



March 2019

Volume 61 Issue 3

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Next Event

March 9, 2019

Lunch 1130-1230hrs

Program 1230-

1330hrs

Chapter 35

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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By Allen Inks

First, my apologies for the lateness of this article. Those of us who attended AirVenture 2018 were asked to write a few words about our trip right after we got back, and for various reasons that may become obvious, completion of my contribution has been dragging. I just wanted to be able to write the "whole story" of our trip, but that has only recently been completed.

My brother, Robert, and I had finished building (more or less) our Pipistrel Virus SW motorglider from a kit, and had gotten an airworthiness certificate for it as an Experimental, Amateur Built glider in January of 2018. While my brother went out to sea for his final voyage in the Merchant Marines before retirement, I flew off the 40 hour test period. There were a few minor glitches during testing, and I was working on fine tuning of the trim through-out the test period, but all in all, our bird was exceeding my expectations. It was flying in the 130+



knot range in level flight at about 3.5 – 4.5 gph (depending on altitude and Outside air temperatures), and I had gone up to VNE of 162 knots (in a shallow dive) during testing. I had flown about 6 hours at night following the Phase 1 testing, and had figured out the panel lighting so I could see stuff without it totally blinding me at night (learning the fine points of some of the new avionics, such as how to control the lighting levels took much longer than I expected!).

But finally, in July, things were really coming together. Robert was back, and it was time to make the annual trip to Oshkosh. And this year, I wouldn't be riding my motorcycle

Weather was tricky the week

leading up to AirVenture 2018. My next door neighbor, Terry Adams, flew his SNJ up to Dubuque, Iowa, on Tuesday before AirVenture to avoid weather, and to practice with the other SNJs and T6 Texans for their mass formation flights to take place at AirVenture. I was tempted to fly up the same day,

(Continued on page 4)

Lunch 1130-1230hrs

Program 1230-1330hrs

"Gyrocopter Focus"

By

"Ike" Kelly



PRESIDENTS COCKPIT



Making a Difference. New member Jane Kellogg became the newest mentor to the Southwest High School RV-12 builders. She brings a wealth of experience as an aspiring pilot and as an accomplished science instructor! The mentors recently travelled to San Marcos to take delivery of two Redbird simulators. Ron O'Dea is providing his instructional expertise as the student builders apply their new aeronautical knowledge in practical situations. Also, a note from Darren Medlin:

"Mentors present [on Thursday, February 21st]; Jon King, Frank Pisz, Dan Martinez, Frank Covington, Jane Kellogg, Ron O'Dea, Darren Medlin (a new record of 7 mentors at a weekday session!)” That IS making a difference!

Rosalie Cerna. We note with respect and sadness Rosalie's passing. Rosalie, along with her husband Dan and the other founders of San Geronimo Airpark were instrumental in the chapter's move from Westside Airport. She picked up tools and built this chapter club-house alongside her peers. We owe Rosalie Cerna a debt of gratitude for her service to EAA Chapter 35.

Gone West - John Brecher. John, an EAA member for forty years, SportAir Instructor, member of EAA Chapter 958, San Marcos, and electric vehicle enthusiast passed recently. John was moved by the vitality of Chapter 35 and had only recently offered his services as a renowned instructor to teach EAA Chapter 35 members the finer points of aircraft construction. He leaves a legacy of knowledgeable aircraft builders and a new Light Sport aircraft now in production at the Hondo Airport.

Richard Beardsley Presents – Richard Beardsley presented his Aviation Adventures in the Pacific. Flying C-130s as a contract pilot into some of the most challenging airstrips, you're bound to see things. Things ordinary people never see. Richard provided stories, photos and videos of his adventures. If you hadn't seen it with your own eyes... I mentioned some of my journeys with Trans Afrik, sleeping on the luggage pallet because the web seats made coach seem like luxury. He noted that Trans Afrik bought some of their planes. Small world.

Ray Foundation Aviation Scholarship. Frank Covington kicked off our participation in the Ray Foundation Aviation Scholarship by submitting a compelling application on behalf of EAA Chapter 35. HQ EAA received nearly 300 applications against which they plan to apply 80-100 scholarships. While we wait, Frank will identify potential candidates, present them to the board, and mentor scholarship recipients as they work toward their pilot certificate. Do you know a deserving candidate, ages 17-19 who could use help attaining their

STEVE JONES

Glider, Sport Pilot or Private Pilot certificate? Let Frank know.

VMC Club. Rafael Cortes held the first VMC Club meeting here at EAA Chapter 35! The group of thirteen pilots and enthusiasts met for an introduction to the VMC Club, then jumped right into a scenario and subsequent discussion. It was lively! Join us next month, Friday March 15th, 6:00 PM as Rafael guides the next discussion. For more information on the EAA VMC Club, see: <https://www.eaa.org/eaa/pilots/EAA-pilot-proficiency/vmc-club>

Country Store News. Brian and June Goode of the Country Store are returning from Florida and are **STILL** looking for someone to mentor for Country Store duties. The Country Store is vital to our ability to accomplish our mission. If you're looking for a way to step in and make a difference, this is it!

February Luncheon. Spaghetti al Dente, slathered with your choice of not one, but two family recipe sauces. Garlic bread, garden salad fresh and crisp, and desserts that remind us why life is worth living. And that's just the food! We also had great conversation and a remarkable presentation by Richard Beardsley. Thank you again to everyone who participated.

March Meal. We tried it, you liked it! We're going to do it again. The Facility team is gearing up for a scrumptious Fried Chicken lunch. Most retired Colonels agree, whatever they're putting in the batter, it is finger licking good. (I counted eleven herbs and spices) Your facility manager will have more details elsewhere in this newsletter.

March Meeting! It takes a special breed to step into a machine that stays aloft by beating the air into submission, and we're going to meet them! Join us Saturday, March 9th as we feature rotary wing aircraft. You'll see gyrocopters and a chemical-reaction-tip-jet helicopter. And why not? We are the EXPERIMENTAL Aircraft Association Chapter 35!

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



CHAPTER BULLETIN BOARD

Chapter 35 Fried Chicken Lunch

Main Course: Southern Fried Chicken with *elev-en* herbs and spices (yes, this one goes to elev-ven)



Side Dish:

Black-Eyed Peas
Mashed Potatoes and Gravy
Bacon-kissed Green Beans (you had me at bacon)

If you have a favorite black-eyed pea, mashed potato or BACON-kissed anything recipe, we would very much appreciate your contribution. Please contact Freda Jones at eaa35facility@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.

Thank you! We appreciate all our volunteers and preparers who supported the February Spaghetti Lunch. That was fun!

Preparers/Servers

Roxanne Beavers
Peggy Fisher
B.J. O'Dea
Maryanne Schlattman
Freda Jones

Contributors

Roxanne Beavers – Meat sauce
Peggy Fisher – Tiramisu
B.J. O'Dea – Spaghetti sauce
Maryanne Schlattman – Cookies
Dee Brame – Banana pudding
Nancy and Lew Mason – Cake
Gail Scheidt – two fruit trays and two pies
Georgia McCarley – Homemade cookies



Master the Art of Aviation

Join a community of pilots willing to share experience, promote safety, and help improve your flying skills.

Chapter Gatherings

Third Friday of the month
Meeting: 6:00 p.m.

Location

San Geronimo Airpark 15464 Culebra Rd
San Antonio, TX 78253

EAA Chapter 35

787-644-7828
eaa35vmclub@gmail.com
www.eaa35.org



OSHKOSH AND BACK—"ISH"

CONTINUED

(Continued from page 1)

but was eventually persuaded (by my brother and my wife) to wait until Saturday to leave. It was an "easy" 4 am departure for Robert and myself, northward from home base at Boerne Stage Airfield, up past Horseshoe bend, then skirting south of Dallas to stop at KFoo (Bonham TX) right after dawn. After a quick and inexpensive refueling, we headed north to our next stop at KBUM (Butler MO). We borrowed the crew car there and drove into town for lunch at an Amish deli. We passed a sign informing us that this was the home town of one of my favorite science fiction authors, Robert Heinlein. But we were on a schedule if we were going to get into Oshkosh that day, and did not stop in to see the museum. Maybe next time. Then it was on to Dubuque, Iowa, a field reasonably close to Oshkosh where we could fill up and have plenty of fuel for arrival into Oshkosh.

I had a nice landing in front of a flight of T6/SNJ's, including my neighbor's aircraft, waiting to take off. We taxied over to the fuel, got some, and checked the weather. It wasn't specifically looking good, and our estimated time of arrival at Oshkosh would be about the time that arrivals would be shut down for the evening. We decided to take the last hotel room available in Dubuque, and spend the night. We filled our aircraft, and tied down, while watching the T-6's do their practice formations under the low hanging clouds, then waved to Terry as he taxied in. But he was going to be tied up in post-practice briefings for an extended period, and so Robert and I were on our own. We shared a taxi to the hotel with a couple from French who had come to the US, rented a Cessna 172, and were touring the US in it. And, as pilots, they were bound for AirVenture next! But they were exhausted, and we didn't have much opportunity to talk. Robert and I had dinner and read texts from the group of EAA Chapter 35 members who had stopped in Madison, talking about the party there, and how the B-29 DOC was giving tours to the people who were there. Well, that's another, "Maybe next year."

The next morning, Sunday, the weather was still bad, until midafternoon. Clearing weather was approaching Oshkosh from the Northeast. Many pilots were taking off and scud running towards Madison, but we looked at weather maps, and saw it was also clearing somewhat north of Dubuque, so we took off under the overcast, and ran north up over the middle of the Mississippi River (few TV and radio antennas the middle of the river). When the river bent off to the west, continued north to Lancaster, where we found a hole in the overcast (as we were expecting), climbed up to 9500 feet, and flew along VFR on top, all by ourselves until we got near RIPON. There, the overcast (undercast?) was breaking up. We found another hole, opened up the spoilers, went into a forward slip, dropped down more than mile in a couple of minutes, and found 10,000 other aircraft converging on RIPON.

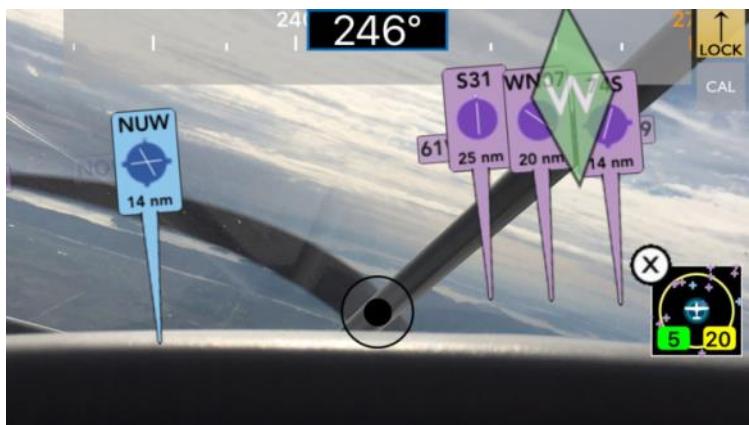
I'd flown into AirVenture a few times before, but it was NOTHING like this. It really was the most crowded airspace I've ever flown in or even seen in my life. With our ADS-B display, we could see black lines...composed of overlapping individual traffic symbols. I remember flying along, and having a Cessna 172 merge in a hundred feet or so ahead of us. And a Piper low wing about 50 or a

hundred feet in front of him, and about 50 feet higher. I looked at the ADS B display, and there were aircraft close in behind us. Then I HEARD another plane fly over and behind us! When is the last time you heard ANOTHER aircraft's engine while you were in flight?

We spent about 3 hours in that mess trying to make the approach into Oshkosh, but, like most other aircraft, kept getting waved off at FISKE. I even tried to make use of the Virus SW's speed, and cheat by using the high speed upper track, because there was a lot fewer aircraft on that track, but as we approached FISKE, we were waved off again.

So we diverted to Appleton. For the past several years, I have bunked in with the Pipistrel dealers in a house they rent, and that was the plan again. I gave them a call, and one of the dealers came up to Appleton to fetch us back to the house we were renting in Oshkosh.

This year, with my brother and our aircraft both at Oshkosh, there was a more concerted effort to attend educational seminars. My brother and I went to several seminars on ForeFlight operating on an Apple iPad... then ended up buying the Seattle Avionics Fly-Q EFB app instead. The thing about this app that I found most interesting was their "AUGMENTED REALITY" feature. As seen in this picture:



Augmented Reality is something of a mix of the real world and virtual reality. It blends a real video feed from your iPad or iPhone with computer-generated overlays to show approximate airport positions against the same image you see when you look outside the plane. It's extremely helpful for situational awareness and makes it much easier to find smaller airports in hard to see areas, in poor visibility conditions, and at night. And to figure out if that clump of buildings you see is in fact the airport, or an industrial park a few miles closer. You can also see that compass headings and ordinal points of the compass are seen in the augmented reality view. Very handy. Note that while we bought the FlyQ EFB, there is another program that also offers the Augmented Reality feature: FlyQ EFB is a full-blown, top-rated aviation app with all

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OSHKOSH AND BACK—"ISH"

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(Continued from page 4)

the bells and whistles including VFR and IFR charts, geo-referenced approach plates and airport diagrams, airport info, weather, and flight planning. It has an annual fee of \$69 for VFR data or \$139 for IFR and VFR data. FlyQ InSight includes augmented reality, airport info, weather, and flight planning but no maps, approach plates, or airport diagrams. It's also 100% free.

But enough of that, this is a story about our trip to Oshkosh, and return. Because we DID make it to Oshkosh in our motorglider. On Wednesday, the weather was great, traffic into Oshkosh had died down, and my brother and I caught a ride back to Appleton. A quick trip back to Ripon, and we were cleared into runway 36L, yellow dot. A relatively quick (with holds for traffic) taxi brought us to Homebuilt parking. We collected our swag (plaque and beer mug for first time flying the home-built in), and headed off to continue enjoying AirVenture 2018.

We left AirVenture 2018 on Sunday, getting out about 1230 pm, just ahead of the afternoon Airshow. There was a big weather front between us and Texas, so my brother and I had decided to go visit a gentleman in northern Georgia who was nearing completion on his own Virus SW kit...and had reached a point where he really needed some additional manpower (fitting and attaching wings). Going there, I was really marveling at what a good cross-country machine the Virus SW was. Fast enough to easily avoid the moving weather front, even though we were travelling at an angle to it. We made a quick refueling at an airport outside Muncie, Indiana selling SWIFT fuel (unleaded ethanol-free proposed replacement for 100LL) to stay ahead of the weather, but we ran into another weather system over Cincinnati, Ohio. Staying VFR south of there necessitated doing a lot of judicious climbs, dives, and jogs, complicated by increasingly mountainous terrain. The diversions around the weather (shown via ADS-B capability) increased our flight time by quite a lot. Our desti-

nation was a small grass airfield at an airpark in a valley in the mountains of northern Georgia. An unlit airfield that I had never flown into before. One where you had to make the approach in a valley that did not allow you to see the airstrip until you turned final a couple of thousand feet from the threshold. And now it was dusk. We overflew the airpark to let our friend know we had arrived, and then very visibly flew south to our (prearranged) alternate airport, in Toccoa, Georgia, which is a paved and lit airport with GPS instrument approaches about 30 miles away. Our friend drove down and picked us up.

The next morning, we all went out and looked at the turf runway in this little airpark. It was well kept, but had some interesting features. Like the blind approach disclosed above. We discussed arrival procedures, aiming points etc. The weather was nice, the wind was pretty calm. The three of us drove down to Toccoa, I did a pre-flight, off loaded some luggage into the car, then my brother drove the car back to the airpark.



It was a short flight back to the air park... about 15 nm. The approach is interesting, but fortunately my friend who lives at the airpark was in the aircraft with me, telling me about the approach: You announce your arrival on CTAF, then drop down into this mountain valley to fly west to east over the runway to check for obstructions, and to let the neighbors know that you are coming in, and to get off the runway. At the east end of the runway, you follow a "downwind" valley to the left, then do a long turn to the right around a hill top... unable to see the runway. This leads you into an "upwind" valley, where you fly down between the hills /trees on both sides, until it joins into the downwind valley. At this point, you can see the runway, and need to immediately turn left toward the runway threshold, because you are now on short final. A missed approach and go around can be done, but are tricky because of rising terrain (mountain) at the other end of the runway. I elected to do the approach twice so I knew what to ex-

pect on the second try. I was coming in, doing a glider approach (because... it's a glider!), with engine idling, controlling speed by pitch, and altitude/vertical speed by the spoilers. I felt I was a little high, and had the spoilers fully out to drop us down a little, then, just as we were crossing the final trees and creek at the end of the runway, I closed the spoilers to arrest our descent, and to get set to start to flair. But we kept going down - pretty fast. Apparently, there

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OSHKOSH AND BACK-"ISH"

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was some wind shear or down draft in that location, what glider pilots call a sink hole. I quickly moved my hand off the spoiler and gunned the engine... just as we slammed into the runway. We bounced up, and continued to fly for a few hundred more feet. But we had come up off the runway in a pretty sharp left bank, which I couldn't rectify (P factor was working against me) before the left wing tip struck a hedge running along the runway. I saw it coming, and knew there was nothing more I could do... All I managed to do was to say, "I'm so sorry" to my passenger before we hit. The wing tip

Lane Switches to turn off the computer operated Rotax 912 iS engine (it wasn't running to the best of my recollection, but I wasn't taking any chances, the master and avionics switches, and closed the fuel valve. In about a second. I checked that my passenger and I were okay, and we both exited through our respective cabin doors. We got clear of the aircraft, and then double checked ourselves again, as my brother (who had been watching from alongside the runway) came running up. No injuries, of any kind. We checked the aircraft for indications of a fuel leak. There was no fuel smell. Then I noted that the fuel hose that runs from a fuel supply fitting penetrating the firewall to the engine had been pulled off the firewall penetration fitting hose barb when the engine had flailed upward. But there was



strike spun us around about 270 degrees in a flat spin. When we were flying backwards (180 degree turn), with the engine racing, we slowed down quickly, and made another landing. The last one. The nose gear collapsed forward. The composite prop exploded. The nose gear was connected to the engine mount, and engine mount broke, freeing the engine from the fuselage except for some wiring and hoses. The engine flew up and back against the firewall, driving the top of the firewall up and back into the windscreens, breaking that, and axially compressing the two support rods that run up behind the center portion of the wind screen into "Z" shapes. The engine then rebounded down and rode the muffler through the rest of the event. Due to the sideways loading on the nose gear from our rotation, the resultant pull on the engine mount not only broke the engine mount, but also pulled the carbon fiber firewall/front of the fuselage partially off the front end of the fuselage, opening a crack that ran from the left lower corner of the windscreens opening, down along the firewall to the centerline of the belly of the aircraft. The fiberglass main gear strut fractured on either side of the fuselage, allowing the fuselage to drop to the point that the 3 inch long transponder antenna on the belly of the aircraft broke, but there were no scrape marks on the belly of the aircraft... we just rode those stubs through about 60 more feet and the final 90 degree turn of our "landing".

When we came to a stop, I immediately flipped off the two

no indication of fuel on the ground - I told you I got the power off and fuel selector valve shut quick! I ducked back into the aircraft to deenergize the Dynon SkyView displays, which were running off dedicated backup batteries, open every circuit breaker in the panel, and grab my fire extinguisher - just in case. After a quick prayer of thanks that we were all okay, I then got to make that phone call that every pilot dreads: The call to the spouse. "I just wanted to let you know that everyone is okay, there's no injuries... but I crashed the aircraft".

Next PART 2 - The aftermath



ADVENTURES FROM ANDREA

ANDREA MCGILVRAY

Only if I knew what will come next: by Andrea

I start each day with gratefulness and with prayers of gratitude.

Who would have known that an opportunity of a lifetime would fall into my lap. Out of the blue a J.O.B. I have not had, nor wanted, a job in 25 years and then it landed in my lap like a piece of wonderful pie. If you would have told me a job was available like this for me, I would have told you that you were being cruel. But it happened and it all happened in little less than a month.

I had watched the building getting renovated, and watching equipment come in, I even came to the open house that allowed the general public to see the idea during the STOL competition.

I knew a few of the folks that started to work there and even have given one of them a ride in my biplane.

There was, at times, a little bird that said "it sure would be interesting to work for company like this" but I know my qualifications were far from what they would expect, so I just watched.

Then came the day of days that turned a small bird chirp into a eagle reality.

I was talking with our airport manager, Ryan. A very excellent human, I must say, kind and very considerate. He also had come for a few biplane rides and perhaps that was one reason he asked me if "I knew of anyone interested in a job as a test pilot". My head popped up and said "Humm now that sounds like fun!" Ryan came back to me and said "Are you not just a little too busy?" And right he was, but I quickly said "I can become unbusy!"

Now that is easier said than done. And I won't get into the flurry I have been in the past 2 weeks, not the challenges that lie ahead. Real estate is busy!!

I plan on keeping my real estate listings and refer my new buyers out to agent friends.

Well Ryan introduces me to the CEO, I briefly sent him an email and made arrangements to meet him on February 1st.

So that day came and I thought to myself that this was way crazy to be real. In the mean time I had said to myself, and a few close friends I had told, that my "new airplane" is being built in Hondo and that I may be her pilot.

Well my day came and went. The interview was brief and I got the job. I think one of the keys I answered correctly is that I did not want to be a air-bus driver.

The next day, I woke up and asked myself if I could remember everything from yesterday. And since I could, I felt that it must not have been a dream. So.. now what?

I start my new job February 18, 2019. Sales, marketing and test pilot. I did ask for a cap that said "chief test pilot". So I'm hunting for my hat. We have a embroidery machine in-house so. I will get it :-).

Our 1st big day (after my own first big day) will be February 22. That is when all The Who's Who will come to the hanger and we will have our inauguration party. The most challenging part is that I had to go

shopping for appropriate clothing since I like slacks and T-shirt's. I will be wearing heals, cocktail attire and most likely some jewelry and makeup! (Photo Op!!)

We will be launching this airplane officially at Oshkosh. And yes, I will be flying it up there!

My job will entail giving introduction rides, going to all the airshows, fly-ins and when I get my CFI, giving check-rides and signing someone off. Perhaps delivering airplanes and flying the brand new ones off the production line for 4-6 hrs to make sure there are no glitches.

The sales and marketing is where I will bring my talent and



knowledge to the table. That part I'm confident will be fun too, and I have a handle on that. The flying is the icing and cherries.

The job is not all roses I'm sure, but for now it is an unknown reality and way better than a dream come true.

I have given the CEO a ride in my Hatz and he had that funny looking open cockpit smile when we landed.

Update on the EAA biplane; her wings are going to be installed this week and then she will be ready to do some final rigging. Then get her airworthiness and then down to Hondo for her test flight. Jerry will do the 1st test flight, but I am expecting to fly it too. Yaaa!!!

At the end of each day with gratefulness and with prayers of gratitude.

And it works.



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

Please send any and all aviation activities that you may know of or come across in your travels to eaa35news@gmail.com Thanks.

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|-------------|---|
| 16 Mar | EAA Chapter 1347 Barbeque Fly-in
Fayette Regional Aircenter Airport
La Grange, TX |
| 16 Mar | Vintage Flying Museum Fly Day
Meacham International Airport
Fort Worth, TX |
| 02-07 April | Sun'n Fun Fly-in
Lakeland Linder Regional Airport
Lakeland, FL |
| 06 April | Conroe Texas Raiders & Friends
Conroe-North Houston Regional Airport
Conroe, TX |

- | | |
|-------------|--|
| 06-07 April | Heart of Texas Airshow
TSTC Waco Airport
Waco, TX |
| 13-14 April | NAS-CC Wings Over South Texas 2019
NAS Corpus Christi
Corpus Christi, TX |
| 03-05 May | Central Texas Airshow
Draughton-Miller Airport
Temple, TX |
| 03-05 May | Go Wheels Up
San Marcos Regional Airport
San Marcos, TX |
| 11 May | Corsicana Airshows
C. David Campbell Field
Corsicana, TX |
| 11 May | Wings Over Paris
Cox Field
Paris, TX |
| 18-19 May | Warbirds Over Addison
Addison Airport
Addison, TX |



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FEBRUARY MEETING— SEE MORE AT <https://www.facebook.com/eaa35/>**CHUCK FISHER**

Well, it is winter after all. South Texas has not been immune and once again we had overcast, hard IFR ceilings to complement the soggy airfield for our February meeting. Fortunately Freda and the gang whipped up hot spaghetti that was just perfect for a cold gloomy day. About 50 members journeyed into the elements and those that did were lucky to have done so, as we followed an excellent meal with a journey to the South Pacific! Richard Beardsley, truly one of those guys that has done "everything", provided a photo and video travelogue of his fascinating aerial adventures as a pilot in the South Pacific. He flew

lengthened, civilian C-130's from short airfields delivering supplies to remote rainforest outposts several years ago. He saved and regaled us with provided captivating images and cockpit video of the magnificent landscape. He even showed video of his opportunity to copilot a C-47 over the tropics and images of lost warbirds abandoned in the brush now long gone. His were once in a life adventures, and we were fortunate to have been able to share in them through is engaging storytelling and images.





THE BUILDER'S CORNER

Mark Julicher

Mechanical Pull Starters

Not so many years ago our airplanes had T-handles that were pulled to actuate the electric starter. If you are flying a classic aircraft you may still have this system installed. These starters are reliable and work very well unless they are mis-rigged. When the rigging is done incorrectly the result is usually bad. Here then are a few words about rigging this system.

First a photo. Here is an Ercoupe with the original mechanically actuated starter.



Photo 1: Starter at upper left is actuated by pulling a T-handle in the cockpit.

When the T-handle is pulled, the large lever arm at the starter pushes the starter drive gear forward to mesh with the gears inside the accessory case. With just a bit more pull on the T-handle the electrical start switch is depressed and the starter spins. If the geometry is correct, the starter gears are meshed before the spinning begins. If the geometry is incorrect, the gears are unmeshed or partially meshed before the spinning begins. This latter situation can lead to stripped gears. Have a look at the service manual and you get a better idea how this works.

In this photo, the cable shown at the very top pulls to the left, the lever arm pivots on a large bolt and pushes the starter shaft forward. The actual gears are not shown here, but they are inside the accessory housing, which would, if shown, be to the right in the photo. Once the starter shaft is moved $9/16''$ the gear is engaged and with a little more of a tug, the largish starter button is depressed.

That $9/16$ of travel before the electricity is applied is very important! Photo 3 shows how to measure the $9/16$ travel.

The shiny place on the starter shaft is $9/16$ inch long and should fully disappear inside the housing at the right before the starter switch engages. It is elegant, simple, and potentially devastating if not set up correctly. Unfortunately, about 50 percent of these that come into our shop are set up poorly – meaning that the gears are not fully engaged when the starter begins to spin. You can usually get away with this because there is enough of a bevel on the gears that they sort of grab and mesh as the spinning begins. You might not ever know that the geometry is wrong. But on some fateful day when the engine kicks

back there will emit a horrific noise followed by a sump full of gear teeth.

The take away here is that mechanical can slip out of rig over a period of time but it is easy to check the geometry so have a look!

How not to do a fuel system repair

We recently removed a leaky fuel shutoff

valve from an Ercoupe. Something did not look quite right. There was blue staining around the fuel outlet bung and an unexplained hose clamp was in place on the fuel outlet. Photo 4 shows how this arrangement looked – although it was no longer installed on the fuel

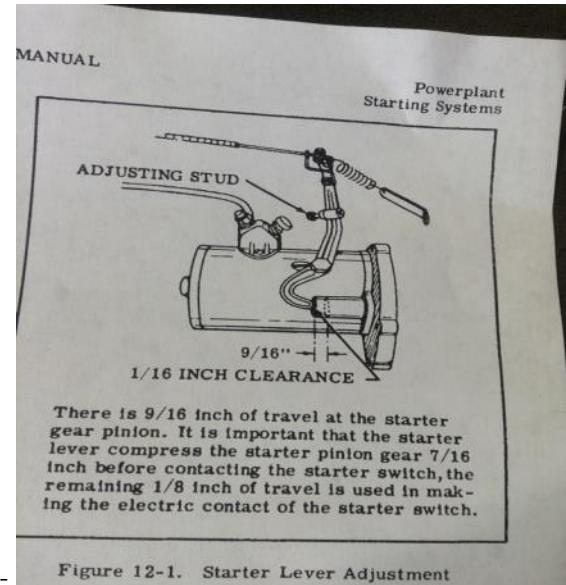


Figure 12-1. Starter Lever Adjustment

Photo 2: Service manual for small Continental



Photo 3: Measuring travel of the starter shaft.

Continued on page 18

FEBRUARY MYSTERY PLANE REVEALED

DOUG APSEY

OK, the feedback was that the February mystery plane was pretty easy – I'll try to do better in the March newsletter. Congratulations to David Baker, Charlie Brame and Ira Wagner for correctly identifying our February mystery airplane as the P-59 Airacomet manufactured by Bell Aircraft. What makes the P-59 especially noteworthy is that it was the first jet powered fighter produced by the United States. The prototype, designated the XP-59A, was developed under a top secret program and manufactured in a former Pierce-Arrow automobile factory in Buffalo, NY. The XP-59A made its initial flight on 1 October, 1942, when what was intended to be a high speed taxi resulted in the airplane taking off. The "official" first flight happened the next day. In an effort to keep the airplane a secret, a fake propeller was often added to the front of the airplane while parked on the ramp.

The production P-59's were powered by twin GE J-31 turbojets integrated into the main fuselage. These engines produced 1650 lb's of thrust each and could burn either kerosene or 100/130 avgas. Thrust to weight ratio of the J-31 engine was 1.94:1. In comparison, the single GE F-110 engine used in the F-16 has a thrust to weight ratio of 7.9:1 and produces 16,610 lb's of thrust. Maximum speed of the P-59 was 413 mph and cruise speed was 375 mph. It had a range of only 375 miles. Armament consisted of one 37 mm cannon and three 50 cal. machine guns. It could also carry eight 60 lb rockets and 2000 lbs of bombs.



P-59 in formation with a Bell P-63 www.456fis.org

tion YP-59A test airframes that were delivered to the USAAF in June of 1943, then 20 P-59A's were delivered in the fall of 1944 and finally 30 P-59B's. The USAAF may have had unrealistic expectations for the P-59 because a contract for eighty P-59B's was signed even before the 13 pre-production YP-59's were delivered for testing. Only 30 of the 80 P-59B's were delivered before the contract was cancelled and production ceased after it was realized the airplane did not meet expectations. Early test flights revealed several problems with the airplane including poor engine response and reliability, poor lateral stability and overall performance that was far below expectations. Flight testing, including mock air-to-air combat missions against a P-38, a P-47 and even a captured Japanese Zero, showed that the P-59 had no advantage over the piston-engine fighters of that era. It is said that Chuck Yeager flew the aircraft and was dissatisfied with its speed but was, however, impressed with its smooth flying characteristics.

While by no means considered a success, the P-59 did provide the USAAF with valuable experience in operating jet aircraft and helped

pave the way for the more advanced jet aircraft that followed. By 1950, no air-worthy P-59's remained in service.



XP-59 with fake propeller www.aviation-history.com/bell/xp59.html

Several P-59's can be found in museums throughout the country including the National Air and Space Museum in Washington DC and the National Museum of the USAF at Wright-Patterson AFB, OH. One of the YP-59A's is currently undergoing restoration at the Planes of Fame Museum in Chino, CA.

Sources for this article include:

<http://www.aviation-history.com/bell/xp59.html>
https://en.wikipedia.org/wiki/Bell_P-59_Airacomet



NAME THE PLANE

DOUG APSEY

Here is your mystery airplane for March, 2019. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?

1. Who designed it and where was it originally built?
2. What was its designation/name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. Approximately how many were built?
5. If this little airplane could talk, what language(s) would it speak?





The Country Store is now accepting all of these major credit cards for purchases.

You can also DONATE money to the Chapter this way. All it takes is a swipe of your card and the funds are transferred to the Chapter's bank account. How easy is that?



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EVERYBODY SHOULD WAX UP THEIR LITTLE OL' CREDIT CARD

Stop by the Store and take a swipe on our new card reader. You might even like to purchase something while you are there. Remember, every dollar you spend at the Country Store goes towards aviation education, research, development, safety and other purposes as outlined in our EAA Chapter 35 By-Laws.

In addition to what we have in inventory, we are taking new orders for another batch of shirts, so stop on by and fill out one of our order blanks, swipe your credit card, and your shirt will be custom built to your specifications. There are many different colors available. The most exciting shirt color is the Texas State flag on the back of a white fishing shirt. To order, email your request to ch35store@gmail.com.

The information asked for on the order form is: Name and contact information, quantity, men's or lady's shirt, long or short sleeves and color. The Polo shirts are only available in men's sizes. Ladies order one size smaller. If you wear a lady's medium, order a men's small.

Here's what is currently available in the Country Store:

BRIAN GOODE

Wash Wax All Price Sheet for Chapter 35 Members

PRODUCT	Size	Prices with Tax	
		List	CH 35
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Wheel Chocks - Aluminum	Two Pairs	\$40.00





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

MARCH	9	LUNCH MEETING Gyrocopter Focus with “Ike” Kelly	EAA Chapter 35 Clubhouse Lunch 11:30 pm Meeting/Program 12:30 pm
APRIL	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
MAY	11	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	8	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY	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
AUGUST	10	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	14	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	12	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
NOVEMBER	9	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
DECEMBER	14	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

FAA DRONE UPDATE**STEVE JONES**

On 25 Feb 19, all sUAS (drones) must have their registration number on the **OUTSIDE** of the aircraft. Previously, the registration number was allowed to be located under a panel, like a battery panel. Due to the possibility of a hidden, onboard IED (improvised explosive device) being triggered by the opening of the panel, the FAA mandated

this change in location. All other requirements for markings are unchanged.



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THE BUILDER'S CORNER (CONTINUED)

tank when this photo was taken I hope you get the idea of what we saw. The finger strainer was, of course, inside the fuel tank and the fuel



Photo 4: Fuel outlet and fuel shutoff valve.

stains have been cleaned off already.

Photo 5 shows the same pieces disassembled. In this photo it is plain to see what the mechanic was trying to repair.

The fuel outlet bung is split. There is epoxy and RTV spread on the fuel valve and outlet bung. The hose clamp was there to prevent further splitting whilst the fuel valve was screwed firmly into the outlet bung. You probably noticed that we drilled out the rivets holding the bung to the fuel tank. A new outlet will have to be wet-riveted to the bottom of the fuel tank to get this plane back in the air. This apparatus is located just under the instrument panel in front of the pilot.

The message here is that epoxy and RTV may work for a little while, but are not a good or legal practice.



Photo 5: Cracked fuel bung and fuel valve disassembled.



Photo 6: Removing the fuel tank outlet bung. No wonder the last mechanic tried to do a quick fix!

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*Chapter 35 meets
Each Second Saturday of the Month*

March 9th

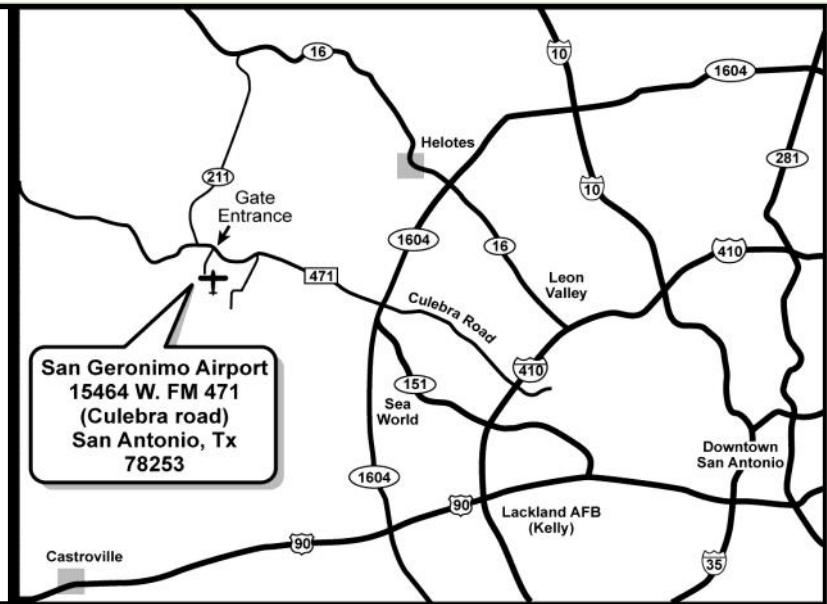
Lunch 1130hrs

Meeting/Program 1230-1330hrs

Chapter 35 Clubhouse

Gyrocopter Focus

By "Ike" Kelly



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

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