



WHERE TO STAY AT AIRVENTURE

February 2019

Volume 61 Issue 2

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Next Event

February 9,

2019

Lunch 1130-1230hrs

Program 1230-

1330hrs

Chapter 35

Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35. Publisher: Chuck Fisher Editor: Richard Poenisch eaa35news@gmail.com

By Chuck Fisher

It is already that time of year – that time of year to be putting together your plans to go to AirVenture 2019. At the last meeting I was asked to throw together a quick synopsis of lodging options for AirVenture. I’m certainly not a wealth of all-inclusive information, but here are some observations from the past couple few years being up there.

Everyone’s situation is a little different and your preferences and how you will be arriving will drive your preferred choices. Are you flying yourself, flying commercial or driving? Do you prefer to stay on the AirVenture grounds themselves or do you prefer a hotel room or house? Are you going with a group or solo? Do you have an obnoxious fungal disorder....? OK skip the last one.

Generally, the options for AirVenture are 1) Camping on the AirVenture grounds with your plane 2) Camp-

ing in one of the AirVenture campgrounds in a camper or tent 3) Camping near AirVenture 4) Obtaining a Hotel Room in town or nearby 5) Renting a house or apartment in town. Each option has advantages and disadvantages, and each option is a lot more fun if a group of folks teams up together.

On the Air Patch.

Last year over 50,000 folks camped on the AirVenture grounds. That is a bunch of campers! EAA has done a magnificent job of preparing facilities for showers, toilets, stores and eating facilities to accommodate all of those folks. So, although jam packed, the grounds don’t feel crowded or noisy.

The advantage of staying on the grounds is that you can enjoy the dawn and sunrise, and attend the bazillion night events without having to drive or rush. Sunrise is my favorite. The facility is dead absolute quiet. The sound of a few utility trucks in the dis-

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Lunch 1130-1230hrs

Program 1230-1330hrs

Richard Beardsley

Aviation Adventures in the Pacific



PRESIDENTS COCKPIT

STEVE JONES



Making a Difference. HQ EAA announced a new program to provide scholarships to deserving, aspiring pilots ages 15-19 and our own EAA Chapter 35 members are stepping forward to fill the new role as our Ray Foundation Aviation Scholarship Coordinator. Thank you!

Dennis Scheidt Memorial - Dennis' memorial was well attended by 140 family members and friends. His impact to the flying and engineering community was clear. Friends of Dennis, Mr. and Mrs. Fey donated \$50.00 on his behalf to our Young Eagles Program, ensuring Dennis' legacy lives on! Thank you.

Presentation – Andrea McGilvray's Week with Patty Wagstaff. Passion. If you had to sum up this presentation in one word, that would be it. From Andrea's drive to succeed to Patty's commitment to pass her knowledge and precision skills along, and even to her chief instructor Allen's desire to send each graduate home with a solid grounding in aerobatics, the word is passion. Does passion succeed? Andrea's aerobatic trophy from her first competition in Llano, the Hammerhead Fest, says "Yep!"

Budget 2019. The board met to establish our 2019 budget and set dues and meal prices for the chapter. I'm proud to say we're focused on fiscal stewardship of your money. The board approved a budget that puts Chapter 35 on a course to mold lives with a commitment to send a candidate to Air Academy, continue support for the SWHS RV-12 build with a contribution to support tool and supply acquisition, and to showcase our efforts to the greater San Antonio aviation community (and philanthropists) at the San Antonio Aviation Hall of Fame Dinner. Ten of the SWHS RV-12 builders will be in attendance! What does this mean for you? Through careful management of your money, and through YOUR contributions of time and treasure, your chapter leaders are going to make this happen with NO increase in dues or meal prices!

Ray Foundation Aviation Scholarship. Frank Covington is our Ray Foundation Aviation Scholarship Coordinator! Frank will identify potential candidates, present them to the board, and mentor scholarship recipients as they work toward their pilot certificate. Do you know a deserving candidate, ages 17-19 who could use help attaining their Glider, Sport Pilot or Private Pilot certificate? Let Frank know.

VMC Club. Rafael Cortes is forming a VMC Club within Chapter 35! He's planning one-hour VMC-related safety presentations and round-table discussions once a month, right here at the club house on the Third Friday of the month at 6PM. Come for the VMC Club, stay for the Movie. You can find Rafael's contact information in the Mem-

bership Directory. For more information on the EAA VMC Club, see: <https://www.eaa.org/ea/pilots/EAA-pilot-proficiency/vmc-club>

Country Store News. Brian and June Goode of the Country Store are looking for someone to mentor for Country Store duties. They'd like to do some travelling. Also, we can now accept credit cards! This applies to lunches and memberships as well. To cover the cost of accepting the card, we will ask a \$1.00 fee for meal and membership purchases.

January Luncheon. How do they keep doing this? Again the Facility team brought their 'A' game. The fare was simple and perfectly matched to the brisk January day. The beef stew won accolades from one end of the club house to the other. Freda Jones and Roxanne Beavers showed us what hearty beef stew COULD be. You probably noticed that wasn't your average stew meat, that was Angus Beef, Eye of Round, USDA Choice, and there was so much of it! The vegetables had just the right body – not undercooked and not mushy either. Our members answered the call for desserts, too and wow, were they good. Freda will have more detail in this month's menu. Our meals are a focal point for chapter gatherings and for good reason: nothing beats good company, good conversation and good food. It's a winning combination. Thanks to everyone who participated.

February Meal. Another potentially chilly day deserves piping hot comfort food. How about spaghetti? The team will cook the spaghetti 'al dente', with just enough body to let you think you're in the Tuscany region of Italy. B. J. O'Dea will bring her signature secret spaghetti sauce.

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



CHAPTER BULLETIN BOARD

Spaghetti with Homade Sauce



Main Course: Spaghetti with Homemade Sauce. B.J. O'Dea is bringing her scrumptious (and unfortunately secret) spaghetti sauce. We'll make sure there's plenty of pasta al dente to go with it. Please give Freda Jones a call if you're planning to bring something: (210) 570-9435.

Side Dishes: Garlic bread, vegetables, and garden salad served with a selection of delicious dressings

Desserts: requesting pies, cakes, cookies, brownies or anything you like.

To drink: water, soda, iced tea, lemonade and coffee.

Thank you so much to our volunteer members who helped create a great meal in January!

Preparers

- Roxanne Beavers – Stew ingredients
- Freda Jones – Stew ingredients
- Steve Jones – Eye of round

Contributors

- Chuck and Peggy Fisher – Bundt cake and brownies
- Roxanne and Danny Beavers – Red velvet cake and cookies
- Jeanette Hunt – Biscuits and corn bread
- Dee Brame – Apple pie
- Georgia McCarley – Blonde brownies
- B.J. O'Dea – Chocolate cake
- Susan Smith – Chocolate coconut cake

Servers

- Roxanne Beavers
- Peggy Fisher

These are the people who got together to deliver an outstanding beef stew meal for our chapter. Thank you everyone!



Master the Art of Aviation

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

Chapter Gatherings

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

Location

San Geronimo Airpark 15464 Culebra Rd
San Antonio, TX 78253

EAA Chapter 35

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



WHERE TO STAY AT AIRVENTURE

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tance is about the only noise to be heard. Pilots silently pre-flight their planes and prepare for the morning flight. Even that is odd, because they are indeed, quiet, almost reverential. Then at 0600 the airfield awakens. A half dozen or so P-51's and a few dozen aircraft from around the field will simultaneously crackle to life, and within moments the grand machine starts to come alive. Within a couple hours there will be miles of activity and the drone of big and little engines such as nowhere else I've ever been. It's magic.



The evenings are also spectacular. There are two Airshows conducted in the darkness of night using pyrotechnics and that culminate in a wonderful fireworks show. But less glitzy but equally cool, every night for the AirVenture "residents" there are also movies shown on the big screens in the campgrounds, presentations by famous or just really interesting people at the Theatre in the Woods, and there are all sorts of balloon glows, lighted drone and ultralight flying events, and conferences and awards events every night. Folks off the Airport typically miss those events.

Flying In? Tent Camping with your airplane is the most common and classic solution for folks flying into Oshkosh. The area around your plane is your private empire where you can set up your tent, and if you wish your dining fly and Texas flag. No open campfires are allowed as they mix badly with avgas, but you can BBQ or cook over your gas stove as desired. Many folks haul their camping stuff up with them and others acquire them locally. I am told that each year several thousand folks take their camping stuff over to Goodwill at the end of AirVenture, then at the beginning go buy stuff back. Walmart is well stocked and EAA runs busses into town to shop. Groups of "regulars" rent a storage building and dump everything in there until next summer. And, if a chapter or type club or even group of just annual friends wants, they can usually carve out a group camping/parking area.

The major camping areas for tent camping with the planes are the "North 40" which is alongside runway 09-27 and is the most popular, the "South 40" which is...well....south, along the approach end of 36. There is camping in the Vintage, rotorcraft, ultralight and seaplane areas between the display/center stage area and the "South 40".

Each area has either permanent or trailer type shower and restroom facilities and stores and the trolleys or buses run regularly to them. There is a nominal fee to camp these days, but no pre-registration is required. The "north 40" general camping fills up pretty quickly, but there is pretty well always someplace to park and camp barring a monsoon...in which case you aren't going to be flying in anyway.

No Airplane to camp under? There is a huge campground on AirVenture called Camp Scholler. It has everything from RV hook-up sites to bare tent sites. It's centrally located right alongside the show center area, vintage area, theater in the woods and has its own movie theater. Folks driving up can bring their RV's or trailers and those flying in who want to camp with a group might find Camp Scholler a nice place to camp. If you don't own a camper trailer or RV but don't want to tent camp, consider renting one. For you military folks Lackland Outdoor Recreation has superb trailers for rent at a fraction of the price you'd pay to rent one up at AirVenture. But, if you don't want to drive up with your trailer, but don't want to tent camp, there are several private individuals and companies that offer trailer and RV rental services, but you'll still need to reserve your camping spot. Google is a good place to start looking, or drop me a line and I'll give you a name. Reservations for Camp Scholler are not really required, but there are limited spots with RV hook-ups, so if you want electricity and water you may wish to make reservations well ahead of time. See <https://www.eaa.org/airventure/plan-your-aaa-airventure-trip/aaa-camping-and-lodging/camp-scholler> for more details.

Steve Jones notes "No water or electricity at the tent. THIS IS MUCH BETTER THAN IT SOUNDS. First, it's tremendously inexpensive. Next, you're no longer hurried to make the bus. You get



to experience evening concerts, outdoor movies and presentations that you might have missed during the day. The camaraderie in the evening among fellow chapter members and even total

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strangers is other-worldly. The pace is somewhat relaxed. A mid-day jaunt to your campsite allows you to take in lunch, or even a quick nap. And, at \$3.00 a bag for ice, the beer is still cold." And, Darren summarized his experience doing this "Most fun, saw all the night activities and did not have to drive and was cheapest. Tips: arrive before Sunday, Friday is good. Otherwise can be difficult to find a spot. Have a good tent for rain and prepare for mud with water proof shoes, extra shoes, towels to set wet shoes on etc.."



And Brian Goode summed up his experience saying "This was my 17th visit to the AirVenture. I have stayed in people's houses, cheap hotels, dorms, other towns and commuted. The best accommodation was our own motor home this past year. Close to all the activities after the displays close in the evening."

The Warbirds Area. I have to mention this because I have written about our own experiences staying here. There is a campground across from the Warbirds area. It is specifically carved out for members of Warbirds of America who fly their warbirds to Oshkosh and the volunteers that run that area of the show (separate from big EAA) to have a place to stay. It isn't one of the regular AirVenture campgrounds and it fills up very quickly (like the first hour of member registration). Although there are no hard and fast rules, about the only way to get into the Warbirds area is to bunk with a Warbirds member/owner – or best of all – become a warbirds owner and fly up!

Lodging Off-Airport

AirVenture is huge. Oshkosh is not. Therefore, there are far fewer hotel rooms in that part of Wisconsin than there are the half million or so folks that will attend AirVenture. So, providing lodging has become a bit of a cottage industry for the local residents and you will be able to find a bed, though not necessarily cheaply. Thus, teamwork and creativity are essential to make it an affordable and fun experience.

Hotels – Hotels are available, but not a lot of them, and they charge a hefty premium for that week. Expect hotel rooms to run \$250-\$500/night. Gads! Obviously you'll want to share with someone unless you are more financially endowed than the author.

Houses – The first time I went to AirVenture many years ago four of us rented a house. A HOUSE. I'd never even thought of that. Oshkosh clears out AirVenture week and folks rent out either parts of their houses or entire houses for attendees. Pilots and airplane folks seem to be acceptable risks and don't generally trash the places. Go online to places like AirBnB or just do a google search and you'll find lots of houses for rent. Most will accommodate 6-8 folks and splitting the expense between that many makes them a pretty affordable option. Someone will need a car, of course, but if you are staying off airport, chances are someone in the party drove.

Dorms – the University of Wisconsin at Oshkosh and its conference center rent out dorm rooms and lodging at a more affordable rate than the hotels. The rooms are comfortable and not too far from the AirVenture site. See <https://uwosh.edu/gcc/home/ea-airventure-lodging/reservations-and-rates/>. Both Steve Jones and Darren Medlin have stayed in the Dorms and describe them. Steve says they are "Convenient and affordable, the dorms hark back to a time when we were young and exuberant and didn't mind that dinner was going to be Ramen noodles, or yesterday's cold pizza, as long as there was beer. Local eateries are within convenient walking distance and the Oshkosh metropolitan bus line does a great job of moving everyone between the dorms, Wittmann Airport, and any other stop on their network. Downside? The buses stop running at 8PM so you can't take part in any of the evening events at AirVenture. Visiting friends in the North 40, South 40, Vintage or Warbird camping sections becomes harried by the thought of a LONG walk to town if you miss the bus." Darren also noted "For both dorm rooms go ahead and get on waiting list as many people cancel when the full payment is due. You can have a non-air conditioned room reservation and still be on the waiting list for an air conditioned room."

Darren offered this as well. "Father Carr's Place To Be Catholic Retreat, 1062 N Koeller St, Oshkosh, WI 54902, <https://fathercarrs.org/>

For the last two years this Catholic Retreat, north on the highway from the airport, rented out hotel room style apartments. They may still be doing it. The price was the same as the un-airconditioned



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dorm rooms at the University of Oshkosh but they had air conditioning and a private bathroom which the university did not. When I was there they also had a continental breakfast room. A super deal and very comfortable. The only downside was you had to drive or get a ride to Airventure as they were not on the bus route. I tried riding in on kick scooter (like a skate board with a handle) but the north entrance to the airfield has no bike lanes and it was dangerous with all the auto traffic.” Scooter – really?

For lots of available houses, dorms, rooms and others check out www.alltherooms.com, www.airbnb.com or www.vrbo.com.

Glamping – finally last year the local YMCA opened their facility for indoor camping. Folks could bring their tents and sleeping stuff, but sleep inside the comfort of an air conditioned indoor sports facility with access to excellent amenities and I think even transportation. I haven’t seen it advertised yet, but the listed POC prior years as been Call Lisa Nething at (920) 230-8439 ext. 123 or lisanething@oshkoshymca.org.

So there you have it. There are lots of options for staying at Oshkosh. Rentals and reserved spots need to be secured really soon, some book up years in advance. Camping generally will be available later. I have a bias in that I prefer to stay on the airfield even if in a tent and it is a lot more fun to do so with a group of friends.

Be sure to check out <https://www.eaa.org/airventure/plan-your-aaa-airventure-trip/aaa-camping-and-lodging> for lots all the details and more.

Chapter 35 has had increasingly good turnout over the past few years and I think last year we had in the vicinity of 30 folks up there. My recommendation is that everyone who is going or thinks they are going and wants to stay on the grounds, contact our Vice President (aaa35vp@gmail.com). One option is to secure a tent camping site (no hook-ups) for the chapter (up to six tents). Or...fly up as a group. Wouldn’t that be a hoot. Regardless, let Darren know your plans and we’ll see you up there!



CHAPTER ANNOUNCEMENTS

VMC Club

Rafael Cortez invites everyone, not just club members, to the inaugural meeting of the EAA Chapter 35 VMC Club. It is a one-hour, scenario-based VMC-related safety presentation and roundtable discussion with a CFI to help moderate. The meetings will be held at San Geronimo airpark, in the EAA Chapter 35 clubhouse on the third Friday of the month at 1800hrs. For more information, please contact Rafael Cortez, 787-644-7828, or aaa35vmclub@gmail.com.

San Antonio Aviation and Aerospace Hall of Fame Awards Dinner

The San Antonio Aviation and Aerospace Hall of Fame Awards Dinner will be held on 4 April 19. The sponsor is looking for an RV-12 in any stage of completion for a display. EAA Chapter 35 will be supplying a kit-built Christen Eagle, courtesy of Phil and Susan Vaneau. If you would like to attend, register at:

<https://www.deehoward.org/saaahof-2019-dinner>

EAA Chapter 35 will have a table, so if you would like to sit with the chapter, make a notation “EAA Chapter 35” on the registration form. All information about place, time, etc. can be found on the website. For more information, contact Darren Medlin @ 210-875-9971 (cell/text) or at aaa35vp@gmail.com

Ray Foundation Scholarship Coordinator

Our chapter has chosen to participate in the Ray Foundation Scholarship program and Frank Covington has graciously volunteered to coordinate this program for the chapter. The Ray Foundation, founded by James C. and Joan L. Ray, set up the scholarship fund to “encourage human potential through programs that develop self-discipline, self-confidence, and self-reliance through aviation and aerospace.” Frank will identify submitted candidates, present them to the board, and mentor the recipients as they work towards their certificates. Frank’s contact information will be forthcoming next month, but he can be reached through any board member. If you know of any deserving student between 17 and 19, please let Frank know. The EAA, with the sponsorship of the Ray Foundation Scholarship Fund, will give up to \$10,000 to the recipient to help defray costs of obtaining their certificate.



ADVENTURES FROM ANDREA

ANDREA MCGILVRAY

I have committed myself to getting my commercial pilot endorsement and there are things I appear to do that are consistent with my life. Patience is not much of a virtue of mine. So I dove head first into doing the flying (the fun part). My Complex/High performance is being done with Bario Aviation in Piper Arrow PA28-R that has 201 horse's. It is a VERY easy airplane to fly and maneuver so before they turn me loose, I will have 10 hrs in it and 2 hrs in a 172 RG. I expect weather permitting this week will be the completion of this part. My other time I am spending in a 172 either in Fredericksburg or Kerrville with a amazing instructor. He is a engineer and was part of both the Lunar landing and Space shuttle engineering (flying/landing part) It is so amazing to meet such interesting people in this field.

I can say one thing about these nosewheel airplanes.. They are sweet and easy to land compared to the tailwheel squirrels, Almost every landing I am still in anticipation but nothing ever happens in the nose wheel airplanes.. They just go straight.. No dancing, or wing/wagging or un-intentional drunken pilot maneuvers. So for all you tailwheel pilots, I so much appreciate the differences in these airplanes.



Jerry and I will be flying out to Copperstate Flyin (Buckeye - sw of Phenoix) February 8-10 weather permitting.. Since I am not IFR rated (and it may never happen) this trip does depend on weather. This flyin is 5th largest as per their info in the country, so I expect this to be a fun adventure. I need 50 hrs of xcountry so this will help with at least 12 of those hrs.. My Hatz is a little slow and far from comfortable to fly such a distance so I am

renting a 172. I could use a Piper Arrow out of Kelly - (Bario Aviation), but I know a 172 much better and when the \$/hrs come out, it works out better.



BUT.. since I need lots of xcountry, my adventures of doing xcountry in the Hatz has begun. I did 4 hrs this past week and end of January 27th, I will fly down to Edna for our first IAC (international Aerobatic Club) Practice session. There will be people on the ground to help to get the things looking better. This cold weather has kept me from flying like I did last fall, but spring is around the corner

The adventures of flying are far from standing still for me and this season will prove to be interesting. Jerry my boyfriend is working on a EAA Bi-Plane and he may let me do the Akro in it! It actually has better visibility than my Hatz so this will prove to be interesting how it handles on the ground, Since Jerry is not into turning a airplane upside down, I will be the test pilot for him. The EAA Bi-plane wing is much more symmetrical and should perform better. AND this is not the end by far. I still absolutely want a Pitts. So the variables do depend on if it turns to be a twin (2 seat - S2B) or a SiS. Either way before I go and get in and fly it, my flying adventure will take me to Arizona do Pitts training with Bud Davidson. So lots is in store!

The update of the flying will be in next months newsletter.





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JANUARY MEETING– SEE MORE AT <https://www.facebook.com/ea35/>

RICHARD POENISCH

The January meeting went off with only minor hitches. The board meeting ran a little long, but much was accomplished and there was much the club needed to know about.

Our directors have managed our money very well, and we have a large and active membership that allows us to keep our dues and fees the same as last year. This stewardship has also allowed us to support the RV-12 build at SWHS, send a candidate to Air Academy, support the San Antonio Hall of Fame Dinner, select a Ray Foundation Scholarship Coordinator, and start up a VMC club.

The lunch was excellent, as always, thanks to our wonderful facilities group. The beef stew was exceptional, and the pork loin was a perfect counter to the main course. After the fellowship of the meal, Andrea McGilvray gave a very exciting talk on her time spent with Patty Wagstaff. Andrea was selected for a series of aerobatic lessons with Patty at her home airport. It was, according to her, one of those things she never thought about after she entered the selection process, so had other things planned out

when she found out that she had been selected. From then on out, it was pure Andrea—Whiskey Foxtrot Oscar for the entire time—and she LOVED it! That was VERY evident by her enthusiasm almost a month after the event. She decided that would be her next task to tackle after she gets her commercial license. At least, that is according to Andrea.

We, as a club, have benefited from the leadership of our board and volunteers, but we cannot rest on our laurels. With almost 160 members, we need more volunteers for some of our more mundane activities, such as new management of the Country Store, more articles from our members for the newsletter, extra mentoring on our club equipment and tools, just to name a few. Please step up and help out. Our club got to be strong through participation and we would like EVERYONE in the chapter to participate in any way that they can. If we all participate, the enthusiasm is reinforced and we all win. Just look at Andrea to see how well it works.





THE BUILDER'S CORNER

Mark Julicher

The Terrible Horrible Brake Problem

So our customer came to us and said that the left brake was sort of gimpy and needs to be pumped up for it to work, but lately it does not pump up at all, but that's OK because the right brake is sufficient – mostly – if there is enough runway – and a little headwind to help. However, the right brake drags sometimes, just not always, until today when full power was needed to taxi back to the hangar.

Where do you start with this?

We decided to look at the right brake caliper first. It was indeed frozen. We could not wiggle the caliper whatsoever. Step one it obvious enough, remove the caliper.



With the caliper removed we applied

pressure to pop the pistons out of their cylinders. (Of course with a rag over the assembly to avoid a shower in red fluid.) Upon inspection, and not very close inspection either, we determined that the pistons were gritty. How sand got in here we don't know, but a bit of clean up and some new O rings and the caliper was ready to install. One problem fixed.

With the caliper installed and fresh fluid in the reservoir it was time to bleed the right brake. We like to put a clear plastic tube from the bleeder nipple on the caliper stretched up into the reservoir and then pump the brake. This process moves fluid around in a circuit and when bubbles no longer appear in the clear line, the brake is good to go; only not this time. When the brake was depressed the fluid moved down toward the caliper, as it should. When the brake was released the fluid reversed course back toward the master cylinder, as it *shouldn't*. Something was wrong inside the master cylinder. Inside the master cylinder the dyna-seal is supposed to act as a one-way check valve; and while it allows pressure to release from the brake line, it does not allow a large reverse flow of fluid. Perhaps the dyna-seal was damaged.

Before contorting and squeezing down face to face with the brake pedals we decided to troubleshoot the left brake. We knew that the left brake had air in it – source as yet unknown, so we set up the same clear plastic line on the left brake and began to bleed the left

brake. Depress the pedal, expect fluid and air bubbles to travel down to the caliper and back from the caliper up through the clear line to the reservoir. But no! Instead we experienced a geyser from the reservoir. About an 18-inch column of fluid shot into the air, (this reservoir being on the firewall,) and made a bit of a mess and some astonished mechanics. Being very clever, we determined that both brake master cylinders were not functioning correctly.

There is nothing for it now but to get down to removing two master cylinders. Those who have done so understand that hydraulic fluid makes wrenches slippery, removing cotter pins by braille causes puncture wounds, and there is almost no way to get primary *and* a backup wrenches into the space required. However in most cases, proper epithets will solve the problem and sure enough, in about an hour and a half we emerged with two master cylinders.

But wait! A close inspection of the clear tubing used in the previous effort showed tiny black specs floating in the hydraulic fluid. Not good! We had seen this problem before – the brake lines were disintegrating. So back into the slippery darkness with wrenches in hand, and in another hour the offending rubber brake lines are out. Epithets are not real good on brake lines; however, insulting the lineage and taxonomy of design engineers is invaluable in facilitating the effort.

Upon close inspection, the data tags on the brake lines showed them to be 43 years old which is over four times the expected service life of nitrile rubber. If and when the little rubber crumbs find their way into the master cylinders, the cylinders will malfunction, so if you do happen to have the misfortune of manipulating ancient brake lines you should expect them to exfoliate internally and cause much trouble.

We fabricated and installed new brake lines. Two problems fixed.

Next we disassembled the two master cylinders. Usually we find that the O-rings are deteriorated. The dyna-seal has a nifty little O-ring molded into a metal washer and it is not too difficult to replace, and with a simple replacement everything starts working again. Unfortunately, O-rings were not the problem. Inside both master cylinders we found a fragile and very necessary spring washer was damaged. One was cracked; the other was in two pieces. It was time to locate parts. It is always a challenge finding parts for aging aircraft.

Although O-ring kits are readily available, the tiny spring washers are not. Our choices were to find used master cylinders or purchase new replacements. This choice we left to the aircraft owner:



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JANUARY MYSTERY PLANE REVEALED

DOUG APSEY

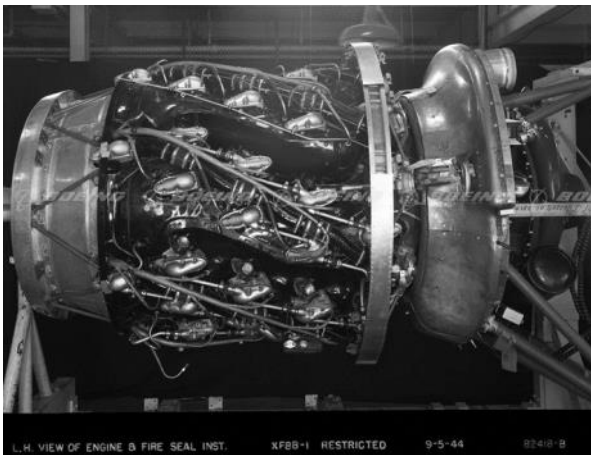
Congratulations to David Baker, Charlie Brame and Ira Wagner for correctly identifying the January Mystery Airplane as the Boeing XF8B-1, designated the Model 400 by Boeing. Prototype number one first flew on 27 November, 1944. The Navy contracted for three prototypes to be built but only one was completed before the end of the WWII and the subsequent cancellation of the program. At the time, it was the largest and heaviest single seat, single engine fighter produced in the US.



Jack McKillop Collection 1000aircraftphotos.com

Notice the poor flight test engineer in the back!!

The XF8B was developed for the Navy as a long-range shipboard fighter intended to reach Japan from carriers based outside the range of Japanese land-based aircraft. Boeing envisioned it as a "five-in-one" fighter – a long range escort fighter, an interceptor, a dive bomber, a torpedo bomber, and a level bomber. The XF8B was powered by a 28 cylinder, 3000 hp Pratt and Whitney XR4360-10 radial engine driving two 13.5 foot diameter contra-rotating three bladed propellers.



Pratt and Whitney R4360 engine (Thanks to David Baker for this photo)

Top speed was 450 mph with a normal cruise speed of 190 mph. The large fuel tanks located in the fuselage along with optional belly tanks gave it a

range of 2800 miles. Wing-

span was 54 feet and, as with most Navy aircraft, the outer portion of

the wing could be folded vertically. The proposed armament included six 12.7 mm machine guns or six 20 mm wing-mounted cannons, and a 6,400 lb (2,900 kg) bomb



load or two 2,000 lb torpedoes. The bombs were carried in an internal bomb bay.

Boeing completed the other two aircraft after the war ended and these were evaluated by both the Navy and the USAAF. Although the Navy offered Boeing a small contract for more to be built, the company chose to concentrate its efforts on large bomber and transport aircraft and decided to cancel the project. The final prototype was scrapped in 1950 so no examples of the airplane remain today.

Source for this article was: https://en.wikipedia.org/wiki/Boeing_XF8B



NAME THE PLANE

DOUG APSEY

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

1. What company designed and built it?
2. What was its designation/name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. How many were been built?
5. What famous pilot did a test flight in one and liked its handling characteristics, but not its unimpressive speed?





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In addition to what we have in inventory, we are taking new orders for another batch of shirts, so stop on by and fill out one of our order blanks, swipe your credit card, and your shirt will be custom built to your specifications. There are many different colors available, so if you're an Aggie fan, we can get your colors. If you are a spurs fan, we can get there also. The most exciting shirt colors are the Texas State flag on the back of a white shirt. To order, email your request to ch35store@gmail.com



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

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




Wash Wax All Price Sheet for Chapter 35 Members			
PRODUCT	Size	Prices with Tax	
		List	CH 35
Wash Wax All	16 oz	10.77	\$ 8.00
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Glass All	16 oz	10.77	8.00
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SafeSolv	8 oz	10.77	8.00
Leather Soap	16 oz	10.77	8.00
Leather Care	16 oz	10.77	8.00
Rubber Care	16 oz	10.77	8.00
Polish All	8 oz	14.02	10.00
Aero Scrubber Pad & Handle		10.77	8.00
Aero Scrubber Pads	5 pads	32.42	24.00
Aero Towel	4 pack	10.77	8.00
Wash wax Mop - (NO POLE)		64.90	49.00

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Decals		\$0.50
Bumper Stickers		\$1.00
Remove Before Flight Key Tags		\$5.00
Wheel Chocks - Aluminum	Two Pairs	\$40.00





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

FEBRUARY	9	LUNCH MEETING Program: Richard Beardsley Aviation Adventures in The Pacific	EAA Chapter 35 Clubhouse Lunch 11:30 pm Meeting/Program 12:30 pm
MARCH	9	LUNCH MEETING Gyrocopter Focus with "Ike" Kelly	EAA Chapter 35 Clubhouse Lunch 11:30 pm Meeting/Program 12:30 pm
APRIL 	13	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
MAY	11	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	8	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	13	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00-12:00 am 12:30 am
AUGUST	10	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	14	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER 	12	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
NOVEMBER 	9	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER 	14	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

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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!!
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THE BUILDER'S CORNER (CONTINUED)

A.)look in salvage yards or e-bay and get used master cylinders, potentially with the same issues as the ones you have, or

B.)purchase the current replacement article which is an improved, more robust, part.

The owner's choice was B, so at the price of about one Aeronautical Monetary Unit, (1 AMU = \$1,000), we obtained replacement master cylinders. Problems three and four fixed.

Back into the small, slippery, dark, rudder pedal world we go. New puncture wounds installing cotter pins by braille. Cussing and discussing why the engineer used castle nuts in here anyway. Body parts that were strained during the removal process are now complaining during the installation. Its aging mechanic against aging aircraft in a steel aluminum cage death match.... Finally done and ready to bleed brakes again.

After setting up the clear plastic line on the right brake and adding

fluid to the reservoir, it was a matter of just a few minutes and the right brake was repaired. Glorious! We set the clear plastic up on the left brake and go at it again. This time, no matter how hard we tried, the air bubbles kept appearing! We had repaired or replaced everything in that brake system...except the left caliper. The left caliper showed no leakage and seemed fine until we removed it.

Sure enough, there was a small leak that was not yet dripping fluid on the hangar floor, but still allowing air to enter the system. We cleaned the caliper, installed new O-rings, and once again bled the left brake. (Have we used 3 or 5 quarts of hydraulic fluid? Can't remember.) The left brake finally held pressure. Problem five repaired.

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Web: assenddragonaviation.com

<wwoldt@hotmail.com> for further information.

FOR SALE: 1961 Piper Colt, N5050Z, restored by John Kuhfahl. Excellent condition, great time builder. Hangared at Spirit Field, SC (3SC2) \$12,500. Contact Bernard Groceman (314) 258-1917

FOR SALE: "as delivered from factory" and untouched **Velocity SE kit** for sale to be sold for pennies on the dollar. It was bought complete, even with the seats factory upholstered! It is a fixed gear model with many, many accessories.

Interested parties should contact Robin Ream, Shertz, TX

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Ron O'Dea 210-488-5088 r2av8r@gmail.com	

Technical Counselors

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*Chapter 35 meets
Each Second Saturday of the Month*

February 9th

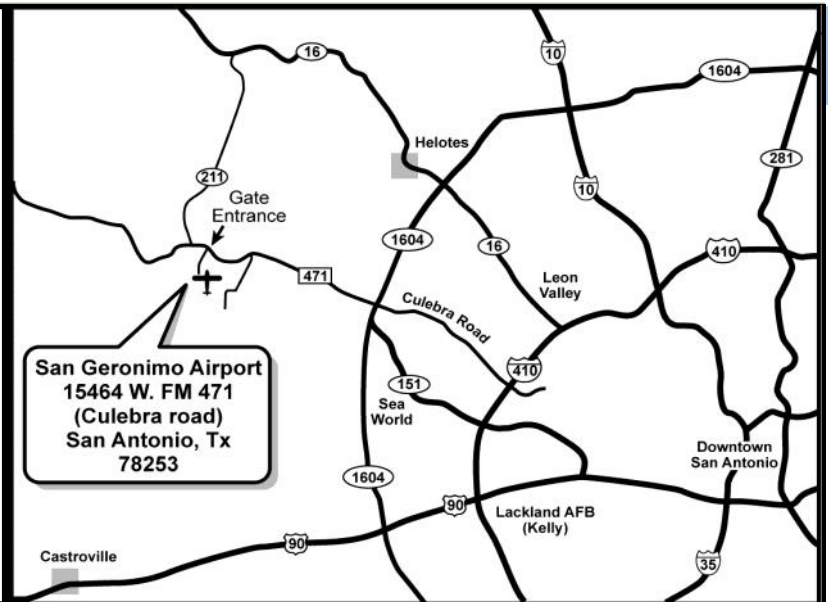
Lunch 1130hrs

Meeting/Program 1230-1330hrs

Aviation Adventures in the Pacific

Richard Beardsley

Chapter 35 Clubhouse



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 60 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](#)

Ron O'Dea, Membership Chairman
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