



The Leader In Recreational Aviation

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RUNWAY 35



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

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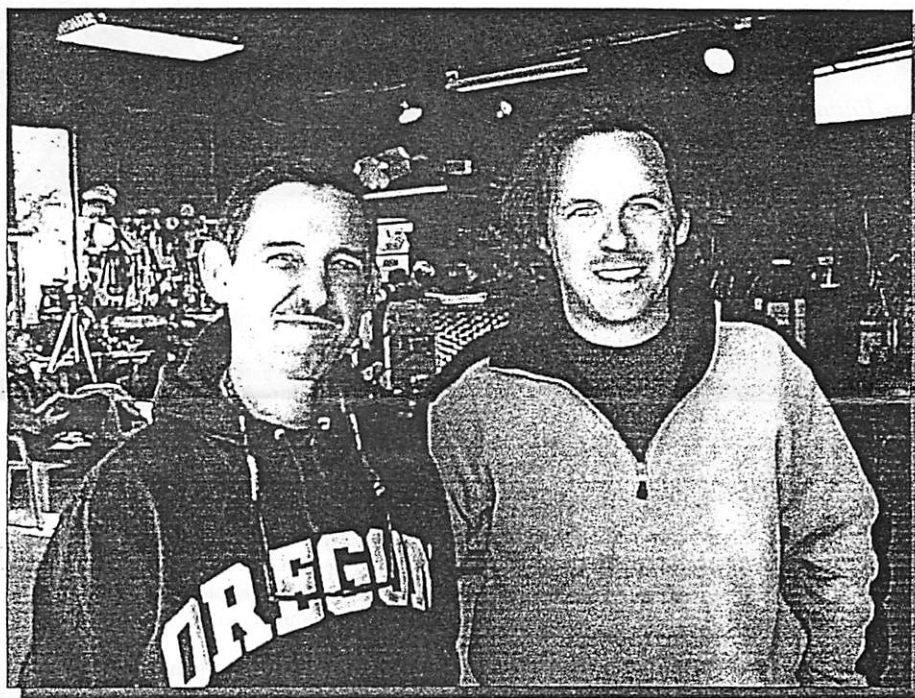
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Inside this Issue:

Front Page News	1
Clear Prop!	2
Chapter Directory	2
Please Read This...	2
President's Corner	3
Comments from the VEEP	4
Job Opening	4
News from Around the Patch	4-7
Local Airman Promoted	7
Major Talley USAF (Ret.)	7
Corvair U Report	8
Nominate A Youngster	9
EAA Centennial Homebuilt	9
Scenes from the Meeting	10
Homebuilder's Corner	11-12
Maintenance Corner	12
High School Needs Help	13
EAA 35 YE Solos	13
Banker Feels Sorry!	13
Woman Fly	14
Events & Happenings	14
EAA 35 Yearly Calendar	14
EAA Regional Fly-ins	14
Wanted & 4 Sale	15
Directions to the Meeting	16

Front Page News

Corvair U!



Oscar Zuniga & William Wynne at the Corvair University. Things turned out GREAT! There was over 60 attendees with all levels of involvement. I even saw a guy from Mexico! So the little gathering turned out to be one heck-of-a professional gathering. Thanks to both of these gents, along with Lew & Nancy Mason, who so graciously donated the use of their hanger for the big portion of the day. Rumor has it, Ed Seurer has started on his conversion... (Hey isn't Oregon in west Texas?)

February Meeting

February Meeting

February Meeting

February Meeting

"Normal" Meeting! (If there is a "Normal")

Food by Norma & Don Staats...Presentation by Julius Braun

Board Meeting: 4:30 PM

Dinner: 5:30 PM

Social Hour: 6:00 PM

Meeting: 7:00 PM

The 1st Place Award Winning Chapter Newsletter of the Experimental Aircraft Association!

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Clear Prop!!!!

By David C. Talley

- Well, we're settling down into the new year. As our chapter moves forward into the future we're gonna need some help. I was just informed that we now need a Safety Officer. Bill Haskell has stepped down. So we're looking for someone who is willing to take on a most important position. If you have any experience in this area or are willing to learn

and pass on information that is CRITICAL to your fellow pilots, please step up to the plate and call Norris Warner. And while we're on the subject



of needed a "volunteer"...we still need a chapter historian. So, who is it gonna be? Someone please step up. We really need to keep track of our chapter's history. A good example is the EAA trying to find planes, people and things from 50 years ago. They have been mildly successful. So, if we start writing facts down now, it will be easier for our future EAA 35 members to know what went on in the past.

- We also need safety items. We all know of something that might save someone's life. Your input (that's from ALL chapter members) would be greatly appreciated! Thanks!
- We have SEVERAL CFIs in our group. Would one (or more) PLEASE write a "CFI Corner" for us? THANKS!
- We have input for the "Homebuilder's Corner" this month!!! In fact we have THREE inputs!!! Wow, go figure! Thanks go out to Paul McRenyolds, Terry Winnett and Skip Barchfield
- SWRF1 News from Don Staats and E.D. Yocs.

- First Terry Winnett was promoted, now another friend of the chapter takes on new rank in the USAF. Read on to find the details.
- Board of Director meeting is scheduled for February.

Before the big party for Miriam's retirement thingy, our Groundskeeper, Jorge Thees was seen picking weeds from the flower beds. Did you know Jorge used to own a nursery? Look

out folks...

- There are a couple of reports from the successful Corvair U. This turned out to be an international affair! Thanks to EVERYONE involved. That's from the folks who set this up, to the main participants and to the folks who participated.
- We have a B-17 volunteer. Norris reports in his column. Folks, this is the opportunity of a lifetime! Please don't slack-off on this one.
- It's time to sponsor a kid. We are up against the clock. Norris reports in this edition.
- Speaking of kids...an EAA 35 Young Eagle has soloed on his way to his private ticket.
- The chapter has a new baby. After taking some "ribbing" on Lori's C-195, Jim begged his banker for some cash. The results, a fresh delivery.
- There's much, much more...please read on and enjoy your copy of Runway 35, the "Best Award Winning" Newsletter of ANY EAA Chapter!

Please Read This...

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From the President's Desk

By Norris Warner

Have you seen the new EAA "Fifty Years" logo? It debuted in the EAA magazines in January, and reminds us of the winged EAA logo of several years ago (which we thought so much of--can't we bring that one back?). Anyway, EAA has been around for one-half of aviation's life, and wouldn't we be poorer if EAA had never existed to take the lead? When you stop and think of all of the areas where our national organization (that's us folks!) have pressed for personal flying freedoms, well, it simply couldn't have been done without our large, powerful lobby. Congratulations to all EAA'ers on 50 great years!

(if you'd like to help Gene in this important undertaking, please call him or me). Kris Kilmer will once again chair the forums, and he can always use more presenters. Don says the support of all of the New Braunfels area entities is nothing short of spectacular, and this virtually guarantees a great event.

Another area we'll be involved with at SWRFI is the Young Eagles event, and Brad Doppelt is already

Just remember that the volunteers are the ones who really do have the most fun. Throw your hat in the ring now!

Our January meeting was clearly the way to start the New Year. Beginning with the Carlson/Talley Tag Team Chili, and moving on to Oscar Zuniga's talk and demonstration of the Corvair engine conversion--well--it doesn't get any better than this! And, I can't remember when a guest speaker had so many follow-up questions. Certainly, no one came away with the idea that a Corvair conversion is high-risk affair--quite the opposite, it seems like a real aircraft engine just waiting to be used--economically and safely. Thanks for a great evening, Oscar!

getting that lined up. And although the exact timing of this event is still being settled, try to be available on that Friday and Saturday to help out. The kids are worth it!

For the first time in years, Chapter 35 will actually have the opportunity to make money at SWRFI. We will be selling lemonade both days, and if the weather is seasonal, we can really improve our bottom line. We need a chairman to lead this effort, so please see me.

I've just finished reading the new book "The Memphis Belle" by Robert Morgan, the aircraft commander of this famous WWII B-17. This book has really put me in the mood to welcome EAA's "Aluminum Overcast" B-17 in June. Chapter 35 is the official host for



this four-day stay (June 9-12, a Mon-Thurs period), and our chapter Tour Coordinator is Bob Kindred. Bob is currently working closely with EAA Headquarters, and he will be asking chapter members to step up to fill other key positions (Please, PLEASE give Bob a call). Among other things, we will be arranging for key media folks to get a ride on the first day, selling rides on the airplane the next two (Tuesday and Wednesday), selling and conducting ground tours on those same days, and also selling mementoes from a sales trailer that will be brought in. In addition, we will be selling lemonade, and all in all, we will be making some real money while we promote war bird aviation and Chapter 35. Bob has some other exciting news for us, so see him soon.

There's no doubt that this is going to be a fun-filled, action-packed year. **Just remember that the volunteers are the ones who really do have the most fun. Throw your hat in the ring now!**

All of the news regarding the Southwest Regional Fly-In (SWRFI) scheduled for May in New Braunfels is extremely positive. As you know, our Don Staats is a Director on the board, and our Gene Kent is the Treasurer of the whole shebang



Comments from the VEEP

By Don Staats



I just got the word that the Talley's are giving up the newsletter. Over the next month or so we will need to find someone to take over that most important task for our Chapter. It will not be an easy search. So few are willing to devote the time or have schedules that will not permit them to do so. (Somehow the Talley's, among the busiest of our members found time, however.) Having been newsletter editor for the Chapter I can understand the work involved. On the other hand, I can think of no job that gives a member more insight into Chapter events or its membership. It is a very satisfying job.

Some people think the only function of the newsletter is to notify members of meetings and other events. For them, maybe, that is enough. I take a different perspective. If the people are the heart of the organization, it's the newsletter that keeps that heart pumping! It not only keeps us notified of meetings and events but serves a gathering place of ideas and information.

We have a lot of members that seldom attend meetings. They keep track of Chapter happenings through the newslet-

ter. They know what programs we are bringing to the members. They know what we had for supper (Dave's chili really was good and the beans were done). They know who has "gone west" and they know what is happening in aviation circles.

I know of one couple who race to the mailbox to see who gets to read our prize winning newsletter first. I know of another member that I only see once a year or so who says he really enjoys the newsletter, without it he would not be able to keep up to date nor feel a part of our organization. Another friend from out of town is not a member but insists on getting our newsletter (he subsidizes the cost).

So there, to all of you who have not yet come to appreciate the great thing a newsletter can be to the membership. As some philosopher once said (or should have), "You never really appreciate something until it's gone." I've been in this Chapter when the newsletter was just a postcard, when it arrived after the meeting or not at all. The Chapter had no focus and no common point of information to operate from. I don't want to see that

happen again. So one of you out there needs to step up and take the load for a while.

To the Talley's I say "well done" and then some. You took a good newsletter and made it great. You've done your turn and now it is time for someone else to take the load. They will do it differently and they will have some growing pains. They will have to suffer criticism when everything is not just perfect and sometimes when it is. They will seldom get thanks, and then only sparingly. They will work long and hard to make it the best they could only to realize they left something out and then anguish about it. They know their efforts are appreciated by many, but not understood by a few. But, at the end of the day they will know they have kept the heart of the Chapter pumping strong and steadily.

To the Talley's I say THANK YOU, THANK YOU and THANK YOU.

Don Staats



News from Around the Patch...



Job Opening: NLE

As you can see above...it's time to move onto the other side of the fence. Miriam and I would like to hand over the reigns of this monthly "rag" to someone who is ready to take on a nice challenge. Bryan Tobias got it going, we tweaked it, and now all someone has to do to call Norris and ask. Now, the EAA says NEVER ask someone to take on a job. "Leadership" should appoint someone. However, in this case, we'd like to find that special someone who wants to take this thing to a new level. So start thinking about it. We've been at it for over three years so it's time for a change at the helm. Call Dave Talley or Norris Warner for the details! And please make us look good by "asking"...THANKS!



...News from Around the Patch

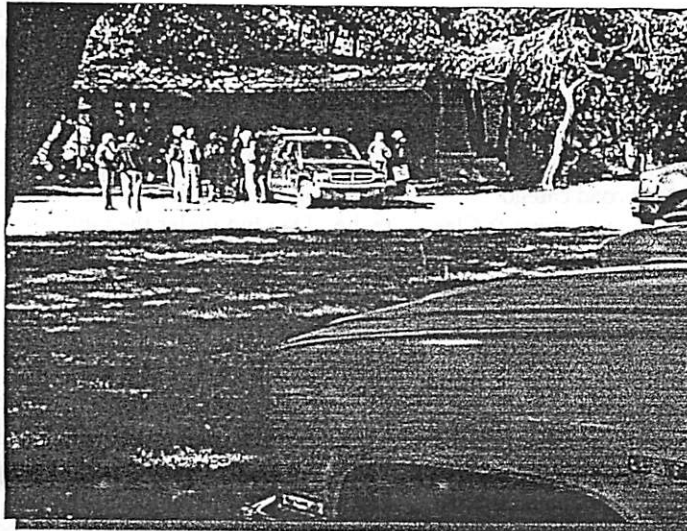
Fun--Food--Friends--and Corvairs Fly!

By Norris Warner

I certainly have more than a passing interest in the art and engineering of converting auto engines to aircraft use. And after William Wynne's "Corvair College" session, I may be a convert to Corvairs!

stresses found on engines with fewer cylinders. 4) GM rated the motor up to 180 hp in the car. Flight conversions cruise at less than half of this. We operate the motor at the lowest percentage of its land-based output of any conversion he knows.

With well over 60 folks attending (and they came from several states), William kept us entertained as he filled our cups with knowledge. Some of the things he stresses--not of a technical nature--were: Corvair crankshaft reliability comes from several factors. 1) All 1.7 million Corvair cranks were forged. The last 600,000 were of a very strong alloy. 2) General Motors (GM) was the only source of cranks, thus there were no made-in-Brazil cast aftermarket ones to look out for. 3) All the engines were six cylinders and not subject to



My hat is off to new member Oscar Zuniga who organized the whole affair (and picked up the lunch tab for many who attended this free seminar). The other key player who made this event great was Lew Mason, who opened up his shop to this large group and also assisted Oscar in many ways.

All in all, I enjoyed the day immensely. Thank you, William, Oscar, and Lew for raising our technical knowledge level on how to fly safely and economically.

February Program & Eats

by Don Staats

The February meeting will feature our own General Julius Braun. His topic will be "Countering the Bat", and that is all he will say at this time. Knowing Julius, it will involve objects that move fast and go bang!

spell and pronounce, but it translates roughly into "Ground Beef Delight." It is thought to be the dish that Hungarian pilots ate before going into combat, and was especially appreciated since it has no beans.

Food will be prepared and presented by Don and Norma Staats. The main dish will be based on an ancient Hungarian recipe. This taste treat has been handed down through many generations of Hungarians to the Staats family. While the name is more precise in the language of its origin it is too difficult to

(Ed Note: Geez! Here we go again! After ensuring the beans were indeed cooked last month, I still have to take a full ration a month later! I can't take it anymore! Wait, I said that LAST month...what's going on here? The voices, I still hear the voices!)



...News from Around the Patch

SWRFI Update

by Don Staats

The SWRFI transition team and executive committee met at New Braunfels Airport on the 18th of January. Plans for the fly-in are being fine tuned. This meeting was devoted mainly to status reports and everyone shows progress.

The air race depends on getting a sponsor who is willing to underwrite the expenses including \$4,000 for insurance.

The airport layout has been finalized and within a few days the FAA will publish the approach instructions. We are in the process of reviewing the signs on hand and deciding what new signs are needed and their location.

Aircraft parking will be divided into three broad categories. Ultralight and Homebuilt, Warbirds and Antique & Classic. With the three broad categories parking will be easier and in case of a lighter than expected turn out we will not have planes scattered all over the parking area. Based on this years' experience we may want to refine the parking areas in the future. Also, there will be reserved parking spaces for the RV, the race planes, the liaison etc.

Chapters may want to rent a chapter tent in the chapter tent/type club tent area. A 20 X 20 goes for nearly \$300 and a 10 X 10 for about half that. Maybe more than one chapter would like to get together to share the cost of the larger tent.

There has been a good early response from vendors and ECI is going to go on a telephone campaign in the near future to contact all those that received their flyer and vendor package. Chapter 35 has reserved a space in the food vendor area for our lemonade stand and we need to get someone to contact the vendor coordinator to make sure that our spot is in a good traffic flow area.

Our own Dick Yoes has stepped up and volunteered to chair the fly-in program. He can tell you more about this at our next meeting.

Stan reports that he is getting constant information on the forums and they are progressing well in their early sign ups.

Darrell Phillips, the airport manager has pledged all sorts of support, especially in dealing with the city administrators and our Chamber representative Judy Young has the Convention

and Visitors Bureau hopping and dealing with New Braunfels' volunteer organizations.

On the 19th of January Stan Shannon, Don Staats, Darrell Phillips and a few others met with the City Manager and his staff to develop the relationships that will be needed for our event.

That's some of what went on. We finished up by going over the cafe on the airport for a Chili and corn bread lunch which was so good that caused Dan Nicholson, a good friend and Houston area member to state that he wanted to "run off" with the cook! I told Dan that he may have to change some of his deep held beliefs if he were to do so. A short time later the cook appeared all 250 pounds, with long hair and a big mustache. Dan hid under the table.

I'll keep you posted.

SWRFI Needs Your Help!

After playing around with some design ideas, I wondered if anyone had any photographs from the very first fly-in 36 years ago....or at least from one say 30 years ago that featured obviously old planes and dress? It would be especially good if the photos were in black and white. I would just need to scan them and then I could return them for safe keeping.

This request comes from Ms. Ann McMahon of Baton Rouge. She's designing the program for the SouthWest Regional Fly-In.

Please have a look into your collection of snapshots from past Fly-Ins and if you have one that fits the specifications, reply via e-mail and I'll arrange to collect it, send it to Ann, and return it to you.

By the way, if you are too young, like me, to remember a fly-in from 36 years ago, perhaps you know some old pilot who does recall it and has snapshots of nifty airplanes to prove it.

E. D Yoes, Jr.
San Antonio



Local Airman Promoted

Lt. Colonel C.C. (Rock) Barchfeld, formally of Cheshire, Connecticut, now a resident of D'Hannis, Texas, has just been selected as Squadron Commander and has assumed command of the 113rd Fighter Squadron of the Air National Guard based at Terra Haute, Indiana. Currently the squadron flies F-16s.

He is married to Julie Neal Barchfeld, and is the son of Martha and Skip Barchfeld, of D'Hannis, Texas.

Colonel Barchfeld was born in Pittsburg, PA. He later moved to Cheshire, Connecticut. He attended grad, middle and high school there and graduated from the University of New Haven. After graduation, he entered the U.S. Air Force flying the F-15 fighter aircraft. He served in Germany, Mexico, Kuwait, Turkey, Bahrain, and the U.S. before he left the Air Force to Join United Parcel Service. Currently, he is a UPS Boeing 747 captain flying out of Louisville, Kentucky.

In the near future he is scheduled to deploy his squadron to Southwest Asia.



Major Miriam S. Talley, NC USAF (Ret.)

We have another one promoted (see above) and well, we now have a new retiree. As was reported in last month's edition of *Runway 35*, Miriam was about to retire. The deed was done. First the ceremony was conducted on Wednesday, January 29th. Then the party occurred on the following Saturday.

Miriam honored her loving husband, of a bazillion years, with a beautiful antique gold watch.

A big thanks goes out to those many EAA 35 members who were able to attend.



The Talley, Zadinec, and Brinkmann clan. A great time was had as "The Major" finally ended the USAF chapter in her life. Now it's onto the next chapter. At least she'll have time to do those things she's been putting off for years!
©

February Board Meeting

Please note the announcement of this selection process elsewhere in this newsletter.

We will hold a Board of Directors meeting at 4:30 PM on February 8, 2003, for the specific purpose of selecting one youngster for the summer encampment at EAA's Air Academy.

All chapter members interested in this outreach program are urged to attend, and while only the six board members and the officers can vote on the selection, you are invited to weigh in on the merits of any candidate.

Corvair University

by Oscar Zuniga

ALAMO CITY CORVAIR COLLEGE

William Wynne, "The Corvair Authority" (center, above) conducted a "Corvair College" on the field at San Geronimo on Saturday, January 18th. The event was planned as a hands-on workshop at Lew Mason's hangar, but due to the overwhelming attendance (over 60 total during the course of the day) William held a question-and-answer introductory briefing in the EAA 35 clubhouse to kick off the day. After a warm-up from William's pep talk (and coffee and donuts), attendees moved to Lew's hangar where several different projects were begun. A completed engine belonging to Tailwind builder Tom Cummings from Louisiana was installed on William's test stand for its first startup and break-in run since rebuild. Despite diligent efforts extending late into Sunday, the engine did not fire. Later checking found uncompressed head gaskets were not allowing compression and combustion. A second project was the assembly of Oscar Zuniga's engine, which was only completed through lower end and mating of case halves due to shortage of time. A third project was teardown of a salvage-yard engine brought to the College by Dragonfly builder Dave Morris from Bedford, TX. That project was successful and Dave returned home with his engine completely dismantled and ready for overhaul.

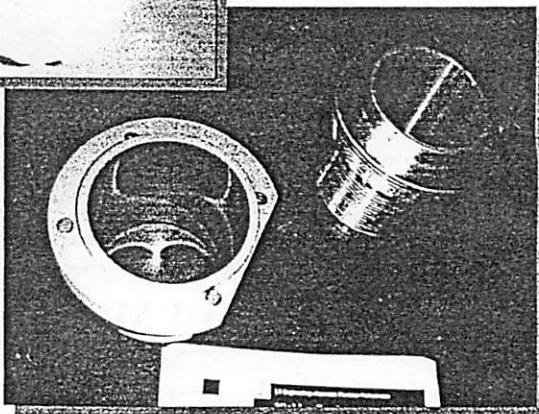
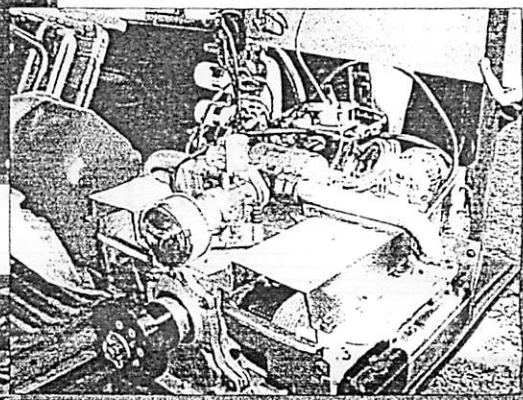
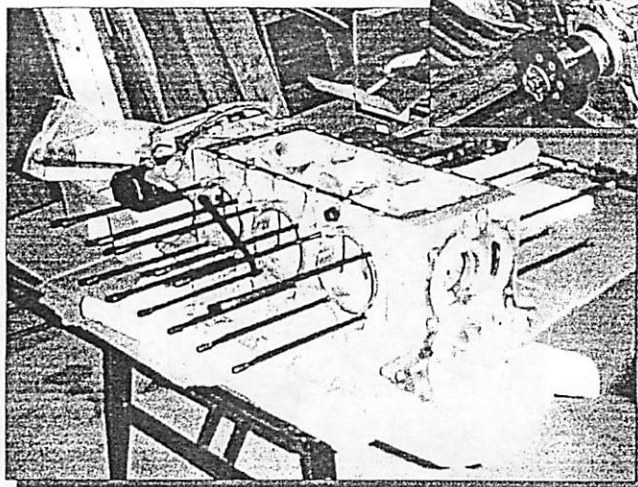


Upper Left: Looking over a head. William Wynne passing on some details.

Below: A completed engine on a test stand.

Further Below: A case and bolts. Nice stuff.

Bottom: All the way from a small farm town in Illinois. A couple of CNC aluminum cylinders. Really nice work here! A lot lighter than the steel originals.



An enjoyable and educational time was had by all, and despite the brevity of the event, many a builder's interest was piqued by seeing the engines and techniques in real life. For further information, consult William's website at www.flvcorvair.com or visit some of the other informative sites such as www.corvairecraft.com.

Nominate a Youngster for the EAA Air Academy

by Norris Warner

"Children's success in life depends upon the guidance provided by their elders". If you know children who have an interest in aviation point them in the right direction, point them to EAA Air Academy's Resident Summer Youth Camp. There is no better place to experience aviation than in Oshkosh, Wisconsin—home of EAA. The EAA Air Academy's Resident Summer Youth Camp is an accredited program geared for aviation-minded boys and girls age 12-18. Professional educators, Certified Flight Instructors and students from the nation's leading aviation colleges conduct an array of hands-on aviation and leadership activities. Sessions include participants that have two things in common--the motivation to learn more about aviation and the desire to be with other kids who share their interest.

If you know children who are interested in airplanes and what makes them fly--point them in the right direction--point them to the EAA Air Academy Resident Summer Youth Camp."

Now—here is what you need to do to make Chapter 35's sponsorship of one youngster happen again this year: Nominate a worthy child who can compete for this wonderful experience. There are three items that we will weigh in this competition:

- 1) Provide a list of school involvement (organizational membership such as music, athletics, honor societies, advanced placement studies, etc);
- 2) A brief statement by a school official as to the student's class standing or grade point average and to include a statement pertaining to the citizenship and deportment of the student, and;
- 3) A brief letter written by the student explaining his or her life goals and how this encampment experience will benefit.

We are working against a time constraint, and so we need to step out smartly. All application materials for our selection process must be in our hands at the Board of Directors meeting held at the 2nd Saturday in February at 4:30. We think it would assist the applicant's status if he or she could be present to read their own letter ((as outlined in 3) above)).

Last year we were able to select Cody Kelly of Bandera, and he represented Chapter 35 very well. Please help us invest wisely once again!

PLEASE NOTE THAT TIME IS VERY SHORT. Headquarters has told us that the available spaces are filling up fast, so we must choose a camp date and student at this February meeting.

EAA Presents Centennial Package for New Homebuilts

EAAers who complete a homebuilt aircraft between December 17, 2002, and December 31, 2003, will receive a special package from EAA to commemorate the centennial of powered flight. They'll receive a centennial dataplate suitable for engraving and a certificate of accomplishment, signifying their link to the legacy of Orville and Wilbur Wright, powered flight's original homebuilders. In addition, a picture of the homebuilder and his or her project will appear on a special section of the EAA website. To receive the centennial dataplate, homebuilders

must complete their project between the given dates and send their name, EAA number, a copy of the Certificate of Aircraft Registration (FAA Form 8050-3), a picture of the aircraft, and a brief description of the project to:

EAA Aviation Information Service
 P.O. Box 3086
 Oshkosh, WI 54903-3086



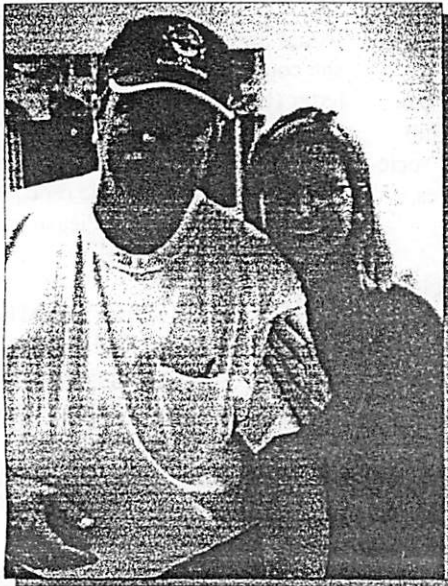
Scenes from the Meeting

by David C. Talley

Man-O-Man... miracles never cease to amaze me! With Steve Carlson leading the "Kitchen Krew" the chili turned out great this year! Yup, folks, the beans were indeed cooked this time.

Maybe, my name can start climbing out of the "dirt" category.

The house was packed for some good ol' fashioned Texas Chile (yes, with the beans). And what a night it was for eatin'. The chapter house had a roaring fire ablazin' in the fireplace. It was needed because the day was cold and damp. Folks started lining up for that good chow about ten minutes early.



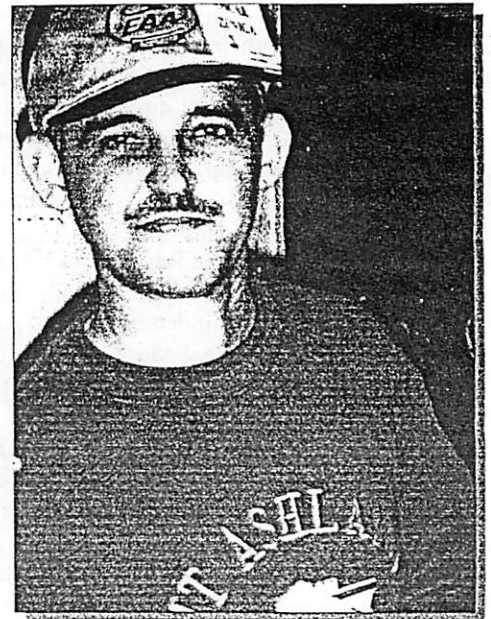
The Kitchen Krew of Steve "get crackin'" Carlson and his beautiful bride, Lee. Daughter, Jillian helped out again this year. Miriam was down in the valley working, so she left the Talley duties to me. A great time was had by all. Happy Birthday, Steve!

EAA has nominated us to be the host chapter. This is no small deal folks. There's a lot to do, however, back in our EAA Chapter 64 days, the B-17 came to town. Unbelievable is about the only word here. You do know that you can fly this thing. Right? So get in line because, I know of at least two folks who are signing up.

Dandy Don Staats, our illustrious VP, introduced Oscar Zuniga who immediately got into providing us an awesome presentation on the Corvair conversion. Oscar knows his stuff and shared with everyone the pros and cons on converting an engine for aircraft use. Rumor has it, that the publisher knows where an engine might be available. I'm looking forward to seeing this. Thanks a bunch, Oscar.

The meeting ended somewhere around nine PM, however, as usual, there

were quite a few folks standing around chit-chatting for some additional time. ☺

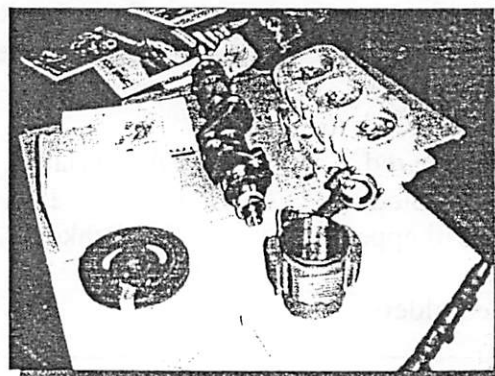


Above: Oscar Zuniga, a recent returnee from Oregon (that's in west Texas). Oscar gave a GREAT presentation on the conversion process of a Corvair engine. I'm sold. Also, he prepped everyone about the upcoming Corvair U. Read about that elsewhere in this award winning newsletter.

Below: Where his money goes. Oscar had gathered most of the required items to begin assembling his engine. Nice...

Due to some jealousy, er, uh...ego, no make that pride, Skip Barchfeld has challenged first Dave Talley, then the entire chapter to a first ever "EAA 35 Chili Cook-off". It's been scheduled for this upcoming October. So folks, get your recipes ready. Remember, this October, YOU are cooking chili.

After the dinner, Norris Warner brought up a gazillion items. Of course, I was doing the dishes, so I didn't get much of it. I know that we need to get the nominations in for the EAA "Summer Camp". Also, the B-17 is coming to town and the



Homebuilder's Corner

Cozy Corner

by Terry Winnett

The Cozy Gang would like to welcome a new builder to our group. Jonathan Ard hails from Pensacola, FL and is at Randolph AFB doing electronic warfare training for the next few months. He has plans serial number 1052 and is willing to be used for building assistance to bolster his skills before he starts in on his own.

This month our topic will be a couple of very handy tools for use in constructing composite aircraft.

Some of the best tools for composite work come from those folks that sew. After all, cloth is cloth, whether it be cotton or fiberglass.

One definite "how-did-I-ever-get-by-without-it" tool is the Dritz electric scissors. The monotonous task of cutting long runs of fiberglass cloth spread out on the floor with a pair of simple scissors is literally a zip with this jewel, saving knees, hands and patience. Trimming up wetted-out glass is easy and clean-up is simple. A rechargeable battery with charger base, a corded adapter for dual power and two cutters, with and without a shoe, are included in the set. Just don't show the spouse; it may get confiscated. Retail price is \$89.99, but the best internet price I've found is \$59.99 including shipping.

The address is: www.store.allbrands.com/dritcuttool.html. I received prompt service from these people.

A nice tool to have is the MSxe 636-2 Variable Speed MultiMaster made by Fein of Germany. This is basically an oscillating sander, like a cast cutter, with a lot of useful accessories. The flush cutting blade cuts cured fiberglass like the proverbial hot knife through butter and does so safely (you can put the oscillating blade against your skin without any ill effect). The sander is very precise, allowing one to easily and consistently sand off fiberglass a layer at a time. This is all accomplished without the itchy fiberglass dust being flung off into the air and onto your exposed arms, face and neck. There is a single

speed version of this tool being marketed for about \$45 less, but the versatility of adjusting the oscillation speed is worth the extra money.

A search of www.toolseeker.com, under "Detail Sander", shows an average price of around \$175. A good vendor of this tool can be found at: www.coastaltool.com. Again, prompt service from these guys.

These tools are hard to find locally and logging onto the internet is the cheapest, most convenient way to buy them. Grandchildren are pretty helpful with all this computer stuff, if you require further assistance.



RV Corner

by Paul McRenyolds

In 2002, as a Technical Counselor, I inspected a wide variety of experimental airplanes. As you know, the RV series of aircraft is by far the most prolific. I'm in contact with about 20 builders, 11 of these are members of our EAA Chapter. According to Van's Aircraft, there could be 30+ more RV builders in the San Antonio area we don't know.

A group of us RV builders meet at Luby's at 1604 and Blanco every Wednesday at noon and exchange ideas and information on building. All who attend have declared they have learned a lot and have enjoyed the camaraderie.

There are at least several RVs that should fly in the next few

months: Joe Arnold's (at New Braunfels) RV-4 is closest (2-3 weeks), Les Bourne's RV-8 (2-3 months), and Charlie Brame's RV-6A (6-7 months). By the way, Charlie just took delivery of a Three Blade Whirlwind C/S prop that is gorgeous.



Anyone thinking about building an RV can contact me at 210-697-1434. I can help with advice on what tools are needed, where to get them, and how to get started.

Maintenance Corner

by Skip Barchfeld

Last summer, as I was using my farm tractor, I noticed that the starter seemed as if it was not getting enough power to turn the engine over very fast. I installed a new battery and it was still the same. I had the starter rebuilt and there still was no improvement. I had the starter solenoid replaced and it still did no good. In desperation, I checked the wiring and discovered that the ground wire from the starter was grounded right at the battery site. I cleaned all of the contact points from the two battery wires to the engine. The performance got just a little better. The positive wire ran directly from the battery to the starter. As I stated before, the negative, or ground wire, was connected to the frame. This meant that the negative current had passed through the frame and the engine in order to complete the circuit at the starter.

It was then that I decided that I would run a dedicated wire directly from the battery terminal to the case of the starter. When this was completed, the starter went back to full power and turned over as it had before.

Weeks later, the left headlight on my car became about half-bright, orange instead of white. This time I went directly to the battery and ran a jumper wire to the case of the headlight. The headlight went back to full power.

Not long after that, starting the Long Eze became more difficult as the starter did not want to really spin the prop. Once again, I first checked the ground wire with a volt meter and it showed that the grounding appeared OK. So I had the starter rebuilt along with a new solenoid. When it was reinstalled I had the same results as before the rebuild.

I then looked at the grounding situation once again. In the Long Eze, the battery is at the very nose of the airplane and the starter is about 12 ft away, completely at the rear of the airplane. When I made the initial installation, I used welding cable, number 00. The positive cable went from the battery in the front, all the way to the starter terminal in the rear, in one piece. The negative cable went from the battery to each of the two 3/4 inch copper tubes that went from just in front of the cockpit all the way to the firewall in the rear. So as I studied this arrangement, I realized that I had four connections between the battery negative post and the engine. After reaching the engine, the current then had to pass through the engine to get to the starter. My first thought was to run a dedicated wire from the battery to the starter case. This might prove to be a challenge due to the limited space available.

Before I went through that chore I de-

cid I would split all of the connections between the wire and the tubes and the engine. While splitting the connections, it appeared to me that the bolts making the connections were not quite as tight as I remembered making them upon the original installation. Maybe during the 8 years that the plane had been in use, some vibrations may have caused the connection bolts to loosen just a little, but just enough to let the connection surfaces corrode a little. It seems that that little looseness and that small amount of corrosion was enough to not allow the current to completely flow.

After cleaning the surfaces and then reinstalling the connector bolts and making sure that they were torqued to the right specs. The starter once again regained its old life and spun the engine as it originally had.

The lesson? To me the lesson was to make certain that all of the wires, and connections in a given circuit, are connected securely, so that they can do their job and complete the circuit as they were designed to do.

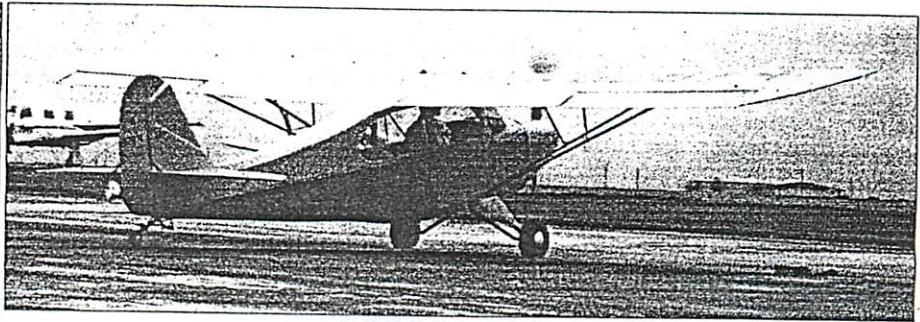
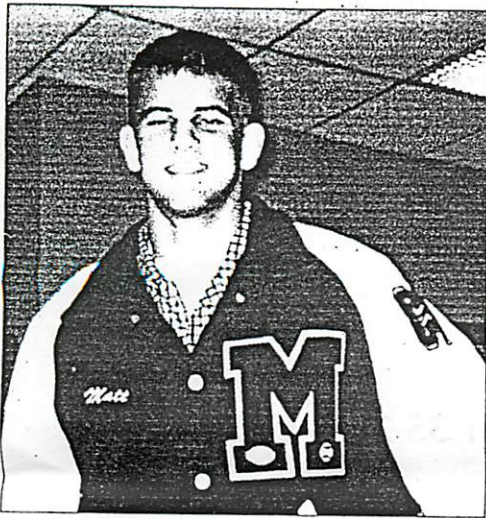
Keep your nose to the ground, and please make certain that you have sufficient fuel to complete every flight you make.

High School Needs Building Assistance

Earl Warren High School is seeking to partner with members of Chapter 35 in the construction of a Dream Catcher ultralight. Al Almond generously put up the money for the kit, and it has finally arrived. We have students who are willing to learn,

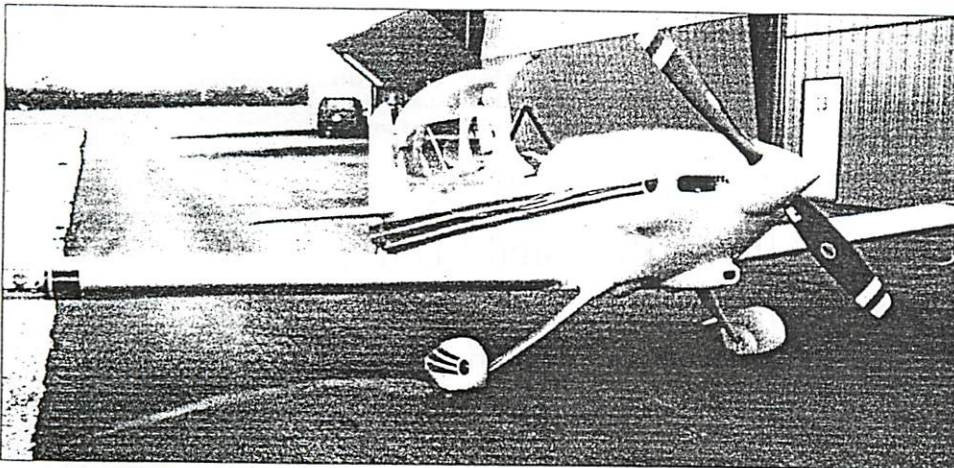
and are anxious to do so. All we need is to get every body together and have a building party. If you want to help, call Don Copeland at Warren (210-257-4200 x 2427 or on the cell at 210-884-6957). We hope to have Al flying by summer.

EAA 35 Young Eagle Solos!



Matthew Oetken was one of our new Young Eagles from June 2002. Saturday Jan 11 he achieved his initial solo in members Jim McIrvin's and Brad Marcum's Champ. Matt is a junior at Marshall High School and hopes to be an Air Force pilot. He earns his flight time by keeping the Champ and Jim's 195 washed and waxed (now there's a chore!).

Banker Feels Sorry, McIrvin now owns a (another) plane.



Newest addition to Jim McIrvin's hangar is this RV-4. With the weekly commute to Del Rio looming in the near future and having Highway 90 memorized (and a cooperative banker), the RV-4 was picked as the "best choice" for speed, economy, and reliability--as well as a darn fun airplane to fly. The trip home from Toledo, OH was done in 7 hours of flight time against 30+ knot winds on Friday, 10 Jan. Engine is a O-320 with a constant speed prop. Ground speed averaged 144 knots -although that includes patterns at 3 airports for 2 fuel stops (the first stop had no one in attendance despite publication to the contrary).



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Woman Fly

(Ed. Note: Leslye Doyle, our latest "Aviatrix" submitted a gazillion pages of famous quotes...we're continuing them here...)(Part 4 of?)

No it was not the novelty, and it was not the danger and the adventure (although these had their charm). It was certainly not a passing whim (if it had been the hard work would have dispelled it in a very short time!). I think there were three chief reasons for my choice of career. First, a real love for, and interest in aviation. Secondly, a determination to earn my own money and to make my career a paying proposition. Thirdly, a conviction that aviation was a profession of the future and therefore had room to welcome its new followers.

— Pauline Gower

This is not a time when women should be patient. We are in a war and we need to fight it with all our ability and every weapon possible. Women pilots, in this particular case, are a weapon waiting to be used.

— Eleanor Roosevelt, 1942.

There is a decided prejudice on the part of the general public against being piloted by a woman, and as great an aversion, partially because of this, by executives of those companies whose activities require employing pilots.

— Louise Thaden, co-founder of the Ninety-Nines.

Any girl who has flown at all grows used to the prejudice of most men pilots who will trot out any number of reasons why women can't possibly be good pilots. . . . The only way to show the disbelievers, the snickering hangar pilots, is to show them.

— Cornelia Fort, WAFS.

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.)

9-11 Feb 03 – Dallas, TX. Helicopter Association International Heli-Expo. 703/683-4646

5 March 03 – 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

15/16 + 22/23 March 03 – Shooting Star Museum's Blue Bonnet Walk. For info or if you can help set up call pat Wegner at 830/931-3837.

24-26 Oct 03 – Reklaw, TX. Flying M Ranch Fly-In.

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

EAA Chapter 35 2003 Calendar

- 08 Feb: Board & Regular Meeting
- 08 Mar: Regular Meeting
- 12 Apr: Pancake Breakfast and YE Flights
- 10 May: SWRFI work party at New Braunfels
- 16-18 May: SWRFI at New Braunfels
- 14 Jun: Assisting 99's with Air Event at Castroville Airport.
- 21 Jun: YE Flights
- 12 Jul: Chapter Picnic
- 9 Aug: Regular Meeting
- 13 Sep: Pancake Breakfast and YE Flights
- 11 Oct: Regular Meeting with CHILI COOK-OFF!
- 08 Nov: Regular Meeting with elections for 2004 Officers
- 13 Dec: Chapter Christmas Party

EAA Regional Fly-Ins

(For details in awesome websites go to www.eaa.org/aviation/evms.html)

2-8 April 03 – Sun N' Fun EAA Fly-In, Lakeland, FL.

16-17 May 2003 – South West Regional Fly-In, New Braunfels, TX. www.swrfi.org

28-29 Jun 03-EAA Rocky Mountain Regional Fly-In, Longmont, CO.

9-13 Jul 03-Northwest EAA Fly-In, Arlington, WA.

29 Jul-4 Aug 2003-EAA AirVenture Oshkosh, Oshkosh, WI

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@satx.tx.com

solid state -\$100.00 each please cal Mel @ 210-651-5086.

For Sale: Ken Brock nose gear retract assembly for Long EZE or Cozy, 1/2 of Ken Brock Prices. See "Skip" Barchfeld 830/363-7649

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

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

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

For Sale: 2 Cencel bags in good condition \$20 and \$25. 4 Jeppesen plastic binders \$2. Call Terry Ross at (210) 566-2765

For Sale: The items listed below are being offered for sale. If you are interested in any of the following please contact: Bill Miner, Flying RV Ranch, 830-995-3490, bill@rvranch.net. We are located in Comfort, Texas approximately 40 miles NW of San Antonio off Interstate 10. * Pair 12 Full Lotus Floats with spreader bars, \$1,000 firm. * Avid Flyer/Speed Wings project with trailer, airspeed, tack, water temp. volts, compass, master switch, hydraulic brakes, other misc. parts, NO FIREWALL. Forward \$4500 FIRM. *Rotax 503-DCDI, muffler, E-Box w/Elect. Start, oil injection, air cleaner, 15 hours \$3,000 Firm *

For Sale: 2 encoders -brand new- never used- still in boxes. model 120-15 Transcal - 14 to 28 volts-



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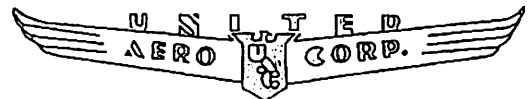
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Chapter 35, San Antonio, Texas

Norris Warner, President
719 Oak Hills Road
Pipe Creek, Texas 78063-5652



When Do you Meet?
Second Saturday of the Month
This month: Countering the Bat

- Board Meeting: 4:30 PM
- Dinner: 5:30PM
- Social Hour: 6:00 PM
- Meeting: 7:00 PM

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

