



GLACIER FLIGHT

By Chuck Fisher

For more than two decades my wife has asked to go to Alaska. So, this summer we checked that box on the “bucket list”. She wanted to go there before the glaciers are melted, and to do so we needed to go soon as they are receding rapidly. This is one experience in a whirlwind two weeks there.

About two hours north of Anchorage is the small village of Talkeetna. The town is a small hamlet at the end of 15 miles of asphalt that terminates at a raging river of ice-cold glacier water. Directly in the

center of the village, and obviously its original major purpose for being, is a grass strip full of short field planes (some with tents under the wing) and a large hangar now used as an event center of sorts for the village. Not just a cute,

artsy village, Talkeetna is located in the flatland below Denali (Mt. McKinley) and has long been the jumping off point for folks wanting to fly into back-country Alaska or to the base camps high on the mountain. So, these days, with a more modern albeit still uncontrolled single runway airport, the village buzzes with the sound of aircraft launching for nearby Denali with loads of mountain climbers or tourists.

Peggy wanted to see glaciers, and neither of us could resist the draw of the big ski planes.

Although the weather was warm and clear down on the plateau and the clouds that

had shrouded the mountain tops most of the morning seemed to be clearing, the forecast was for weather to move in later in the evening. We called Talkeetna Air Taxi to see if they were

(Continued on page 4)



Brisket Plate Lunch

With all the trimmings at the clubhouse

Lunch starts at 1130hrs

Meeting to follow at 1230hrs

Guest Speaker: Richard Beardsley

Topic: Racing at Reno

August 2018

Volume 60 Issue 8

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Next Event

**August 11,
2018**

Lunch @ 1130hrs

Meeting @ 1230hrs

Chapter 35

Clubhouse

*Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
Publisher: Chuck Fisher
Editor: Richard Poenisch
eaa35news@gmail.com*

PRESIDENTS COCKPIT

STEVE JONES



AirVenture 2018. Oshkosh-bound members of EAA Chapter 35 will just be returning from this over-the-top event as this issue goes to press, so look for fly-in reports and photos in next month's issue of Runway 35. At last count Vice President Darren Medlin was tracking at least 32 members of Chapter 35 planning to attend, some from as far away as North Carolina.

Pancake Breakfast Fly-In. There was a kind of magic in the air, Saturday, July 14th. Pancakes flipped, the coffee and orange juice flowed, sausages leapt off the griddle with glee, and 72 patrons enjoyed the biggest pancake breakfast fly-in that we've had in recent memory. At one point there were up to 27 aircraft lining the runway. We were awestruck. The Facility Team put forth an incredible effort to deliver this simple, yet satisfying meal. The Memorial Mike Logan Grinnin' Griddle performed like a seasoned champ, and schooled a crew of new recruits on how to operate this amazing behemoth. For those who noticed a few rough edges, (temporary coffee and napkin shortages) we noticed too, and we'll do even better at the next pancake breakfast in October. Our Facility team upped the game with blueberry and chocolate chip pancakes and an array of fruit to accompany this delicious stack of goodness. The din in the chapter building told us all we needed to know – everyone was having a great time!

Brisket! This has quickly become a new tradition for Chapter 35, so this year we're making it official. The chapter owns a new smoker just right for smoking four full size briskets. Aaron Franklin of Franklin BBQ in Austin gets rave reviews for his brisket, and he's put it all out there in web blogs and on his YouTube channel, so we're going to follow his recipe. Join us for lunch Saturday, August 11th, immediately following the business meeting. Have I sung praises for our Facility Team lately? You've seen the prices at the pump. Your grocery bill isn't getting any smaller. Quantitative Easing is easing its way right into our bank accounts. But for possibly this one last time, we're going to put on a no-holds-barred Brisket Lunch for five bucks! You will not want to miss this!

Master Pilot! EAA Chapter 35 is blessed with outstanding talent. Our members bring incredible experience to the table each time we meet. Among those most prized, we have pilots who have devoted at least fifty years to the art of flying. We call these people 'Master Pilots'. Join us Saturday following the Brisket Lunch to honor Past President Dave Baker as Ryan Newman, FAASTeam Program Manager, San Antonio Flight Standards District Office presents his award. Dave will close ranks with twelve other 'Master Pilot' alumni from Chapter 35.

GONE WEST



William "Willie" Langholz

7 Apr 1954—24 June 2018

Chapter 35 member William "Willie" Langholz passed away at his home near Pipe Creek after a short battle with cancer, according to his widow,

Gone West. Long-time member Willie Langholz passed away on June 24th. His lovely bride Mary Jo noted that his last week was facing TA66, and that he was strong to the end! Willie's memorial is here:

<http://www.hartquistfuneral.com/obituaries/William-Willie-Langholz?obId=3154253#/celebrationWall> and a short YouTube video featuring Willie is here: <https://www.youtube.com/watch?v=eDv1HEApKBU> It's a 14 minute tribute to the lives he touched and to a life well lived.

The irascible Frank Anderson passed on July 24. Whether designing processes for chroming cylinders or wiring the prototype SyberJet SJ30, Frank applied himself completely to the pursuit of aviation. His quick wit and self-deprecating manner will be missed.

Movie Night. Darren Medlin invited us all to hang out with our aviation minded friends Friday, July 20th for a showing of "The Great Waldo Pepper." The build up: A biplane pilot who had missed flying in WWI takes up barnstorming and later a movie career in his quest for the glory he had missed, eventually getting a chance to prove himself in a film depicting the dogfights in the Great War. The 1975 movie starred Robert Redford and Susan Sarandon in an epic set in the post WW1 1920's. It's a great flick and if you've been to Zuehl airfield (1TE4) you've seen one of the locations where the movie was filmed.

Country Store. What keeps us going? You do! Your patronage of the EAA Chapter 35 Country Store contributes so much to our mission. You come away with products for your plane or branded apparel and accessories that proudly show your affiliation with your fellow chapter members. In addition you provide revenue to advance our many initiatives, like sending aspiring young men and women to Air Academy. Hats off to our Country Store managers Brian and June Goode for their tireless devotion. If you see something you think we should be offering in the Country Store, give us a shout! Brian's contact information is in the back of this issue of Runway 35.

What Would We Be Without You? Your chapter, over 120-strong, needs you. Do you have a skill or experience you want to share? Do you see something that needs just a little of your time to make it right? Danny and Roxanne Beavers ran the Country Store for several years. Now you can find Danny jumping in to help with his electrician's expertise or his general handiness with tools. You'll often find Roxanne helping out in the kitchen. It's hard work and it's rewarding, knowing that you contribute to the well-being and success of your fellow members.

Until we meet again, fly safe and have fun doing it.



Mary Jo.

The members of EAA Chapter 35 and its officers wish to extend their condolences to his family and friends. He will be missed by all his friends, aviation and otherwise.



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Chapter 35 Brisket Lunch

Main Course: What defines us better than a dry-smoked brisket? We're having brisket for lunch Saturday, August 11th.

You will not want to miss this! Lovingly dry-rubbed with a blend of spices revealed to us by Pit Master Aaron Franklin and smoked to perfection, this will be served traditionally, with piles of white bread, barbecue sauce, tart dill pickles, marinated onions, and even jalapeno peppers.

Side Dish: Cole Slaw, Potato Salad, Borracho Beans

If you have a favorite cole-slaw, potato salad, or borracho bean recipe, we would very much appreciate your contribution. Please contact Freda Jones at ea35facility@gmail.com, or call (210) 570-9435.

To Drink: Unsweet Iced Tea, Lemonade, Coffee, Soft Drinks and Water

Desserts: requesting pies, cakes, cookies, brownies or anything you like.

Shout Out: Thank you to all our volunteers and preparers who supported the July Pancake Breakfast Fly-in. That was simply amazing!

Preparers/Servers: Mary Ann Schlattman – Food Prep, Peggy Fisher – Sausage masters and servers

Griddle Masters: Actually, it got kinda crazy out there. There's photographic evidence all over the internet, so there's no denying what you did, but we didn't take names. (plausible deniability)

Contributors: Peggy Fisher – Watermelon, Chocolate Chips (for pancakes)

Mary Ann Schlattman – Chocolate Chip Cookies



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GLACIER FLIGHT

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(Continued from page 1)

flying tours and landing up in the mountains. They were and they had space for us.

We met Emily, a transplant from Austin Texas, who warmed the room with her smile. She understood that Peggy was really wanting to touch the glaciers, and put us on the manifest right away. TAT had a relaxed very personal feeling and we spent the next while watching a continuous ballet of ski planes and helicopters. But after only a few minutes Emily came dashing out to find us. She told us that the last pilot reported back that there were clouds rapidly forming on the mountaintops and he felt they'd only have a brief window before the weather would close in. Would we mind flying right now?



Uh, gee, of course we'll fly!

The weather was sunny with a few puffy clouds at Talkeetna. It was warm and we debated whether to wear coats. We did. And, we were each issued a pair of rubber

overboots in case we needed them. A glance Northward, though, confirmed that the mountains make their own weather. A band of clouds was clearly visible and growing along the peaks and big lenticular clouds were forming over the peak of Denali.

We walked over to a waiting white and maroon DeHavilland Turbo Otter and met our pilot Allen. He'd been flying these mountains for several years and had already flown a bunch of flights into the mountain that day. He told us, as we had heard, that he'd just gotten back and that there was weather moving in. He did not know how much we'd get to see or do and he offered us a chance to wait for another day. Allen was very clear that we would not take chances and if we preferred to wait till another day that was OK. We figured it'd be fun to do some aerial sightseeing even if we didn't make it to the mountains, though. Let's fly.

The aircraft, a 1957 model, was clean and obviously well maintained. However, it was clear that this was a utility aircraft as the thin straight back seats and heavy gray enamel floors and walls had the delicate ambience of a WWII troop carrier. This was not a plane built for creature comforts. However, each of the seats were affixed against a large window providing a good view outside.

As luck would have it, I was given the copilot seat to sit in. Oh, not to be too impressed, this airplane had a single throw-over control and there wasn't even a microphone on the headset. However, the view was excellent even though the

high panel limited forward visibility some, especially when taxiing (the otter is a taildragger), so my wife would not have been able to see from there.

Takeoff was amazing. Our aircraft was filled to capacity. However, as we taxied out to the single uncontrolled runway, the pilot smoothly advanced the controls and we were off. I mean off the ground instantly. I am not sure we still had rubber in contact when we crossed the approach end numbers, perhaps a hundred feet or so.

We turned northbound and the windscreen filled with the grey and snow-covered curtains and pillars of granite. A cloud layer was definitely forming, though patches of blue sky were still abundant. We climbed to about 6500 feet and poked through a big blue patch to about 9000 feet. The tops of the peaks were totally shrouded in clouds but we had a really good view of the glaciers and valleys below us. I was really glad our pilot knew this maze of valleys and passes instinctively because I would have been lost in a heartbeat.

He pointed out the larger mountains and, as I had noted, that the big lenticular clouds were now quite dramatic. He steered well clear of the shrouded peaks. We then descended back below the lower scattered clouds and into the valleys with patchy clouds and mist above. We flew along the routes of glaciers and along complex rock-faces that were gorgeous sculpted masterpieces visible only by air or to the intrepid mountaineer. Allen was in communication with other planes in the valleys and getting moment by moment reports from them as they called out waypoints and conditions.

So far, conditions were holding on the glacier we were headed for, and the valley and landing area was clear. Allen banked the plane and began a descent below a layer of now almost

unbroken clouds and mist and headed for an impossibly small opening between a finger of rock, granite walls and the glowering



clouds. As we passed over the snow filled opening, rock on each wingtip, the slope dropped sharply away revealing a wide expanse of valley with rising walls of granite alongside and in the distance a broad expanse of unbroken white beneath us with blue above. Allen called a base turn and an-

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GLACIER FLIGHT

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(Continued from page 4)

other plane gave him the visibility conditions on the ground. Clear. He remarked that we'd see the sleds mid-final. Sleds? Well OK.

We banked onto final and the prop went to higher RPM and the plane slowed. I saw nothing but white, then suddenly I saw another ski-plane ahead of us. It appeared small and we were nearly above him. It was clear that we were WAY high on our approach. My urge was to call for a go-round, though the looming rock wall directly in front of us mitigated that urge, as did my microphoneless condition. Then, almost without feeling it at all, the skis touched the snow and we added power. Added power?



We motored our way to the end of the "runway", made a left-hand turn, and began a slide to parking. Meanwhile the plane I'd seen before disappeared in front of us to reappear airborne a quarter mile in front of us.

The turbine wound down and suddenly it was quiet. I mean QUIET, with the only sounds being our own breathing and the somewhat subdued chatter of each of us as we stepped out of the plane onto the crunchy surface of ice-snow. It was quiet like a library and everyone just sort of stopped talking. The only sound was the occasional groan and crack of ice. It was as if the air swallowed the sound, and my ears seemed filled with cotton. There was no sound at all.

I looked at the runway we had just landed on. To our left were five green plastic six-foot sleds dug vertically into the snow dividing the left side of the "runway" and the parking (and I'd soon learn take-off) zone where we were parked. The "runway" sloped upward by probably 30 degrees "leveling" to a gentler 15 - 20 degrees upward. This explained why the approach had looked so impossibly steep and why we had to add power as soon as the ski's touched.

For a long while we stood about on the snow-ice of the Ruth glacier tossing snowballs, taking pictures with the plane and pilot, and just marveling at the immense expanse of snow, ice and rock stretched before us. The crunchy surface of finely pulverized ice was more granular than snow, and seemed to extend for miles. It did. And the only movement as far as the eye could see was us.

Eventually another plane similar to ours turned toward us descending down the long valley. As he approached on final he

completely disappeared over the horizon only to emerge as he crested the rise on the runway, powering up to climb the hill. He taxied down beside us and silence ensued again. But it was time for us to go. It was their time now.

As we trundled back into the plane I urged another young passenger to climb into the copilot seat and slid into the straight back utilitarian passenger seat behind the pilot. Allen powered up the plane and we launched. Just like that. Straight ahead from our parking spot we just powered over the crest of the hill and into the air.

We stayed low and followed the glacier down the valley. Below the surface transitioned to crackled blue cubes and pyramids, horizontally striated ice falls, and eventually yielded to brilliant blue lakes on the surface that grew in size as we descended. Then the brilliant white ice became dirty, looking like old road-scraped ice and what looked like gravel (actually miles of boulders) replaced the ice flow. Ribbons of slate grey water formed an intricate braid of streams that coalesced and coursed across the ground in an impossibly complex pattern across lush green land, and slowly gave way to dense forests of spruce punctuated by a million small lakes. Each lake seemed to have a cabin or two and perhaps a seaplane beside it. There were no roads.



As we neared Talkeetna we began to fly through gentle streamers of rain. The ever-present sun shone brightly though, so we were treated to a brilliant rainbow off the left wing that flew with us as we descended across the Alaskan forest. As we banked toward the small airport I saw a Moose on the bank of a pond. She didn't even look up from her meal. It was just another plane to her.

But to us, this was a flight and memory to last a life-time.

(All photos courtesy of Chuck Fisher)



SAFETY CORNER

BOB CABE

My Copilot "Murphy"

Recently, two friends of mine (We'll call them Friend 1 and Friend 2) decided to run up to Llano for a BBQ lunch. We (I mean they) took two airplanes, a pair of RV-6s. The weather was about 1500' broken at San Geronimo and much better at Llano.



Photo: Richard Poenisch

About half way to Llano, the ceiling lowered to about 1000 AGL broken. (Murphy 1; Friends 0). Friend 1 suggested a climb through one of the many holes to VFR on top. Friend 2 agreed and up we (I mean they) went.

On top it was severe clear and smooth. As the Friends proceeded north, it became obvious that the Llano weather was not going to be good. (Murphy 2; Friends 0). First thought was to return, but Friend 1, the smarter of the two, suggested Fredericksburg. Great idea. Friend 1 has an IFR capable GPS. Friend 2 depends on VOR navigation for IFR. Friend 1 would fly the GPS to runway 14 at T82. I (that is Friend 2) would fly the VOR- A approach.

Friend 1 called Houston Center to get the clearance for the GPS approach and was asked: "Do you have a flight plan on file?" Answer: No. Center said: "Contact Flight Service to get it." (Murphy 3; Friends 0). Friend 2, expected and got the same result. Friend 2 had not contacted Flight Service in many years and did not know which frequency to use. (Murphy 4; Friends 0). Friend 2 checked his GPS for "nearest FSS" and got a frequency. Trying it got no response. (Murphy 5; Friends 0). Called Center and was given 122.8. (Wait a minute. That's CTAF. Can't be right.) (Murphy 6; Friends 0). Called Center again and got a good frequency, got the approach clearance and landed. Good lunch. (Friend 1 paid).

Going back to 8T8, Friend 1 filed for the GPS approach into Castroville. Friend 2 filed for the ILS into San Antonio and would proceed to 8T8 after a low approach at SAT. Friend 1 departed for an uneventful flight. Friend 2, with copilot Murphy, was not as fortunate.

My (I mean Friend 2's) flight plan was simple: Direct Stonewall VOR; direct San Antonio VOR for the ILS runway 13R. The NAV radio was all set up with the correct frequencies. Friend 2 would load the flight plan into the VFR GPS as back up. However, the internal battery in the GPS had apparently failed. The panel mounted GPS was unavailable for navigation. (Murphy 7; Friends 0). No



problem. The flight plan would be loaded into the portable Garmin 396. However, Friend 2 used the wrong identifier for the departure airport and could not remember how to delete it (Remember, Friend 1 was the smarter one.). (Murphy 8; Friends 0).

Still, no problem. I (That is, Friend 2) could load the flight plan into his trusty I-pad. Turning it on, a message appeared on a totally blank screen: "I-pad has overheated. Allow to cool before use." (Murphy 9; Friends 0). The flight could still be made using VOR only, with no backup, however, a heavy rain shower was now located directly over the Stonewall VOR. (Murphy 10; Friends 0). What to do?



Photo: Richard Poenisch

Option one was to stay at Fredericksburg until the weather improved. The ground is almost always a safe place to be if weather is an issue. Actually, the weather had improved and was about 2500 broken. Friend 2 departed. Pilotage navigation still works. West to I-10; I-10 to Boerne; south to 8T8. Right after takeoff, the VFR GPS decided to come to life. (Murphy 10; Friends 1). Now it was Direct To: 8T8 and a smooth flight home.



Photo: Richard Poenisch

Final Score – Murphy 10 and Friends 1. The Friends won!!!!

CHAPTER NEWS & FROM MEMBERS

OSHKOSH UPDATE

RICHARD POENISCH

Chuck Fisher has been kind enough to send me these photos of the chapter members at Airventure. He has not sent me an update on what they have been doing there (hopefully we will not read about them in the San Antonio Express), but they all appear to be having the best time short of being thrown in jail for causing a public disturbance (at OSH, get real! It is ONE, BIG public disturbance of the best kind).

The Country Store's Texas shirt is on full public display. It appears that the chapter is showing it's best side. **STAND UP AND BE PROUD YOU'RE A TEXAN.**



Chuck says that the subject is chapter banners, so thanks to Brian Goode for bringing the banner to OSH. Chuck also says this is not the first time we have been on the front row of the chapter pics at Airventure.



CHAPTER BUILDER'S LESSONS

BOB CABE

Experience

"Experience is the best teacher." You've heard this before. Well, it can also be the most expensive teacher.

"Experience is the best teacher, when it's someone else's experience." Learn from my experience.

When you taxi your airplane, you have one and only one priority.

Taxi the airplane.

Do not:

- Change frequencies
- Load a flight plan
- Adjust your seat
- Set your altimeter
- Insert a transponder code
- Run your checklist
- Change fuel tanks
- Set your DG
- Record your departure time

Secure your seat belt

Etc. etc.

You get the idea.

Any of these, and many others, lead to distraction, and that can lead to a serious problem. Learn from my expensive experience.

When you taxi your airplane, you have one and only one priority.

Taxi the airplane.



Photo: Dailymail.co.uk (NOT Bob's Plane—Editor)



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RICHARD POENISCH

The Fly-in Pancake Breakfast, starring the Massive Mike Logan Grinnin' Griddle, was a smashing success. It was so successful that we even had shortages due to "can't-keep-up-it is". The weather was ALMOST severe clear and only got better as the morning went on. The pics below (first two) show twenty-one planes on the field, including two gyrocopters, and a beautiful Chinese CJ-6A. At one point, we had twenty-seven planes on the field. They ranged from super-slick RVs to the humble Ercoupe and included Pipers, Cessnas, a Navion, and many other LSA and E-AB aircraft. The star of the show, the Massive Mike Logan Grinnin' Griddle was fired up at 0830hrs but, unfortunately due to operator error, cooking did not begin until just a little after 0900hrs. When it did start, it didn't slow down until all of the batter was gone and most of the pancakes were eaten. Our cooking crew had to take it in shifts to keep up and we had SO many people that we ran out of coffee because we could not brew it fast enough! The napkins were next as we were so busy serving that we did not notice that we were OUT. Lots of finger-licking going on! The pancakes came in three flavors, 1) blueberry, 2) chocolate chip, and 3) plane (sic). As usual, our Facilities Director

had everything expertly managed and, except for the two small hiccups, all went as smooth as glass. The crowd was kept busy inspecting the variety of aircraft and having discussions with the pilots and/or builders. The camaraderie kept the flow going around the griddle and through the line to get the "fixin's" in the clubhouse. Those included sausage patties, coffee, orange juice, and, of course, water. Once everyone was filled up, then the conversations turned away from food to all things aviation. After a small respite to settle breakfast, the planes started leaving. The departures are always much more enjoyable than arrivals for me as I always enjoy the sound of big piston engines putting out maximum horsepower. I guess it comes from my drag racing youth. Nothing is quite as good as the smell of burning high-octane fuel accompanied by the thunder of open exhausts on a beautiful day! NO earplugs for me, they dull the experience, and there was no lack of sensation as these beautiful machines left 8T8 for their respective homes.

Later.



MAY MEETING- SEE MORE AT <https://www.facebook.com/ea35/>

PHOTOS BY RICHARD POENISCH



THE BUILDER'S CORNER

Mark Julicher

EXHAUST SYSTEMS

Looking up the tail pipe of a Beech Bonanza you should see a "flame cone", a conical perforated metal piece with its apex pointed in the direction of gas flow. The apex should be in the center of the muffler.

On the photo below, the flame cone has reached too high a temperature and at some time the metal has gone into plastic deformation. As a result, the exhaust gasses impinged on the tail pipe and burned a hole through the tail pipe. In a severe instance, the flame cone can actually separate from the interior of the muffler and the cone then plugs the muffler exit causing loss of engine power.



Photo 1: Sagging flame cone in a Bonanza muffler

Here is the tail pipe that was downstream from the damaged muffler. This burnout was not easily visible during a preflight inspection, in fact you have to be down on the floor and reach up inside the cowl flap to find the problem. In this case, the sagged flame cone warranted closer inspection and the burned tail pipe was discovered.



Photo 2: Tail pipe from the same Bonanza. Both sides of this tube are burned through.

What happened? In a nutshell, the material was subjected to greater temperature than its design point. Let me expand that thought just a bit.

Stainless steel is the most typical material used in aircraft exhausts. Stainless steel is generally designed to work in an environment of 900 degrees F and melts at about 1500 to 1700 F. Ah Ha! A typical exhaust gas temperature (EGT) is about 1350 F and may go a couple hundred degrees higher. That means that the stainless steel is approaching its plastic state. In other words, the exhaust temperature is at or even above the designed working temperature of Stainless steel. So how does the aerospace engineer deal with this problem?

There are two primary ways to keep the exhaust from disintegrating. First, the stresses in the exhaust tubing are minimized, i.e., the exhaust headers are not structural members. So even though they are very hot in operation and could probably be easily bent by moderate force, the moderate force is not present and structural integrity is maintained. Second, the hottest part of the exhaust flows down the middle of the pipe and a boundary layer of relatively cool gas is flowing along the tube walls. So while the really hot stuff is blasting down the down middle the walls are not subjected to the worst temperature.

All that means is that the flame cone is keeping the flame in the middle of the muffler/heat exchanger. Unless of course someone over-temps the engine and the flame cone goes all saggy.

Have you ever seen the burner can of a turbine engine? Air enters the burner can through perforations in the burner can wall whilst fuel is sprayed into the center of the upstream end of the can. The result is that flame is held centered in the burner can and if everything is performing nominally the flame never actually touches the wall of the burner can...elegant! Judicious cooling allows the engine to run at temperatures well above the thermal limits of various engine components.

It is a known malfunction for Bonanza flame cones (and some other aircraft) to disintegrate and shut down cylinders.



Photo 3: Left muffler of Cessna 150F

How about another exhaust incident? We were inspecting a well-maintained Cessna 150 and did a double take on the left muffler. A pilot's preflight

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THE BUILDER'S CORNER (CONTINUED)

(Continued from page 12)

would never have spotted this crack because it is tucked up under the cowling out of sight, but as soon as the bottom cowl was removed the crack was obvious. When the muffler was actually removed from the engine it showed to be even worse, the circumferential weld on



Photo 4: The crack was worst that it initially appeared.

the end of this muffler had let go. And upon closer inspection it can be see that perforated tube in this muffler has disintegrated and compromised the muffler.

What can you do as an owner/pilot/homebuilder? Well first, don't go around thinking

out of sight – out of mind. Exhausts are life limited and that should affect how you think about them. You can also do an occasional shake test or tap test on your muffler. If you give a muffler a light rap with a small (I said small) hammer you should hear a solid thunk or clank. There should not be a sound like a thousand BBs, or the spoon in the disposal, or salad fork hitting the floor, or... well you get the idea, it is supposed to be a solid unit.



Photo 5: Internal of Cessna 150 muffler.

And finally, it never hurts, especially for Bonanza owners, to grab a flashlight and have a look up the exhaust.



JULY MYSTERY PLANE REVEALED

DOUG APSEY

I really thought this one might stump everyone but once again, Charlie Brame and Ira Wagner figured out that the July mystery airplane was the Lockheed 8D Altair. The aircraft that was pictured in the newsletter was the US Army Air Corps version designated the C-23.

Lockheed came up with the Altair design after a request from Charles Lindbergh for a retractable gear version of their fixed gear Lockheed Sirius airplane. He intended to use it for his Arctic flights. Lindbergh ended up just going with a Sirius on floats versus a retractable gear airplane for this mission but Lockheed decided to proceed with production of the Altair anyway.

The Altair was basically a Sirius airframe with a redesigned wing and a fully retractable landing gear. A total of eleven were



Navy Altair XRO-1 at Langley (?)

built. The prototype Altair was made from a converted Sirius and first flew in September of 1930. This was purchased by the US Army Air Corps and designated the Y1C-25. The next four Altairs that Lockheed produced were also converted Sirius air-

frames. The next six Altairs that were built were not converted Sirius airframes but were manufactured as Altairs. Of these six, Lockheed built three, Detroit Aircraft Corporation built two, designated DL-2A's, and AiRover built one. The US Army Air Corps purchased a second Altair initially designating it the Y1C-23 then later the C-23. One of the DL-2A's was sold to the Navy and was designated the XRO-1. Both of these aircraft were used by the military for staff transport. Two were sold to a Japanese newspaper where they were used as high-speed passenger and cargo aircraft. One of these Altairs was in use until 1944.

The first Altairs that were converted from Sirius airframes as well as the Lockheed built Altairs had the fuselage, wings and tail built from spruce. The Detroit built DL-2A's used an aluminum fuselage but retained the spruce wing. The majority of the Altairs were powered by a 500 hp Pratt & Whitney SR-1340E Wasp radial engine. This gave the airplane a top speed of 207 mph and a cruise speed of 175 mph. The Altair built by AiRover was powered by a Menasco Unitwin 2-544 engine which was made up of two inverted straight six-cylinder engines sharing a common crankcase connected to a single propeller shaft.

The most famous Altair was "Lady Southern Cross", a converted Sirius airframe that was flown by Australian aviator Charles Kingsford Smith. Smith made history by being the first to make an eastward trans-Pacific flight between Australia



Kingsford-Smith and Lady Southern Cross @ Perth 8 Sept 34

Pic: Vacuum Oil via National Library of Australia

and the US in this airplane in 1934. He later perished in the Lady Southern Cross while attempting to fly from England to Australia in November of 1935.

It would appear that no Altairs remain today although there is a full scale replica of the Lady Southern Cross in the Australian National Aviation Museum, Victoria, Australia. Another replica of an Altair DL-2A is being constructed in Virginia by members of the Antique Airplane Association. You can visit www.antiqueairfield.com for details on their progress.

Sources for this article include:

https://en.wikipedia.org/wiki/Lockheed_Altair

<http://www.fiddlersgreen.net/models/aircraft/Lockheed-Altair.html>

<https://www.thisdayinaviation.com>



C-23 www.airwar.ru

NAME THE PLANE

DOUG APSEY

August Mystery Airplane

Here is your Mystery Airplane for August and it's another one from the years between WWI and WWII when military aviation was advancing so fast that most airplanes were obsolete by the time they made it into production. Who will be the first to email me at dapsey@satx.rr.com with the following information about this unique little airplane?

1. Which company built it?
2. What is its military designation and what did the military use it for?
3. What year did it first fly?
4. How many were produced?



BRIAN GOODE

The Country Store is attending EAA AirVenture 2018 in Oshkosh, Wisconsin. We are sitting in our motorhome between rain showers writing this article.



Here is a picture of our accommodations along with the Lone Star Flag and the Chapter 35 Banner in the window. We will be on the lookout for some special items here at Oshkosh that can be emblazoned with our Chapter 35 logo, to offer in the Country store.

Don't forget about another NEW ITEM IN THE STORE

The Duffle Bag that goes where you want to go. You can use it as an airline carry-on bag or carry it on your own aircraft.

It will let you stow the bag within itself. You can take it along on a trip folded up inside another piece of luggage and then put it to use for the trip back home.

We have a few in inventory so buy one for a Christmas gift. They are still priced way below other mail order bags at \$30.00, which includes tax, title and delivery to 8T8.



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Thanks everyone for the Texas shirt orders. They have been received and distributed to those who ordered them.

We received two additional Texas shirt orders at the Pancake breakfast and they will be held until we get enough logo'd merchandise orders to send to our supplier. We need to order 12 logo items at a time as that is the way their embroidering machines are set up.



COFFEE MUGS	CH. 35 logo	\$7.00
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Wheel Chocks – Aluminum	Two sets	\$40.00
"Wash Wax All" Products	Under retail	




All prices include State Sales Tax

For merchandise please call Brian @ 727-709-1159, or email: ladybgoode@msn.com

All of the proceeds from the sale of EAA Chapter 35 Country Store merchandise goes towards supporting the activities of the Chapter, so buy some stuff. Today.



CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

AUGUST	11	LUNCH MEETING Guest Speaker Richard Beardsley on Racing at Reno	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	8	LUNCH MEETING Guest Speaker Paul Wurster on Flying the U-2	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
	13	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
	10	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
	8	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Local/Texas Events and Airshows

Aviation Calendar of Events websites

- Aero Vents** <http://AeroVents.com>
EAA <http://www.eaa.org/calendar>
Fly-ins <http://www.flyins.com>
Fun Places <http://funplacestofly.com>
Social Flight <http://socialflight.com>
Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>
Milavia <http://milavia.net>

If you know of any events, please send the info to:

EAA 35 news@gmail.com

September Speaker of the Month will be Paul Wurster on flying the U-2.

- Sept 22** Flights of our Fathers Airshow and Fly-in
Terrell Municipal Airport, Terrell, TX
- Sept 28-30** Texas STOL Roundup
Hondo Airport (KHDO) Hondo, TX

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Jeanette Hunt has 1 T-Hangar for rent, 30G. Interested parties can reach her by phone: 210-688-9264.

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50%	\$ 15	\$ 153.00	10%
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Flight Advisors

RB 'Doc' Hecker 210-391-1072 teflyingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
Ron O'Dea 210-488-5088 r2av8r@gmail.com	

Technical Counselors

RB 'Doc' Hecker 210-391-1072 teflyingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
Nick Leonard 830-765-7481 ohlson38@gmail.com	Lew Mason 210-688-9072 lewnan@sbcglobal.net

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*Chapter 35 meets
Each Second Saturday of the Month*

August 11th

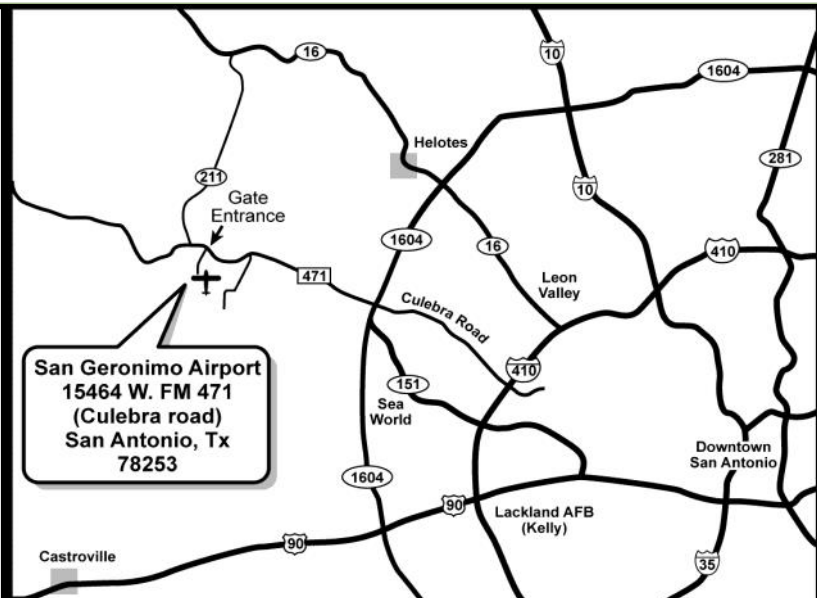
Brisket Plate Lunch

1130hrs Lunch

1230hrs Meeting

Chapter 35 Clubhouse

Lunch to Follow



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

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