

February 2000 Issue

Volume 42 Issue 2



All about aviation in San Antonio and every part in-between!

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RUNWAY 35

On the Web: www.endicor.com/ea35

Clear Prop!!!!

Editor's Mouth...

By David C. Talley

Well here we are in another month. It seems the world has held together pretty good. This month's newsletter was supposed to be written on our new computer, however, Bill Gates' software would not cooperate. So here I am getting' to it a little later than I would prefer. Hopefully next month things will work out a better. We're still awaiting YOUR articles and letters. Let's have 'em ASAP please! Take care and I'll see you at the meeting this Saturday.

Dues, Dues, Dues...

Well folks, it's *THAT* time again. Our dues are due! Once again, the dues are held down to the low, low price of only a dollar a month. You can pay Joanne Warner at the next meeting or forward your payment (made out to: EAA Chapter 35) of \$12 to:

Joanne Warner
Treasurer, EAA Chapter 35
719 Oak Hills Road
Pipe Creek, TX 78063

This is the "cut-off" month. If your dues don't make it in by March 1 then we would have to assume you do not want to continue to be a member of this great organization. So please be sure to let Joanne know what your intentions are.

SCAM Abounds Throughout the EAA

Following is a message sent out to all EAA Chapters from HQ. Let's remain vigilant!

IMPORTANT NOTICE - SCAM TAKING PLACE DIRECTED TOWARDS EAA CHAPTERS AND MEMBERS

It has come to the attention of EAA Headquarters that there is a scam currently taking place directed towards EAA Chapters and EAA members. The method of operation is as follows

1. EAA Chapter Officers and EAA members are contacted by Jude C. Nneji and Kennedy Okoro. They are representing themselves as executors of a will by a deceased Nigerian AIR MARSHAL JAMES DOZIE MMADU KSJ. They are stating that the late Air Marshal James Dozie Mmadu KSJ has left you a sum of \$670,000 in a codicil of his will. Supposedly in support of your activities of building awareness and encouraging of flying to less privileged youth.

2. Initial contact is made and they request a fax number to send you information. The fax arrives which is partially typed and partially hand written. They request preliminary contact information in order to continue a dialogue.

3. The ultimate goal is to obtain a bank account or bank routing number to gain access to your funds.

IMPORTANT!!!!

* Do NOT give them any information regarding your Chapter bank accounts or records. Do NOT give them any information pertaining to your Chapter, your members or any information related to your activities. This Nigerian group's intention is to gain access to bank accounts and clean them out. Do not let them have any type of access to your financial information!!!!

* If contacted by phone, tell the individual calling that ALL EAA Chapters and Members have been advised of this scam.

* The EAA headquarters is attempting to advise everyone of this scam but if you are contacted please try to help out your fellow EAA Chapters and members. Call other Chapters in your surrounding area and advise them of this scam.



President's Corner

By Ed Seurer

We had a great meeting in January with a packed house of smiling faces! A BIG THANKS goes out to Julius Braun who gave an EXCELLENT presentation on early U.S. rocket developments. For those of you who didn't attend the meeting, you missed an exciting step back in time with a first-hand recollection of the trials and tribulations in rocket development.

I welcome our New Members Dave & Zyvonne Langan and David Domingue. We look forward to seeing you at our future meetings.

We welcome the following guests. Bob Masters twin brother, Miles, from Salem, VA. (He was the good looking one at the January 8th meeting.) We hope you had a good visit. We also welcome Bob Sanders a repeat guest. Thank you both for visiting our chapter.

We are still looking for someone to oversee the kitchen. This should not be a time consuming job as we just need someone to keep track of and stock needed supplies and utensils. Al Almond has been doing this job for the last year and is needing a break. Please contact me if you are interested.

Looking forward to seeing most of you on February 12. Be sure to be here early for a Spaghetti and Meatball dinner. We will start serving at 5:30 pm.

Please Read This...

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

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Your input is requested. Please forward all materials, ideas, thoughts and comments to:

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San Antonio, Texas 78251-2359
(210-521-2359 (2FLY))
Email: talley@flash.net

Let's EAT! (and other news...)

By Bob Day

From the VP to all EAA Chapter 35 members and friends... The February meeting will feature a free... I said free... spaghetti and meatball dinner with garlic bread, salad (with several different dressings), coffee, tea, etc. All prepared by yours truly and his group of happy (?) helpers. We do hope you will find this new venture to your liking and that we can continue it in the future. A small donation to help defray our expenses would be helpful, but not necessary. If possible, we will make the dinner a regular part of our meeting night activities. In order that we can have our business meeting and program in a timely manner, we will start serving at 5:30 and stop at 6:15. This should give us time to finish eating, clear the tables and finish the socializing so we can start the meeting at 7:00 pm. I will be asking for volunteers for each month to ramrod the dinner, select a menu, obtain the necessary food, etc. and be the chief cook and bottle washers in charge. I've already found my pigeons...oops...volunteers for next month. Our new members, Herman and Cathleen (Casey) White have agreed to do the honors for us.

Since the VP must arrange for a speaker or program each month, I would be delighted to receive suggestions from the membership...otherwise you will just have to put up with whatever I have. This month you are in luck! The very heart of your engine is the crankshaft and my friend Paul Savadin, who has 27 years in the business of making and grinding specialty cranks for aircraft, dragsters, farm tractors and just about everything else, will be our speaker. Paul has his shop near Devine and when I visited him I was impressed almost beyond words. Perhaps in the months ahead we can find other specialists on the various parts of the engine and airframe. Since we are builders (or wannabe) the in-depth knowledge should be a real benefit to us. And just so we don't get bogged down in the nitty gritty I have on tap, (at their pleasure of course), a famous retired Captain of the Texas Rangers, a pilot for the US Border Patrol, who also flies his Cessna 182 on his days off, and a brand new 2nd louie fresh out of the Air Force Academy.

P.S. All you wonderful ladies who have been bringing the wonderful deserts... please keep bringing them. I can boil water, but I don't know about bakin' cookies. Thank you!!!

The 25 Hour Test Period

By Bob Cabe

(Ed. Note, Bob Cabe recently completed the building of his beautiful RV-6. Following is his input on what to do for the FAA required test period.)

As the completion of the RV-6 project approached, the thought of the first flight and the test period became more prominent. A lot has been written about what to do, what not to do and there were lots of opinions about the subject. The following is not opinion. It is a simple explanation of what I did

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and my thoughts on the subject. I guess I'll have to admit to doing some pretty silly things.

The RV-6 is a neat little airplane. Some people call it a high performance homebuilt, but it is still a very honest airplane. Controls are conventional and even though it's a tail dragger, all the reports that I heard indicated that it was quite controllable in all realms of flight. I've also flown in a couple of them, so I expected no surprises.

Preparing for the first flight turned out to be a bit of a frustration. There were a couple of nagging problems that had to be solved before that first take off. Little "speed bumps" sure can slow your progress. I had run the engine for a few minutes before moving the airplane to the airport. This was to ensure that there weren't too many leaks and that the mags were timed properly.

Everything went smoothly — until I started doing taxi tests. The engine would seem to run just fine with both mags on, but during the run up, one mag would cause the engine to run erratically and almost cut out entirely. Big problem!! Got lots of advice. Mags timed incorrectly; bad spark plugs; mag switches wired incorrectly; etc. So, I approached the problem one item at a time.

Check the cheap things first. The switches were wired incorrectly. That was an easy fix, but it did not solve the problem. Check the mag timing. They were right on the money. Test the spark plugs. They were questionable, so I got a set of new REM40Es (\$185, ouch). The problem seemed to be fixed, so I flew. Shortly thereafter, the problem was definitely back so I was back to the drawing board.

I reasoned that since the right mag seemed to be cutting out, it was getting an intermittent ground from somewhere. (The mag is "off" when the it is grounded.) I proceeded to check everything that could possibly provide a ground to the mag. The switch was fine. The wires through the firewall were fine. The connection to the mag was fine. Then I noticed something interesting. One of the spark plug wires was routed so that it came precariously close to the "P" lead of the right mag. A continuity test on the spark plug wire confirmed that it could provide a source of the ground. Bottom line - a \$.15 tie wrap solved that problem.

The next problem appeared during the first flight. I noticed that the voltmeter did not indicate any production from the alternator. With some help and a multi-meter, it was determined that no voltage was getting through the regulator to energize the field of the alternator. The obvious fix was a new regulator. After installation of a new one, the results were the same. Frustration with a capital "F".

Next I researched the "RV List". That's an archive of the problems and remedies encountered by other RV builders. One guy had exactly the same problem a couple of years ago. I sent him an e-mail and was pleased to get a reply the next day. He had used shielded wire to connect the regulator to the alternator. One strand of the shielding, which was grounded, had

come into contact with the core of the wire. His regulator was instantly "smoked". I had done exactly the same thing. Voltage regulator #3 solved that problem.

Finally, there was the air speed indicator. It didn't indicate. Taxi tests that were just short of flying speed yielded nothing on the gauge. That was a no-go item on my checklist. You really need to know a little bit about your airspeed on that first approach. The easy fix was to tighten some fittings in the pitot line.

The first flight was a real treat, although it certainly wasn't the "most memorable experience of my life", as some people say. Looking back, I'll have to admit to doing a few things right and a lot wrong. First, you need to have a plan. Know exactly what you intend to do on the first flight.

Stay in the pattern.

Do a controllability check.

Check all instrument readings.

Do some slow flight to simulate pattern speeds.

I guess I forgot to make a list.

Some people do multiple mag checks just to give themselves time to muster the nerve to go for the first take off. That's a total waste of time. After a normal run-up, I poured the coal to it and was off. It climbed nicely and was solid as a rock, so I made the typical 60 degree bank to crosswind (foolish). Smooth as silk. A few laps around the pattern verified that the RV-6 is a nimble and responsive mount with no surprises. Then it was off to Castorville for the first landing. Castorville offers a long, wide and smooth runway (not so foolish). I announced my intentions on unicom and told them it would be the first landing of a new homebuilt. I even asked them to keep an eye on me. Got no response, so I assumed they had heard me and were so excited that they had simply forgotten to respond.

The first landing was perfectly normal and predictable. It is still one of the best I've made. Following that, I joined up with Steve Formhalls in his RV-6 and we flew back to San Geronimo. Have to admit to a high speed pass down the runway prior to landing (foolish). The airplane was flying beautifully.

I must confess that I forgot to do much of a controllability check and it had 35 hours on it before I did any slow flight. So, do not use me as an example when it comes to first flights. The flight test period would be 25 hours since the airplane has a certified prop / engine combination. The test period has two purposes. It teaches the pilot how to fly the airplane and it evaluates the plane's performance and handling characteristics. Fortunately, the FAA gave me a very liberal flight test area. It was a 100 nautical mile radius from San Geronimo.

The first order of business was to address a tendency for the airplane to turn to the right. It was not severe, just a slight turn to the right. With over 2000 RVs flying, the fix has been identified and documented. You must squeeze the trailing edge radius of the aileron of the light wing. That would be my left wing.

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THIS PAGE IS LEFT OPEN FOR YOUR ARTICALS
REMEMBER
IT,S YOUR NEWS LETTER
WE NEED YOUR HELP

(Continued from page 3)

After reading a lot about this procedure, I knew that a little squeezing goes a long way. So I carefully did the minor surgery on the left aileron and went flying. I was absolutely astounded.

Now it took both hands to keep it from turning to the left. More work on the right aileron, then the left aileron, then the right aileron finally resulted in the right combination.

I've also found that there are certain things that are susceptible to failure. The supports that hold the rear of the exhaust pipes have broken twice and vibration has caused a couple of nut plates to break. Nothing more serious than that.

Flight characteristics turned out to be delightful in all areas. Take off requires more right rudder than I was used to in the Tailwind. Coordination of rudder and aileron is a piece of cake. Landings are generally easy to do, but not so easy to do really well. Elevator and trim are quite sensitive. Stalls are straight ahead with a little buffet to warn you that it's coming. Airspeed is a big question mark.

I finally did that slow flight. With full flaps, I found that I could hold altitude with about 1600 RPM. The problem is that my indicated airspeed is reading zero. Got to be a problem there.

The education for the pilot is an ongoing thing. Routines, checklists and positive habits are still being formed. I still need to learn a lot more about the operation of the GPS (a marvelous piece of equipment). Still working on the optimum procedures and speeds to use in the pattern. I have yet to determine some of the flight parameters, such as rate of climb and fuel consumption.

The official flight test period went fairly smoothly. The airplane flies nicely. The unofficial test period will continue for some time. The RV and I are getting acquainted and I believe it's going to be a great friendship.

The first cross-country was a trip with my son to visit my parents in north Georgia. It was 1012 statute miles and we made it there in 5 1/2 hours. It took us three days to get home. But, that's another story.

Ah!, dem FAA Boyz...

Here's some jokes that are floatin' around on the net:

A Huey Cobra practicing autorotations during a military night training exercise had a problem and landed on the tail rotor, separating the tailboom. Fortunately, it wound up on its skids, sliding down the runway doing 360s in a brilliant shower of sparks. As the Cobra passed the tower, the following exchange was overheard Tower "Sir, do you need any assistance?" Cobra "I don't know, tower. We ain't done crashin' yet!"

The controller working a busy pattern told the 727 on downwind to make a three-sixty (do a complete circle, usually to provide

spacing between aircraft). The pilot of the 727 complained, "Do you know it costs us two thousand dollars to make a three-sixty in this airplane?" Without missing a beat the controller replied, "Roger, give me four thousand dollars worth!" (a side note I really liked this one....During approaches, I've heard some ATC guys who are that quick on the uptake. If you haven't seen the movie "Pushing Tin" with Billy Bob Thornton, it's a good one to see.)

PSA was following United, taxiing out for departure. PSA called the tower and said "Tower, this is United 586. We've got a little problem, so go ahead and let PSA go first." The tower promptly cleared PSA for takeoff before United had a chance to object to the impersonation!

A DC-10 had an exceedingly long landing rollout after landing with his approach speed just a little too high. "American 751 Heavy, turn right at the end if able. If not able, take the Guadalupe exit off of Highway 101 back to the airport."

It was a really nice day, right about dusk, and a Piper Malibu was being vectored into a long line of airliners in order to land at Kansas City. KC Approach "Malibu three-two-Charlie, you're following a 727, one o'clock and three miles." Three-two-Charlie "We've got him. We'll follow him." KC Approach "Delta 105, your traffic to follow is a Malibu, eleven o'clock and three miles. Do you have that traffic?" Delta 105 (long pause and then in a thick southern drawl) "Well.....I've got something down there. Can't quite tell if it's a Malibu or a Chevelle, though."

Tower "Eastern 702, cleared for takeoff, contact Departure on 124.7." Eastern 702 "Tower, Eastern 702 switching to Departure...by the way, as we lifted off, we saw some kind of dead animal on the far end of the runway." Tower "Continental 635, cleared for takeoff, contact Departure on 124.7...did you copy the report from Eastern?" Continental 635 "Continental 635, cleared for takeoff...and yes, we copied Eastern and we've already notified our caterers."

O'Hare Approach Control "United 329, traffic is a Fokker, one o'clock, 3 miles, eastbound." United 329 "Approach, I've always wanted to say this... I've got that Fokker in sight."

Event and Happenings...

By Miniam S. Talley

Vintage Aviation Historical Foundation: Fly-in, BBQ, membership drive. Saturday, April 1, 2000. From 1 to 5 PM. Old Kingsbury Aerodrome. 60 miles east of town. Drive: East IH-10 take the Kingsbury exit, go north (left) two miles, entrance on the left.

Instructor Available: New Chapter 35 member Zyvonne Langau has the following certifications: CFII, SE, ME, Ground Instructor, Advanced Instrument. She has recently moved to San Antonio from Altus AFB, NE with her husband and new baby. She is available for instruction in your plane. Contact her at 210.692.9851

Minutes from the January, 2000 meeting.

EAA Chapter 35
Meeting Minutes
January 8, 2000

The meeting was called to order at 700 PM by President Ed Seurer.

Minutes of the previous meeting and the treasurer's report were posted on the bulletin board.

Young Eagles - The chapter's board of directors suggested that we have two specific Young Eagles' events this year, one in the spring and one in the fall. Dates will be determined later. It was suggested that one of the dates coincide with the Chapter picnic. This idea was not favorably considered.

Membership chairman - Ed asked for a volunteer to act as the membership chairman. That person would promote ideas to get new members in the chapter.

Visitors - New members and guests were introduced.

From national HQ - A new program has been announced. If our chapter gets people to join EAA, a \$20 contribution will be made to the chapter treasury.

Dues - Dues are due.

Fly out - The Short Wing Piper Association will have a get-together at Hondo on January 16th.

Raffle - Several items were raffled off. The proceeds are to support the "White Silk Scarf Squadron". The amount collected was \$92.

Scarves - White Silk Scarves were presented to Lew Mason and Bob Cabe for the first flights of their aircraft.

Meals at meeting - It was suggested that we have a simple meal prior to our meetings. Bob Day will provide the first meal for the February meeting. There will be no charge, but donations will be accepted. This is not meant to be a moneymaker.

Tech Advisor / Flight Advisor - Norris Warner invited qualified individuals to volunteer to serve as technical advisors and flight advisors.

Calendars - EAA calendars are still available.

Survey - It is important for all members to complete a member survey so that a member roster can be compiled.

Kitchen - Ed asked for volunteers to help with kitchen duties.

Program - Julius Braun presented an interesting discussion of the early days of solid rockets and their "destruct" switches.

Bob Cabe
Secretary

Meet Your Board

By Miriam S. Talley

In a several part series I will introduce to y'all the "Y2B", Year 2000 Board members. This energetic team is already working hard to make this a great EAA chapter for everyone. This month we'll meet up close and personal our new President Ed Seurer and Vice President Bob Day.

President Ed is one of them there "northners" from Milwaukee, Wisconsin. As a kid in the '30's he remembers running out to see and be excited by airplanes flying by. As he got a little older Hales Corner (of EAA historical fame) was a fave spot to enjoy airplane watching. However, aviating was not yet to be as in 1951 the Army cajoled him into a 2-year stint in Korea in the electronics field. The closest he got to aviation there was 8 months at K-9 airfield with the 452nd Bomb Wing and A-26's making the sweet sound of music from their twin radials. After Korea, the Milwaukee boy came home and worked for the Frider Corporation as a service technician on early calculators and word processors. He was also busy building his wonderful family with wife Caroline and their 5 children. True to his very generous spirit (which we still see today) he and his family volunteered in the Catholic Mission to teach electronics in Mexico. After intense immersion in the language they were to be found in Aguascalientes for 4 years. After their tour they called San Antonio home since the area was close to Mexico and a good place for business. Then in 1987 when his daughter won an airplane ride in Kingsville, TX, he had an opportunity to talk with some of the pilots and learned that he could fly with one eye. So in 1990 he joined Chapter 35 and became a stalwart member whose tireless efforts have kept the Chapter alive and strong. Ed also started taking flight lessons and in 1999 he bought a sweet looking 1954 Tri-Pacer. So if he ain't in his home state at Oshkosh he's in the pattern at San Geronimo... heads up everyone!!

VP Bob Day, with his blue eyes sparkling, will proudly tell you he's a hillbilly from Wheeling, West Virginia. In 1948, on his 18th birthday, he left the "hollers" and enlisted in the US Air Force. After basic at non other than our own Lackland AFB he went to Ellington AFB, Houston as an electrician. From there he went north to Shepard AFB TX to become an aircraft engine mechanic. During a tour at Wright Patterson AFB he met his partner for life, the lovely Miss Betty. That beautiful bird, the C-47, then called his name and he became her crew chief waaaay up north at Ladd AFB, Fairbanks, Alaska and then again back down south at Eglin AFB, Florida. He crisscrossed the country to Point Magu Naval Air Missil Test Center, California and Holloman AFB New Mexico where he was crew chief of the B-17 Flying Fortress. He was always a lover of guns and shooting and loved to brag about how good he was to anyone who would listen...well they made him prove it. So that's how he wound up on the base pistol team, the command team was sent to the Lackland Marksmanship School and was on the All Air Force Pistol Team. He was also the gunsmith for the AF Pistol team. I guess he proved it to them all right! After he retired from the AF in 1969, he opened the Powderhorn handgun shop that is still being run by his son. After being away from airplanes for 40 years he saw a picture of a Cozy and fell in loove. The aviation bug really hit hard after attending a Ker-

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ville fly-in. He joined the EAA chapter and has been a whirlwind of energy and activity in all of the chapter functions since. He bought an ultralight and kept it on the back porch. He needed a hangar, soooo, he and Betty bought a lovely house and BIG hangar out at San Geronimo. This hangar also has a pretty 1968 Cardinal that sees a lot of flight time with Bob behind the controls on any pretty day. When asked why he bought the airplane, he responds "Betty said I could have an airplane if I stop flying ultralights"... thanx Betty.

EAA Member Dukes it Out with Superior Air Parts

(Ed Note, The following information was sent to us. I feel it is important enough to publish. Remember, this is only one side of the story, however, you get to decide (at least for now) who's right and who's wrong.)

01/26/00
Fellow EAA Members
All Local Chapters

Dear fellow EAA members,

I am compelled to write you in keeping with the principles under which the EAA was formed. That is, to share information that will promote aviation activity and safety to the best interest of all it's members.

My recent encounter with Superior Air Parts with regard to a warranty claim on a Millennium cylinder demonstrates their arrogant attitude, and inability to appreciate who their customers really are.

I have attached a copy of a letter sent to Mr. Bernie Coleman, President of Superior Air Parts, which in keeping with their rude customer relations practices, he has chose to ignore.

Please be advised that in considering cylinder replacement, it is in your best interest to investigate the manufacturers warranty, customer service policies, and warranty track record.

I believe that we as aviation consumers have a responsibility to advise one another of suppliers who would break their trust with their customers.

E. Peiffer
#483855
Chapter 54

01/07/00
Mr. Bernie Coleman, President
Superior Air Parts
14280 Gillis Road
Dallas, Texas 75244

Dear Mr. Coleman,

In April, 1999 I had my 300D aircraft engine rebuilt at a local aircraft shop. I insisted in spite of a \$200.00 premium per cylinder, that he install six new Millennium cylinders from Superior Air Parts.

I believed that I would be purchasing parts that were even more reliable than the OEM cylinders that had served me well for the past ten years. I also believed your ad stating that your warranty was the "strongest in the industry"

I am writing you today because I sincerely believe that something has gone amiss on both accounts. On November 06 1999, I experienced my first encounter with engine failure in an aircraft for which I have been the owner and sole pilot for the past ten years. Fortunately I was able to make an emergency landing without incident on a runway 90 degrees to the one I had just departed. An inspection of the engine revealed that one of my six new Millennium cylinders had failed as a result of piston scuffing, and an exhaust valve leak. This failure occurred in only one of six new cylinders after only 30 hours of careful, full rich operation.

I asked my local rebuilder to file a warranty claim, and although it took him four weeks to fill out the form and send the cylinder back to you, I was already concerned based on conversations between him and your Mr. John Lawer. I was being advised that Superior Air Parts was, and I quote "Weasel out" of any warranty claim responsibility. I was advised that Mr. Lawer was asking my rebuilder if he had any theories as to how the failure occurred since it was an unusual occurrence for one of six cylinders fail in 30 hours.

On November 19th. I contact Mr. John Lawer directly in order to find out for myself what was happening with the warranty claim on my cylinder. Mr. Lawer advised me that he would be on vacation for the Thanksgiving week and assured me that he would call me back upon his return. I did not receive a return call from Mr. Lawer.

On December 13 1999, I spoke with Mr. Darrel Engle who informed me that Mr. Lawer was not in, but he assured me that John would be in the office the following day and that he would remind him to call me. No one called.

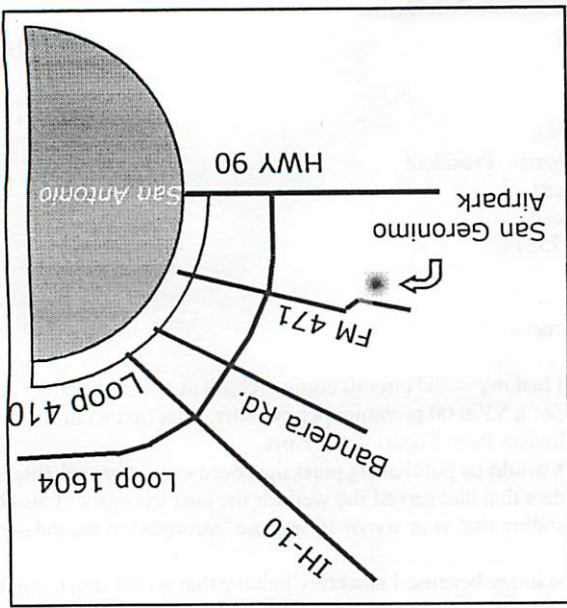
On December 17, I called Superior Air Parts and asked to speak with the Vice President of sales and was referred to Mr. Tim Archer. He was not in and I left a phone message for him. I received a call the following Monday, December 20th. from Mr. Steve Casper, Vice President of Operations.

I explained the situation to Mr. Casper and asked for corporate assistance in getting the warranty claim moving. Mr. Casper stated that it was his plan to investigate and call me with an update no later than the following day. Mr. Casper did not call again.

On December 21st. I received two calls from Mr. Lawer who then seemed a lot more interested. On his first call, Mr. Lawer said that the cylinder had not been received by Superior Air Parts, and asked if it had been sent under a name other than my engine rebuilder. I put out a tracer on the shipment and was advised that it had been received by Superior Air Parts on December 15th. I also found out that my rebuilder had not shipped it until December 13th.

On December 22nd. Mr. Lawer called to say that a decision had not been reached, and that he wanted to be as fair as possible on the matter. He said that he would be out the remainder of the week, but that he would get back to

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When Do you Meet?
 Second Saturday of the Month
 Social Hour 6-7PM
 Meeting @ 7PM
Where do you meet?
 (See Map)
 Call Any member listed

Norris and Joanne Warner
 719 Oak Hills Road
 Pipe Creek, Texas 78063-



David C. Talley
 8306 Beauty Oaks
 San Antonio, Texas 78251-2359



The Official Newsletter of EAA
 Chapter 35 San Antonio

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me during the week between Christmas and New years. Mr. Lawer did not call.

On January 3rd. I attempted to call Mr. Casper . He was not in and I left a phone message. The call was not returned. On January 7th. I called my local rebuildler and was informed that the cylinder was returned and the warranty claim was denied.

On January 3rd. I called Mr. Lawer and asked on what basis the claim was denied. He said he couldn't remember and would have to look up the file. I asked him to fax a copy of the basis of denial and a copy of the warranty document. I felt it necessary to then ask him if he was really going to fax the information requested or just ignore it. He did fax the documents (copy enclosed).

I would imagine that by now you are pretty tired of reading this letter. I also think that you can imagine how disappointed I am with the whole situation. There is not a whole lot of money involved here, but there are principles involved.

I ask you to consider a few facts in making your decision regarding this matter.

- One of six cylinders fails after 30 hours operation.
- This rebuilt engine has not been leaned following the rebuild, and

burns more fuel per hour than before rebuild.

- This aircraft has been owned and operated for the last 10 years by the same pilot without engine problems. I assure you that the pilot did not forget about shock cooling, cold starts, and mixture control.
- I have spoken with A&P's, IA's, and EAA headquarters engine experts regarding how this could have happened. All agreed that this is not a pilot induced problem and should be covered by warranty.
- If a process is successful for ten years and suddenly fails, one must look to what changed in order to determine the cause of the failure. I believe that the common denominator is the cylinder replacement. Since only one of six cylinders failed, I believe that the cause was a faulty cylinder.

In closing I ask that you reconsider the warranty denial, and consider that in a case where the cause of a part failure can not be readily determined, that the judgment goes in favor of the end user, your customer.

Sincerely Yours,

Edward Peiffer

cc: Mr. Norman Peterson
 EAA Headquarters
 Oshkosh, WI