



May 2016

Volume 58 Issue 5

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Next Event

14 May 2016

**Yard/Chapter Building
Work Party**

1000

Chapter 35 Clubhouse

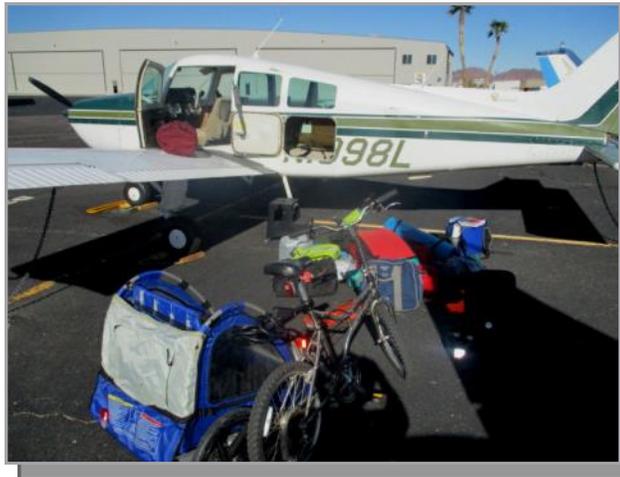
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SAN ANTONIO TO LAKE HAVASU CITY FOR A "TRAILER-SAILOR" GATHERING

Oh the freedom of being a pilot! Recently former chapter president Neson Amen ,who has been flying the wings off his Sundowner combined his two loves—sailing and flying, into a sojourn to Lake Havasu, AZ. For those who haven't already checked—that is an eighteen hour drive.

Nelson Amen

For the trip west, I ended up doing three legs instead of two, due to headwinds in Texas. Both stops highly recommended in case you travel this route: Pecos, Texas (KPEQ) and Silver City (KSVC). My original plan was to make one stop at Las Cruces, NM. For a quite a while in Texas I was in the high 80's and low 90's (mph) on the GPS, but



as planned/expected, my ground speed improved after El Paso. GPS was in the 150 mph plus range I caught some tail winds descending during the 2nd half of AZ.

Mountains kept me above 8000 almost until arrival at KHII.

Wheels up in San Antonio on Sunday at 6:50 am, and then again at 7:20 am (left my iPad on the car roof - - dude). Landed

joining in with others. About a 25 sailboat gathering, with an overnight planned on the lake as well. Sweet. And no 1200 mile

KHII at 4:30 pm (5:30 San Antonio time) with two 45 minutes stops. Solo and lots of room for my usual "stuff". Left the boat at home this year and

(Continued on page 4)

Next Event!

SPRING CLEANING!

Yard/Chapter Building Work Party

Remember: Young Eagles 30 April at KSSF



PRESIDENTS COCKPIT



Steve Jones
President
May 2016

April was anchored by our Pancake Brunch All You Can Eat Fly-in. Weather always plays a role in the success of a fly-in, and we had less than optimum conditions. Our turnout was good, considering the wind and the rain. Thanks to the generous do-

nation of one member who wishes to remain anonymous, it was also a success. We ran the numbers and determined that we can afford to try this again in July. We value your participation and your contributions. Our facilities chairperson and staff are working diligently to keep costs down so we can continue to offer our meals and request only a \$5.00 donation. We'll continue to do this as long as we can.

We lost a friend and special member this month. Betty Day, wife and supporter of Bob Day and all his endeavors passed away on April 22nd. As a newer member, I didn't have an opportunity to meet Bob, however I had many fun conversations with Betty. She touched lives in a positive way and she will be missed by her friends, family and our local aviation community.

I mentioned our Facility Chairperson earlier. Freda Jones is spearheading our annual May Maintenance Extravaganza. She has a list of chores and equipment needed to spruce up the place and do some much needed painting. Dress for success! Freda will have more information elsewhere in the newsletter. We're looking for our Huckleberry Finn – someone who can sling a paintbrush and convince the audience that this is fun. Contact Freda Jones.

The Board of Directors is a far flung group of adventurers, and nowhere is this more apparent than when we attempt to gather for our quarterly face-to-face meetings. This quarter the board was unable to assemble a quorum in person, so we did the next best thing – an electronic meeting. Decided: a vote of confidence and concurrence to send Air Academy candidate John Karako to Oshkosh! John received the news and immediately expressed his thanks. We honored to send John as a representative on behalf of EAA Chapter 35.

Costs are rising. You don't need me to convince you of that. Just look at your utility, grocery and tax bills. As we go to press with another world-class edition of Runway 35, your Board of Directors is seeking out ways to keep our traditional paper newsletter production and distribution costs within control. You can help! If you would like to transition from receiving the black and white print edition to an electronic all color extended edition via email, contact Ron O'Dea.

William Richardson requests your support as he works to revitalize our electronic outreach. He's looking for event photos and impressions from you for inclusion in the EAA Chapter 35 Facebook page.

You do not have to be a Facebook member. Contact William at wrichardson18@satx.rr.com or by phone (210) 803-1601.

We wish to thank Bill Ponseigo, his friend Phil and the Alamo Remote Control Society for their presentation and static display of some impressive large scale remote control aircraft. The presentation and follow-up question and answer session proves that we appreciate aviation in all its forms.

Finally, the Young Eagles Rally at Stinson Airport has been rescheduled for April 30th. Phil Vaneau needs your help to make this a success. Do please come out to support your chapter. The City of San Antonio and the staff at Stinson Airport are very supportive. With YOUR help, this will be another event for the record books.

Contact Phil today. Let him know you're coming.



San Geronimo Notes

Watch for Snakes

In case you missed the e-mail from Ron, the recent rains, warm temperatures, and loss of woodland habitat next door have brought the critters out. He had a large rattlesnake (now a snakeskin) on his porch. There are others—be sure to check before you step!

Gone West

Betty Day went to be with her loving husband, Robert "Bob" Day April 22, 2016. She was a long time friend of the Chapter and community and will be missed.

Her Memorial Service will be SATURDAY, APRIL 30, 2016, 10:00 A.M. at PORTER LORING NORTH CHAPEL



CHAPTER BULLETIN BOARD



The menu for the May meal is a surprise. Lunch will be provided for all workers.

MMmmm food. While I have your attention, the facility needs your help! We need volunteers to help clean up inside and out. Dress for house painting, because we have some trim work and eaves that need it! Fire up the trucks. We need tall ladders, paint scrapers, sanding blocks, sandpaper, paint brushes, cleaning supplies, dust rags, and garden rakes, to name a few. Bring your weed eater, too!

You thought this going to be about food, didn't you? (heh)

The April All You Can Eat pancake Brunch was a lot of fun, and proved that with the right weather, we could have an event worthy of hopping into your plane to come visit. Special thanks to our volunteers and especially the tireless efforts of Jake White. We had a donation from a member who wishes to remain anonymous. We respect that, but do want you to know how much we appreciate your support of EAA Chapter 35.

Hangar Space Available

Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space will soon be available for a nominal fee. You are not likely to find a fully equipped wide access hangar anywhere in the San Antonio area. First to contact Lew Mason at 210-688-9072 lewnan@sbcglobal.net gets it—hurry!

To post a classified—contact the editor at ea35news@gmail.com

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- PLEASE Notify me when your item sells!!
- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** 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. Send input to: ea35news@gmail.com

FLYING AND SAILING (CONTINUED)

(Continued from page 1)

drive each way with that trailer.

The folding bike and trailer make a great combo for getting to town. That's the London Bridge in the background. All was good! Note to self - - them mountains in west Texas, NM, and AZ ain't small! Dude. Flight following was excellent the entire trip. No complaints.



sure I was jinxed.

Here are the numbers for my 1976 Sundowner 180: four tank-fulls at 10,500 (west) and 9,500 (east) , 2525rpm, 111 to 116 mph indicated gave me an average of 8.42 gph. Left side for cruise-only at 9,500 and 2 3/4 hr gave me 8.15 gph. Sweet. 8T8 hangar-back-to-hangar was a total of 18.8 hrs.

Airlines were battling chop at all altitudes, while my levels (4500 and 10500) remained relatively smooth. A LOT of hand-offs (12 going west, 11 going east) for me with the centers. All controllers very helpful, especially calling that military Osprey traffic. At one time I had a squawk of 4666 - - and though for

The real kicker - - only 3 hrs and 45 minutes to get home from the Albuquerque area. Tailwinds had me at 152 to 158 mph on the GPS. No fuel stop needed. And 8.2 gph.



- - - marina is on island formed by the London Bridge channel. Bridge is on the right side of photo, and upper right mountains form a barrier to the east of the airport



- - sailing the lake, and our overnight raft-up at Steamboat Cove. I was graciously offered overnight stays on friend's boats during the entire stay, very nice since I was a little concerned about showing up to our boating event without a boat. A great group of sailors.



- - - Sandia Peak ridge just east of town. Lecti's starting to show so happy to be heading down to the very windy valley airport



- - - safely at home. No, all that stuff does NOT fit in my little red car! Fly safe, my friends.



- - - sailing friend is a fire fighter at airport, so we toured the facility and played with the equipment

FROM HEADQUARTERS

AIRVENTURE TICKETS ON SALE

AirVenture 2016 dates: Monday, July 25 - Sunday, July 31. You may purchase a daily ticket for any of the seven days, or a weekly pass, which includes all seven days. [Click here to purchase](#)

CALL FOR PRESENTATIONS – AIRVENTURE 2016

Preparations are underway for EAA AirVenture Oshkosh 2016 forums, museum, and workshop programming. We're seeking dynamic, engaging and knowledgeable presenters to inform, inspire and educate AirVenture attendees. .

We're open to hearing your ideas on just about any aviation topic, but please, no promotional or sales centered themes. .

Interested in presenting? [Submit your proposal online](#). This call for presentations will close on May 15, 2016.

U.S. SENATE PASSES FAA REAUTHORIZATION; MOVES BILL TO HOUSE

The U.S. Senate passed a major FAA reauthorization bill, sending the bill to the House and preserving the EAA-supported benefits to general aviation in the measure approved by the Senate Commerce Committee last month.

The Senate version of FAA reauthorization does not contain any



language in support of ATC privatization or GA user fees and does include Aeromedical reform language that was included in the Pilot's Bill of Rights 2 passed by the Senate in December

LET US KNOW ABOUT YOUR ACHIEVEMENTS!

Have you reached a milestone recently? Passed a checkride, given your first or hundredth Young Eagle flight, flown your homebuilt for the first time? Tell us about it at editorial@eaa.org!

WEBINARS

5/4/16 8 p.m. CDT **The (Lost) Art of Repair**

Qualifies for FAA Wings and AMT credit Mike Busch

5/11/16 7 p.m. CDT **Anatomy of a Near Midair Collision**

Qualifies for FAA Wings credit Prof. H. Paul Shuch

5/17/16 7 p.m. CDT **FAA's New Compliance Philosophy**

Qualifies for FAA Wings credit Alan Farkas, John Duncan

5/18/16 7 p.m. CDT **Garmin G3X Touch Essentials**

Qualifies for FAA Wings credit Brian Hupe

5/24/16 12 p.m. CDT **Powered Parachute & Weight-**

Shift Trike Insurance Bob Mackey

5/25/16 7 p.m. CDT **Using VFR Sectional Charts**

Qualifies for FAA Wings credit Brian Herget



YOUNG EAGLES—~~APRIL 16~~—NEEDS YOU!



Phil Vaneau

We need help for the April 16th Stinson Young Eagles Rally. Looking for: Pilots, Static Air-

craft, Ground School Instructors, Escorts, Ramp Operations/Safety, Admin help (Registration, Certificates, Photographer, Runners). The City of San Antonio is hosting a Young Eagles Rally & Educational Fair at Stinson Municipal (KSSF) on Saturday, 30 April. It will be similar to last years event with participants like USAF, Boeing, Women in aviation, local aviation education schools, CAP, SA Police Air Unit, Etc. We are planning on flying 125 Young Eagles and need your help. Youth Registration will take place



between 0900-1130 with flying from 0915-1300. We will have a Pilot/Volunteer briefing at 0830. If weather becomes a factor, we will push the event later in the day or move it to the next day.

Please sign up as soon as you can so that I can ensure that we have enough support for the event. ANY help/amount of time would

be appreciated. If you know of any other area Pilots or Ground Volunteers, let them know about this worthwhile event.

Please send your volunteer status to me at pvaneau@gmail.com or call at (210) 887-3135.

Thanks for your support in introducing San Antonio Youth to the wonderful world of aviation!!



EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment.



The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an AA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!



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CHAI Architects, LLC is a full-service architecture firm. Owner and EAA Chapter 35 member, Cathleen Hart designs hangars, homes, barns, restaurants, corporate offices, manufacturing facilities, retail shops, churches, and medical facilities.



CHAI
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Through Oct 2016

SAFETY NOTES & NOTAMS

ADVANCED PREFLIGHT AFTER MAINTENANCE



Ron O'Dea

Chapter 35 Safety Officer

We are continually reminded to "Fly the airplane all the way to the tie down!" You don't stop flying the airplane just because the wheels are on the ground! The following article from James Williams, Assoc Editor of "FAA Safety Briefing" spells this out very well.

Be safe out and "keep your brain in the game"!

James Williams

It Ain't Over 'Til it's Over ... When you think of the end of a flight, what comes to mind? If you're honest, it's probably that moment the wheels touch down (hopefully smoothly) on the runway and the airspeed bleeds off. It's easy to understand why there's a good bit of relief to be "on the ground" again, especially if the flight didn't exactly go as planned. You may even feel that all of the flying is done. But, the reality is that your flight doesn't really end until you are out of the airplane and safely back to the FBO (Fixed Base Operator) or your car.

There are safety concerns that start before takeoff and last until well after landing. Keeping it Down on the Ground Airplanes make really lousy cars. There are a few manufacturers working very hard to change that, but as a rule, airplanes just aren't that great when it comes to ground handling. In fact most of the things that make an airplane a good airplane make it more challenging as a ground vehicle. The small tires, narrow track, high center of gravity, and three wheel configurations (particularly with nose gear) make for one of the worst possible ground conveyances this side of a unicycle with a flat tire. And that's before you consider all of those large aircraft surfaces that actively work against you keeping the aircraft of the ground (i.e., wings and horizontal stabilizers). But never fear, here are a few suggestions to help you finish the flight without a mishap.

- ◆ Keep your speed down: While you want to be as expeditious as possible, it's also important to discourage unintended flight by keeping a healthy gap between your taxi speed and Vr, especially in windy conditions.
- ◆ Know your wind: Remember that the wind direction and speed don't cease to be important after touchdown. Just as you correct for a crosswind on takeoff and landing, correcting for wind during taxi is equally critical.

- ◆ Know where you're going: Nothing ruins your day like a runway incursion. Trust me — I've been there. Neither the offending or offended party wants anything to do with that.

In today's world of endless information, it's easy to bookmark or even print out an airport diagram for use in navigating your way around. And remember that when in doubt, hold short. A Dash to the Finish Line Finally you've pulled into the parking spot. You're done, right?

Not so fast. While the loss of control threat may have ended, you're not out of the woods just yet. The ramp is full of potential safety challenges, especially for any passenger unfamiliar with the GA environment. At night, and even sometimes during the day, things like tie downs, equipment lockers, tow bars, light poles, and of course, the propellers, can represent dangers from mild to deadly. This is why you should brief your passengers on what to expect and what they should and shouldn't do after parking.



Make sure you have the airplane secured and are prepared to shepherd your passengers before you "turn off

the seat belt sign. This is especially important in aircraft like Bonanzas or some Pipers where they may have to exit the aircraft before you. Even things that seem like second nature to you (like the step down off a low wing airplane) could present a hazard to an inexperienced passenger. A quick briefing could limit the risk and make your passengers feel more comfortable. As a GA ambassador, it's your job to safely escort your guests through a world that may be strange to them. There is a world of safety implications to consider when your aircraft is still ground bound.

It's easy to overlook given the anticipation of your upcoming flight or the relief of its being over. To help you maintain the right mindset, just remember the words of the late great Yogi Berra: "***It ain't over 'til it's over.***"

James Williams is FAA Safety Briefing's associate editor and photo editor. He is also a pilot and ground instructor.

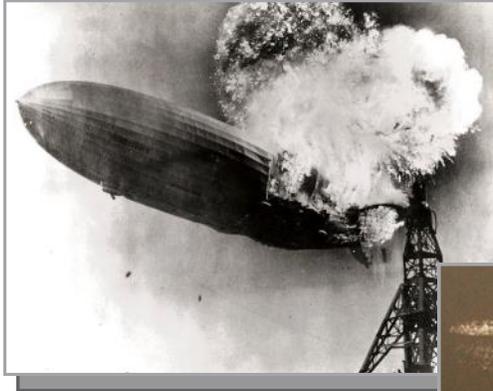
Your flight doesn't really end until you are out of the airplane and safely back to the FBO.



STATIC WICKS AND BLIMPS

Chuck Fisher

In an age of continuous news immersion, it is hard to comprehend that on a May day 79 years ago the people around the globe witnessed their first air disaster through the news media. Newly developed radio and film media brought tragic near-real-time news of the Hindenburg disaster May 6, 1937. On that fateful day the hydrogen filled airship burst into flames from the vicinity of the rear gas bags, just forward of the tail fins, while mooring. Of 97 aboard 35 died, unable to escape the burning wreckage.



By modern standards, it was not a massive loss of life, and a 66% survival rate from a flaming crash would be considered pretty good. Nonetheless, on a calm, humid day in 1937 it was among the world's great disasters. And, to this day it remains one of the world's great mysteries. Many felt the ship exploded from a flashbulb bomb and a culprit was even named though never tried. Some felt a rear engine was backfiring and triggered the blast, and officially the cause was attributed to a static electricity arc between the coated covering and the metal frame as the ballast water soaked the ropes and caused a ground. There could even be other options. I'll let you judge.

Static buildup in aircraft is, then, neither a new phenomenon, nor rare. Developed in WWII, many of our aircraft have static wicks sticking out of the wing and or tail somewhere. Some planes have several, some none. But why?

Somewhere in my training I was told they were for lightning. Other instructors have been more sanguine saying they are to discharge static. But I've always been curious as to why some aircraft have them and others don't, and how do they really work?

In a nutshell the skin of an airplane moving through the air creates friction. Similar to rubbing scraping your feet on a rug or rubbing some cloth together, the friction creates an electrical charge. That charge builds up across the broad surfaces, but concentrates on points where it develops enough energy to dis-

charge back into the atmosphere. In essence creating a spark (called a "corona discharge" if from a point, or a "brush discharge" from a flat surface).

On aircraft the pointiest thing on the plane tends to be the antennas. So aircraft that build up a lot of static electricity may generate a spark from those antennas. Our radios really hate that.

The static will build up more rapidly in moist conditions or in the presence of sand or ash, and will be greatest with higher speeds.



http://i.kinja-img.com/gawker-media/image/upload/s--Pk85y_g--/z8mnrwijo8tejg.jpg

Many military and commercial pilots have "enjoyed" watching Saint Elmo's Fire dance between the rivets of the windshield, down the wings, or up and down the boom of an aerial tanker. That beautiful

aurora-like phenomenon is static electricity and although it seems harmless it can actually not only be sufficiently powerful to screw up our radios, it can actually be an explosion hazard. Remember that lightning is just...static electricity too.

Spinning propellers are the fastest structures on many of our planes and on helicopters. Helicopters are well known for generating static electricity on their blades that appears at night as spinning St. Elmo's Fire. And, it is true that during a rescue the basket or rope must touch the ground first. An initial static discharge of a few thousand volts down the rescue line will definitely get the attention of the unlucky soul that grabs it.

Static wicks are specially formulated to gather and shed the accumulated static as harmless corona discharge. Thus, reducing explosion risk of brush discharges and reducing static on the radios. They really have nothing to do with lightning.

For static wicks to work, the entire aircraft must be connected to the wicks electrically. Doors or isolated structures not metallurgically bonded to the aircraft can build up their own charge and cause a shock or even massive discharges independently. As we use more composites and non-conductive fasteners, there is high potential for a door or hatch to not be "wired" to the wick.

So, this spring as we play with the puffy south Texas clouds, es-

(Continued on page 9)

BLIMPS AND WICKS (CONTINUED)

pecially in higher speed aircraft think about that nice moist air electrifying your wings. If you hear clicking and popping in your radio as you fly, especially that gets worse with speed, something may not be connected or your wicks may have corroded.

So what does this have to do with the Hindenburg? The author has a theory. Ground crewman Robert Shaw described a “blue ring” near the tail of the aircraft just before the explosion. Just before the explosion the engines were thrown into hard reverse. The massive four bladed propellers suddenly clawed at high speed in the moist air. At the same time the airship was venting

hydrogen from the tail section as she descended. Could that blue ring have been St. Elmos fire on the metal clad wooden propeller (wood – not grounded to the frame) running at high speed? Could the reversed propeller have drawn sufficient vented hydrogen into the St. Elmo’s fire to ignite it?

We’ll never know...but now you will remember to look at your static wicks every now and then!



I LEARNED FROM THAT—DENSITY ALTITUDE

Jack Wright

Since I planted a vineyard out in Fort Davis, TX at 5400 ft above sea level, I have become more aware of density altitude. The high altitude out there that makes for a cooler climate at this latitude ideal for growing grapes also makes flying there more dangerous. The nearest airports are Marfa, and Alpine, both near 5000 ft elevation. The runways are over 5000 ft long with good approaches, and there have been times when I would be loaded up with people, half tanks of fuel and no baggage (I would get my business partner to drive the bags back to San Antonio) I would push in the throttle on the Piper Comanche 180, get it up to rpm, start creeping down the runway aggressively leaning, rotate at 95 mph and just have the plane sink back down to the runway then slam on the brakes before reaching the end. Or, rotate, get airborne, but not climb very quickly, pull the gear up lever before I hang the gear on the 8 ft game fence.

Standard day pressure is 29.92 inches of Mercury. If the pressure altitude is low, the temperature high, the runway elevation is high, and the humidity is high, takeoff performance will be affected in a negative direction. The biggest effect in my opinion is the wind: no wind is bad and a tail wind is really really bad.

Here is an online source for calculating horsepower: [http://](http://www.mountaincanyonflying.com/DA%20Workbook.pdf)

www.mountaincanyonflying.com/DA%20Workbook.pdf At 5000 ft. multiply sea level horsepower by .85. So 180x .85 is 153 hp. Many times the ASOS reads out density altitude in the summer

above 7000 ft. due to elevated temperatures: 180 x .79 is 142 hp. Let me tell you it feels like a lot less than that.



http://3.bp.blogspot.com/_e3klm_DMuOK/TImX5fi2Twi/AAAAAAAAAd4/aSbeMew7gg/s1600/IMG_2409-3.JPG

A few years ago, I flew that plane up to Salida, Colorado. To get there, I had to fly through the Loveta Pass at 12500 ft, only 1000 above the ground with 14000 ft mountains on either side. The runway at Salida is about 8600 ft long and almost at the same elevation. The west end of the runway butts up against a mountain and there is always wind coming

down off that mountain, so you have to take off downwind. I was there for several days, so we had time to ship some of the bags back to San Antonio.

On my obligatory downwind takeoff, I got the airspeed up to 95, rotated then sank back on the runway, I ran off the end of the runway which was built up over the valley, popped on a notch of flaps, gear up then sank into the valley surrounded by fourteeners. There was very tall smoke stack from an old mine in the center of the valley. I did about four turns around smokestack and got some altitude to squeak back through the Loveta Pass. I flew to Amarillo, and checked into a hotel with a laundry to clean my shorts.



EAA 35 MARCH OPEN HOUSE

PHOTOS BY DAVID BAKER AND PEGGY FISHER



EAA 35 MARCH OPEN HOUSE MORE PHOTOS AT THE END OF THE DIGITAL VERSION (CLICK HERE)EAA 35



THE BUILDER'S CORNER

DOOR STEWARD

Mark Julicher

Author's note: This month's article is a bit short. I have been working under the open sky trying to recover from the April 1st wind storm that blew the roof off our hangar. In any event, I hope you like it...

Oh My! Where has this been? Hiding in plain sight is an excellent product that I did not know about before now. I just never encountered it until a customer asked me to install one in a Beech V-35.

It is called the "Door Steward" and it is a STC'd product from Mountain View Aviation. Door Steward is available for many different makes and model aircraft.

When I opened the Door Steward package I found a gas-spring cartridge, Cherry Max rivets, two brackets, and a set of well-written instructions. The Door Steward replaces the factory-installed door strut with the gas-spring cartridge. At first I was skeptical because the gas-spring cartridge is STRONG. It was difficult to compress the cartridge by hand and I figured it might be too strong to work well on the door, but I was wrong.

Following the instructions step by step, it took a bit over four hours to install. I could do it faster I suppose, but a screw-up would be hard to explain to the aircraft owner... better take it slow. For tools I needed a rivet puller, drill with #40 bit, a screwdriver and a flashlight. And oh yes, tools to remove the co-pilot seat for better access to the work area.

The result was nothing short of amazing. I opened the door latch and the Bonanza door majestically opened itself in slow motion. I gently pulled the door and it took very little effort to close the door. Wow. Bonanza owners are all too familiar with the ballet of opening the door and trying to keep it open with a balky strut that won't stay latched. On the other hand, many doors have been damaged by someone trying to close door without disengaging the latch. No More!

The street price is about \$200, for planes with one door. Check the web site of your favorite vendor for the cost for your make and model.

The average homebuilder should be able to install a Door Steward. Just remember it is a modification, so for certified aircraft it requires a 337 with an IA signature.



Photo One: Door Steward. Photo credit Aircraft Spruce and Specialty.

Julicher Aviation Hit By Microburst

Mark Julicher

This morning at 0800 (April 1st) Vic and I had hangar blowout party!

The band played Singing in the Rain, Hail Hail the Gang's All Here, Raindrops Keep Falling on my Head and the theme from Gone with the Wind. Tonight will be a hangar dance - theme - Moonlight Serenade.

No injuries. No planes damaged. Just a couple hours clean up and a new skylight



FAA explains student certificate changes

Adapted from <http://flighttraining.aopa.org/training/articles/2016/160304-FAA-explains-student-certificate-changes.html> by Dan Namowitz

The FAA has published [Advisory Circular AC 61-65F](#) that explains how the process of applying for and issuing student pilot certificates.

After April 1 Aviation Medical Examiners no longer issue Student Pilot certificates.

Most applicants will apply through their flight instructor, who must register to use the FAA's web-based Integrated Airman Certification and/or Rating Application (IACRA) or submit a paper Form 8710-1 to the FAA. The agency will send the certificate by mail within approximately three weeks of the application date, according to the advisory circular. Other options include applying directly through FAA inspectors at the local Flight Standards District Office, designated pilot examiners (DPEs), or airman certificate representatives from a Part 141 flight school.

The advisory circular provides guidance for flight instructors on how to register to use the IACRA and process an application, and gives guidance to CFIs on how to ensure that an applicant meets eligibility requirements.

The publication explains what steps a student pilot applicant must complete on his or her IACRA application before a flight instructor or other authorized person can process the form.

The new Appendix 2 provides expanded guidance for verifying a student applicant's identity, gives examples of acceptable forms of identification, and addresses recordkeeping requirements.

There is increased emphasis on ensuring that pilot applicants satisfy English Language proficiency—which must be assessed at the time of application and during each training and testing event.

The advisory circular also expands guidance on determining the expiration date of a flight instructor certificate renewal, and provides illustrative examples.

The AC also provides recommended sample endorsements for use by authorized individuals when endorsing pilots' logbooks.

AOPA has created a [podcast](#) summarizing the changes. 

Editors Note: This AC is required reading for all CFI, CFII and student pilots. The recommended endorsement section is excellent and useful. The changes for student pilot identification, vetting and periodic renewal are significant.



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APRIL MYSTERY PLANE REVEALED

Doug Apsey

I was hoping someone would guess our April mystery airplane and give me a little more information about it but unfortunately that did not happen so is a rather short article this month. The mystery airplane is the Phillips Model 1-B Aeroneer. A total of six were built by Phillips Aviation of South Pasadena, CA. around 1936.



The original Aeroneer was powered by a 125 hp. Menasco C-4 inline 4 cylinder engine. In an attempt to compete for a USAAC trainer contract, Phillips Aviation re-engined tail number NC16075 with a 145 hp. Ranger inline 6 cylinder engine in 1939 and renamed it the Crane X-PT. It was given the tail number, NX16075 at that point. Phillips was not successful in getting the contract and NX16075 was sold as an Aeroneer Model 1-C to MGM studios where it appeared in several movies including "The House Across the Bay (1940), Power Dive (1941) and Sky Raiders (1941).



If you are in the market for a very unique project airplane, NX16075 is currently for sale on Barnstormers. The link to the ad is below.

http://www.barnstormers.com/classified_1054731_Phillips



Scene from *The House Across the Bay*. Note the six exhaust stacks. This is the Ranger powered Model 1-C Aeroneer.

[+Aeroneer+%231_+6+MOVIE.html](#)

The information for this article came from 1000aircraftphotos.com

<http://1000aircraftphotos.com/Contributions/Larkins/10420.htm>



NAME THE PLANE

Our May mystery airplane is from the early jet age. Who will be the first to email me at dapsey@satx.rr.com with the following information?



1. What company designed and built it?
2. What was its designation and name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.
3. What was the intended role for the design?
4. What year did it first fly?
5. What did this aircraft do that no Navy/Marine aircraft before it had achieved?



Country Store

Brian Goode

The EAA Chapter 35 Fishing shirt inventory has been replenished, again.

We order several special sizes for members, so please stop by and pick up your shirts

The Country Store is now a dealer for the Wash Wax All aircraft care products. These fine products are manufactured locally by Aero Cosmetics on the San Antonio International Airport.

We have just placed our third order for some additional inventory which will be available at all of our meetings. We will be doing a show and tell of some of the products at a future meeting.

Our prices for EAA Chapter 35 members will be better than other outlets because of our low overhead.

[Click here](#) for the complete product line



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Chapter 35 Bumper Stickers		\$1.00
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	Quart -32 Oz	
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Scrubbing Pad with Handle	Reusable	

All prices include 6.75% sales tax

For merchandise please call Brian or June @ 727-709-1159 or ladybgoode@msn.com

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2016 EAA Chapter 35 Leadership



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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM

APRIL 	30	YOUNG EAGLES Stinson Airport (KSSF) <i>Volunteers Needed!</i>	9:00 am – 1 pm Stinson Airport (SSF) POC: Phil Vaneau vaneau@gmail.com, (210) 887-3135
MAY 	14	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm <i>Lunch Served at Noon</i>
JUNE	11	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	9	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 8:00-10:00 am 10:30 am
AUGUST	13	LUNCH MEETING Matt Van De Walle, C5/C5M Pilot	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	10	LUNCH MEETING Richard Elder, Fire Resistant Materials	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	8	LUNCH MEETING BOD Meeting	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm 10:30 am
NOVEMBER 	12	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 	10	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 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

Classified Ads

T-Hangar available for immediate lease. Contact Doc Hecker at 210-391-1072 or faexamdoc@yahoo.com. *(expires Jun 2016)*

Hangar for Rent: 40'w by 32'd, on east end near runway. Electrical and water included with overhead fluorescent lighting, concrete flooring and ramp in front of hangar. Available immediately. Call Dave Baker 210-410-9235 *(expires Jun 2016)*

"**HANGAR FOR SALE**, or rent with an option to buy. 40 ft. wide by 32 ft. deep, with electricity. In the new section of hangars. Available on or before May 1st. Call Brian Goode at 727-709-1159, email to: ladygoode@msn.com, visit us at the Country Store, or stop by Lot 53 on the Airpark." *(expires Jun 2016)*

"**SAN GERONIMO AIRPARK HANGAR FOR SALE:** Unit 7 of new building on west side of entry road. Contact Ulf Balldin (210 663-7391) or Tom Morgan (210 884-4597)." *(expires Jun 2016)*

Mustang II FOR SALE! Built 1970, 1,082.0 TT, 354 SMOH, Lycoming O-320 (160 hp), Fixed pitch Sensenich propeller, 03-16 Condition inspection, Updated cowling, canopy, E-mags, fuel injector and other mods, Dynon D10A EFIS with auto pilot, Garmin 296 GPS, Icom IC-A200, KT76A Transponder, \$38,000 obo or possible trades, ohlson38@gmail.com, 830-765-7481 *(expires Jul 2016)*



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>
Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>

Sept 17-18 Heart of Texas Airshow
Waco, TX
 Oct 21 - 23 Wings Over Houston Airshow
Houston, TX

Apr 29- May 1 4th Annual Lone Star Maule Roundup
Llano Municipal (KAQO)
<http://www.lonestarmaules.com/>
 May 20-21 6th Annual Armed Forces Celebration Fly-In
Brady Curtis Field (BBD)
<http://morganmilitaryaviationmuseum.com>
 May 21 Wings and Wheels
Zuehl Field (1TE4)
<http://www.zuehlfield.com>
 July 21-31 AirVenture
Oskosh, WI

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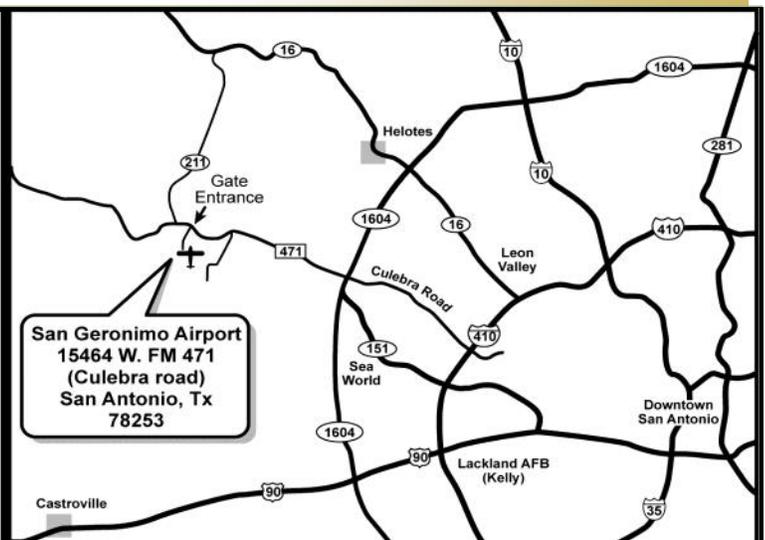
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

Chapter 35 meets
Each Second Saturday of the Month
14 May 2016
Yard/Chapter Building
Work Party
1000



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 who share a passion for flying. Come join us!

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

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Starter Kit
All you need to get started with Wash Wax ALL.



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