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Volume 65 Issue 6

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Next Event
JUNE 11
9:00 AM YE Rally
1130 Social/BBQ
Chapter
Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
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On Being a Young Eagles Pilot

Chuck Fisher

There are no second chances at a first impression, so we try to do it right and give them a fun, stable, experience.

Why do you fly? Why do you own or rent a plane? Think about that for a second. Could part of the reason be that you'd like to share flight with someone else? Could something in the back of your mind think it is pretty darned cool to inspire someone to become a pilot...just like you?



If so, you need to be a Young Eagles pilot. And your Chapter NEEDS you to join us as a pilot.

Being a Young Eagles pilot for the Chapter does not require a great deal of effort, a great deal of time or a great deal of expense. Nor does it require special certifications (just sport pilot or above), special insurance, or a special plane. Really!

You must be an EAA member, sport pilot or above, using an airworthy aircraft and have completed the EAA's youth protection online course and background check, which is super easy and quick. That's it.

Young Eagles flights are a child's (usually) first time in a plane. Your conduct as a pilot and the flight you give them are their FIRST impression of all pilots.

this is super easy!

Young Eagles Pilots can fly kids one-on-one at a time that works for them, or they can participate as part of a rally where they may fly lots of kids. In either case, the kids and their parents can enroll online so you both get credit for the flight or EAA will also send you a packet of permission forms, logbooks and certificates to use for individual flights if needed. More on that in a second.

Aircraft used for Young Eagles flights can be experimental or certificated. You can use a rental airplane, club plane, or even one you borrow from a buddy.

They just need to be safe, in annual and legal to fly –

(Continued on page 4)

NEXT EVENT

International Young Eagles Day

0800 (Flying 0900)

Chapter Gathering & BBQ 1130



FROM THE PRESIDENTS COCKPIT

CHUCK FISHER



Welcome to Summer!

Flying Start! As I write this, we have just complete our first Flying Start program. Paul Wurster and a host of chapter volunteers did a wonderful job! We had just shy of a dozen adults at our clubhouse who no-kidding want to learn to fly. We had a period of discussion and “academics” about learning to fly, how to do so, costs involved and options for schools and instructors, then proceed to take these folks on area flights. The weather cooperated (finally) and I think everyone had a great time!



Fly In Success: Likewise, I want to thank everyone who made the Pancake Breakfast fly in a success despite winds that played havoc with the griddle. We made some new friends and camaraderie is always excellent. But as much as we love fly-ins, we need to keep gatherings interesting. So, expect more presentations and theme programs as we move forward. Rick will be working on that with Builder Coordinator Fred McMahon to bring back more workshops to topical discussions. We would like YOUR suggestions for topics and themes you'd like to hear about! Send them to Rick at vicepresident@eaa35.org.

Airport Courtesy: I need to remind members about some concerns our Property Owners Association has raised. As you may know, they are revising several policies on the airpark in an effort to reduce their risk, and almost everything at an airport involves some risk. To that end, please note that to maintain a sufficient runway clear

Notes from the Cruise Director—Rick Vinas

Who would have thought that two pancake breakfasts in a row would work out so well? In spite of a windy day and the fill-in grill “master” (me) unable to keep the fire lit, we had a great time, a great turnout, and a beautiful day. Thanks so much to all the ladies and gentlemen who carried the day with pancake mixing, pancake cooking, bacon wrangling, and all the other things that went into our day!

Several airplanes and an autogiro braved the winds to fly in from local airfields. It turned in to a fun time for all, and now it is time to spread the good cheer. For June, we have the EAA Young Eagles Day, so we will be focusing on flying Young Eagles on June 11th. We will get going about 0900 with pilot briefings, weather check, and last-minute plans based on winds, weather, and the number of air-

zone. To do so please park aircraft park to the north of the “Ops” building instead of under the oak tree. This should be obvious, but it has happened, recently. Do NOT ever park on the concrete run-up pad or on the runway!! And, although it is not a property owners association issue per se, please also note 1) that low altitude fly-by's do not comport with FAA regulations (14CFR91.119) and potentially pose a risk to our neighbors as the area around 8T8 becomes more developed and 2) The A/FD has specific comments for our airport including no more than 2 touch and go landings and daytime only operations. Again, this is so we are good neighbors both with the adjacent neighborhoods and for those in whose back yard we are landing. Please be a courteous pilot.

Ray Scholarship Update: By the time you read this we will have selected our 2022 Ray Scholar! We started with a stack of great candidate applications. With finals and the end of the school year it was a challenge initially but almost overnight we went from worried about having little interest to a plethora of amazing young folks from which to choose. From this group we could easily have selected several outstanding scholars if we had more funds available!

Help Wanted: We are still seeking volunteers to help with several duties of the chapter. If you are not already on a committee or heading up an activity, please consider helping out. Contact me at president@eaa35.org with your interests or complete the survey we have up right now.

International Young Eagles Day: June 11th is International Young Eagles Day and happens to fall directly on our usual gathering day. EAA hopes to get as many youth in the air around the world that day as possible...and so do we after 3 consecutive weather cancels. So, we have moved our June Young Eagles flights to that morning 11 June. We will start early flying the kids, then roll right into a BBQ lunch & program for the chapter. It'll be a busy day...but hey, it's summer and it's a great time to fly!



Fly Safe, and we will see everyone on June 11th

planes that can take Young Eagles for their introductory flight. First flights should get under way by about 1000 and continue until we run out of Young Eagles. I expect to see volunteers show up around 0800, but if you want to come help out, we will take help whenever you can get there! We never run out of jobs for volunteers.

Time to get your Spring Cleaning WashWaxAll products to make your plane, helicopter, autogiro, powered parachute, or even your golf cart shine. We also have (as always) mugs, dress shirts, “Remove Before Flight” key chains, EAA patches, and Chapter 35 stickers to sell cheap.

AirVenture is right around the corner, but start thinking about Christmas, too. It will be here before you know it!



CHAPTER BULLETIN BOARD

HELP WANTED

Reminder: PLEASE stay after the presentation and help clean up. After every gathering the trash needs to be taken out, dishes done, serving items put away, carpets vacuumed, etc. It is all of OUR clubhouse, please help keep it nice.

Newsletter Editor: Must be able to use a computer, be passionate about aviation and willing to pester authors to write their articles. Will have broad license make your newsletter even better!


Contact: President@eaa35.org

A great big thank you to those who really stepped up at the last meeting in my absence. I hear the winds were howling and pancake making had to be moved to the kitchen. All did a great job and I would like to extend a great big thank you to Robin Apsey, Pam Paduh, June Goode, and Marilyn Doolittle for all their work in the kitchen. Charlie Brame filled in for Dee and did a masterful job of collecting funds. The biggest thank you to BJ O'Dea for making everything ran smoothly.

June 11 will be an event in combination with International Young Eagles Day. We will be offering hamburgers and hot dogs fresh off the grill with all the fixings at lunchtime. Please feel free to contribute a side dish or desert. It promises to be a fun filled event with hopefully a lot of new young pilots joining the flying world.

Come help with the Young Eagles and enjoy the picnic afterwards.

Peggy Fisher



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EAA Chapter 35

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eaa35.org



VMC_CHAP_PS_2022

(Continued from page 1)

which of course you'd require to take your own kids flying. EAA will even automatically provide an additional \$1 million of passenger liability insurance coverage, if you carry a minimum of \$100,000 per seat liability insurance during your flight as well.

So how does it work?

Our chapter prefers to use the Young Eagles Day website for registration. This allows parents to find pilots and events and sign their kids up online. So, you register for access to the website at <https://youngeaglesday.org/?yesignup>. Then in your profile enter the aircraft information including number of passengers and number of flights you are willing to make. The website will generate a unique URL of your own you can give to Young Eagles to register with you directly outside a rally.

You'll be prompted to complete the required training online. It is a short course that is required because you will be one-on-one with kids. It's for your protection in these modern times.

For each flight the parents will sign a permission form before the flight. Then after the flight you should give your Young Eagle a certificate from the flight and a logbook (if they don't already have one) with the flight in it. At a Rally, those will be provided, but if you are doing it on your own, EAA will send you a packet of all the materials you need for ten kids. You can order more at https://www.eaa.org/ea/youth/free-ye-flights/young-eagles-resources-for-chapters-and-volunteer-pilots/volunteer-pilot-resources/~/_/link.aspx?_id=A5E311A2EC0E49E58AFEE22C7D6C4C24&_z=z

Most Young Eagles pilots start out flying in Rallies.

When you want to participate in a Rally you let the rally coordinator know and they'll sign you up, or you can sign up on the website. You can fly in rallies given by other chapters as well and are encouraged to do so. You'll see area rallies listed on the youngeaglesday website.

For our chapter at least, you'll meet for a pilot's meeting before the rally. You'll be paired up with a ground "handler" who will bring the kids and forms to you then retrieve them after the flight. The

pilot coordinator will brief the route to be flown. We tend to do a 25-30-mile route suitable for all of our planes. Everyone should have a radio that works as there will be mandatory reporting points along the way, so everyone knows where the other planes are.

Our chapter also has a line-boss who will direct parking and deconflict with transient aircraft and at larger rallies there will be line

crew to park the aircraft.

Here is where it gets fun.

Hero pilot waits at the plane, which is all cleaned up, headsets all work, and seatbelts are ready. Your volunteer comes out with your Young Eagle(s) and the permission forms, certificates and logbook to be signed. Then you take your Young Eagle on a brief walk-around as you check your own plane and teach them what everything does.

You'll get them all fastened in, do a passenger briefing including what not to touch. Start and Taxi.

In my experience at this point some of your passengers may be a little..."unsure". I have them read the abbreviated checklist or talk them through each step. Then announce, "Young Eagles # ready for takeoff" and launch. About 800 feet or so, something magic happens as the Young Eagles relax, give a whoop and, if you have backseaters, the excited conversation starts. "This is so cool!"

In a side-by-side plane, you can let the child up front fly a little (of course you are following along) so they can see how the controls work. Give a narrative of what they are seeing and keep the young eagles looking at the sights, other planes, etc. And, in a flash, you are ready to configure for your approach.

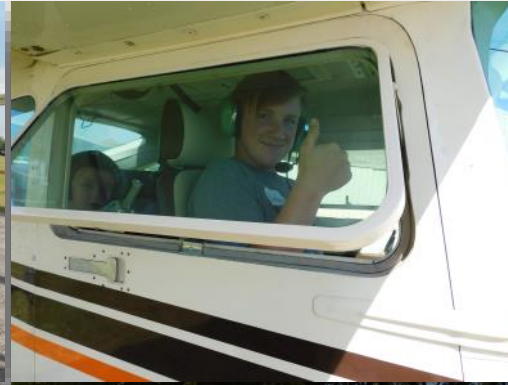
When you park and shut down your ground volunteer will again great you, take hero photos of the kids, and escort them back. Watch as they do because you will see them jump up and down as they describe their flights to the parents.

Yup. You are a hero. And you just made a memory for life.

Ready?

Check out <https://www.eaa.org/ea/youth/free-ye-flights/young-eagles-resources-for-chapters-and-volunteer-pilots/volunteer-pilot-resources/ea-young-eagles-volunteer-pilots> for oodles of information, and let our coordinator know you want to join us at youngeagles@ea35.org.

I'll see you at the next rally!



Craftsmen's Technique

by Mark Julicher

Oil Filter Analysis



Photo 1: Oil filter in vice

Racecar and airplane mechanics have a propensity to cut open used oil filters and look for metal particles. The task can be a bit messy, but it provides some peace of mind regarding the health of your engine. In this article we will provide one technique for oil filter examination.

Once your oil filter is removed, hold it open side down for a little while to drain out most of the dirty oil. You won't remove 100 percent, but the more you can drain before cutting it open

the less mess you will have to deal with. Once the oil filter is mostly empty, place it in a vice, open side up.

Next, grab some paper towels and an oil filter cutter. Your choice of oil filter cutter depends on two things: Your budget, and whether or not the oil filter has a pipe nipple on it or just a threaded hole. If your budget is low, you can actually open a filter using tin snips. Look for the tin snip technique on Youtube.

Photo 2: Oil cutter tool. This one is not suitable if the oil filter has a pipe nipple on it, but it can be modified by drilling a large hole in the middle of the red area. Other manufacturers have filter cutters that accommodate different style oil filters.



Photo 3: Filter cutter on top of an oil filter.

Assuming you are using an oil filter cutter, go ahead and commence cutting the oil filter. Now it should be obvious that a hacksaw or band saw is undesirable for this task because of all the metal filings that method will produce.

At this point you are just working a can opener. Rotate the cutter and tighten the handle slightly after each rotation. This is easy to do, but caution! It leaves a sharp metal edge.



Photo 4: The end of the filter is off.



Photo 5: Remove the pleated filter element.

The pleated filter element will still be very wet with oil. Have those paper towels handy and let the excess oil drip back into the oil filter can.

Next, using a sharp box knife, cut around the circumference of the pleats on both ends of the

filter element. The object is to be able to remove the pleated part from the metal part. Caution again! You have a knife, sharp metal edges, slippery parts, and ten fingers working in proximity. Mechanics gloves help, so does a shop towel to help hold the slippery parts. You do have a first aid kit in your shop, right? How about clotting bandages? For those of us geezers on blood thinners, clotting bandages in the shop are something to consider!



Photos 6, 7 & 8: Cutting off the pleated filter element.

(Continued on page 6)

Craftsmen's Technique

NEW MEMBERS!

By Ronald O'Dea

(Continued from page 5)

At this point, different mechanics have different techniques. Some would say that if you don't see any metal pieces big enough to have a part number you are good to go. For others, only microscopic examination will do. The sweet spot lies somewhere in between. If you desire micro inspection, you should be doing spectrographic oil analyses. If you see metal chunks you are pretty much done with this engine. But read on and let's do something in between.

Get a clean bucket and some solvent. I like clear paint thinner or



Photos 9 & 10: Rinsing the pleated filter.

odorless mineral spirits. Swish the filter element around in the solvent and then discard the pleated filter.



Photo 11 & 12: Filter the solvent.



Photo 13: Putting a magnet in

The next step is simple enough, pour the now dirty solvent through a paint filter.

Finally, look carefully at what is left in your paint strainer. Some mechanics would go so far as to use filter paper (remember Chemistry class?) Mostly you are looking for shiny stuff. If shiny stuff sticks to a magnet it is ferrous. If shiny stuff is silver and does not stick to a magnet it is aluminum. If shiny stuff is yellowish, it is brass or copper.

If there is a LOT of shiny stuff you may have a problem. If you have a small amount of stuff it is normal.



Photo 14: A small amount of iron filings on the magnet. No problem here.



Your chapter continues to grow. New members for the month of May include:

Ross and Nancy Duepner—who is a ATP,CFI,CFII and owns a C-150 and is building an RV-14A

William and Johni Fahey — PPL, Light Sport Repairman and owns a Zenith Cruiser

Ryan and Leliani Riley — Comm, CFI, CFII,MEI who owns a Lancair ES

Brian and Heather Mizvla— Brian owns a PA 28-151 and is a C5 Flight Engineer.

Nolan Haecker—Nolan is a student member and our air academy scholar. He doesn't yet own a plane or have any ratings....but he will someday!



Is there any pilot alive who is not mesmerized with the image of a fighter landing overhead at sunset with the iconic TopGun sound track?

The new Top Gun-Maverick is excellent. The cast from the first movie are older and their roles appropriate for their age. The young cast are spot on. By why wouldn't they be? This was a movie made for pilots. The cast members trained in aerobatic aircraft from basic through L-39's, learned to fly, did the full navy survival training, and those aerial scenes—yes they are really the actors in real aircraft at least riding through the real maneuvers. The F-18s were loaded with cameras and the actors had to run them themselves. The plot is good, the acting excellent....and it lives up to its billing! Lots of memories from the original, so watch it before if you've forgotten.

Gotta go....and wear your Ray Bans!

CLASSIFIED ADVERTISEMENTS

BUILDER'S SPACE:

10x20 builders space in the chapter hangar, access to chapter tools, equipment and room to temporarily expand (e.g. to mount wings, etc.). This is about the size of a garage with lots of extra room and for building up till you need a full sized hangar and costs less. Contact Rebecca at youngeagles@ea35.org or chuck at president@ea35.org



Pietenpol project for sale

Pietenpol Air Camper project for sale. Fuselage, one piece wing, empennage, & controls surfaces all built with Sitka Spruce & Finnish Birch plywood glued with T-111 glue. the cabane struts are made from old Piper struts. All fabricated steel is 4130. Sale includes a disassembled Model A engine, 4 Piper wing struts, 1/8" stainless control cables sufficient to finish project, extra wood, & 4130 steel stock. Landing gear was remade to move 8 1/2" fwd. & is in progress. Plane is on gear. Wheels came from a Piper Cherokee. Tail-wheel made from plans from BPA Newsletter, not full swiveling. The stick & rudder bars are made & installed. Instruments are installed. Builder's log included. The plane is located at Comfort, Texas, near San Antonio. Asking \$5000. Contact minerjb@hctc.net with any questions.



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MAY FLY IN GATHERING

More photos on eaa35.org



Hello, Enjoyed the fly- in this morning. Here are a few pictures for the Newsletter. John Currier showing the boys, Nolan and Connor Haecker his RV-9 which he recently moved to San Geronimo. A group around Norris Warner in yellow shirt. Rick Vinas, John Currier and Charlie. Several More photos of John Currier showing the boys his RV-9A under construction. Young Connor and brother Nolan at table in yard. The Snoopy wind tee. Wing roots on John Currier's RV. Joe Garcia's big Indian motorcycle. Joe is in my Sunday school class at St. Matthew's UMC. Nolan is applying for a Ray Scholarship. He's a very pleasant young man who has been visiting the chapter recently. Last month he was given a flight in Richard Reiley's gorgeous Cub. Nolan is entering 11th grade in the fall.

Blessings, Jim



FLYING START! May 2022

Chapter 35 hosted our first Flying Start program in May 2022. Led by Paul Wurster, a dozen adults who want to be pilots gathered at the clubhouse along with several flight instructors, AME's and Brian Wells from SkySafety and a good turn out of volunteers and volunteer pilots. Briefings addressed how to become a pilot, types of training available, medical issues, costs and timeline involved to do so.

The editor apologizes for not snapping photos of the event in the clubhouse....it was so energetic even I forgot!

The pilot candidates then went on area flights with volunteer pilots and everyone came back with effusive smiles and a clear commitment to moving forward in their training. It was highly successful and we really thank all the volunteers!



Are You Ready?

Chuck Fisher

Last year we emerged from the darkness and returned to AirVenture at Oshkosh. We were unsure how the event would unfold and folks from several nations including Canada could not come. However, despite the dire predictions the event was huge! 600,000 people and as many as 10,000 aircraft. Wow!

As a doctor, I had to wonder whether this would be a real problem for public health. As it turns out I looked at COVID statistics for the surrounding areas and compared them with similar sized states and counties around the country. And, though the results were crude, what I did NOT find, was a spike in cases in the weeks following AirVenture. Why? I suspect because AirVenture is totally outdoors and even the “indoor” venues are open air tents and covers. COVID is spread by the breath, not so much by contact. In occupational and environmental medicine we say “dilution is the solution to pollution”. Fresh air is good!

I’ve written about going to AirVenture before, but several folks have asked about going who have never been. So here is a quick summary of what you NEED to know before you go.

First: EVERYTHING you need to know is probably at <https://www.eaa.org/airventure>. Across the top you’ll see “plan your trip”. Go through those tabs and you’ll find a ton of resources including videos of the final legs flying in.

OK, to start with decide where you want to stay. If you are camping on the airfield, are you camping with your plane, taking a trailer to the enormous camp Scholler campground or are you hoping to rent a hotel or house off-airport?

If you want to rent a hotel or house off the airport you are already very late in the game and should expect to shell out some \$\$.

You might want to post an inquiry on one of the facebook groups (e.g. alamo pilots) and ask around the chapter and see if anyone has a vacant room or is looking for someone to join them. Check out VRBO and AirBnb for house and room rentals near and in Oshkosh. On the EAA website you will find links to other opportunities like the dorms at the University of Wisconsin (<https://uwosh.edu/gcc/home/ea-airventure-lodging/>) and others.

Camping with your plane is the traditional AirVenture adventure. It means just that, take a tent and comfortable chair and sleeping bag

and set it up by your plane. Open fires next to your fuel tanks are a bad idea, so don’t plan on a roaring campfire. There are camp stores and community showers and toilets in all of the camping areas.



If you have a trailer or camper, you drag it up and stay in Camp Scholler. If you need an electrified spot, though, you will need to reserve a space now (<https://www.eaa.org/airventure/plan-your-eaa-airventure-trip/ea-camping-and-lodging/camp-scholler>) or you can possibly rent a trailer from vendors in the area. I also found some at <https://www.outdoorsy.com/>.

Having decided that, how are you getting there. Obviously, the best is to fly yourself up! And, it is an easy flight. Really. It is just a few of your typical one or two hour flights done back to back. Depending on your plane you’ll stop for fuel and biological breaks every few hours anyway. I recommend planning your arrival for Friday or on Saturday morning. Starting Saturday afternoon it gets very busy.

Before you go, review the NOTAM for OSHKOSH. It give very precise instructions, radio procedures and the like. Then, it is just get in line and follow the leader. You don’t have to say anything. There are even videos of the various arrivals at <https://www.eaa.org/airventure/ea-fly-in-flying-to-oshkosh/vfr-airventure-arrival-and-departure> so you can “rehearse”.

People get all anxious about landing “on the dot”. Oh please... Sure, there is pride in a great spot landing, but really the dot is just the “numbers” for your runway. So, your section of the runway starts with the dot and goes a runway length further. So there is no need to try to slam the plan onto the paint, just land normally as if it were the numbers of any runway.

Once you arrive, you will put a pre-printed paper in the windshield to tell the ground crew where you want to be parked. It’s helpful to put the sign in a page holder so it stays put. My bride wanted to use duct tape on the windscreen...not recommended. Just go where the volunteers point you until you are picked up by a welcome cart who will lead you to your parking spot.

This is where it gets amazing for me....remember that every one of those folks who greet you, park you, care for you and keep the place

(Continued on page 13)

Are You Ready? - continued

(Continued from page 12)

nice....are unpaid volunteers. Tell them thanks!

You'll be taxiing on grass that is pretty smooth and has accommodated a bunch of other planes already, so don't worry too much about wheel pants and the like. However, take it slow. Many folks are loaded heavy if they have a full plane and all their gear for a week, so you'll want not to bang the tail when crossing a dip.

Oh, and there is excellent on-field maintenance available...and every vendor of every sort of part or doodad is there if you do have some mechanical issue.

BRING TIE DOWNS – you will be parking on soft turf. I recommend the “claw” but if you do forget them, one of the EAA chapters usually sells tie down sets there. There is a pretty good chance that at some point during the week it will rain and blow, so canopy cover and tie downs are pretty important.

You will purchase a wrist band for the week. The airport awakens at 6 AM and events end at 10pm...ish. There are literally miles and miles to be walked so be prepared to spend a LOT of time on your feet. Purchase wrist bands in advance online at <https://www.eaa.org/airventure>. There are also booths there to purchase them. If you are flying up as part of an organization, they may provide or have available the wristbands (e.g. warbirds of America provides the wrist-band for folks that bring up a plane and I think Vintage, aerobatic and homebuilt may as well), so check with your group to see if that applies.

While there, there are oodles of restaurant and eating facilities.

There are trolleys to shuttle you to the various places and even buses to take you downtown to Walmart and Target to get what you forgot.

Departing is easy. Some folks come up for a day or two, others for the whole week. The last Saturday is always odd because that is the day of the big finale airshows, awards events, and so forth....but a lot of folks will have already left. Anyway, you can leave any day you want. However, the airfield is closed every afternoon for the airshows, so you need to leave in the morning. It is this simple, fly runway heading below the traffic pattern for

3



miles. Turn toward home and enjoy the ride.

For those flying commercial, Appleton is the closest airport (29 miles) with commercial daily flights. If you fly into Milwaukee or Chicago, of course you will need to rent a car. There is a shuttle to Appleton, but you'll need to check hours and availability.

Find a tent that will fit in your plane, or here is a neat trick – mail your stuff to yourself! There is a shipping center at AirVenture where you can ship yourself a box of stuff and ship home all your souvenirs so you still have room for your passenger. <https://www.eaa.org/airventure/plan-your-eaa-airventure-trip/guest-services/shipping-services>. The site even has pre-printed address/shipping labels!

And, it is a LOT more fun with a group of friends. So ask around. I'll bet you can find a group pretty easily and link up.

So, it is easy! Stop dreaming and “thinking about it” and make your reservations and plans today. Feel free to send me any questions you might have at president@eaa.org.

Ready? We'll see you up there!



Chapter 35 Youth / Scholar Programs

Thomas Reyna

Thankfully, May brought much better flying weather, and I've had some terrific flights! I was able to take my **first night flight**, and it was one of my favorite trips ever! During the flight, the temperature was perfect and I didn't know the air could be so calm- it was incredibly smooth! It also felt very strange to have the skies to myself for a change. I enjoyed the stillness tremendously. This month, I'm looking forward to more cross-country and solo work!

I also had a visit from a mentor, Angelica, who I met last year at



RAY AVIATION SCHOLARSHIP



a Chapter 35 meeting. She and her husband attended the Air Force Academy, where I hope to go, so I love talking with them. This past year, she arranged for me to spend a couple of days attending classes at the Academy and staying with her host family. Angelica and her husband have moved to Mississippi, where he trains fighter pilots, so I really enjoyed catching up and hearing all about it!

Becoming a pilot is definitely a marathon, not a sprint. Between my visit with Angelica, the clear skies, and, of course, the new Top Gun movie, I'm feeling energized and enthusiastic! Thank you everyone for the continued friendship and support! Let me know if you ever need a co-pilot!

Nolan Haecker -Air Academy Scholar



Meet **Nolan Haecker**, your 2022 Air Academy scholarship select. Nolan is a Junior at Samuel V Champion High School who plans to enter an aviation career via the Angelo State University aviation program. He has been helping our chapter with events so you have hopefully talked with him yourselves. Nolan has not yet begun flight training, but that is in the future plans.

As our Air Academy scholar he will travel to Oshkosh during the first half of AirVenture. Unfortunately, as the schedule works, I don't think he'll get to see the night time air shows...so he will have to return! He will, though, meet lots of other folks with similar in-



terests and witness Whitman field transition from a small town airport to the largest aerial event in the world literally in a day. He'll learn skills like riveting, fiberglass, fundamentals of wood building and more. And hopefully, he'll learn skills that will help him in his future career in aviation. Congratulations Nolan Haecker!

MAY MYSTERY PLANE REVEALED!



The Champion Lancer prototype, sitting derelict at Arlington Municipal Airport, Arlington, Washington, United States, in 2017 (Wikipedia)

BY DOUG APSEY

Congratulations to Charlie Brame for correctly identifying the May mystery airplane as the Champion 402 Lancer built by the Champion Aircraft Company. The Lancer first flew in 1961 and went into production in 1963. The Lancer is a twin engine trainer based on the Champion 7FC Tri-Traveler which is basically a Aeronca Champ with tricycle gear. Champion’s goal was to build the least expensive twin-engine trainer in the US. It was designed to be a simple aircraft with low operating and maintenance costs.

The Lancer seats two in tandem with dual controls. Typically, during training flights, the student would occupy the front seat with the instructor in the rear. Solo flight is done from the front seat. The Lancer is powered by two, 100 hp Continental O-200 engines mounted on the wings. This provides good ground clearance making the airplane ideal for grass or unimproved runway operations. Cruise speed is a modest 118 mph and rate of climb is about 600 ft/min so certainly not a stellar performer. As you can imagine, single engine performance is very poor and is a serious weakness of the Lancer. In



Front cockpit (the controls on the left are for trim, not engine controls)

an “AOPA Pilot” article, author Barry Schiff described the Lancer’s single engine performance as “it doesn’t have any”. The fixed pitch propeller of the dead engine continues to windmill during single engine operation creating significant drag and yaw. Rather than a positive rate of climb with one engine, the Lancer has a descent rate of about 250 ft/min. if flying above 2,200 ft. Under ideal conditions the Lancer can maintain altitude on one engine if at or below 2,200 ft.

The Lancer’s fuselage is constructed using metal tubing with a fiberglass nose and then covered with fabric starting at the front cockpit. The wings have metal spars and are aluminum covered up to the fiberglass engine nacelles and then fabric beyond that. It has several unique features related to it’s intended role as a twin-engine trainer. Although it has fixed landing gear, it came with a mock landing gear retraction switch connected to indicator lights allowing the student to simulate putting the gear up and down. Also, the front seat has a control yoke while the rear seat has a center stick. Engine controls are mounted above the pilot. The elevator and trim controls are unfortunately mounted where you would find the engine controls on most tandem airplanes which led to some confusion for rookie Lancer pilots who initially trained in a tandem airplane such as a Champ.



Dual engine controls mounted above the pilot (8kcab.com)

Braking is accomplished using a single lever located in front cockpit so there is no differential braking and no rear seat brake. In addition to the poor single engine performance, other problems with the Lancer include restricted visibility due to the engine nacelles which virtually blinds the pilot especially during turns. Also, the

engines and propellers are located very close to the front seat creating an extremely high noise level for the front seat occupant.

In total, somewhere between 25 and 36 production Lancers were built – all in 1963. Today, there appears to be about nine still registered with the FAA. One of these rare birds was listed for sale on Barnstormers a couple of weeks ago for around \$45K. So if you happen to be in the market for an airplane that performs almost as well on two engines as a Cessna 150 does with one of the same engines, then you might be interested in a Lancer. It will certainly draw a crowd where ever you fly it.

I asked a “bonus question” about the May mystery airplane which was “Why can’t this airplane be used to get a twin-engine rating?” The answer is, the FAA flight test for a multi-engine rating now requires that the pilot demonstrates feathering a propeller. Since the Lancer has fixed pitch propellers you cannot use it to complete the flight test.

The source for this article is: https://en.wikipedia.org/wiki/Champion_Lancer



NAME THE PLANE

DOUG APSEY






Here is your June 2022 mystery airplane. Who will be the first to email me at dapsey@satx.rr.com with the following information about this airplane.



1. What company manufactured it?
2. What is its name/designation?
3. When did it first fly?
4. How many were made?



CHAPTER CALENDAR — CONTACT VICEPRESIDENT@EAA35.ORG - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

2022	DATE 01/05/22	EAA Chapter 35 Activities Calendar
JUNE	11	 International Young Eagles Day YOUNG EAGLES RALLY (RAIN DATE---25 June)
	17	6:00 pm VMC Club (see FAA Wings page and e-mail)
JULY	9	11:30 Social/12:00 Program: Fly Yourself to Alaska Brief
	15	6:00 pm VMC Club (see FAA Wings page and e-mail)
	26-01	AirVenture
AUGUST	13	 0900 FLY-IN PANCAKE BREAKFAST
	19	6:00 pm VMC Club (see FAA Wings page and e-mail)
	20	 Young Eagles Rally (Rain Date 27 Aug)
SEPTEMBER	10	11:30 Social/12:00 Program: Chapter 35 Member Open House and FlyMart
	16	6:00 pm VMC Club (see FAA Wings page and e-mail)
		7:30 Movies on the lawn (weather permitting)
OCTOBER	8	 0900 FLY-IN PANCAKE BREAKFAST
	14	6:00 pm VMC Club (see FAA Wings page and e-mail); 7:30 Movie night on the lawn TBA
	15	 YOUNG EAGLES RALLY (RAIN DATE 22 Oct)
NOVEMBER	12	11:30 Annual Membership Meeting and Chili Cookoff
	18	6:00 pm VMC Club (see FAA Wings page and e-mail)
DECEMBER	10	CHRISTMAS PARTY - PLANS TOTALLY PENDING 11:00 Social Hour; 12:00 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details)
	16	6:00 pm VMC Club (see FAA Wings page and e-mail)

Upcoming Area Events:

<https://Socialflight.com>
<https://Eaa.org>
<https://Funplacestofly.com>

4 JUN Lockhart (50R) Pancake and Breakfast Tacos 09:00

9 JUN New Braunfels IMC Club Meeting "Where is my Gear" 1830-20:30 NB airport terminal

11 JUNE Warbirds and Yardbirds fly in Kestrel (1T7) 10-1600

25 JUNE EAA 1607 Pancake Breakfast—Lago Vista TX 09:00



By RICHARD VINAS

Airventure is almost here and time to get some shirts for the large contingent of Chapter 35 folks who will be heading up to Oshkosh this year. The Country Store is looking for a new proprietor, the last one being more of a mechanic than a retailer (me)! Apparel, key chains, coffee cups, and hats are only a small part of the merchandise we have for sale. Our most popular items lately are the excellent aircraft cleaning products from WashWaxAll, so let me know what you need. We expect to replenish our supply of Texas Flag fishing shirts so you don't have to feel left out at Oshkosh! Keep your eyes peeled on this page in the future.

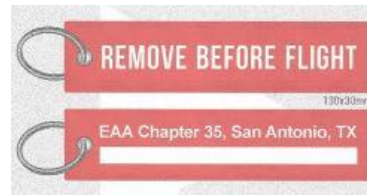
As always, feel free to grab me at the monthly meeting if you see something you want from the Store, have an idea for a product or clothing that you would like to see us carry, or just want to browse through the inventory. Let me know if there

is something that you think our members would be interested in and we will see about adding to our inventory.

Don't forget, we are looking for a new Store Manager, so step up if you would like to try your hand at the EAA Chapter 35 Country Store. See you all soon!



These "Scrubbers" are great for de-bugging the leading edges of your wings.



TEXAS FLAG POLO SHIRTS	Sold Out - If you want one, let me know!	\$39.00
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
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YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
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CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
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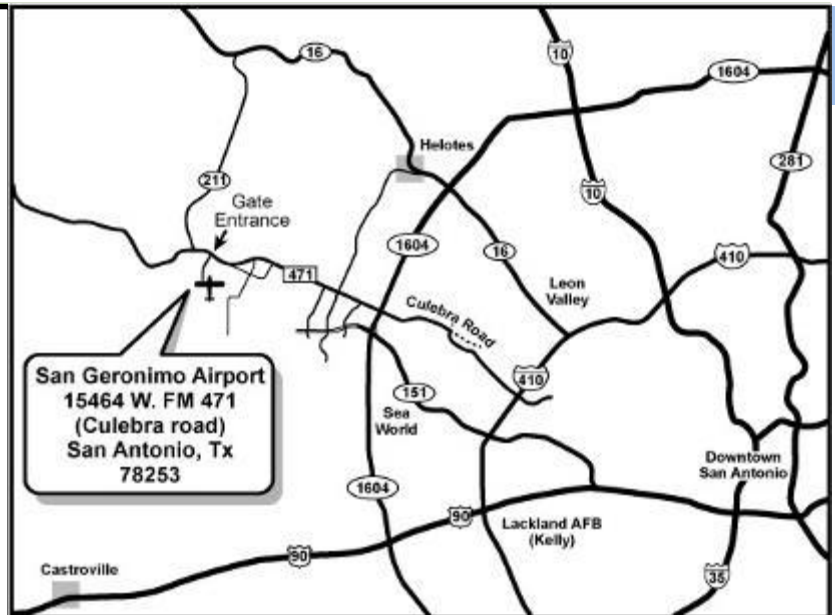
NEXT EVENT

JUNE 11 0800 YE Rally

1130 BBQ

Chapter 35 Clubhouse

8T8 (San Geronimo Airpark)



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

[Click Here for Link to 8T8 on AirNav.com](#)

Ron O'Dea, Membership Chairman
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