



The Leader In Recreational Aviation

November 2003

Volume 45 Issue 11

On the Web:

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Inside this Issue:

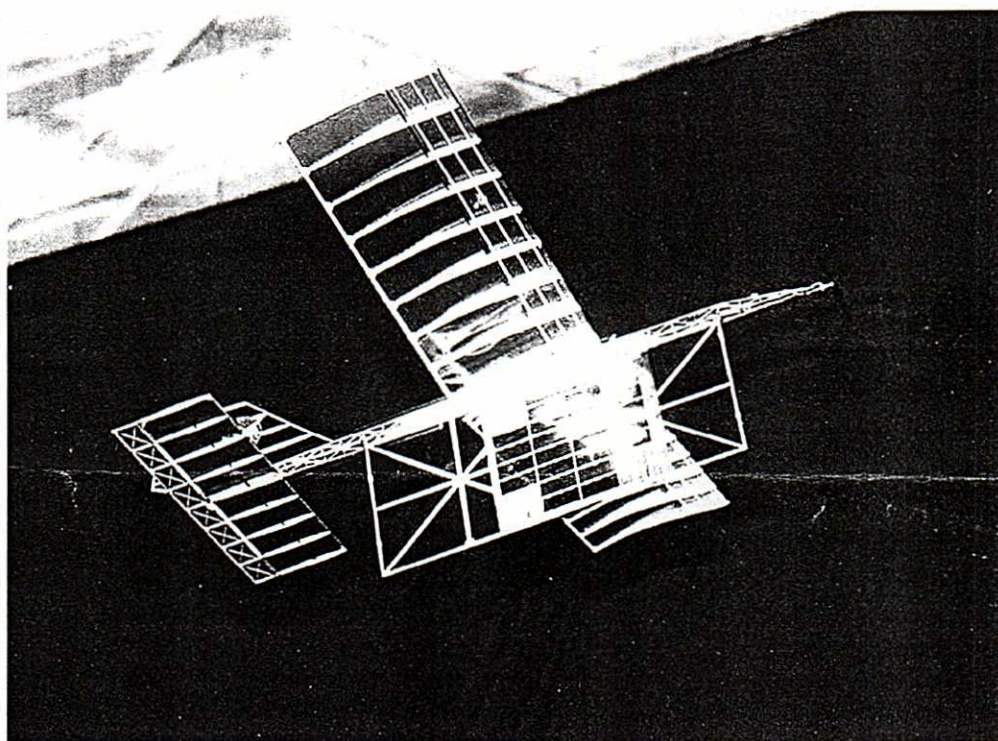
Front Page News	1
With the Wind	2
Chapter Directory	2
Please Read This...	2
President's Desk	3
Comments from the VEEP	4
e-Letters to the Editor	5
News from Around the Patch	6-8
2003 Chili Champ	8
Safety Corner	9
Type Clubs Work Two Ways	10
Burt Rutan's Spaceship	11
Scenes From the Meeting	12
Alex Roca's Zodiac	13
Events & Happenings	18
EAA 35 Calendar	18
Texas Fly-ins	18
Wanted & For Sale	19
Directions to the Meeting	20

# RUNWAY 35



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

## NASA Successfully Flies World's First Laser Powered Airplane



A Huntsville Alabama, NASA research team has developed and demonstrated a model plane that flies solely on power provided by a ground based laser. NASA flew a similar model in 2002 that was powered by a spotlight. The 11 ounce model's thrust is provided by a tiny electric motor energized by specially made photovoltaic cells. It can stay aloft indefinitely or as long as laser light is painted on it's photo cells. <http://www1.msfc.nasa.gov/NEWSROOM/news/releases/2003/03-180.html> (NASA Press Release Photo) kgn



The November 8th Meeting: Deck Yoes - A non-pilot's view of carrier operations. Elections for 2004 Officers. Dinner 5:30pm to 6:30pm. Robert Edwards/Jeorg Thees - Mystery Meal (It may be German food) Program 7pm

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# With the Wind

By Kris Niswonger ENL Editor



We've seen some amazing aviation stories on the internet the last few months. In the September issue of the electronic newsletter we had the wonderful story of a man who flew across the English Channel without any

propulsion. Austrian Felix Baumgartner became the first man to fly across the Channel unaided, with only a tiny carbon fiber wing strapped to his back. (photo on page 5) One for the history books. To me this was the aviation story of the Summer. Baumgartner proved that man really can fly just like a bird. Then we had the story of the first RC model plane to cross the Atlantic. Dave Talley gave me the URL for that one, thanks Dave! This month we have the story of the world's first laser powered plane. Full scale versions could circle a city continuously, providing communications or alerting us to traffic jams, to name just a couple of possible applications.

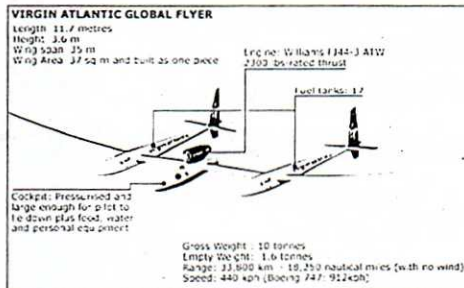
If you subscribe to e-HOT LINE, EAA's electronic newsletter, you learned of Steve Fossett's plans to circumnavigate the globe unrefueled, solo. It looks like an interesting plane; it's called the Virgin Atlantic Global Flyer. Check out the huge fuel tanks! I will be sure to keep you updated on this evolving story.

In 2004, we can look forward to the world's first privately funded space shot attempt. I was lucky enough to gain permission to reprint some FAQ's and some amazing photos of Burt Rutan's space vehicle, SpaceShipOne. Everything you wanted to know about this project is answered in Scaled Composite's Fre-

## The Laser Powered Airplane

quently Asked Questions piece starting on page 11 and also in the ENL.

The electronic newsletter is coming along great and you should notice improvements to it on a monthly basis. Some new features this month include a sky background for title bars. There are some great new aviation links, Lancair and Glasair and Aircraft Spruce to name a few. They are on the News and Aviation Links page. I also worked hard on compressing and improving the images for faster downloads. The average page should render 5-10 seconds faster if you are using dial-up. On the Print News page you will find two versions of Runway 35. Medium Resolution and High Resolution (longer download) for people with high



speed access. Even the medium resolution prints great. Try it, once you do, I am confident you will drop the mailed hard copy, the quality is that much better!

Alex Roca gave us all an excellent update on his Zodiac project which is over half done. Way to go Alex! Keep up the great work. Dave and Miriam did an excellent job with Scenes from the Meeting and also Safety Corner. They and all the other writers continue to make this newsletter the best in the nation. kgn

**Please Read This...**

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

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# From the President's Desk

By Norris Warner

The "Great Chili Cook-off" was a big success—although some suspected that David Talley bought off the judges! Anyway, we had five real winners, and everyone had a great time. Many thanks to all entrants who donated their time and money to make a fine meal for the chapter meeting. And how fortunate we were to have Nancy and Lew Mason, and Lee Ann and Jillian Carlson who stepped in to bring a degree of sanitation to the kitchen area after the event!

For the first time ever, we opened the meeting with the singing of the National Anthem. Our soloist was 16 year old Megan Reininger, who takes music courses at UTSA. You might remember that she is the little sister of Mary and Michelle Reininger, the young women who raced to Louie Viggiano's aid when he unceremoniously ended up in the nearby wild animal refuge. Singing acappella is very difficult, but Megan showed off her tremendous range and power. Well done Megan!

Folks—make your Christmas Banquet reservations at once—remember, we can only seat 100 for this fun-filled evening. Call Lee Ann Carlson at 210.545.2376, or e-mail her at [larider@sbcglobal.net](mailto:larider@sbcglobal.net) to be certain you don't miss out. Please bring a Christmas-wrapped gift for each ticket you buy and be ready for a Dave Baker-led fun fest! It truly is the highlight of our chapter year. Dress ranges from casual to ties and cocktail dresses, and you can count on Al Almond to show up with some mighty fine libations.

We've discovered a few of those precious Christmas ornaments crafted by our chapter friends, Anna and Jerry De Groot. Made of native mesquite and depicting our humorous chapter logo, these beautiful decorations are at home on your tree or anyplace in the home, office, or shop. Similar artwork sells for over \$30 at Oshkosh, but these remaining fundraisers can be yours for only \$8.00, with the proceeds going into our Air Academy Scholarship fund. Call me if you would like to have one—or more—before the Christmas season at 830.510.4334.

Do you think our newsletter is still the finest in the country? Well, I do, and I hear great compliments from many of our members. And the e-mail version is very well received, with 55 members currently receiving *Runway 35* in this manner (if you'd like to receive it in this fashion and save us the cost of printing and posting the hard copy, e-mail Joanne Warner at [njwarner@indian-creek.net](mailto:njwarner@indian-creek.net) and she'll get you added to this expanding list).

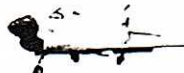
As you all know, Ed Seurer has been publishing the printed newsletter for many years now, and at no expense to the chapter. If we had to go commercial (Kinko's for example), our monthly reproduction cost would be around \$400, a fee we simply couldn't afford. Ed has been able to cut down the number of copies printed thanks to the members choosing the electronic version, and the savings in paper and postage is already very significant. And while we will never be able to completely get away from a "hard copy" version, we need each of



you who are internet capable to sign up now.

Next time you run into Ed Seurer, please give him a pat on the back. He truly is a Chapter 35 hero!

And finally, if you are enjoying *Runway 35* under our new editor Kris Niswonger, won't you call him at 608.347.9949 or e-mail him at [kris123@tds.net](mailto:kris123@tds.net) and tell him so? E the way, if you can contribute a personal article to the newsletter, Kris needs it by e-mail by the 28<sup>th</sup> of the month. I'm wagering that each of us has a story to tell!



# Comments From the VEEP

By Steve Carlson

I have many things to tell you about this month, from this month's program, to first flights, to fly-ins, to new project launches.

Our presenter this month is our own Deck Yoes with a program called "A Non-pilot's View of Carrier Operations." This will be preceded by the culinary musings of Robert Edwards and Jeorg Thees. Just watching these two in the kitchen will be worth the price of the meal.

Last Thursday, 16 October, my daughter and I flew down to SAT from Boerne Stage. We parked at the Sino Swearingen ramp to witness a company first. Serial number 003 had its first night flight. This was the third first for our company Thursday. Earlier in



Miriam Talley, Jill and Lee Ann Carlson

the day, serial number 004 had its first flight, so we now have two test articles in the flight test program. We also received our first Type Inspection Authorization, another significant milestone on the road to certification.

Another Recklaw has come and gone. This was my family's third year of Recklaw and each one has been unique. Our first trip to Recklaw in 2001 was in the aero club Warrior. The weekend was fantastic with over 300 airplanes in attendance. We were struck by the efficiency of the operation as planes were parked wing tip to

wing tip down the 4000 ft. grass runway and into two large fields at the southern approach. Last year we were impressed by how long low ceilings and rain can last. About eight airplanes snuck in under the scud. Pilots are a resourceful lot, though, so in addition to enjoying an intimate gathering in the hangar hosted by the Masons, we also toured the Texas State Railroad's restoration yard in Rusk.

This year we were trying to get an airplane to fly and on Saturday we nearly convinced ourselves that if we could just sneak out there, Sunday would be bright and sunny. The weather guessers really missed this one. While Friday was a great day for the beginning of the fly in, things went downhill from there. Saturday we drove out there, chasing the rain showers all the way. The road never dried, but we were never rained on, either. We arrived at the Flying M and found the grounds were well soaked, but as usual, the event was well organized and everyone was there to enjoy airplanes and a fair bunch of them showed up. It was not packed like 2001, but there were probably 150 planes in all. The Masons put on a great Saturday night feast with dedicated volunteers from one of the area chapters serving it up. Sunday morning was a good solid pancake and egg and bacon breakfast followed by more heavy showers until about 10:30 or 11:00.

There was a fair turn out from San Antonio this year. I heard that the Lou Mason and Don Staats clans were around early Saturday, and then when we got there we found the Talleys, Bob Cabe, Brad Marcum, and from Zuehl, Dave Caffey, Gayle Ketchum, and Joe Long. Most of you know Dave Caffey as the people



mover coordinator for SWRFI this past May.

This year we were determined to ride in the trains we had seen the year before. Our tickets were for the Rusk train leaving at 11:00. Fortunately the rain quit by the time we were at the station. We enjoyed a scenic ride behind Diesel-Electric power from Rusk to Palestine and back. The steam power we were anticipating was broken down and will be for a while. The crews on the train were friendly and warm to our wayward pilot group. They made us feel like one of the family. This is a definite must-do trip to add to your list.

Now, for the project launch. 21 October marks the receipt of plans and therefore the official beginning of our new airplane. It started long ago of course, but the immediate launch went something like this. It was two weeks ago when the EAA chapter members began stirrings about Mark Brown's airplane. He designed the Starlite many moons ago, before the Pulsar. The design and tooling for the Pulsar were sold and the kit is still being produced, but he kept the plans and tooling for the single seat Starlite and allowed as how a few folks going in together could get a flock of these planes together fairly cheaply and

*(Continued on page 14)*

# e-Letters to the Editor

## Electronic Newsletter Feedback

Kris,  
 WOW! I was browsing the stats page for my site, [www.NoticeToAirmen.com](http://www.NoticeToAirmen.com), when I noticed I had a referral from your new, electronic version of the Chapter 35 newsletter. I just spent about 15 minutes reading it and am very impressed! It's very easy to read, has friendly top/bottom navigation and a clean design.

I work as a usability engineer at USAA – my job there is to ensure that web sites and new technology are easy to use. Well, congrats, because your online newsletter definitely passes the test!!!

Keep up the super work Kris and thanks for the link to my site!

Sincerely,

**Justin Moore**  
 mailto:jus@outdoorphoto.com  
**Moore Photography & Design**  
 Photographic Prints · Stock Photography · Web Design  
 1-210-884-5723

(Ed. Note: Thanks Justin for the kind words. Many thanks from all of us for generously donating your time and talents, photographing the pilots and YE's. If it wasn't for your photos the October newsletter wouldn't have been half as good.)

Kris,

The internet newsletter is terrific! I have a cable connection, so my download was achieved in about 30 seconds. Since some members do not have/use the internet, I would think it would be useful to identify these members, and see if the others

would mind being removed from the mailing list. This should substantially reduce the printing and mailing expenses.

Keep up the good work!

**Bob Masters**

Kris,

Your on-line newsletter looks great. I know all the hard work you must have put into it. Everyone with e-mail capability should sign up and drop the hard copy. Thanks.

**Chuck Imken**

## Let's Hear From You

A newsletter is only as good as it's content. You are invited to contribute. Any stories, pictures or any upcoming events that you know of, please send them to the editor. If you like to surf the web, and you run across an interesting aviation related news story or photo, please send me the URL (web address) and I will research it.

Digital photos submitted must be either JPEG or GIF format. Please do not send large picture files, I won't download them if they are over 500k in size because I am using dial-up. You can resize any digital picture with most photo editors. The photos that I use in the newsletter are between 15k and 100k in size.

Please send your contributions to [kris123@tds.net](mailto:kris123@tds.net). I will accept MS Word, MS Works, WordPerfect or most any text document including email. kgn

To the right is Austrian Felix Baumgartner during a practice flight in this undated press release photo.



## News From Around the Patch

### Christmas Banquet Tickets

GREETINGS! Just a friendly reminder about tickets for the Christmas Banquet on 13 Dec 03. The tickets are \$15 per person and the dinner is a choice of Yellow Fin Tuna or Prime Rib. Just let me know by email, regular mail, phone or



at November's meeting what you want to eat, the number of tickets you want and a check for the tickets. I will send out your tickets when I receive the money. Hope to see you all there. Don't wait. December is just a month away. Tickets are going fast.

Happy Holidays.  
Lee Ann Carlson  
210-545-2376  
[larider@sbcglobal.net](mailto:larider@sbcglobal.net)  
16411 Hornet Creek  
SA, TX 78247

### Charter Members



Don Staats emailed and said that indeed Harlan is

the only surviving Charter member of Chapter 35. Runway 35 is in it's 45th year so that is quite a feat. When Harlan, Burt Wilcut and others started the chapter, Eisenhower was president and space flight was not quite yet a reality. Computers took up whole rooms, TV's were black and white, and Elvis Presley was singing on the airwaves. kgm

### Membership Directory Updates

Please call or e-mail changes to: Joanne Warner, (Metro)  
830.510.4334, or [njwarner@indian-creek.net](mailto:njwarner@indian-creek.net).

#### Mailing Address Change:

Oscar Olszewski  
12315 Jones Maltsberger #106  
San Antonio, TX 78247

#### E-mail address change:

Eades, Ed - [LTceades@aol.com](mailto:LTceades@aol.com)  
Gramling, Richard - [Richard.Gramling@CEN.AMEDD.ARMY.MIL](mailto:Richard.Gramling@CEN.AMEDD.ARMY.MIL)  
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Ragsdale, Bil - [bilrags@intergate.com](mailto:bilrags@intergate.com)

#### Correction to e-mail address:

Kyle Pierce - [413250P@prodigy.net](mailto:413250P@prodigy.net)

### Volunteer's of the Month

Stepping up to do what needed doing this month were the Masons—Nancy and Lew.

Over the years, no one has spent more time than Nancy making the interior—and the exterior—of the chapter clubhouse sparkle. At the October meeting, the recent rains caused a great deal of mud to be tracked inside, and Nancy spent a great deal of time and effort in the following days putting it all back in order. And then she went to work on the kitchen!

At that same meeting, we realized that the clubhouse air conditioning was not working. Within a couple of days, Lew diagnosed the trouble and corrected it, saving us a service call that starts at \$50 and then goes up.

The chapter owes a huge debt of gratitude to Nancy and Lew, two of our finest!



## ...News From Around the Patch...EAA 35 Style

### Pilgrimage to Recklaw

By Miriam Talley

Well here it was, the 4<sup>th</sup> weekend in October. That means only one thing ...we were Recklaw bound!! For those of you not in the know, Recklaw is the best little fly-in in Texas. It was started a number of years ago by Dave Mason and his now deceased wife.

In the midst of the beautiful piney woods of east Texas they carved out the Flying M Ranch. He has continued the tradition with his new wife of one year, Marcia. With a double wide 4000+ foot grass runway, hiking trails and a lake, the site is simply gorgeous. Put in several hundred little airplanes and the site is simply spectacular. The fly-in is open to all aviators. Fly-in, drive in, camp, bring a camper or stay at local hotels. Children and dogs are welcome. In fact, dogs are given a special fly-in bandana. The atmosphere is extremely relaxed. The only planned events are meals and a fishing derby for the kids. A small control tower has a volunteer with a base station and a spare hand held to help guide folks flying in. Regulars know to bring their camp chairs and blankets to set up along the runway to watch the hundreds of planes coming and going. Everyone is invited to make a low high speed pass or show off their piloting skills. Everyone is very safety conscious and no FAA any-

where to be seen. Meals are prepared and served in a large hangar by local EAA chapters and the 99's. The whole idea is to hang out, meet old friends, make new ones, check out all the airplanes and talk airplane.

David and I drove up since all planes we have access to are hangar queens. Other EAA 35 Chapter members also made a showing. Showing up on a beautiful sunny Friday afternoon, the place was already packed with airplanes. We passed Bob Cabe's pretty RV, he was camping by the plane. Don and Norma Staats were making the rounds, Lew and Nancy Mason drove up via visiting with their son at College Station, Brad Marcum flew in with his IFR student in a C172. The Carlson clan, Steve, Lee and Jillian, drove up on Saturday.

Some airplane standouts were a pristine Ryan PT-22, two Skybolts wowed the crowd with some superb formation flying and aerobatics, a Steerman did some great show off flybys, a T-6 and RV did some phenomenal formation flying that looked like big mamma with little bird tightly tucked under her wing. Of course every variety of airplane did their own fly by...from ultralights on up, several Piper Cubs amazed us with their precision landings, slipping the little Cubs so that they were (Continued on page 18) perpen-

### Young Eagles



It seems that the word is getting out about Chapter 35 and our dedication to the Young Eagles program. Last month I said that we had a Boy Scout troop wanting to earn their aviation merit badge and since then another scout troop and the Boys and Girls Club have contacted me wanting to

know if we can provide Young Eagle flights before the end of the year. We have not made any firm plans for the latter two requests; however, we will be helping a scout troop earn their aviation merit badge on November 14th and 15th. Approximately thirty scouts will arrive at San Geronimo on Friday, November 14th, at around 6:00 p.m. to set up their tents and perform most of the merit badge requirements before eating and settling in for the night. The requirements to be completed on Friday include the following:

- Define "aircraft." Describe some kinds and uses of aircraft today. Explain the operation of piston, turboprop, and jet engines.
- Point out on a model airplane the forces that act on an airplane in flight.
- Explain how an airfoil generates lift, how the primary control surfaces affect the airplane's attitude, and how a propeller produces thrust.

By Brad Doppelt

- Demonstrate how the control surfaces of an airplane are used for takeoff, straight climb, level turn, climbing turn, descending turn, straight descent, and landing.
- Explain the following: the recreational pilot and the private pilot certificates along with the instrument rating.
- Learn about the job opportunities available in aviation.
- Obtain and learn how to read an aeronautical chart. Measure a true course on the chart. Correct it for magnetic variation, compass deviation, and wind drift. Arrive at a compass heading.

As you can see there is quite a lot to do on Friday. I have all of the information ready to hand out to the boys, but could really use some help in presenting some of the information. A couple of volunteers who would like to present some of this information would be greatly appreciated.

The next morning, Saturday, at around 9:00, after the scouts have eaten breakfast and cleaned up, we will finish the remaining merit badge requirements:

- Discuss how facilities at the airport are used including how runways are numbered and how runways are determined to be "active."
- Under supervision, perform a preflight inspection of a light airplane.
- Take a flight in an aircraft. Record the date, place, type of

(Continued on page 19)

## ...News From Around the Patch... *EAA 35 Style*

### 2003 1<sup>st</sup> Annual EAA 35 Chili Cook-off

By "Big Dave" Talley

After a few tums, a couple of di-gells, the added bonus of a gaviscon, things are getting back to normal after the 1<sup>st</sup> Annual EAA Chapter 35 Chili-Cook-Off!

This year's event brought out five "chefs" to bid for the honor of being the first "Chili Champ". However, one must remember the beginning of such an event. As EVERYONE remembers (why is this) two LONG YEARS ago, David Talley, along with his almost willing wife, volunteered, yes folks, volunteered to prepare the January meal. Since the folks at San Geronimo hold a chili fest every January 1<sup>st</sup>, Dave thought it would be a good idea to make some chili for the chapter. After all, it hadn't been done before. The Carlsons agreed to kick it up a notch and help. Three big tubs of chili were prepared to perfection. However, it seems that some in the chapter hold a different standard than that of Chef Dave. It seems that somehow, the beans were a little (with emphasis on little) hard for their chewing ability.

Then, a YEAR later and with the same "kitchen krew" (sans Miriam) the chapter members were at it once again with comments about some stinkin' little bean. The comments grew into a roar. As folks lined up to get the best darn chili in Texas, the krew had one up their sleeve. Big Dave had cooked the beans up (from scratch) the night before. The chili was a hit; however, some folks can't let bygones be bygones. So Skip Barchfeld stood-up and challenged Big Dave to a chili cook-off. It seems that he thinks he's better in the kitchen than Dave.

Now here we are nine months later. In preparation, the chapter was canvassed and three other additional members threw their names into the hat; Lori M<sup>c</sup>Irvin, Ute Tobias and Steve Antonelli. The right to be recognized as the Chili Champ was on.

So, here we are at the October Meeting. Each chef has prepared their best chili. Skip had arranged for five independent judges to taste the kitchen kreations. They were; Betty Day, John Killian, Richard Grambling, Al Almond, Judy Walker. Additionally, Skip created a judging standards list. On it were, consistency, color, texture, smell (aroma) and taste. These categories were ranked one to five. They were then added up and averaged. The chili with the highest average would be the best. The judges "tallied" up their numbers for the following results: Consistency – Dave Talley, Color- Ute Tobias, Texture- Skip Barchfeld, Smell (Aroma)- Lori M<sup>c</sup>Irvin, Taste- Dave Talley.



The 1<sup>st</sup> Annual EAA 35 Chili Champ is Big Dave Talley, with his "Big Dave's Texas Talley homemade wonder chili." Dave "You are da man"!

When it was said and done, believe it or not, Dave Talley was humbled when his chili was titled Best of the Bunch for 2003. Vindication?! Don't count on it! It seems that the chapters members are a "hard" bunch to satisfy and will never let Dave "Chili Champ" live down that one cold January night, oh so many years ago... all of this over some stinkin' little bean...

Thanks to all who participated in this first ever event. It was a blast! For everyone else; Get your favorite recipe card dusted off and get ready for next year. Big Dave will continue the challenge. Let's see... who can dethrone this year's "Chili Champ"? dct

### Power Computer Tips



The great thing about computer software is the fact that it is constantly being improved. When a software company updates it's current software it is often called a "build number" or a "patch." When they come out with a whole new package it is usually called a "version" with a number, acronym or name. Software companies almost always put the version number and build under the Help drop down menu at the top of the screen. Look for "About" or "About this 'software.'"

Did you know that Microsoft posts on it's Website around 5 critical updates to it's software every month? To update your Windows operating system, select Windows Update from the Start menu, it should be near the top. You have to be online for this to work. It will advise you on what updates are available and how long it will take to download and install them. You don't have to worry about installing them, MS does it for you, it's almost all automatic and it's free. After the first time you update your software, MS will notify you automatically when new updates are available on your taskbar at the lower right side of your screen. MS never uses email to notify you of new updates. kgn



# Safety Corner

by Miriam Talley



While at Oshkosh I stopped at the FAA building. They always have a lot of neat information, folks one can talk to and great speakers at their forums. I saw listed a forum titled "Top 10 Reasons for Engine Stoppage". Since I was going to restart my flight training lessons, I wanted to see if this information would help me to be a safer pilot. None of this information is new, a lot of common

sense, but I shook my head at the number of pilots that forgot their common sense when they headed for the airport. The speaker shared story after story of the following:

10<sup>th</sup>- The cam breaks or engine explodes, usually the lower end. This is the only reason out of our control. (Right Brad and David!) Nothing we can do but make sure we know the emergency landing procedures for our airplane. How many of you actually practice emergency procedures! Hmmm.

9<sup>th</sup>- Fluid Loss. Not taking care of leaks.

8<sup>th</sup>-Intake. Old air filters full of grass, bugs, dirt. Animals love warm engines in cold hangars. A good preflight and intake covers could take care of this.

7<sup>th</sup>- Ignition. Using spark plugs past their prime. Keep cleaning and gapping the old ones because you're too cheap to buy new ones? (John Kuhfahl wrote about this a while back! Thanks, John!) How many folks still have the original mags on that old plane...you'd be surprised.

6<sup>th</sup>- Miscellaneous Maintenance. "Stupid Stuff". Tools/rags left under the cowling, poor workmanship, skimping on parts, or ignoring problems. Always check the plane over after someone else has worked on it.

5<sup>th</sup>- Cylinder/valve failure-upper. Not letting the engine warm up, over revving, poor leaning, shock cooling. Basically, not knowing your airplane or the POH.

4<sup>th</sup>- Fuel System. Selector, primer seals leaked gas. If you smell gas leaking...get it fixed. Three or four sooty cylinders (depending on your primer system at the cylin-

ders) is the indication your primer is leaking even though it is "in and locked".

3<sup>rd</sup>- Carburetor Icing. Be aware of when it can happen. Usually when temperatures are between 30 and 70F and humidity is 80%. But with sudden cooling, it can happen with temperatures as high as 100F and humidity as low as 50%. Continentals are known as the "ice makers". Also, if applying carb. heat due to suspected icing, remember that the engine will run rough until the ice clears. Ride through the roughness, don't be impatient. It may take some time!

2<sup>nd</sup>- Fuel Contamination. Fuel caps left off that allowed bugs, birds and other debris to get in the tank. Condensation...have you checked your fuel for water before flying? Wrong fuel...check on that line boy or girl!

Number One Reason...Fuel Starvation/exhaustion. Plain stupidity. Fuel selectors not utilized, not watching or planning for fuel consumption. (As if YOU didn't know this!)

Folks this list was compiled from the FAA's data bank of accidents. It was presented in the "David Letterman" format of ten things and was one of the best and most informative lectures I have ever attended. Often, I shook my head in disbelief over some the examples that were given for each item. It's amazing how unprepared and sometimes even stupid supposedly "intelligent" pilots get. Please look the list over and ask yourself (in one of those "introspective" moments) have I **EVER** been lazy/complacent/stupid for anything listed above? David admits to forgetting some things on occasion. If that ego can admit it I wonder who else could be on the list?

So please **THINK** before you fly. Also **THINK** while you fly. And finally, **THINK** after you fly. Did you do **EVERYTHING** to perfection? I know I now have a plan to constantly evaluate myself and my plan. Please consider doing one for your own safety along with those you share the thrill and excitement of flight. Until next time, Godspeed and remember to kept the oily side down!



# Type Clubs Work Two Ways!

By Don Staats

I was flying along in my Pacer a few days ago from San Geronimo Airpark to Elm Creek Airpark south of Seguin. Somewhere along the way I started thinking about an upcoming event with my Short Wing Piper Club (SWPC) chapter. My next thought was that I would belong to this group even if I didn't own a Pacer.

We are about 40 strong and include members from Houston to west of San Antonio. It is a struggle to keep the chapter viable since we are scattered out over a long distance and our fly-out meetings are frequently weathered out.

We fight against abandonment because we enjoy our camaraderie and the exchange of ideas concerning short wing Pipers. The short wingers include the Vagabond, Clipper, Pacer, Tri-Pacer and Colt. All have a 29" – 6" wingspan and hence the name. How the short wing came about is another story.

As a type club member I have access to blueprints, tools, a lending library and a couple of volumes of tips that cover every aspect of maintaining the aircraft. The SWPC publishes a bi-monthly news magazine that is about the size of what the Reader's Digest used to be. It is filled with adventures of members flying to various places around the world, chapter events, vendor advertising particular to our needs, and a want ad section.

Also, there is a national convention. I have attended only three and missed the one held this year in Springfield MO. I hope to go to others in the future. They really have some great seminars---again related to the short wing bird.

As you see I am involved with a great "support group." I really don't like that term because it seems too politically

correct but that is what it is.

Obviously, you have now figured out the first way a Type club works: you gain support in maintaining and operating your aircraft! There are clubs for just about every manufactured aircraft and many of our home built. Nowadays, with kits, the homebuilt designers offer builder support and I would imagine the follow-on as well. For some of the older birds, however, it is left to the type clubs.

What about the second way a type club can work for you. Easy. You don't need to own an aircraft to join. And once involved, you can find all there is to know about the machine before you buy or build. You may even beg a ride and see what it feels like in the air.

I have belonged to several type chapters over the years. Did you know that one of the problems a Fairchild 24 had was tail wheel shimmy. The way to solve that was to make sure you got a tire that had a flat tread on the bottom. Amelia Erhardt used to demonstrate the Monocoupe. Charles Lindberg wrecked his Monocoupe twice. (I didn't wreck mine once. That is the truth but on the two occasions of engine trouble I was near an airport).

A Pietenpol enthusiast can buy plans from Donald Pietenpol, son of Bernie and for a very few dollars extra get the plans for mounting an Viele engine and an under the engine radiator for the Ford Model A. Total cost around \$80.00 unless its gone up recently. I saw a Viele powered Peit at Kerrville one year with oil leaking from every cylinder and a WWI German design. It was named "Der Faker Fokker." One Pietenpol club has annual fly-ins at Broadhead, Wisconsin (sorry, but attending that fly-in is by invitation only as it has be-

come too crowded).

What about the Rose Parakeet? They gather at the Antique Airplane Association meet at Blakesburg, Iowa.

Join their club and find out what makes them so neat. The Rose is a little one-place bi-plane out of the 1930s. It works well on 65 h.p. and absolutely great on 100 h.p. It would be a great project for the traditionalist who wants to go tube, fabric and wood from plans. Some of the earlier ones used a tail skid.

For those who want to build their own from a kit, rather than buy a factory job, go to the designer (e.g. the Zenith folks in Mexico, MO). Before you plunge in with the big bucks, however, join the type club and attend their fly-ins. Maybe you will learn more about the bird there than you learn from the designer during a factory visit sales pitch.

Well that's two ways a type club can work for you---support for owners or knowledge about costs and performance in advance of purchase. The latter can save you a lot of money and headaches. To paraphrase an old advertising saying: type clubs are "where the "rubber meets the road." People that own and fly a certain model are not shy about extolling its virtues or discussing areas where allowances must be made or compromises dealt with.

*(Continued on page 11)*

I have a yet third reason for joining a



# Burt Rutan's Spaceship FAQ's

## Frequently Asked Questions VISION

*What does Burt Rutan think of the other X-Prize designs?*

Burt prefers to discuss this only after the X-Prize is won.

*How long has Burt been working on all this?*

The concept dates back to April 1996. Design work and some limited testing was started 3.5 years ago. The full development program began in May of 2001.

*What's going to be next in Burt's bag of tricks?*

Scaled has completed 34 manned research aircraft. None were announced until they were ready to fly.

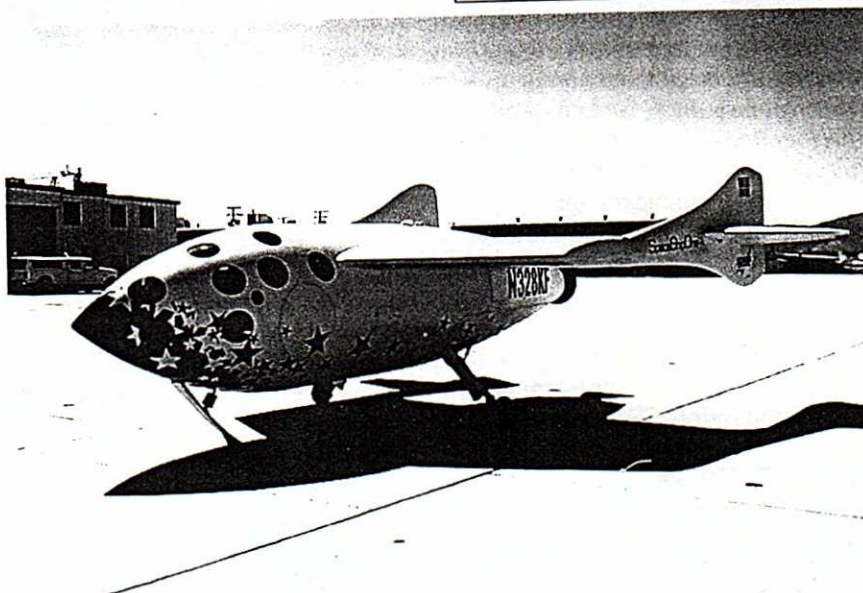
## BUSINESS

*How much will it cost to get a ride into space?*

Rides will not be offered in SpaceShipOne. The price of a ride will have to take in consideration the cost of certification and establishing

an airliner-like operation. One goal of this research program is to see how low it might (Continued on page 15)

SpaceShipOne is carried aloft by White Knight to an altitude around 44,000 before release.



SpaceShipOne glided better than anticipated with a 5 to 1 L:D ratio. Note the futuristic windows, there is no windshield, also the nose skid

## Type Clubs Work Two Ways (continued)

type club. I just like to know more about certain types of aircraft than is available in current literature. The type club newsletters really give you the details and let you know where there are any problems in the design that must be resolved before flying. Also, the newsletter contains information on fly-ins related to the type aircraft for those who want to go look at them.

There are so many airplanes that I would like to own and fly. I suppose that if I could afford it I would have one of each. Membership in a type club gives me a vicarious way to feel participative. All I know is that any day I am involved in any way with flying is a good day. The neatest sign I ever saw that expressed this thought was painted on the back wall of the late Gordon Bourland's hangar in Justin, Texas. Gordon flew for Frontier Airlines and owned a Waco Taperwing, a Waco Custom Cabin, a Pacer and a 90 hp Champ. The sign said: "These are the Good Old Days." Isn't that true?

Don Staats  
November 2003

PS: I sent a draft of this article to Dave Talley. He expressed concern that the Stinson Club was not mentioned. Mea Culpa. I didn't mention the Stinson club nor about 100 other type clubs. So in the tradition of that famous letter to Elizabeth about Santa I must say "Yes Dave, there is a Stinson Club. The Stinson is one of the finer aircraft ever built in all its iterations. I have ridden in a 108 and it flies great. I would be proud to own one. As a member of the Short Wing Piper Club I am most thankful that Dave owns a Stinson. ds

PPS: (Comments from Dave "The Man" or Dave the "Chili Champ"... ) Yes, Don you are *almost* correct in your ascertainment of the Stinson. "Almost" in that you said (and I quote from above) "The Stinson is one of the *finer* aircraft ever built in all its iterations.) The sentence (to be *honestly correct*) should have been written, "The Stinson is the **FINEST** aircraft **EVER** built." See, Don, it's much easier to write in that is the honest truth AND it's even shorter. Oh, and geez, it seems that there are additional type clubs out there for the second best airplane ever built (that would be the Bonanza) and the third and the fourth... dct

# Scenes From the Meeting

by Miriam Talley



Here I go saying it again...if you missed this meeting, you missed a good time. I really mean it when I write this month after month. The camaraderie that our chapter shares is pretty special. There is a genuine enjoyment of each others company that revolves around our mutual love of aviation. There is no petty pernickiness, but a sincere caring

about each others endeavors, achievements and a willing helping hand to those who need it. Plus its just plane fun to hangar talk. Well enough of my musings...

Slogging in through the rain, I showed up early hauling a heavy pot of chili that my spousal unit had been cooking since the night before. As I opened the door to the chap-



evening.

The meeting was called to order a little early, at 6:40pm, by chapter president Norris Warner. On a patriotic note, and standing near our nations flag, Megan Reiniger sang the national anthem a cappella. Thank you Megan for helping us to remember our hard earned freedom.

Though the membership attendance was lower than usual, about 60 (must have been the rainy weather keeping folks away), we did have 6 guests...welcome and come again.

Dandy Don Staats, chairman of the nominating committee, announced that he, together with Lew Mason and Ed Seurer would like to present the nominations for the Officers of EAA Chapter 35 2004-2005. For President-Steve Carlson, Vice President-Dave Baker, Secretary-Lee Anne Carlson, Treasurer-Joanne Warner. A fine group. Elections to be held at the November meeting.

Lee Anne Carlson, is selling the Christmas Banquet tickets!! This is a fun evening not to be missed. However, only 100 tickets will be sold due to space constraints. So call or e-mail Lee Anne soon. (Info at front of newsletter) \$15/person.

EAA 2004 Calendar orders can be placed with treasurer Joanne Warner. \$10 each. *(Continued on page 14)*



Norris Warner congratulating Dave Talley. (the Chili Champ)

ter house the heavy aroma of chili was thick in the air. The four other chili contestants were already there...the competition was hot. See David's article for details of this very successful "EAA Chapter 35 First Annual Chili Competition". Needless to say, the eatin' was pretty awesome that evening. Many thanks to competition coordinator Skip Barchfeld who obviously put in a lot of time and effort to get this event going...hats off to you Skip. And of course thanks to the judges for doing a great job...the concentration was intense. Once again thanx to Nancy Mason for her hard work at cleaning up at the end of the



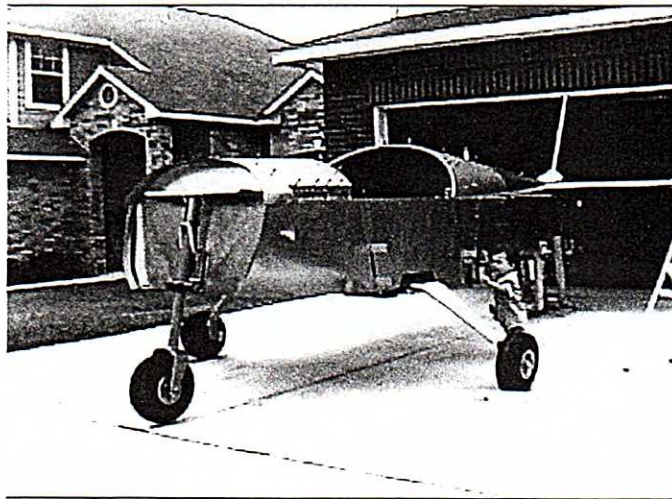
# Zodiac Ch601 XL 50% Done

by Alex Roca



is a brief status of my own project:

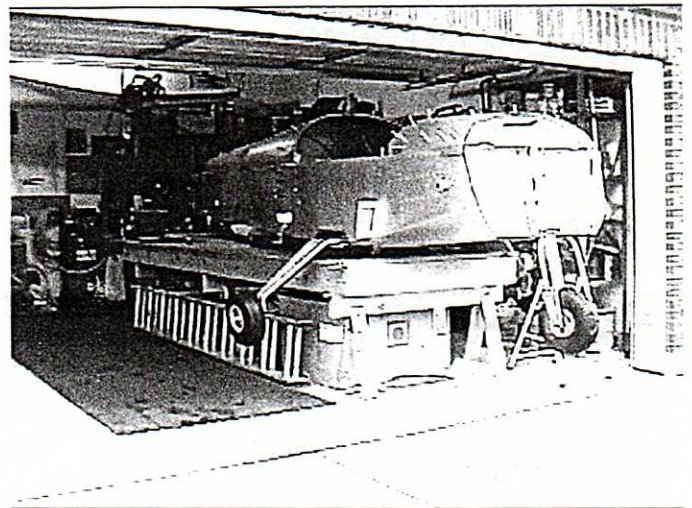
I am currently building a Zodiac CH601 XL. It's a two seater, side by side, low wing, all aluminum aircraft. This is my first project. Flying has always been my dream. I got my PPL back in 82 but have not flown much since. Recently I realized that building and flying your own aircraft was within my reach, so by summer of '02 I started researching as much as I could. I joined the Chapter soon after and decided to go for the Zodiac for three reasons. One.... I wanted cross country capability. Two... low cost., and three... easy to build. One thing I learned quickly is that there are lot of companies out there which claim their total building hours are X but reality usually is 2X or even 3X. Another decision factor for me was the fact that I did not want to mess with a composite design. Not because composited are better or worse compared to aluminum, but because I thought I did not have the right skills for the job. The use of blind rivets instead of the conventional "bucked" rivets gave me an additional comfort given that I really did not have any experience with building aircraft.



As a builder, one thing I would love to see more is what other members are building and learn about their building experiences. With this thought in mind, here

One final very important factor was the fact that I was not alone in this venture.... there were others in the Chapter (Weston Walker and Randy Stout) who were also building a Zodiac. I do have to say that I have learned so much from them (thank you !).

It was early March of '03 when I placed my order for the complete Kit (all except engine and instruments). I attended a workshop (highly recommended) at the factory and picked up my kit on April-03. Since then I have been working consistently an average of 10-20 hours per week although my wife thinks is more like 30 - 40 hours/per week. I do have to say that if it weren't for her support I would not be here today sharing this story. Believe me it is a challenge to raise 3 kids (one year old, a 3 year old



and an 11 year old) and build an aircraft at the same time. Sometimes you have to learn to put the drill down so as to spend some quality time with your family. God bless them all.

Given the space constraints (2 car garage) I decided to build the fuselage first. The following pictures show the progress since I started in early May-03.

I just purchased all my instruments and avionics (this is an are where I feel very intimidated). I will definitely need help from someone ! I am getting ready for my first visit from my TA.... wish me luck.... I plan to purchase the engine -Jabiru 3300 (120 hp, six cylinder) sometime early next year and hope to be flying by 2005. I do want to thank Norris and all the Chapter members for all the support. A project of this magnitude cannot be completed alone!

# Scenes From the Meeting (continued)

by Miriam Talley

They make great Christmas gifts. Order NOW.

Also, a reminder that Mark Brown, designer and builder of the Starlite and then the Pulsar, is willing to help any person or group wanting to build a Starlite. He still has the molds. This is a great way to support Don Staats in his vision of everyone a builder. Get a group together and call Mark.

Chapter member Jim Feighny has brought up a concept for chapter members to consider. A chapter hangar and tools that are community owned. There are other chapters who have done this successfully. Something to consider.

The Warren High School Industrial Technologies mentoring program will be up and running again. If you can spare a few hours to help high school kids build "Big Al" an ultralight kit donated by Al Almond to help high school kids learn about building aircraft, call industrial technologies teacher Don Copeland at 257-4200.

Brad Doppelt announced that Boy Scouts will once again be working on their Aviation Merit Badge out at San Geronimo on the 14<sup>th</sup>-15<sup>th</sup> of November. The evening entails immersing the young men to aviation topics. They camp out for the night. The next morning they are given flights. Anyone willing to help out please contact Brad.

Brad also announced that the chapter has flown 309

Young eagles this year. Good going everyone.

Our new Newsletter Editor at large, Kris Niswonger, is doing a bang up job. But being at a distance puts him at a disadvantage. Don't be afraid to write up an experience or trip, a project or a problem solved. The chapter loves to hear about what everyone is up to. So write it up and send it to Kris. Thanx Kris for all your efforts!

Once again the chapter is looking to sponsor a student to EAA's Air Academy. So if you know of a student of good standing worthy of sponsorship, let Norris Warner know.

Bob Cabe our new Safety Advocate spoke on the use of flight following to aid in cross country flying. He gave examples of how the very positive experience of flight following kept him away from a restricted area that was easily missed on a chart and at another time, out of the path of a descending and fast moving Citation. He encouraged folks not to be afraid to talk with them as they are very helpful and keep us legal. Thanx Bob!

VP Steve Carlson then introduced our guest speaker for the evening, our own Jim Havens. Jim spoke about the army missile program starting in the 1950's, continuing on where Julius Braun left off. Jim had a great slide presentation that showed the development and evolution of the Army missile program and shared some "big bang" stories. It was excellent. It's obvious that Jim loves big bangs. Thanx Jim for a great evening.

## Comments From the VEEP (continued)

quickly. I mulled this over a bit and then reported back to "the one who lights my life". I said that this would be a fun project for us to have. She said how many seats does it have? I said one. She said no. And so, we're building a Cozy. This is a four seat derivative of the Rutan designed Long EZE. It is moldless foam core composite with an O-360 on the back end. It builds in chapters and you're pretty well done by chapter 24. The first three chapters are education and test pieces to build experience and confidence in the materials before making any flying parts. The expected timeframe is three to five years. And so the keel is laid...

Our shed has been improved to enable the garage to be emptied. We saw Brad Doppelt's project after the meeting last month and have a generous offer of a tour of Jon Farr's Cozy at Boerne Stage. We have been reviewing the plans, the bill of materials, and the CAFÉ report which is available online from the EAA website. After the shed is

complete, we will build the workbench using a good tip from Brad Doppelt on getting it level.

It may be true to say this project has been aborning for a long while, as I went to Nat Puffer's Cozy forum and took the composite workshop at Oshkosh, but it took my wife and her ability to ask the important questions to make the decision easy.



Team 35 at Recklaw

Steve Carlson  
Veepguy

## Burt Rutan's Spaceship FAQ's (continued)

be without the burden of regulatory costs. At program completion we will have good data for operational costs and may publish them.

### *Is it physically stressful?*

It is expected to be on the order of some modern theme park rides. The highest forces occur during reentry but build up gradually and peak above 5 G's for less than 10 seconds. With the pilot and passengers reclined, these forces should be quite tolerable for anyone in reasonable health.

### *Is Burt Rutan going to ride in the vehicle?*

Yes, as soon as the opportunity presents itself.

### **WHITE KNIGHT**

#### *Why did the 1st flight last only 2 minutes?*

The airplane had outboard spoilers on the wings to help improve roll control in the event of gusty crosswind landings. They were pneumatically actuated (using the same tanks, valves and fittings as the RCS system on SpaceShipOne) and returned to recesses in the wings by springs. On the first flight, the low air pressure, at rotation was sufficient to "suck" the spoilers out which killed the lift and caused the return springs to slam them closed. Four of these surfaces chattering out on the wingtips during the climb out produced significant airframe vibrations and the pilot elected to turn downwind and land immediately rather than aggravate the condition any longer than necessary. The spoiler system has since been disabled, since the ailerons provide adequate control.

#### *How can you see where you're going?*

The visibility is actually much better than you might imagine. By moving your head slightly you can piece together an acceptable picture of the outside world and maintain adequate "situational awareness". What is more difficult is spotting other airborne traffic. However, between radar advisories from ground controllers and an onboard traffic alert system, this limitation is minimized.

#### *Isn't it hard to land with all those wheels?*

No. The pilot doesn't notice that he has two nose wheels up front and with excellent elevator control he can hold them off until about 45 knots during the landing roll.

#### *Why is the cockpit called a "pressure vessel"?*

The cockpit is airtight and the air is not freely exchanged with the outside air. So, like a submarine, the structure must be able to withstand large forces due to the pressure differential. In the case of this vehicle, there is high pressure air inside compared to the near vacuum outside.



White Knight carrying SpaceShipOne with a chase plane.

#### *How do you keep the air breathable?*

There are three components to keeping the cockpit environment suitable for flight. One, oxygen needs to be added at a small rate for that used by breathing. This is done with a small bottle carried in the cabin. Two, the carbon dioxide from the exhaled air needs to be removed and this is done by using an absorber system. Finally, the humidity is controlled by passing the air through another absorber material that removes water vapor, keeping the cabin cool and dry.

#### *Have there been any surprises during flight test?*

Right from the start the White Knight has been one of Scaled's best handling aircraft. It has good control harmony and is surprisingly responsive for a large airplane. Despite its high wing, the airplane's dihedral effect (being able to pick up a wing with rudder only control) was too low and, therefore, angled winglets have been added.

### **SPACESHIPONE**

#### *What's with all those funny windows?*

The windows must be small to keep the weight of the vehicle down and they must be round to minimize the structural loads. This configuration is also the least expensive to manufacture. Each portal consists of two windows to provide redundancy for the integrity of the pressure vessel should one window crack or fail. The number and location of the windows were selected to provide the pilot a view of the horizon throughout SpaceShipOne's mission profile.

#### *How high do you go?*

The goal is to get to 100 kilometers or about 62 miles up. This altitude was established by the X-Prize foundation as a target to stimulate commercial interest in the technology

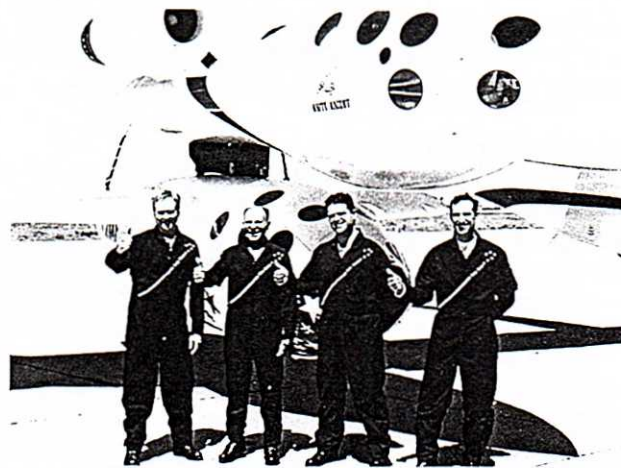
## Burt Rutan's Spaceship FAQ's (continued)

to achieve it. \$10M will be awarded to the first team to make it before the end of 2004.

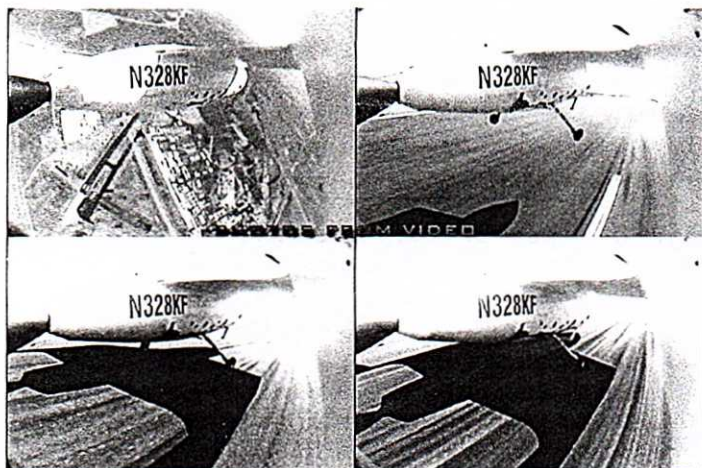
**Why do you "fold" the wings to come back down?**  
 In space, the wings are folded up to provide a shuttlecock or "feather" effect to give the ship extremely high drag for reentry. This allows the reentry deceleration to occur at a higher altitude and greatly reduces the forces and heating on the structure. Also, the ship, in the feathered configuration, will align itself automatically such that the pilot has a less-critical flight control task. We refer to this as "care-free reentry". The atmosphere orients the vehicle to a belly-first attitude without pilot input. Another benefit is that, since the altitude is higher, the pilot can glide further after the entry deceleration. A SpaceShipOne pilot can glide more than 60 miles after he converts back to the non-feathered glider shape.

**Why isn't the pilot in a space suit?**

You can think of the design of the cockpit with its dual seals and window panes as essentially a space worthy cockpit surrounded by a second outer space worthy shell.



**Doug Shane, Mike Melville, Pete Siebold and Brian Binnie** cated simulator with tailored flight displays for each distinct phase of flight and, finally, the in-flight exposure to the same cockpit environment provided by the White Knight aircraft.



**SpaceShipOne** photos from video, landing sequence.

This redundancy eliminates the need for a space suit and allows the crew to operate and test the vehicle in comfort knowing that any major single failure will not result in loss of cabin pressure.

**What pilot qualifications are required to fly it?**

Scaled's pilots come from a variety of backgrounds and experiences. It is the training provided by in-house assets and program-specific resources that provide confidence in our ability to fly the space ship. This training includes glide approaches in our twin engine Duchess, acrobatic and unusual attitude training in an Extra 300, a sophisti-

**How does the pilot control the rocket motor?**

Rocket controls are very simple. Two switches, one to Arm it and a second to Fire it. The avionics suite has a dedicated propulsion display that shows various critical motor parameters that can be monitored both by the pilot before launch and by a ground station during flight.

**Can the pilot throttle the rocket?**

No. There is no provision for the pilot to modulate the rocket thrust.

**Has any other vehicle gone supersonic with manual flight controls?**

Yes. Chuck Yeager's "Glamorous Glennis" or the Bell X-1 had manual flight controls. Like SpaceShipOne it also had electric trim for supersonic flight. SpaceShipOne may be the first supersonic aircraft that was not developed by an Aerospace Prime.

**Did you do wind tunnel testing?**

No. All design refinements and performance predictions have been derived from Computational Fluid Dynamic tools.

**PROPULSION**

**Why is it called a hybrid motor?**

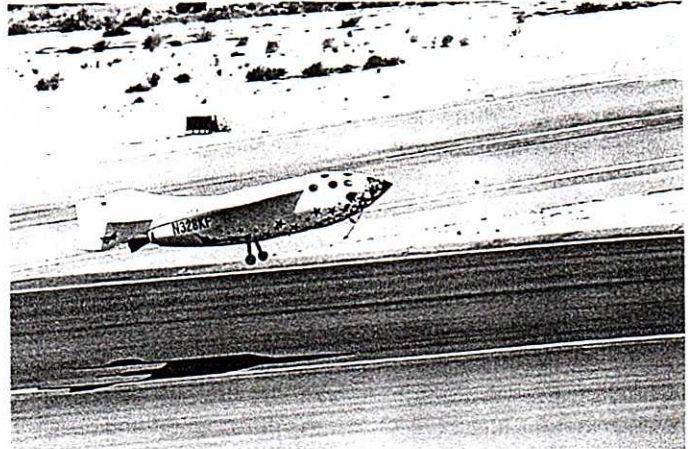
It is called a "hybrid" because it has characteristics that utilize features from both solid and liquid rocket motors.

**Who designed the rocket motor?**



## Burt Rutan's Spaceship FAQ's (continued)

While hybrid motors are not new, the configuration designed by Scaled for SpaceShipOne (Continued on page #) is unique with its fuel case and nozzle cantilevered off the main oxidizer tank, which in turn, forms part of the vehicle's aft fuselage. Burt has applied for a patent for the new configuration. Its largest components, the oxidizer tank and fuel casing, are Scaled-designed composite structure. The development and testing of the rocket hardware - injectors, valves, controls, ignition systems and fuel characteristics - is being done by two competing, independent rocket companies, eAc and SpaceDev.



### *What is the rocket's thrust and Isp?*

As of April 2003 we are still competing two different rocket designs and we will not advertise any rocket performance data until after down-select and space flights have commenced.

### *What's the deal with laughing gas and rubber?*

All rocket motors have some form of "fuel" and an "oxidizer". In solid rocket motors the oxidizer is embedded into the fuel (like an Estes rocket motor) and when lighted will burn until depleted. In liquid rockets the oxidizer is usually liquid oxygen and the fuel another liquid like hydrogen or kerosene. In our hybrid motor we use Nitrous Oxide (N<sub>2</sub>O or laughing gas) as an oxidizer and hydroxy-terminated polybutadiene (HTPB or rubber) as the fuel. Both of these can be safely stored without special precautions and will not react when put together. Finally N<sub>2</sub>O has the nice quality of self-pressurizing when at room temperature so that the space ship doesn't need complicated turbo pumps or plumbing to move the oxidizer into the combustion chamber.

### *How do you start it?*

To start a hybrid motor first requires introducing a significant source of heat into the fuel and then introducing the oxidizer. A hybrid motor does (Continued on page #) not start by accident and, thus, it is a safe and simple alternative to its liquid and solid cousins.

### *Does it pollute the atmosphere?*

The products of combustion are mostly benign (water vapor, carbon dioxide, hydrogen and nitrogen and some carbon monoxide) and certainly much more friendly than any other class of rocket propulsion.

### *Is the rocket re-useable?*

Partly. The oxidizer tank is reusable and the same fuel casing can support several short firings or one long one. The intent is to replace the fuel casing and nozzle between high altitude flights.

## SIMULATOR

### *How did you validate the simulator?*

The simulator is based on CFD analysis and updated by flight test data. Since the space ship is first flown as a glider it will provide the opportunity to iterate the subsonic aero characteristics before the powered supersonic flights.

### *Does it simulate stick forces?*

Not in real time. We are able to change the stick force gradients to simulate different flight regimes. Thus we can practice flying with a "heavy" stick for supersonic conditions and a lighter one for the glide landing return.

### *Can you rehearse normal and emergency procedures?*

Yes. The cockpit has most of the functionality of the actual vehicle. Emergencies and faults can be introduced by a console operator.

### *Who developed the controls and displays?*

All of the controls and displays were developed in-house and reflect many iterations and fit-ups in the simulator as well as in-flight assessments during White Knight flights.

### *How do you simulate rocket accelerations and weightlessness?*

We don't attempt to do this in the ground based simulator, but we are able to expose the pilots to most of the expected flight envelope from flying the White Knight and the acrobatic Extra 300.

## MORE

### *How can I get more technical information?*

The April 21, 2003 issue of Aviation Week & Space Technology magazine is an excellent source.

Visit [www.scaled.com](http://www.scaled.com) for current information.

(Pictures and content reprinted with permission)

**LOCAL EVENTS AND HAPPENINGS**

(If you know of any local aviation events or happenings that you can share with the chapter, call Kris @ 608-347-9949 or send it via email to: kris123@tds.net

Open every Sunday 1-5 PM or by appointment – Shooting Star Museum, Devine, TX, Proprietor Pat Wegner, 830-931-3837

**5 NOV 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.

**14-15 NOV 03 Boy Scout-Young Eagles event** at San Geronimo Airpark. Volunteers needed, please call Brad Doppelt at 210.558.8909 or Brad\_Doppelt@yahoo.com for information.

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**EAA Chapter 35 2003 Calendar**

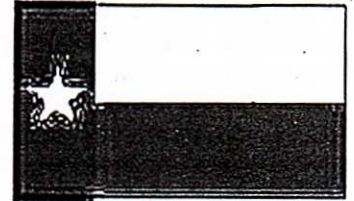
**08 Nov:** Regular Meeting w/ elections for 2004 Officers  
**13 Dec:** Chapter Christmas Party

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**11/8 - 11/8/2003 Ranger, TX 75th Anniversary Fly-In,** Ranger Airport F23 Contact Information: Jared Calvert 254-647-1855 Email Address: [jcalvert3@academicplanet.com](mailto:jcalvert3@academicplanet.com)

**11/15 - 11/15/2003 Arlington, TX Chapter 34 Young Eagle Flight,** Arlington municipal GKY Contact Information: Joachim Saupe 817-561-6955 Email Address: [jsaupe6848@earthlink.net](mailto:jsaupe6848@earthlink.net)

**11/15 - 11/15/2003 Gladewater, TX EAA Chapter 972 Pancake Breakfast Fly In,** Gladewater Municipal 07F Contact Information: Bob Tippens 903-825-2430 Email Address: [bjtippens@dctexas.net](mailto:bjtippens@dctexas.net)

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dicular to the runway, whipping them around at the last second and coming to a complete stop just several feet later. On Friday night, (like very dark night) at the end of dinner, people's radios had a voice coming through that a C 170 was going to land. (This is not a lighted runway.) Fortunately, along the eastern edge of the runway, the lights coming from campers acted light runway lights on one side, Dave and another fella jumped on their go carts and headed to the west side and pointed their lights down the runway. Out of the dark flew a C-170 that made a picture perfect landing just past the hangar....that pilot had more nerve than Dick Tracy. As Saturday dawn brought a new day to the event it also

brought light to the weather. In rolled the clouds and things got damp as thunderstorms danced across the area...but spirits were high. Folks either crowded into the huge hangar and made new friends or donned rain gear and headed out toward the planes. Fly bys in the rain continued.

On Sunday after another great breakfast, good byes were said, addresses and numbers were exchanged. David and I along with the Carlsons headed toward the Rusk vintage train depot for a round trip to Palestine in a vintage train...an awesome ending to a perfect weekend. Reklaw!!

**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 the Editor Kris Niswonger @ 608-347-9949 or send it via email to: [kris123@tds.net](mailto:kris123@tds.net)

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

**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 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, [miner@hctc.net](mailto:miner@hctc.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:** Evans VP-1 Volksplane project. Contact Danny McCormick for details: 210-872.3959 or 599.2679.

**For Sale:** RV-4, 180hp O-360A1A, Hartzell constant speed prop, KX155, encoding transponder, GPSMAP 195, wing leveler. Lots of fun, and good cross country too. Located SAT. \$49,500.00 Bob Fodge (210) 822-5725

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

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

**For Sale:** Three (3) BIG Plugs of roofing tar. Have melted together so it's heavy. FREE! Contact Al Almond 210/674-1597

**WANTED:** Need a LOWER Cowl for a Cessna 120/140. If you have/know of one, please contact me ASAP! Contact Jim M'irvin at 210-275-7780.

**For Rent:** Shop Space. Danny McCormick has approx. 2,000 sq.ft. of shop space for 4-5 folks who need a place to build their planes. Bldg is located near the main post office. 210-872-3959 or 599-2679.



aircraft, and duration of flight. There are fewer requirements to fulfill on Saturday, with the main requirement being to take a flight in an aircraft. Volunteers are needed to ensure safety on the ground and to provide the Young Eagle flights. These flights take a little longer due to performing the preflight inspection, but with four or five aircraft available we could finish in a couple of hours. This should be the only event we have for November. I will

let everyone know what our plans are for next month in the December newsletter.

By the way, the national total for Young Eagles continues to grow and is now at 993,106. The one million mark should be easily obtained by the middle of December. Thanks to everyone in our chapter for helping to reach a million Young Eagles.



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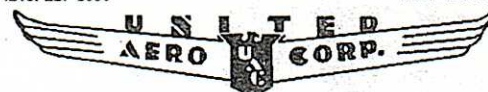
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Chapter 35, San Antonio, Texas

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**When Do you Meet?**  
Second Saturday of the Month

The November 8th Meeting: Deck  
Yoes - A non-pilot's view of carrier  
operations. Elections for 2004 Offi-  
cers. Dinner 5:30pm to 6:30pm. Robert  
Edwards/Jeorg Thees - Mystery Meal  
(It may be German food) Program 7pm

