

RUNWAY 35



September 2011

Volume 53 Issue 9

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Next Event

September 10th

- **Breakfast Fly-in Event**
- **08:00 to 11:00 AM**



PHOTOS CONTRIBUTED BY: D. BAKER, J. KILLOUGH

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ED SEURER, EDITOR-IN-CHIEF

WATCH THAT MASTER SWITCH

By Mark Julicher

Scenario: An annual inspection on a Beech Sundowner. Battery condition was very low charge to just plain dead. The airplane had been sitting for 17 months without flying and the Lycoming O-360 was probably never started during that time.

A&P Actions: Charge battery for several hours and then attempt an engine start. It took several tries, but the engine finally coughed to life. The engine instruments were allowed to stabilize and then the mechanic performed maintenance checks for five to ten minutes taking readings and checking magneto drop. Then the engine was shut down. No further engine starts were done that day.

Two days later the mechanic went out to work on the plane and intended to taxi it to a maintenance location. Engine start sequence was rather standard; mixture rich, prime several strokes, leave fuel pump off to conserve the weak battery, put key into the ignition slot in

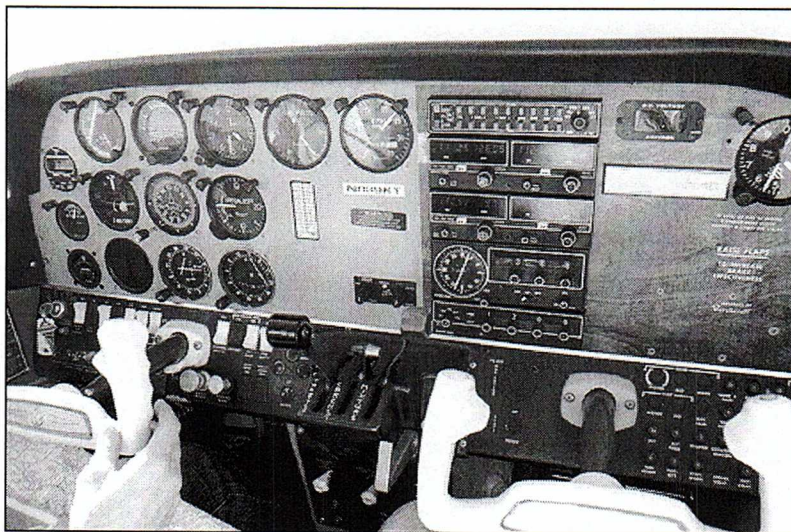
the OFF position, master switch ON.

Surprise! The prop began spinning when the master was turned on! The mechanic immediately shut off the master switch. Did that really happen? Blip the master switch on again – same result!

Hmmm. Two lessons learned.

First, the starter solenoid can stick in the on position. Although the problem has not been fully diagnosed yet, the solenoid is almost assuredly the problem. Quite possibly it welded itself in the on position during the attempted engine starts.

Second, Check the prop is clear before turning on the master switch. Consider calling out "Clear Prop" should be done before actuating the master switch instead of just before turning the key.



CHAPTER OFFICER NOMINATIONS

A PILOT'S STORY

By Jim Feighny, Nominating Committee Chairman

I wanted to take this opportunity to update the membership on the election process.

The Chapter by laws layout the process as follows:

"Nominating committee consisting of five Chapter members shall be selected by the Board of Directors no less than 90 days prior to the annual membership meeting (November). The Committee shall select at least one candidate for each Principal Office to be filled at such meeting and shall present the slate of candidates to the members not less than thirty days prior to the meeting, either by mail or by including such slate in a publication mailed to the members"

Your nominating committee is as follows: Jim Feighny (Chair), Dave Baker, Doug Apsey, John Latour, Ron O'Dea.

The following positions are open for nominations: President, Vice President, and Secretary.

The Chapter has many talented and more than qualified members for these positions and like any organization, we are looking for folks who are committed to the goals of the organization. As a reminder, the purposes of the chapter as defined in our charter are as follows:

1. Promote aviation education
2. Assist the community in education development for aviation.
3. Introduce youth to aviation
4. Establish an aviation oriented library
5. Provide scholarships to summer camps
6. Promote grass roots research / development
7. Foster fellowship thru exchange of ideas
8. Operate a local EAA Chapter

If you are interested or want to discuss the positions, please call or e-mail any of the committee members.

Jim 210.834.6906, Dave 210.688.3358,
 Doug 210.479.8593, John 830.612.2232,
 Ron 210.488.5088

The future of the Chapter is very strong: We have a great meeting home, the hangar is paid off, we have new projects coming on line every year and our relationship with the public is building with every Young Eagle event and fly-in event.

By Steve Jones

I recently bought a radio. This sort of thing happens from time to time. If you don't want it to happen to you, don't visit <http://www.barnstormers.com>.

The story isn't actually about the radio. The radio simply brought a couple of like-minded airmen together to share experiences. I'm a student, so I don't have a lot to offer for anecdotes or history. That didn't seem to dissuade Randal.

He discovered that I was learning to fly in Freda's 152, and reminisced about his own 152.

"I owned a Cessna 152II while getting my license. I have some very good memories of that plane also. My son was 5 at the time and I used to take him to the airport after the sun went down to go flying. I had to put a box with pillows in his seat so he could look out. I would get us airborne and once at a reasonable altitude he would take over while I smoked a cigarette (can't believe I did that for 23 years). He did a wonderful job of keeping us straight and level but he really enjoyed turning to the right so he could see straight down. We would then go back to the airport and do Touch and Go's. I was able to judge the quality of my landings by whether or not I woke him up. He could sleep because he had confidence in his Dad's ability. That really struck a cord with me and I promised myself that I would always err on the side of safety when carrying passengers.

People depend upon you to know what you are doing. I have only flown with one pilot that I wouldn't fly with again, but there have been several that I wouldn't fly with unless I was in the right seat...

When the engine on the 152 had 2250 hrs I decided to overhaul it and I put a sparrow hawk conversion on it. That consisted of taller pistons and a larger prop. Can't remember the exact numbers but seems like it increased the hp from 107 to 127. Quite a difference. Unfortunately my mechanic didn't tighten one of the intakes enough and we burnt a hole the size of a quarter in one of the pistons. Being a poor US Navy enlisted man I couldn't really afford to get it fixed and had to sell her."

Randal sent us a beautifully maintained radio and some encouragement. I hope to meet him one day.

PRESIDENT'S COCKPIT

YOUNG EAGLES AWARD

By Dave Baker

Ah September is upon us...maybe, just maybe we'll get some much needed rain and some cooler weather this month. I am not a fan of cold weather but I am looking forward to winter after this heat blistering summer. It does not make for very good flying weather when the temps are at or above 100 deg everyday. If you are ambitious and love to fly (like John Kuhfahl does-you will see him at the break of dawn almost every day departing in his beautiful restored Ercoupe for a local flight), then you too have enjoyed flying this summer!

Our next meeting will be our last Breakfast Fly-in of this year. With the clear skys we have been experiencing lately we should expect to see quite a few aircraft flying into 8T8. Hey Guys---let's give the ladies a break this month and WE can pitch in and do all of the chores. We need two or three of you great pancake flippers to help with that task and someone to heat up the sausage. We will start around 7:30am and hope to start serving at 8:00am till 11:00am. There is really not that much to do, make the coffee, drink coffee / tell airplane "stories", make up the batter (you just add water), cook the pancakes (3 cooking stations), put juice in the dispensers, drink coffee / tell airplane "stories", set-up the warmers (to keep pancakes and sausage hot), set out the plates and utensils, set out the syrup and butter, set trash can liners in the cans (3), drink coffee, tell airplane "stories" !! See its not that difficult and you will enjoy the "stories".

As you have been informed in the previous three newsletters, the nominations for officers for the 2012 & 2013 years are still open, so if you would like to run for office then let one of the current officers know which position you are interested in. We will accept nominations from the floor during the September breakfast fly-in and at the October meeting. After that the nominations are closed and we will elect the officers at the November meeting. We will wait until the October meeting and announce the names of the nominees then.

I am still looking for more "chapter member's" pictures of your aircraft and / or projects to put on our web page. Also, if you have some pictures and short story about an event that you would like to share on the chapter website, please send to me at iflyc23@yahoo.com.

One other note of importance, we have a couple of spaces available (10' x 20') in our chapter hangar for rent if you need a place to work on your project or store some "project" parts for a while. The rent is very reasonable and will surely help the chapter pay for the utilities for the hangar and clubhouse. If interested, please call Don Woodham (210-382-9658 or me (210-410-9235) for details.

See you at the Pancake Breakfast on September 10th,
Dave

From EAA

Ground Support Volunteer Award: Jody Doppelt of EAA Chapter 35

August 23, 2011 – Jody Doppelt of Helotes, Texas, and her husband, Brad, have been involved in the Young Eagles program since its beginning. She has attended every Young Eagles rally the chapter has conducted. During this time, she has played an active role in ground support and prepared documents for the flights.

Originally, Doppelt was recruited by her husband, the Young Eagles coordinator for the chapter. She has been involved for the past 12 years. Her role at the event is to collect the forms, call out the Young Eagles' names to get them on the aircraft, and have their certificates ready once they're off the aircraft.

EAA Chapter 35 tries to host four events per year, which amounts to one every three months. The Young Eagles are flown by anywhere from three to seven pilots. Each Christmas, the chapter invites several Boy Scout troops to fly.

Doppelt also finds time to solicit candidates for the Young Eagles flights by working with various groups in the area, which include the Boys & Girls Club, Boy Scouts, Girl Scouts, youth groups, and church groups. To promote the program, she spends time educating area youth about what being a Young Eagle means.

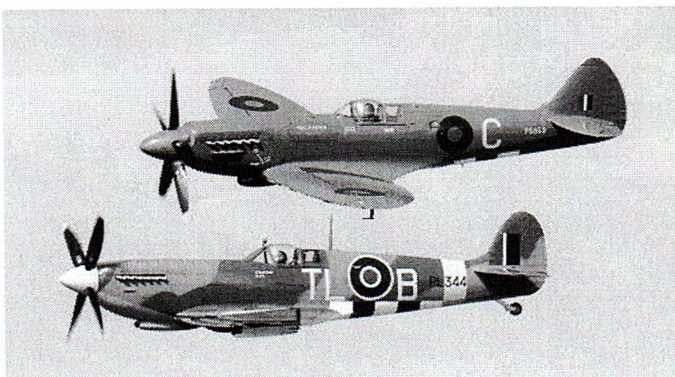
"It is an important program because there are lots of underprivileged kids that have never flown before and may never fly again, but with this program, they can experience flight for free," Doppelt said.

She has also developed a computer program to print the Young Eagles certificates with the youth's name, pilot's name, and date of the flight. Through the years, Doppelt has prepared more than 2,500 Young Eagles certificates, as well as had the opportunity to deliver the certificates to the Young Eagles directly.



SPITFIRE 75TH ANNIVERSARY

By Steve Jones



March 5th, 1936, Southampton, GB
R.J. Mitchell's design, the Supermarine Spitfire takes to the air for its first flight.

Of 22,500 aircraft produced, it's thought that 18 airworthy examples remain across Great Britain, including two two-seat trainers.

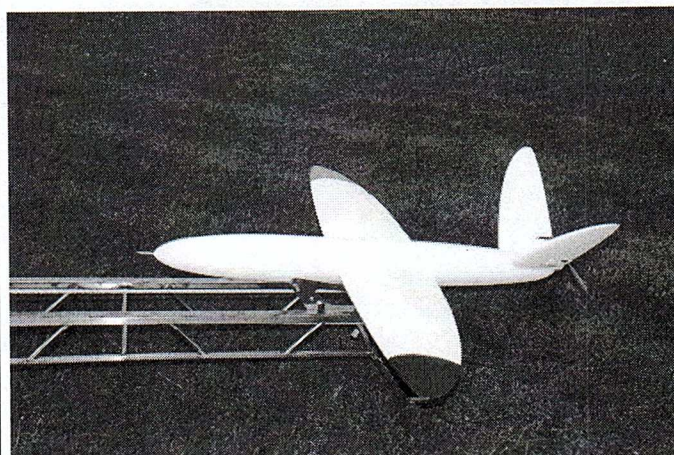
One of the two-seaters, the Grace Spitfire took off from Southampton International Airport on March 5th, 2011, piloted by Carolyn Grace.

Carolyn took up flying and finished the restoration of the Grace Spitfire in honor of her husband, who passed away in 1988. Mrs Grace soloed in 1990, and now flies at air shows throughout the UK in Grace Spitfire, which was built in 1944 as a then single-seat fighter.



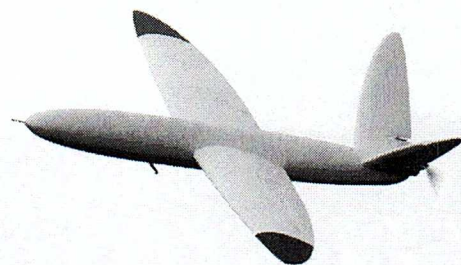
3D PRINTED AIRPLANE TAKES OFF

By Steve Jones



Three dimensional printing allows engineers to go from concept to prototype in record time. Now there's a new twist to this technology. Formerly the realm of 3D models, and engineering mockups, these devices are turning out components with sufficient strength to go from concept straight to production.

The University of Southampton, Great Britain, has flown the first 3D printed aircraft. The printer, an EOSINT P730 nylon laser sintering tool printed wings, fuselage and empennage with such precision, that no fasteners were used to assemble the aircraft. It snapped together. The aircraft, dubbed SULSA, for Southampton University Laser Sintered Aircraft, includes intentionally complex planforms to demonstrate the capabilities of 3D laser printing. The wings should look...familiar. (See Spitfire 75th Anniversary)



EXHAUST SYSTEM INSPECTION

By RB "Doc" Hecker

EAA Technical Counselor # 5453

EAA Flight Advisor # 1905



I was returning to my home base (1T8) north of San Antonio on an early evening flight in my 1965 Cessna 210E from the north Houston David Wayne Hooks Airport (KDWL), when I noticed during the en-route descent phase of the flight that the #3 EGT column on my vintage Insight Graphic Engine Monitor (GEM) Model 602 was wildly fluctuating. Over the past 50 hours of operation the #3 column had previously given occasional erratic or missing readings on the EGT display, although the CHT bar appeared to be unaffected. According to the Insight Pilot's Guide, a missing EGT column typically indicates a fault in the wiring or probes for that cylinder. After the first event, the wiring for that cylinder had been unbundled from the right sided engine CHT/EGT harness, inspected, and found to be intact. At that time the #3 EGT probe appeared to be in good condition. After that inspection, a pilot note was made to observe the #3 display position on the GEM during subsequent flights, and the wiring harness was listed as a "check" item whenever the engine cowlings were removed. Based upon the new EGT fluctuation on #3, I squawked the airplane for an engine compartment inspection and oil change after completion of the Houston flight.

Although the recommended time between oil changes on the C210 is listed as 50 hours, I have been in the habit of changing oil every 25 hours as my cross country flying has picked up considerably. This abbreviated oil change schedule gives me the opportunity to examine the engine compartment on a more frequent basis, and allowed me to previously find a cracked induction balance tube that was affecting my manifold pressure gauge reading. This inspection with the cowlings off also allows me to look over the exhaust system which had given me very good service over the past 19 years, with only the mufflers needing replacement 5 years ago. During the oil change completed 21 hours prior to the sudden change in the EGT reading, I had inspected the engine compartment and found all of the engine exhaust components to be in good order.

Prior to decowling the engine, I found some oil streaking along the right cowl and some light, grey staining on the right cowl flap box. After the cowlings were removed, I found a small, incidental oil leak where the oil temperature probe attached into the oil cooler on the engine right

front. The taper fitting on the probe appeared to be loose, and was tightened appropriately. An inspection of the engine revealed exhaust staining (Figure 1) on the #3 exhaust stack and some thick, spotty black staining on the right side of the oil pan. A hand inspection of the engine side of the right exhaust collector web resulted in a large piece of pipe falling into my hand, with a larger defect felt in the cluster structure. A mirror inspection showed a massive loss of exhaust pipe material. The entire right sided exhaust system was taken down and the collector portion is shown in Figure #2. The spotty black staining proved to be melted insulation from the oil temperature probe line, and the insulation on the factory installed single CHT probe wiring was beginning to melt. The exhaust piping failure had probably been heralded by the previous occasional erratic EGT readings, and the catastrophic failure was signaled by the wildly fluctuating annunciator column. Although the exhaust piping failure was not readily visible, the exhaust staining indicated a leak somewhere in the system. In addition to the

problem of carbon monoxide being leaked into the cabin via the engine compartment, a catastrophic failure of the exhaust system such as I experienced could have led to an in-engine fire, especially with a small oil leak.



Figure 1. Exhaust Staining on #3 Riser



Figure 2. Engine Side of Exhaust Collector



Figure 3. Melted Oil Temp Insulation

My good friend, hangar companion, and mechanic mentor, Mark Julicher, A&P, IA, recently wrote an excellent article for the National Association of Flight Instructors

EXHAUST SYSTEM INSPECTION (CONCLUSION)

(continued from page 5) (NAFI) entitled "The Devil is in the Details" that outlines tips for inspecting the engine compartment of any airplane we fly. This article can be found in the NAFI Mentor Volume 12, No. 6, pp. 8-10, June, 2010). Although we usually rely upon our mechanic friends to keep us safe in the air, it is really our responsibility as pilots per FAR 91 § 91.7(b) to determine whether the aircraft is in condition for safe flight. Mechanical devices usually speak to us in subtle ways...it is up to us to translate the information they provide to us. Regarding problems with older exhaust systems, there is an interesting article in the Cessna Pilots Association archive written by Mike Busch in 1998 (CPA Volume 15, No. 4, pp. 3750-3754, April, 1998) that addressed both visible and unseen exhaust failure issues in turbocharged Twin Cessna aircraft. Although an older article in a proprietary trade magazine, the problems and solutions with older exhaust systems continue to be the same. It is up to us to...respect the system...suspect the system...inspect the system!

Finding a new PMA replacement exhaust component was easy. The sales staff at The Parts Exchange were very helpful, and they have placed on their website the following useful information regarding the inspection of your exhaust system that I have modified for this article:

Inspection Tips

Inspection of exhaust parts is crucial as an exhaust system discrepancy can result in carbon monoxide poisoning, loss of power, or fire. It is imperative that these inspections be regular and very thorough.

Tips for inspecting your exhaust system:

- Look for leaks as they usually show up as chalky, dusty gray deposits inside the cowling and on surfaces adjacent to the exhaust parts. Stains can be of many colors such as white, black, red or even yellow.
- Check all of the connections. Clamps and gaskets should seal, and slip joints should slip. There is usually some leakage at connection points; you are looking for excessive amounts of staining. It is not unusual for the male component of a slip joint to "mushroom" out to the point where the parts are seized. Be sure to follow the manufacturers' recommendations for continuing maintenance on these components.
- Look for metal pitting and corrosion. Pitting is common in the piping bends, and corrosion is caused by moisture collecting in the low spots of the system. The result of either process can be pinholes or excessive thinning in the metal or joints.

- Look for metal fatigue which appears as a bulge or blister. Exhaust parts with any heat distortion should be immediately replaced.
- If possible, inspect the exhaust system baffles. Most mufflers have internal baffling of some kind of which these can be perforated tubes, cones, or sometimes simply steel plates. These components should be intact with no distortion. Distorted or missing baffles cause hot spots on the muffler can, and broken baffles can obstruct the tailpipe.
- Please note that not all mufflers have baffles, so before you reject one, be sure it originally had baffles. Rapping your hand on the muffler canister may cause rattling of broken and loose baffles. A bore scope is an excellent tool to check the internal condition of mufflers.
- Check for Manufacturer Service Bulletins (SB) and Airworthiness Directives (AD Notes). Ask your mechanic to pay additional attention to your exhaust system.

As a side note, according to the folks at The Parts Exchange, the use of a lead pencil on exhaust parts leaves a graphite deposit that can lead to a stress riser on the component with a subsequent crack. Don't use it!

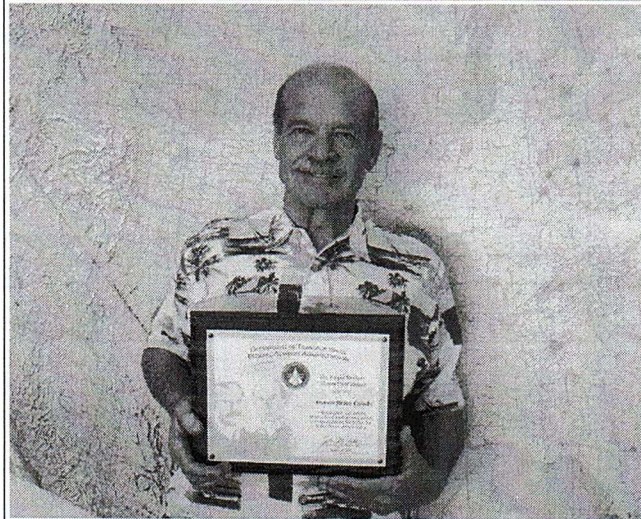
After ordering the new collector and ancillary installation hardware, the engine compartment was thoroughly cleaned, and all firewall forward components meticulously inspected. The oil temperature line was repaired by being sleeved with fuel line hose, and the damaged original CHT electrical wiring was replaced. The new exhaust collector arrived, and its preliminary fit was fairly easy. After drilling new EGT probe holes, the installation procedure was pretty straightforward - the usual muttered, harsh words were directed towards replacing the difficult to reach inside exhaust stud nuts on #3. Once the installation was completed, a final inspection by an authorized individual in compliance with FAR 43 § 43.7, and a logbook entry required by FAR 43 § 43.9 or § 43.11, satisfied the language of FAR 91 § 91.407 concerning operation of the aircraft after maintenance.

A valuable lesson was learned...trust your electronic sensors (EGT/CHT), and keep a sharp eye out for subtle, but visible signs of trouble. Reading the aviation literature, and learning more about your type of aircraft, can key you in to possible trouble spots found on your make and model. And...for those who are wondering why I didn't **hear** the exhaust failure...I wear Bose ANR headsets. Maybe they are just a little too good.

MASTER PILOT AWARD

By Ron O.Dea

The FAA Safety Team is on the lookout for exemplary airmen. Airmen like our own Brian Goode. Brian was recently presented the Wright Brothers Master Pilot Award for **fifty years** of safe piloting. That's quite an accomplishment.



ENGLISH WHEEL DONATION

By Dave Baker

This is a magnificent donation for our hangar and members use.



This english wheel has been donated to our chapter by David Hedges. It is a Metal Ace brand and has a 43 in throat, is six feet tall and has 50 in clearance from the floor to the wheels. It comes with six different wheel heads and is mounted on heavy duty casters for ease of moving around the hangar. Now, I know that one or more of you out there know how to use this excellent piece of equipment. It would make a great program to have this demonstrated at one of our future meetings.

A very huge THANK YOU to David Hedges for this donation.



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CHAPTER CALENDAR

JULY	9	BREAKFAST FLY-IN AND GREY/BALD EAGLE FLIGHTS	EAA Club House 8:00-11:00
	25-31	EAA Convention	OSH
AUGUST	13	AEROCOMFORT INTERIOR CONVERSIONS AND UPDATES Jacob Puente	5:30 DINNER 6:30 MEETING
SEPTEMBER	10	BREAKFAST FLY-IN EVENT Head Chef, Prep Cooks, Servers Needed	EAA Club House 8:00-11:00
	17	YOUNG EAGLES Pilots and Ground Crew needed	9:00 Briefing 10:00 Flying
OCTOBER	8	PROGRAM & EAA SPORT AIR WORKSHOP TBA FLOOR NOMINATION FOR 2012 OFFICERS	TBA
NOVEMBER	12	CHILI COOKOFF ANNUAL ELECTION OF OFFICERS	DINNER @ 5:30
DECEMBER	10	CHRISTMAS BANQUET & WHITE ELEPHANT GIFT EXCHANGE	SOCIAL HOUR @ 6:00PM
	17	BSA Merit Badge Flying	9:00 Briefing 10:00 Flying 10:00 Flying
JANUARY 2012	14	Program TBA BOD Meeting	1000 Lunch 12:00 1:30

EVENTS CALENDAR

Dates	Event Name	Location
09/03/2011	Warbirds on Parade (Air Fair)	Lancaster Airport DFW Wing Hangar - Lancaster, Tx
09/03/2011	First Saturday Coffee and Donuts	Collin County Airport (KTKI) McKinney, Tx
09/10/2011	EAA Chapter 35 Breakfast Fly-In	San Geronimo Airpark (8T8) San Antonio, Tx
09/10/2011	Air Safety Institute Safety Seminar	Doubletree Hotel, San Antonio, Tx
09/24/2011	Fly In Breakfast 8:00 am until 10:30	Granbury Municipal Airport Granbury, Tx

Aviation Calendar of Events web sites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>
- Fly-ins <http://www.flyins.com>

ELECTRONIC EDITION

This newsletter is also available online and in color. Please visit the following URL:

http://www.eaa35.org/ENL/Sep_11/Sep_11.pdf

WANTED AND FOR SALE

BUILDER'S ACADEMY

HANGERS FOR RENT "there are 3 to 4 open spaces available at this time---BUT--they won't stay open very long. If you desire to hangar at a great airport, call Dave Baker at 210-410-9235 NOW!

ACCEPTING BIDS: Rebuild/salvage project available One-of-a-kind single seat homebuilt damaged in off-field landing. High wing taildragger built in 1970. Fuselage: steel tube and fabric. Wing: fabric covered 23012 airfoil (same as Taylorcraft) with wood spars and ribs. Engine: Lycoming O-290G (GPU conversion), 125 HP, less than 100 hours on ECI Cermet cylinders. Slick mags, 210 since new. (830) 513-7831.

FOR SALE: White "T" Hangar unit complete with cement floors, interior galvanized walls, vertical bi-fold doors, electricity and a 40'w x 25d cement apron. The price is \$40,000.00. Call Dave Baker 210-410-9235, Dennis Scheidt 210-688-3210 or Mason Hunt 210-688-9260. Only one remaining!

FOR SALE: Stolp Starduster Too SA300 Eng.



Lyc 0320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated.

Asking \$24,000. Call Dan Cerna (210) 688-9345

FOR SALE: Two-Place Fisher Super Koala 1700 cc VW Engine w/1.6 to 1 Belt Reduction. Dual Ignition and Electric Start. 3 Blade Ground Adjustable Ivoprop. 35 hrs TTSN. For color picture of airplane in Military paint, contact Norris Warner by e-mail at njwarner@hctc.net. Built by Ron Morton, DAR, formerly of Elm Creek Airpark. Priced at \$11,000 for quick sale. Contact Norris Warner at 210.363.1282 for further info.

By Mike Lovelace.

The Builder's Academy had its 3rd meeting of the summer on July 16. Devin Easley, left, and Michael Nix are shown in the photo with the Dream Classic project.



They accomplished quite a bit: hung assembled parts on the hangar wall, cleaned the wing, taped sharp edges and inflated a flat tire. Fabric should start going on the wing next month. Refreshments were provided by Gail Scheidt, tasty and cold.

Last month approximately 12 builders attended the first work day under the leadership of Lew Mason and several chapter adult volunteers. Talk to Lew if you want to assist the students or if you have special skills such as engine preparation. Thanks for the great reminder.

We met on Aug 20 for the 3rd workday of the year. This time we had 3 students attending, including the same two that you had from the previous meeting and were on the pictures. The third boy was a cousin to Mike Nix, can't recall his first name. This work day was a great success in that we covered the bottom side of the last wing. We should finish covering the wing in September. The work was led by Bob Severance, Mike Landis, Marteen Versteeg. John Latour and Louis Viggiano. We meet the 3rd Saturday of each month.



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JANET SHIRES
President

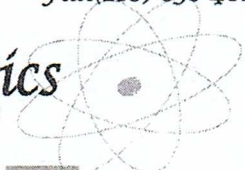
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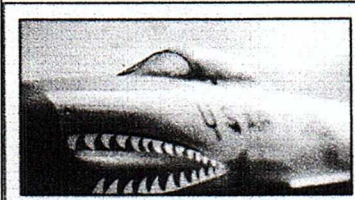
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

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

When Do You Meet?

Second Saturday of the Month

SEPTEMBER 10th

- Breakfast Fly-in Event
- 08:00 to 11:00 AM

