



Errata: This revision corrects an error on Page 9. The correct date of the meeting and dinner is the 8th

September 2012

Volume 54 Issue 9

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Next Event

Sept. 8th

Chapter Dinner
EAA Club House

17:30 Dinner

18:45 Presentation

NASA Astronaut

Rick Mastracchio

*Runway 35 is published monthly by EAA chapter 35.
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Celebrating The New

EAA 35s Newest Pilots



EAA chapter 35 congratulates our own Chuck Cluck and Steve Jones for earning their private pilot certificates. With the helpful encouragement (yeah we call it that) of several of our membership, each excelled and now are regular fixtures above 8T8, and they are apparently working to assemble a chapter 150/152 squadron. See comments from Chuck inside.



<http://www.zazzle.com/>

Preserving the Old(er)

Rebuilding the Grasshopper

On a hot summer afternoon I had a chance to take a look at a very cool project. Behind the bland aluminum hangar doors, alongside Doc Hecker's beautiful warbird, a team of 3, Bob Sabia, Doc Hecker and Mark Julicher have partnered to restore – nay – reconstruct an Aeronca L-16A and bring her back to life. L-16's are essentially Aeronca Champs built for the military as liaison planes. Unlike their civilian brethren, though, they have a large greenhouse behind the cockpit and were equipped with a fuel injected C-85 engine. They were utilized in small numbers during the Korean war, but most had a second career with the Civil Air Patrol. In both roles the aircraft were usually left silver.

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Featured Speaker

Chapter 35 welcomes **Rick Mastracchio**, NASA Astronaut, Mission Specialist, Engineer and fellow "gear-head" for an informal dinner and discussion. Mastracchio flew as a mission specialist on STS-106. His next mission was STS-118 in August 2007, followed by STS-131 on April 2010. He has logged over 283 hours in space.

Mastracchio is currently in training to serve as a Flight Engineer on the International Space Station as a member of the Expedition 39 crew.



PRESIDENT'S COCKPIT

Nelson Amen

Chapter 35 President

South Texas has once again challenged us with nothing less than HOT weather, which brings me to my safety concern of the month: dehydration. While the solution is a simple, no-cost and straight forward action (water!), it also puts us pilots in somewhat of a predicament. Many times we'll start that 2 or 3 hour trip by shorting ourselves some liquids because we know we will be sitting in the airplane and want to assure that our personal "range" matches the trip. You are putting yourself at risk.



Interestingly enough, the most dramatic examples of dehydration I have witnessed occurred during my time in Alaska. The conditions are dramatically different, but the end result was the same. Long bike rides, cross country running, relaxing at the campsites and enjoying the cool climate didn't (for some reason) trigger the thirst mechanism that we experience here in Texas. The results are the same, however, and a stark reminder of the hazard.

I witnessed people being unable to reason. They were not communicating and become lethargic. Sometimes their coordination and movement would degrade. But in all cases, none of these individuals realized what was happening—and they took no steps on their own to drink liquids. Pretty frightening when you consider these consequences. In fact, it sounds a lot like high altitude flying and a lack of oxygen - - which we are all trained to intensely respect.

So; the next time you step out into that Texas heat or step into the left seat, please give this issue a place on your preflight checklist. This is not the place or time to "cut corners" on hydration.

"We are all super pilots ... but none of us are Superman"

Be safe, fly safe, taxi safe,

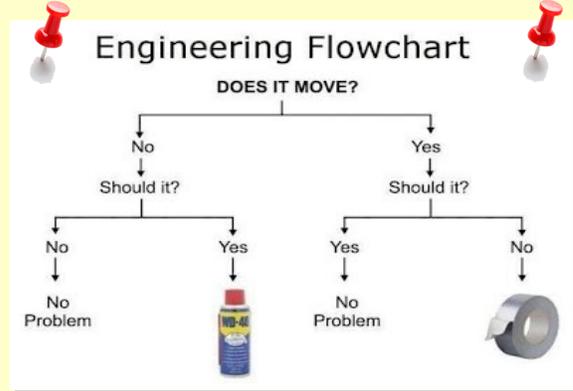
Nelson Amen

BUILDER'S ACADEMY

Mike Lovelace

Chapter 35 Builder's Academy Coordinator

The Builder's Academy group held a workday Aug 18 (3rd Saturday of each month). Devin Easley was the only student attending, but he was ably assisted by a jovial group of adults who supervised the second of three coats of bright yellow paint. The Dream Classic



ultralite will surely look like a tweety bird when completed. Several more students were unable to attend but continue to show sincere interest. We also hope you Chapter 35 members have contact with more students who can join our group.

We need technical help regarding engine and propeller. We have 2 engines which may need lots of effort and we need to borrow/buy a propeller. Please talk to Lew Mason if you can offer some assistance. When asked when we would have our initial flight, one leader was heard to mumble, "Thursday!" Next workday is September 15.



YOUNG EAGLES — NEXT YOUNG EAGLES OCTOBER 20!

Doug Apsey

While visiting family in my hometown a few weeks ago, I drove past the field that once served as our local airport. Today it's just a farmer's field; there is no sign of the hangars, the clubhouse or the beautifully manicured grass strip that was once Newman Field. It was here that I spent many hours during my youth hanging around with dad and his buddies and where my interest in aviation was born. As I drove past, I recalled those lazy summer days flying around with dad, first in his Taylorcraft and later in his J-3 Cub. While reflecting on that time in my life, I realized how lucky I was to be able to know the joy of flying at such a young age. It also reminded me of the importance of our Young Eagles program. Most young people today are not as fortunate as I was growing up in an aviation family. As EAA member's, we have the opportunity through the Young Eagles program to introduce youngsters to aviation who may otherwise never have that chance. You may fly 50 kids and only spark an interest in becoming a pilot in one of them, but to that child, you have made a life changing difference.

As many of you know, the Young Eagles program kicked off in July of 1992 with the goal of introducing 1 million young people between the ages of 8 and 17 to aviation by the one hundredth anniversary of flight on December 17, 2003. The goal was surpassed a month prior to that and to date over 1.7 million Young



Who's Smiling More! (from Young Eagles 2011)

Eagles have been introduced to aviation by over 42,000 EAA volunteer pilots. The current goal of the program is to fly 100,000 new Young Eagles each year. The August issue of "Sport Aviation"



has a great article about the Young Eagles program and discusses some new features the program has to offer its participants such as free membership to the EAA and access to grants and scholarships for flight training. In addition, Sporty's Pilot Shop is now offering our Young Eagles free ground school, free FAA written exam, and a voucher redeemable for their first flight lesson. If you have not already done so, please take a moment to read the article.

Chapter 35's last Young Eagles Rally was June 22nd. Although the turnout was light, it resulted in one of the most

rewarding Young Eagles flights I have ever given. I had the honor of taking two outstanding young people for a flight and it really drove home to me why we do this. Marian and Lalo (Eduardo) Davalos were brought to the Young Eagles event by Chapter 35 life-member Col(ret) Gordon Eells. Marian was an outgoing, enthusiastic young lady with an obvious desire to learn to fly. As soon as we were introduced she started

asking questions about how to become a pilot. She also wanted to know if she could try her hand at the controls which I allowed her to do once we were at altitude and I had everything trimmed up. Her younger brother was not real keen on the idea of his sister flying the plane but conceded after it was over that it went just fine. Although not as outwardly enthused about the flight as his sister, based on the big smile he had on his face after our



flight, I think Lalo enjoyed the opportunity and hopefully the flight sparked his interest in aviation. There is no question that the flight encouraged Marian to look into opportunities to

fulfill her dream of someday becoming a pilot. I've invited both Marian and Lalo to come back for a second flight at our next Young Eagles Rally.

Our chapter has a long and successful history of providing Young Eagles flights due primarily to the hard work and dedication of our chapter Young Eagles Coordinators, Brad and Jody Doppelt. However, without the outstanding support they get from our members who fly Young Eagles and provide ground support during the events, there would be no Chapter 35 Young Eagles program. One concern we have had in recent years is participation from our pilot members. We typically get three, maybe four airplanes providing rides which results in a very busy day for our pilots when 40 to 50 kids show up. I would like to see more pilot participation from our ranks to help ease the burden on the same few pilots who provide flights during most of our Young Eagles Rallies. To be eligible to fly Young Eagles, you need to be an EAA member (but not a chapter member), have the appropriate certifications with a current flight review, a valid medical and meet flight currency requirements to carry passengers. You also need to carry liability insur-

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REBUILDING THE GRASSHOPPER (CONT)

Bob Sabia's warbird began life as an L-16A and was manufactured in November of 1947 right after the creation of the USAF. She was built to serve on in the USAF Auxilliary (i.e. Civil Air Patrol). After her CAP days with the NC Wing were over she flew as a civilian registered plane until a windstorm broke two spars and damaged the fuselage.

Bob purchased the damaged aircraft complete and trucked the parts from Virginia in 2001. The wings were restored with new, one piece, Rainbow spars by EAA 35's Julius Junge, but, the project languished in pieces thereafter.

One day Bob opened the EAA 35 newsletter and saw a 1930 era Curtis F6C-4 Sparrow Hawk biplane in Marine Red Devils squadron markings (later VMF-232). He fired off an e-mail to Mark Julicher, who did the fabric recovering hoping to see her, but it had already moved on to the Marine Corps Museum.

"By the way Mark, can you do fabric?"...

Two weeks later Mark e-mailed a picture of Doc Hecker's gorgeous Marine colors 7AC. Bob was hooked and a prayer had been answered.

All three partners have their own link to this plane. Bob first flew in an L-16A as a CAP cadet in the 1950s. Bob soloed in a 7AC in under 8 hours, instructed by Bill Falck, a famous race pilot, starting a career that would include high performance jets, and eventually lead him back to the tiny L-16.



Doc, grew up in an aviation family. As a child he watched his brothers fly the CAP L-16s. And, as he learned to fly he, too, fell in love with the forgiving 7AC.

Mark, a C-130 driver and an artist with aluminum, wood and cloth is passionate about preserving these old birds.

Bob, the former Marine fighter pilot, established a partnership with Doc Hecker and Mark Julicher to bring the pile of wood fragments and steel back to life. Each now shares an equal share in the plane, and they work as a team in the effort. The

teamwork is actually a big part of the pleasure of building the plane. "I'm enjoying this because I enjoy watching Bob enjoy this so much" said Mark.

The L-16A project required time, talent and a hangar. Bob is retired, Mark is a qualified IA, and Doc has a remarkable working facility.



The first \$1 from partners



The project has required complete disassembly, cleaning, painting or replacement of each metal piece and nearly every wooden part has had to be re-manufactured. The team has had to carefully research the assembly of the greenhouse, as many parts of the unique element were lost or not original. In a careful reconstruction, every fragment of original wood is valuable as they hold the clues to attach

points and mounting in the stains and holes. So, in piles and buckets around the pristine craft are hundreds of slivers and slips of plywood, each with its own story to tell.

The original C85-8FJ, 85 HP engine is a rare fuel injected continental, and it is nearly impossible to find parts for it. And, the old "8" cannot be converted for an electric starter. Bob decided propping the plane might not be the best idea as he gets older. Fortunately, Bob had purchased an overhauled C85-12 engine for an Er-coupe that has a starter and generator and will be a



Continues on Page 6

I LEARNED FROM THAT!

After the Checkride

Chuck Cluck

I recently was faced with the issue of whom to take along as my first ever passenger. This is, of course, a momentous decision, not to be taken lightly – a wrong choice could lead to bitter recriminations and endless jealousies – maybe even the loss of a girlfriend or two, eh ?

At any rate, during the impromptu celebration following my post-checkride return to San Geronimo, it was suggested by Brian Goode that a safe and respectable solution would be to take my Mom out for an airplane ride; no one could fault me for that.

My Mom is a sprightly octogenarian with an inordinate enthusiasm for adventures with which to regale her blue-haired lady friends at the bridge club, so I pretty well knew without asking that she'd accept the offer. A nice tame ride in a Cessna 150 would be merely an interesting morning diversion for Mom, but a nice one-upper at the next bridge game; "you know, my son, the pilot, flew over to visit the other day, and we went for a ride"

So, the die was cast – my first official mission as a Private Pilot was to plan and execute a x-country trip to College Station in order to take my Mom for an aerial tour of the town.

Thursday morning I was up early, planning my expedition – weather briefings, flight plan filed, route plotted on sectional (thanks Steve), a consultation with Charlie Brame, *Mi Sancha* all checked out and refueled – all systems go ... so I went.

I called Mom, told her my intentions and ETA, to which she responded by asking if I was really sure I wanted to fly into Easterwood airport – "Really, are you sure ? It has a control tower, you know. Big airplanes fly in there all the time – do you really want to do that ? I could pick you up at Coulter Field instead." I explained that flying to a controlled field is easier than into an uncontrolled one, because someone would give me instructions instead of me having to figure it all out for myself. This seemed to reassure her – and, hey, it's true.



To summarize the trip, it was interesting for me, but no doubt boring to read about, so I'll just say it took 80 minutes and you really should not fly low over a burning cow-pasture.

The next morning dawned a bit gloomy – overcast at 1800', RH 96%, 77 degrees at 0600 – a perfectly normal day over in the Brazos Valley. Not a perfect morning for flying, but my Mom, my sister and I were at the airport by 0730 waiting for the clouds to lift.

As we were sitting around the FBO lounge, a sleek Cessna Citation rolled up in front, the door opened and the steps deployed, but nobody came out. Here's the gist of the ensuing conversation :

Mom: "I wonder what it looks like inside – I think I'll take a peek while we're waiting"

Me: "Mom, you can't just pop in and look around – it just isn't appropriate"

Mom: "Well, I don't know why not – the door's open - surely they won't mind if I just peek

in - If I had a nice airplane like that, I'd be proud to show it off – if they don't want anybody looking in there, why's the door open ? – I'll bet they're nice people and would love to show me their airplane – I'd let them look in mine, if I had one, etc. etc."

Me: "Sis, will you please sit on Mom while I go preflight our airplane ?"

As I was walking out to *Mi Sancha*, the copilot stepped down the stairs, and as we passed, I stopped and asked if he had any passengers aboard just now. He replied that no, they hadn't arrived yet, so I told him that my Mom would just dearly love to take a quick peek inside the plane, if possible. He graciously agreed to escort my Mom and sister inside for a look around.

I headed back inside, informed Mom and Sis of their great good fortune and admonished them not to stay too long and please don't pester the pilots too much. Then I went back out for the preflight. Well, they met the other pilot on the ramp, the four of them chit-chatted for five long minutes, then disappeared into the jet for another long five minutes before Mom and Sis reappeared, waving gaily to the pilots as they came over to the little Cessna.

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GRASSHOPPER (CONT)

perfect new powerplant.

When Bob purchased the project, it already had a larger dorsal fin installed like the later high power (90 HP) L-16B, so she will eventually have the lines of a “B”



The team has completed the wings and tailfeathers, have fabricated and assembled most of the fuselage, and are building

up the cockpit. This restoration has been a labor of love and every joint, bolt, wood piece of plywood and cloth has been hand built. When she is done, this Grasshopper will be both a tough old warhorse – and a better than new



example of American aviation heritage. Thanks to this team for preserving another fine warbird, and I thank Mark Julicher for sharing this project with us!

This is the Second of what I hope will be a monthly feature. I hope to highlight a member or project of our EAA chapter each month. If you would like your project to be featured, please contact me via eaa35news@gmail.com

I LEARNED FROM THAT (CONTINUED)

The time was at hand, so I bundled Mom into the plane, got her strapped in and gave her the briefing: “Don’t grab the steering wheel, don’t pull on any knobs, don’t step on the brakes if you think we’re going too fast, unlatch the door before we crash”.

So off we went – turns out the ceiling was more like 1300’ and the holes were kinda small, so we just tooled around town a bit, getting a nice close look at the local landmarks and circling Mom’s house long enough to be sure the neighbors noticed.

As we returned to the airport, the Citation was taxiing out to the hold-short line. I called the tower and offered to wait a bit for the jet to get off, but was told that they were waiting on a clearance, so I was cleared to land.

Okay. I turned my base and final, had the flaps out and the trim set, easing on down for a perfect landing just beyond the numbers.

Just as we crossed the threshold, maybe a hundred feet up, all of a sudden my Mom leans way over to the left and begins frantically waving her hands in front of my face.

Me: “What the HELL are you DOING ? – QUIT THAT”

Mom: “I’m just waving to my new friends”

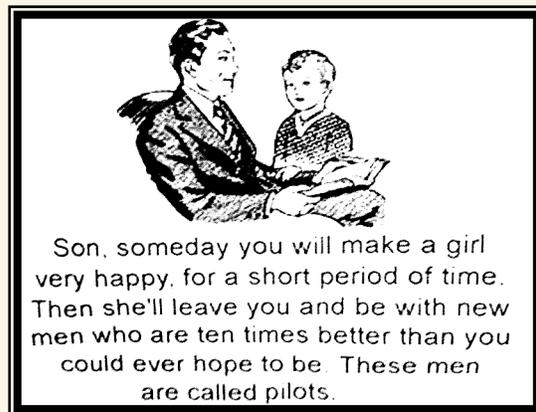
Me: – “STOP WAVING – They Aren’t Looking at Us”

Mom: “Well of COURSE they are, we’re Right in Front of Them !”

And with that, we were past, the tires gently kissed the tarmac and we were back on the groundmission accomplished.

I am working up a better passenger briefing....

Got a life-lesson to share? Please send your story to eaa35news@gmail.com



Son, someday you will make a girl very happy. for a short period of time. Then she'll leave you and be with new men who are ten times better than you could ever hope to be. These men are called pilots.

Allegedly Hanging in In Starvin' Marvin's Airport Cafe, Nampa Idaho

HEALTH AND SAFETY NOTES

Something as Simple as Sunglasses

Chuck Fisher MD MPH

Sunglasses and aviators have always been associated with one another. There's Tom Cruise – sorry Maverick – on the motorcycle watching the Tomcat's land...ahhh – soooo cool. But aside from the cool factor they are in fact an important part of your aviation safety armamentarium. However, not all sunglasses are created equal, and some could actually be dangerous in some cockpits.

The US military has long specified specific smoke grey glasses and visors for use in aircraft and forbidden pilots from using non-approved glasses. Now I'll tell you that not every pilot follows the rules and chooses "cool" over approved. But there is good reason to be selective. Just to prove my point, I used to carry a pair of unapproved sunglasses with me. Flying in a newly upgraded C-21 (that's a Lear 35 to us mere civilians) I would hand the extremely cool sunglasses up to the pilots to try. Like magic their EFIS and in some cases another screen would blank out. Well now – that is a bit disturbing!

Some "glass cockpit" type displays have high contrast screens that are designed to enhance daylight readability. To do, some use polarized glass. The glass has a filter of tiny parallel lines like a screen or a comb. This keeps indirect beams of external light from saturating or overwhelming the display, and gives nice high contrast. Photographers use similar filters to straighten the light waves entering the camera thus reducing reflections from scattered light. Ordinarily this is a great enhancement.

However, some sunglasses use the same technology to reduce glare as well. They are highly effective and ordinarily are great vision adjuncts. However, if the comb is 90 degrees off from the light emerging from an EFIS – the light is totally blocked making the instrument go black. A similar phenomenon can also happen in higher performance planes that develop microscratches or crazing in the Plexiglas. Those microscratches can act like a filter, and in fact by turning my head while wearing the glasses I could make parts of the world disappear – which might also be bad during certain phases of flight.

What about colored or tinted sunglasses? In ordinary black and white General Aviation cockpits there is probably little risk with yellow "Blue Blocker" type glasses. Your eyes tend to compensate for the tint by turning up the reception of those wavelength receivers so in the case of "blue blockers" when you take them off the world will, for a while, look blue. However, in today's electronic cockpits displays are multicolored and the difference between the Green and the Yellow dot on the display

is.....BLUE. Most pilots become accustomed to their displays in such a way that even a momentary flash of a certain color commands their attention and others do not. We don't typically spend a lot of time staring at the display in flight. However, if

your "shades" make everything pretty much the same color, it is theoretically possible that the pilot could misinterpret the display or miss a colored cue.

Sunglasses are important safety devices and should be used. Ultraviolet light exposure is associated with cataracts, corneal damage and even cancers. At altitude and in the glistening sun of South Texas, there is an overabundance of ultraviolet light. Moreover, using the right sunglasses to reduce glare and increase contrast will enhance your ability to locate and avoid other aircraft.

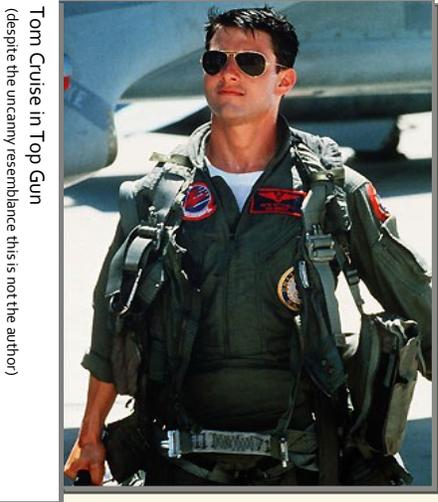
However, choose your sunglasses carefully, especially if you have a "glass"

equipped aircraft. Generally I do not recommend polarized, deeply colored or tinted sunglasses for flying. Look for neutral gray sunglasses that wrap around the sides of the eyes and do not cause distortion or blind spots. They need to be comfortable under your headset or helmet.....and of course they have to look really cool.

Safe Flying and Tailwinds Always

Chuck Fisher MD, MPH

Chuck (Doc) Fisher is an aerospace medicine, occupational medicine and family practice specialist recently retired from the Air Force. In addition to his full time practice he is an AME now affiliated with Saboe AvMed in Bulverde (<http://saboeavmed.com/>)



Tom Cruise in Top Gun (despite the uncanny resemblance this is not the author)

YOUR Articles Needed

Chuck Fisher

With a great deal of humility took over editor duties beginning with the last issue. Steve Jones did an awesome job and I have big shoes to fill. This issue has 2 articles written by me—don't get used to it!

This Newsletter is YOUR newsletter. I put the articles in it, but you all have to write 'em!

Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed.

This issue features the second of a series highlighting particular member, project or skill. Please let me know if you'd be willing to show off your project or skills—or volunteer your buddy.

Send input to: ea35news@gmail.com

IT CAN HAPPEN TO YOU

Follow Up on N319NP

Adapted from Blog Posts with permission of Nelson Amen

<http://bbs.trailersailor.com/forums/trailersailor/index.cgi?read=837882,nelson>

Our July Fly-In may go down in our memories as one of our more successful—packed with people and airplanes, formation flying, great food and marvelous blue skies. Unfortunately it was marred by the loss of an outstanding plane on take-off, but fortunately with no injuries. During take-off Nelson Amen, in his beloved, many-years-in-construction aircraft roared off the runway to a sudden loss of power during climb-out. He completed a 180 and safely cleared all obstacles but landed hard on the edge of the runway damaging the aircraft. Below he shares his thoughts on what happened—and provides a bit of food for thought for each of us. (The Editor).



....My airplane ended up on a trailer.

I lost engine power during takeoff, about 100 to 150 feet high, about 70 mph, and with 3/4 of the runway behind me. Something like this can ruin your whole day.

Some of you may be pilots and know the tear-drop 180 turn I made was more than a small challenge. I traded all my altitude for speed, and returned to the runway. I cleared the fence by about 15 feet and was at full stall (40 mph) about 5 feet above the runway and had no energy left.

I had managed to make a final turn to line up with the runway and avoid the hangars (right wing tip just touched the pavement during that turn), and got the wings and fuselage level. The landing gear folded after about 12 feet into the impact and then the fuselage hit. [This added] a whole new meaning to the word belly flop. My G meter read 8.5 g's.



[I] hit the grass and then slid about 300 feet on the edge of the runway. [This was] still better than ending upside down in the trees and fields next door.

[The] FAA and I dis-assembled the components and found that after 8 years, the internal coating of the fuel tank decided to flake off and [the flakes] kept the fuel pump from pumping.

Wasn't there 3 months ago. Strange.



[This] might not make sense, but I am very happy with the result. [I] walked away from the landing. The airplane can be replaced.

[Meanwhile] I think I'll sail for a while

Nelson



YOUNG EAGLES (CONT)

ance and if you carry a minimum of \$100K in liability insurance per passenger, the EAA provides an additional \$1M umbrella policy while you are flying Young Eagles. The aircraft you use must be airworthy and insured. Experimental aircraft are allowed to be used for Young Eagles Flights. Two place aircraft are fine and actually encouraged because they allow one-on-one interaction with the Young Eagle.

Being a Young Eagles pilot is a rewarding experience and I urge any of you who have considered participating to please give it a try. Chapter 35 has always supported the Young Eagles program but we need your help to keep the program moving forward. If you want more details about the Young Eagles program or are interested in becoming one of our Young Eagles pilots, please contact Brad Doppelt. Thank you for your continued support of Chapter 35 and I sincerely hope to see you at our next Young Eagles Rally in October!

CHAPTER BULLETIN BOARD

Want More? Please send your articles, contributions, photos and comments to: EAA35news@gmail.com

SEPTEMBER 8, EVENING MEETING.

SERVING TIME 5:30 PM

SEPTEMBER MENU
Spaghetti, sauce, and meatballs
Please Bring:
French bread or Garlic bread
Salads and Desserts

THANKS TO EVERYONE THAT SERVED THE MEAL LAST MONTH.

GAIL SCHEIDT GAILPS@ATT.NET

New Gadget!

I-Phone/I-Pad EFIS? - BBFlight Flight Instrument application. \$4.99

There's a gyro horizon application for Android and Apple devices by a company called BBFLight. If the phone or iPad is equipped with an internal MEMS gyroscope device (like the iPhone 4 and 4S, iPad 2 and 3), it will function as an artificial horizon with GPS-enabled heading, groundspeed, altitude (not a pressure-sensitive altimeter) and it will announce direction, distance and frequency for the nearest airport on the display. VERY impressive. ...the best \$4.99 I've spent in a long time. (Steve Jones)

<http://www.bbflight.com/home/FlightInstruments>

CLUBHOUSE USE

We are fortunate to have at our disposal a superb entertainment venue. This time of year the schedule to use it fills up quickly.

To reserve the clubhouse for an event please contact Ms. Gail Scheidt our Facilities and Refreshment Chairperson. Several dates all the way through Christmas are already taken so don't wait! She will provide you with the necessary forms and information.

Contact: gailps@att.net
 cell 210-862-4396 home 210 688-3210
 Address 15464 W.F.M. 471 #21
 (MARK BROWN ST.) on the airport.



FAA Aviation Safety

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SUBJ: Wings; Small aircraft with wooden wings and solid wood spars
This is information only. Recommendations aren't mandatory.

SAIB: CE-12-43
Date: August 15, 2012

Introduction

This Special Airworthiness Information Bulletin is being issued to inform the public about an airworthiness issue on small aircraft with wooden wings and solid wood spars that while not uncommon, continues to occur.

At this time, this airworthiness concern is not considered an unsafe condition that would warrant an airworthiness directive (AD) action under title 14 of the code of Federal Regulations (14 CFR part 39).

Background

Various vintage airplanes were designed with solid wood spars. Recently, a foreign authority notified the Federal Aviation Administration (FAA) that, during an airworthiness inspection of a vintage biplane imported from the United States, it was determined that at least one lower wing spar had cracks at the spar attach fitting. This particular type was originally approved in the 1940s, and the age of the particular spar was not able to be determined, but was deemed to have some age due to its visual appearance. Additional investigation brought to light that the airplane had probably been ground looped in the past and the damage, while not directly linked to this occurrence, was consistent with such an event without being either previously detected or repaired.

Recommendations

The FAA realizes that such events occur (and have occurred) frequently and that most, if not all, airplanes subject to such an event are inspected immediately. However, the discovery of this previously undetected damage leads the FAA to remind owners and operators of the importance of conducting appropriate inspections and repairs in the event of a ground loop and of the importance of inspections during routine maintenance. FAA Advisory Circular AC 43.13-1B Change 1: *Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair*, provides further information and procedures for such inspections.

For Further Information Contact

Karl Schletzbaum, Aerospace Engineer, Small airplane Directorate, ACE-112, Room 300, 901 Locust Street, Kansas City, MO 64106; phone: (816) 329-4146; fax: (816) 329-4090; e-mail: karl.schletzbaum@faa.gov

Reminder to inspect wood wing spars for old damage!

BUILDING A PLANE?

EAA Chapter 35 has a dedicated construction hangar that fully equipped to serve the needs of aircraft builders.

The hangar has several pieces of machinery including a metal milling machine, drill press, bandsaw, parts washer, sand blaster cabinet, double floor stand grinding wheel, large air compressor, 8' metal brake and 6' metal shear just to name a few. Many more tools available like compression gauges, mag timing light, sparkplug cleaner and this list goes on and on --ALL available for members use. Prior arrangements needed for access to hangar. Some space available to rent for assembly / repair of aircraft.

For more information please contact Hangar Manager-Don Woodham 210-382-9658

EAA 35 COUNTRY STORE

The Country Store has changed hands. Due to work scheduling, Danny and Roxanne Beavers have asked that someone else take over as managers of the EAA Chapter 35 Country Store. We thank them for their many years of dedicated service to the Chapter.

So, the Goodes are replacing the Beavers (Got to be a joke in there somewhere!) June and Brian have agreed to take over this responsibility and will maintain the inventory at their hangar.

The inventory of Chapter 35 logo merchandise is limited, so we need suggestions from the membership for new Chapter 35 items.

What types of logo items the membership would be interested in purchasing for their own use? Don't be bashful.

What types of logo items that could be made available for sale to the general public at air shows and fly-ins, like the Hondo Army Airfield Fly In and our own Breakfast and Lunch fly-ins?

What types of logo items should be ordered now for Christmas gifts?

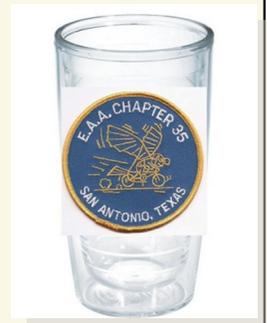
When you come up with an idea, please make a mental note on pager and forward it to: ladybgoode@msn.com, or mail it to: Brian & June Goode, 15464 West FM 471, #53, San Antonio, TX 78253, or just drop the note off at

their house or hangar, #53. All responder's identities will be kept confidential.

We are considering a Chapter Fund Raiser consisting of 16 ounce "Tervis Tumblers" with the EAA Chapter 35 logo inserted between the two insulated layers of the tumbler. They would be offered for a \$16.00 donation to the chapter.

These are not your regular cheap drinking glasses that one might find at the local discount box store, they are quality tumblers, made in Florida, not China. They have served well on boats, in marinas, in hangars hooches, because they are tough and come with a lifetime guarantee against breakage. If you have any doubts as to their quality, check out their web site at www.tervis.com.

A photo of the prototype tumbler is to the right. We should have a logo with better coloring by the time they get ordered. We need your commitment to acquire several of these tumblers. They will make great Christmas gifts, so give Brian Goode a call today to place your order.



EAA CHAPTER 35 CATALOGUE

Here is a list of what the Chapter has in inventory along with pictures of some of the merchandise:

Young Eagle First Flight with Ch. 35 logo Tee shirts – *Should be sold or given away at Young Eagles events. (no picture)* - \$5.00 (42 in stock)

Long sleeve Denim logo shirt XL - \$20.00 (1 left!)

Long sleeve Denim logo shirt L - \$20.00 (1 left!)

Short sleeve denim logo shirts L - \$20.00 (4 in stock)

Mesh top logo ball caps, some red and some blue - \$5.00 (9 in stock)

Modern cloth ball caps, tan/tan bills or tan/blue bills - \$10.00 (23 in stock)

Southwest Regional Fly In caps, some allover white, some gray/blue bills - \$8.00 (10 in stock)

National EAA ball caps, tan/blue bills - \$10.00 (8 in stock)



SCALES FOR USE

Norris Warner

Many of you have heard me expound over the years about a real need to have a set of reliable aircraft scales available. I've weighed and run the numbers to arrive at the C.G. on dozens of aircraft--and I've rarely been satisfied that my weights were spot on. Why? The scales we were forced to use--and the unfortunate fact that frequently only one scale was available.

Some folks think that electronic bathroom scales are fine, but on all that I've seen, the scale "on" button must be tapped before putting weight on it. On all but the lightest aircraft, that means lowering a jacked-up aircraft to the scale very quickly after pressing the button. And then I find varying weights displayed.

When we are able to borrow a set of platform (Fairbanks-Morse type) scales, sometimes we find we can't get under the wing (on a low-wing aircraft) to reach a wheel. And when you can, if you only have one set of scales, you must perfectly level the airplane--twice--to be certain to get true weights. My experience is that it takes a surveyor's level to achieve this necessary degree of accuracy. Otherwise, the results are very, very suspect.

About ten years ago, I got a group of EAA members (nearly all were Chapter 35 members) together—call it a Co-Op--to buy a state-of-the art, electronic scale set. This set has a pad for each wheel, is accurate to 1/10th of 1 %, and has a digital read-out for each wheel—plus it gives total weight. And yes, the scales are calibrated and certified. We have a nice set of ramps to roll the A/C onto the pads. The first airplane we weighed was the Kolb Slingshot of Ian Heritch, and it was truly a ten-minute job for a small, happy crew.

When I contacted all EAA Chapter 35 members about joining this Co-Op ownership I got about 36 "yes" replies, and we each ended up paying a little over \$35.00.

During my telephone survey, one of the responders suggested that anyone who had had the opportunity to be part of this "Co-Op" and turned the offer down still could use the scales at a later date—but only with a donation of double the join-in fee. And so that is the rule. (Of course, recent joiners to EAA are afforded the same privilege). That donation goes into a "scales" account, which I administer. This savings account will allow us to eventually replace the current set.

NAME THE PLANE

Doug Apsey

OK fellow EAA'ers, this month's "Mystery Plane" might just challenge the best of you. As in the past, dinner at the September meeting is on me for the first person to correctly tell me the following about the mystery plane.

1. What company designed and built it (bonus points if you know who the lead designer on the project was)?
2. What was its designation? i.e. C-172, PA-24, etc.
3. Within 5 years, what year did it first fly?
4. What aircraft that is in production today can trace its roots back to this design?

I'll give you one hint, some of you may have seen this plane sitting for several years after the project was abandoned. Answer.....see you at the meeting!



A summary of the "Co-Op's" rules:

1. *The set is kept at my shop for safekeeping.*
2. *The ownership resides in the Co-Op.*
3. *Co-Op members may use the set on any airplane that they own, or own a portion of, at no cost.*
4. *Damage to the set caused by misuse or carelessness will be corrected by the party involved.*
5. *Any non-Co-Op member (but EAA member) desiring to use the set can ask me to assist in the weighing of the non-member aircraft. That non-member will donate twice the enrollment to "Scales Account" (\$70.00).*
6. *I will deduct the actual cost of gasoline used to travel to/from the weighing location.*

I will bring the scales to your hangar and assist in the weighing and calculations.

Remember, safe flight begins with a known center of gravity!
(Phone Norris at 830.510.4334, or 210.363.1282 or e-mail njwarner@hctc.net.)

2012 EAA Chapter 35 Contacts List



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The FINE PRINT: 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, any digital formats including any EAA Chapter 35 website, 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.

CHAPTER CALENDAR

MAY	12	SPRING CLEANING!! Yard/Chapter Building Work Party	EAA Club House 10:00 am
	19	Hondo Fly-in <u>Volunteers Needed</u>	Duties and Times to be announced
JUNE	9	FLY-IN LUNCH EVENT	EAA Club House 11:30 am to?
	16	Young Eagles Flight Rally <u>Pilots and Ground Crew Needed</u>	Briefing 9:00 am Flights 10:00 am
JULY	14	FLY-IN BREAKFAST EVENT And FLY MARKET	EAA Club House 8:00-11:00
		BOD Meeting	11:00 am
AUGUST	11	"I LEARNED FROM THAT!" Presented by Dave Baker	Dinner 5:30 pm Meeting/Program 6:45 pm
SEPTEMBER	8	NASA Astronaut Rick Mastracchio	Dinner 5:30 pm Meeting/Program 6:45 pm
OCTOBER	13	Evening Meeting: Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm
	20	BOD Meeting Young Eagles Flight Rally <u>Pilots and Ground Crew Needed</u>	4:30 pm 9:00 am Briefing 10:00 am Flights
NOVEMBER	10	ANNUAL CHILI COOKOFF Evening Meeting: Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm
DECEMBER	8	CHRISTMAS PARTY	Social Hour 5:00 pm Dinner 6:00 pm

Aviation Calendar of Events websites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>
- Fly-ins <http://www.flyins.com>

SEP 1 - *Warbirds on Parade (Air Fair)*
Lancaster Airport DFW Wing Hangar - Lancaster, TX

SEP 1—EAA Chapter 1347 Monthly BBQ
3T5 Fayette Regional Air Center - LaGrange, TX

EAA Central Texas Squadron 1347 and Fayette Regional Air Center is Sponsoring a BBQ Fly-in. BBQ Brisket and sausage with all the trimmings. Serving starts at 11:00 am and ends about 1:00 pm. All free will donations go to scholarships that support Higher education in aviation careers. 1st Saturday of every month

SEP 22 - *Under the Wire Fly-In*
T26 Flying V Ranch Airport Louise, Texas, USA
*8:00 AM - 9:00 PM 23rd Annual 'Under the Wire' Fly in
All day event featuring hamburger lunch , Young Eagle rides , Flour bombing and spot landing contest , fun flying , lots of vintage and experimental aircraft , BBQ dinner and hangar party*

WANTED AND FOR SALE

FOR SALE: Complete RV-8 Quick Build Kit

with O/H Lycoming IO-360 engine (minus starter/mags/prop) - \$50K Contact: RB "Doc" Hecker at www.assenddragonavaiation.com or tcflaying-doc@yahoo.com

FOR SALE: 1946 Aeronca 7AC Champion

Continental A65-8 65HP / wood prop / Restored 2010 - \$35K OBO Contact: RB "Doc" Hecker at www.assenddragonavaiation.com/ for photo of Champ and e-mail link, or tcflayingdoc@yahoo.com. Items can be viewed at 1T8 (Bulverde Airpark)

FOR SALE: Early RV-3 kit.

Tail; feathers, flaps and ailerons finished and primed. Wings are finished but are the old version and only useable for parts. Have cowling, windshield structure, gear parts, wheel pants, engine mount, etc. All sheet metal and formed bulkheads for fuselage. Zero time Lycoming O-320-E3D engine with all new parts. Include engine log book and builder's log. Health forces sale. Tom Gould 830-663-4448 or nazca9t@hughes.net

FOR SALE: Stolp Starduster Too SA 300.

Eng. Lyc O320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceco-nite fuselage cover, full flying surfaces rejuvenated. **MUST SELL-Make Offer.**



Call Dan Cerna at (210) 688-9345.

FOR SALE: Subaru EJ-22 engine, Ser. # 589390.

Includes single 4-barrel carburetor, Mallory ignition, planetary reduction drive. Proven system, removed from flying aircraft. \$3100 Chuck @ 979 218 6153

FOR SALE: Hegar brake master cylinder. 7" single control, Bore size - 5/8" (0.625).

Includes brake bleeding kit, misc. fittings. \$95 Chuck @ 979 218 6153

FOR SALE: Main wheels for UL or light experi-

mental. One pair Matco Model MH6B wheels, with brake calipers, new brake pads, new wheel bearings, new Air Trac 15X6.00X6 4-ply tires. \$295 Chuck @ 979 218 6153

FOR SALE: One unused Air Trac 15X6.00X6 4-

ply tire. \$40 Chuck @ 979 218 6153

FOR SALE: Garmin GPS 195

with all original accessories. Outdated, but simple and fully functional, good for navigational assistance in VFR conditions. \$100 Chuck @ 979 218 6153

FOR SALE: 1976 Beechcraft C-23 180 Sun-

downer
2250 TTA&E, compressions mid to upper 70's, oil analysis shows no wear. Dual KXM Digital radios, ADF, ILS/Mkr Bcn, VOR and Loran. Extensive annual, \$5,000 spent: new plugs, wiring harness, mags, hoses firewall

forward, brake drums, brake pads, encoder, rebuilt turn indicator and new tires on the mains. Paint is about a 6/10, interior 7/10. Continuously hangared for the past 25 years. \$25,000 Contact Dave Baker, 210-410-9235



For Sale: Fisher Super Koala LSA. 1700 cc VW

engine w/ 1.6 to 1 belt reduction, dual ignition, electric start. 3 blade ground adjustable lvo prop. 35 hrs. TTSN. Hangared at Marfa Muni TX. This two-place tail dragger was my third Fisher. Ron Morton, DAR, cell 423-386-7263 or e-mail dmorton@hughes.net. \$11,000.

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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

RUNWAY 35

Volume 54 Issue 9

Chapter 35 meets
Each Second Saturday of the Month

Sept. 8th

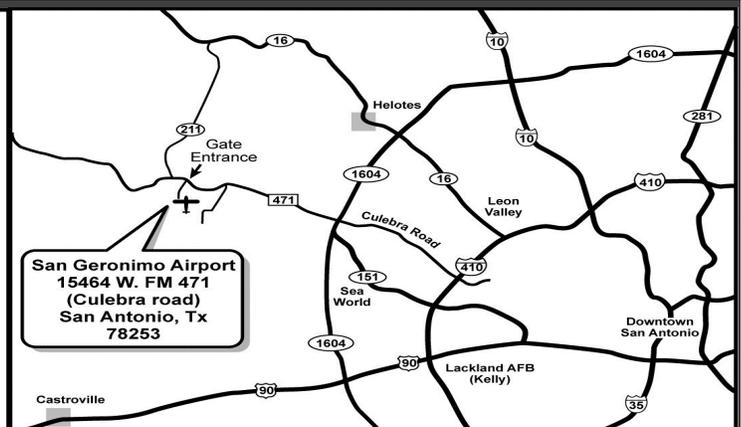
Chapter Dinner

EAA Club House

17:30 Dinner

18:45 Presentation

NASA Astronaut Rick Mastracchio



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 50 years Chapter 35 has represented aviators of creativity and a passion for flying. Come join us!