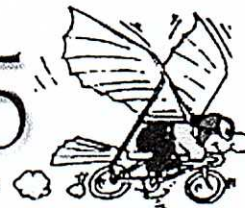




RUNWAY 35



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

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New Year Ramblings

By Jim Feighny NL Editor

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2006 promises to be another good year for the Chapter. We have new officers, new board members, new members, and new projects. The hangers are being filled.

I will be doing some follow-up articles on the projects I covered last year, so we can see what the builders have been doing and admire them for the progress they are making. In addition, we will continue the superb "Bio's by Alice", including some of the local aviation giants who may not be members, but have contributed to the aviation scene.

If you've been flying near San G recently, you may have noticed the aerial survey markers on the ground Progress, as we measure it in San Antonio, is moving down FM 471.

You may have heard the Louis V. ran into some problems with his recurrency checkout. With all the "professional" help he had during the rework, I was surprised that his bird had some paperwork problems. A word of caution to all those who do owner authorized work...use official credible internet resources available to you, i.e., AOPA, EAA, FAA web sites to check and double check current

approved practices, STCs, and other facts about your aircraft.

Did I mention CURRENT APPROVED practices? This means that what you may read on internet newsgroups and speculative "hear say" should be taken with a grain of salt. Having the proper paperwork to back everything up in the first place will lead you down the road of smooth sailing when it comes to dealing with the FAA. Now in Louie's case, the FAA inspector claimed that the incorrect brakes were installed. After thorough digging and investigation it was proved that they were indeed the correct items. Should he shove it in the Feds face? Not a good idea since we all still have tons to learn in this wonderful world called aviation. Who knows, maybe now another Aeronca owner down the road will not get harassed as much by this same fed who now is a bit more educated. Call it constructive learning, even on the side of big brother.

Blue skies and tailwinds to all,

J .Feighny and B. Tobias

THE BREEZY SAGA CONTIUES:

BY NORRIS WARNER

You know that sometimes you get an itch that you've just got to scratch—and sometimes that just leads to some raw skin. And so it was with the Breezy, an airplane developed by three gents in the upper Middle West in the 1960's. I had the chance to fly one in North Texas in the early 70's, and I thought it was simply great fun—it flew just like I thought it should and so I was hooked.

Years later, in idly talking about that airplane with some Chapter 35 friends, I found a few of them had the same thoughts about owning and flying this unique craft. The culprits in this in this upcoming conspiracy were Jack Ridgway, David Talley, and my son, Norris II.

I guess the word got around that I was researching airfoils and had a list of needed materials compiled, because I got an e-mail from member Jim McIrvine telling us about a Breezy on e-Bay. We checked this out pretty thoroughly—the builder had just died, it was his second Breezy, and he had been an engineer in life. The airplane only needed a prop and a fuel tank to go flying—really! Well—maybe not!

Now my son's wife, Mary, works for American Airlines, so they volunteered to go see the bits and pieces before we handed over the final check (we were the winning bidder at the very last instant, thanks to Jack Ridgway). Well, Norris and Mary called to tell us that all parts were present, and the Continental 90 hp engine looked like it had just come out of overhaul. The check was handed over.

As soon as we could manage, Jack and I borrowed Dave's diesel Dodge pickup and Jim Rice's car carrier trailer and left for Provo, Utah to pick up our new toy. Great Southwest scenery and good company made the trip shorter.

It's really true, that the longer you look at some-thing, the more details you see, and some of the details made us uncomfortable. We finally learned from folks who happened by that the builder's chapter mates had been rushing this project to completion so that it would fly before the old man's passing. We also learned from the father of the A&P who overhauled the engine that no logbook would be provided. "You've already bought the deal, and I don't need the exposure" was the attitude. So much for honor in the airplane business!

The loading went well and the trip home was uneventful. And then the fun began—we made minor incisions in the wing fabric and some of our suspicions were confirmed. The last of "thou shall not's" was as long as my arm after totally removing the covering. If corrosion control was a minor thing, most everything else was major. Almost no attempts at making things safe were found anywhere, some attachment points were woefully under strength, and numerous wood joints were broken. I should point out that these wings were hand built, but used the Piper airfoil (USA 35B, modified). We also stripped the tail feathers, and found some poor welds, so that work was likewise justified.

In examining the airframe, we found many incomplete welds, along with many unsatisfactory welds. In reality, we found each and every cluster needed some attention.

The lift struts furnished were 1 ½ " 4130 steel tubes with 1/8" walls. Can you imagine how heavy they were? Well, replacing draggy round, heavy tubes with quality aluminum streamline tubing was required.

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