy at North Island

BRAD DOPPELT

BUILDER UPDATE

Navy Depot. There I was an aerospace engineer working on F-16, on E-2 and on C-2 aircraft.

Four years at Mir Mar followed. In San Diego I went into gliders and took lessons. My next job was at Kelly Air Force as an aerospace engineer with C-17s. It was during this time that I got my instrument rating.

At about the same time I got involved in EAA. When Kelly closed, I went to work for a software company writing military software. I got my Master's Degree in software engineering at SMU and then I got my A&P license.

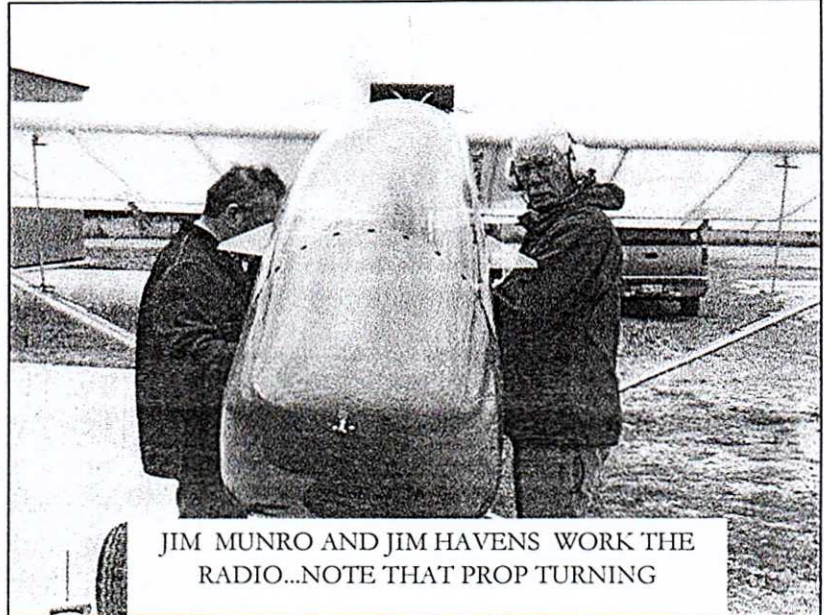
Hard work and honest assessment were dove-tailed with determination to move Brad towards his goals. "I'm very family-oriented and love kids. Both of my sons are scouts: Andrew, my twenty-year old is an Eagle Scout and my youngest son, twelve-year old Ryan, is following the same path. I try to be involved in their interests. Having caring guides and positive roll models makes growing up a lot easier. That's why I took on the job as Young Eagles co-coordinator. I like to do it and I believe in giving back to the community,"

he says as a smile of satisfaction enhances the sparkle of his essence.

William put his knowledge and his skills to work building a Cozy MK IV for himself. "In my spare time I install avionics and work on Mooneys. I'm putting in an entirely new instrument panel (the 3rd aircraft I have done)," Bradley says as he walks over to the plane and inspects his work.

Wise men are the beacons that enlighten the masses through their wisdom. They cut the swathe into the future for those fortunate enough to listen. William Bradley Doppelt followed his dreams and now enlightens the minds of youth to new possibilities.

Many of our builders are making good progress: Jim Havens is working on radio installation challenges and has been running the ROTAX, checking brakes and doing taxi tests.



JIM MUNRO AND JIM HAVENS WORK THE RADIO...NOTE THAT PROP TURNING

A Milestone made this weekend. My Legal Eagle is now sitting on her gear. Ordered covering. Still a few more welds to do... Brackets for disc brakes, tabs for dash/floor plate, tail wheel, flying wires, etc. (I see one gusset that's missing, too.) But it's starting to look more like an aeroplane!



MILESTONE FOR BOB SEVERANCE..FRAME ON GEAR

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2006 CHAPTER CALENDAR

DAY/MONTH	PROGRAM	TIME
14 JANUARY	MEETING USAF –Major Wade Buxton: Local Area Fly- ing and Military Conflicts	BOARD MEETING 4:00 DINNER AT 5:30 PROGRAM AT 7:00
11 FEBRUARY	MEETING Rufus Barnes –USAF RET	DINNER AT 5:30 PROGRAM AT 7:00
11 MARCH	EARLY MEETING	COFFEE AT 2:00 PROGRAM AT 2:30
18 March	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
8 APRIL	PANCAKE BREAKFAST	SERVING 9:00 – 11:00
12-14 May	SWRFI AT HONDO	
10 JUNE	MEETING BOARD MEETING @4:00	DINNER AT 5:30 PROGRAM AT 7:00
17 JUNE	YOUNG EAGLES	
8 JULY	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
23-30 EAA @OSH	OSHKOSH FLY-IN	
12 AUGUST	MEETING ROCH LaROCCA “BUILDING THE E-RACER	DINNER AT 5:30 PROGRAM AT 7:00
9 SEPTEMBER	CHAPTER PICNIC	11:00 — 3:00
16 SEPTEMBER	YOUNG EAGLES	
14 OCTOBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
11 NOVEMBER	CHILI COOKOFF	DINNER AT 5:30 PROGRAM AT 7:00
9 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR

Wanted and For Sale

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

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: The Grey and the Green Condo Units at San Geronimo Airpark have been completed. Three spaces are available for sale. These three must be sold so that the final Condo Unit can be built. This unit will contain 4 larger hangars (50' wide x 42' deep with electrically operated overhead doors) one of which will be made available to Chapter 35 to sublet to members for various project spaces. Remaining spaces in the Green and Grey Condo Units are 40' wide by 32' deep with concrete floors, corrugated sheet metal divider walls, bi-fold doors w/ smaller entry door. There is water to each space and electrical power at the end of each Condo Unit. These hangars sell for 35,000 and require a 25% down payment to hold. Call Dan Cerna at 688-9345 or Lew Mason at 688-9072 or Dave Baker at 688-3358.

For Rent: Enclosed "T" Hangars \$125/month. Open "T" hangars \$75/month. Call a person listed above.

For sale Lyc O 320 E2D TT=2600 TSMO=0 Work done By Bela's Aircraft Engines-Dallas New slick mags, Overhauled Carb, Alt., Starter all items new that are required Includes Mounting kit(lord) \$13900 + shipping(has crate) Stan Shannon 3033 White Oak Rd Fredericksburg, Texas 78624 830-997-8802 fax 830-990-0532 cell 830-456-2182

Donation needed : Lew Mason has asked me to find an old aircraft radio or scanner that will cover Unicom frequency, 122.9 mc Nine volt, twelve volt, or 120 volt no problem. We (I), would like to install it in the building in front of the club house along with an outside speaker. This way, when the radio control people come,

they can hear incoming and out going aircraft and give them time to land their aircraft. Anything to make a safer airport. Please contact me if you have something that may work. Jim Munro W # 221-5189 or C# 685-9306

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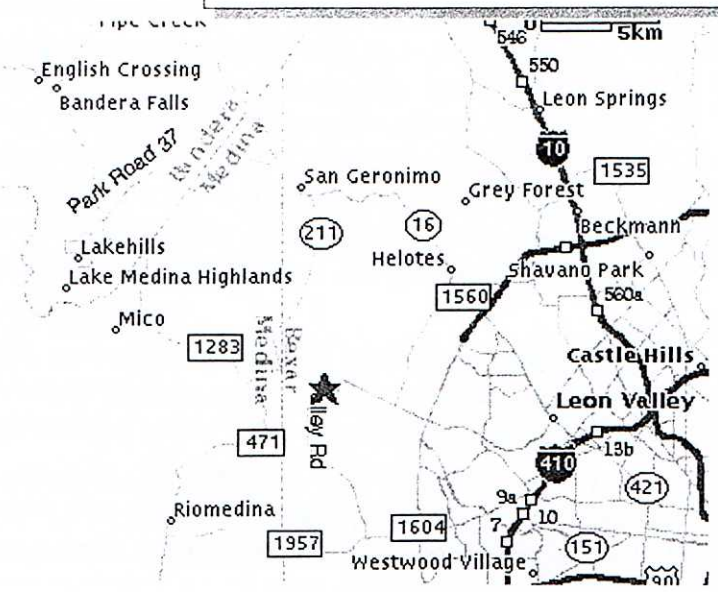
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Please support those businesses that support YOUR local EAA chapter. Thanks!



When Do you Meet?
Second Saturday of the Month
VOLUNTEERS NEEDED
BOY SCOUT AVIATION MERIT
BADGE FLYING DAY
MARCH 18 @ HONDO
PILOTS, TEACHERS, GROUND
COORDINATORS NEEDED.
PLEASE SUPPORT THIS MISSION