



SAN GERONIMO IN THE GREAT WAR

May 2017
Volume 59 Issue 5

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Next Event

May 13
Clubhouse Clean-up and Work Day

1000-1200
Chapter Clubhouse

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Lew Mason

As you know, Snoopy has been hunting the Red Baron all over the Western Front. He spotted the Baron far above the trenches. After a heroic battle, the Baron riddles snoopy's doghouse. Our hero went down in flames on the wrong side of the trenches.

Using all his training to escape, evade and camouflage (snoopy posed as a dog) he made it through no-man's-land to the lines at San Geronimo Airpark. He had a heroes welcome with vas quantities of root beer, cookies and other libations. During the rousing telling of war stories, Snoopy found out about San Geronimo's secret weapon.

The BG Skunkworks (BG for Brian Goode) had turned out a state of the art fighter aircraft. Using only the finest modern materials (broken lawn chairs, an old Coca Cola sign, and parts acquired from the Aviation aisles of Walmart and Lowes), he was able to construct San Geronimo's whatchamacallit #1. It was armed with a massive 3mm nose cannon a large supply of BB's.



http://forthe loveofthedogblog.com/wp-content/uploads/2011/05/snoopy_curseyou.jpg

Snoopy commandeered the whatchamacallit and took over the San Geronimo sky. He spotted the Baron over the airport and attacked! The battle

will go down in history, or at least be the topic of another war story to be recounted on Friday nights at Joes Bar and Hangar.

The Red Baron met his fate just off the runway at San Geronimo, and some days (especially fly-ins) perceptive pilots just might see the Baron's plane emerge from

the shrouded mist (if we had that...but then we wouldn't have a fly-in...aw shucks).

Snoopy, loyal to his San Geronimo mates, pledged to keep the skies over San Geronimo clear of enemy aircraft.

If you look up, you may see him too, ever vigilant, patrolling overhead. As a courtesy...he'll show you the wind direction too!

Y'all be safe out there, you hear.

Editor's Note: I'm starting to worry about Lew! Read on for the rest of the story.

(Continued on page 4)

Next Event!

SPRING CLEANING! Yard/Chapter Building Work Party

Please come ready to do painting and building maintenance!

**Remember: Hondo Pancake Breakfast 29 April
Young Eagles 20 May at KSSF**



PRESIDENTS COCKPIT

**Steve Jones**

Our first pancake breakfast of 2017 was lightly attended, but a success all the same. Thirty-eight members and guests came out to enjoy fluffy flapjacks. We validated our logistics and processes for the upcoming Pancake Breakfast celebrating Hondo Airport's 75th anniversary. Your board and the Chapter public affairs representative are reviewing what we did to get the word out, and what would make this a more compelling destination for our fly-in guests in the future. We did enjoy the company of visitors Fred and Peggy, piloting a Piper Archer, and hailing from my home town of Elgin, Illinois. That's a long way to fly for pancakes! (I checked to be sure they didn't mean Elgin, Texas. They really hail from Illinois) Lew Mason pointed out that as good as these pancakes were, you can pancakes at IHOP. People come to fly-in breakfasts to see planes and talk shop. This month, a new challenge for you: Whether you fly in, or taxi in, bring your plane to the next Pancake Breakfast. We might have to do this a couple of times to get the point across – come to the Chapter 35 Pancake Breakfast Fly-in, see the airplanes!

Do you remember being a youngster, looking to the sky as a plane passed overhead and thinking, "I want to do that!"? You may have sought out a mentor at a nearby airport. Back then, you could. Well, you've arrived, and as a member of EAA Chapter 35, you're paying it forward -- doing for our new generation what your mentor did for you. It's a great feeling, isn't it?

We received a call from the forward-leaning parents of the Jaramillo family. Mrs. Jaramillo told me about her son, Anthony and his undying interest in all things aviation. They contacted Chapter 35 to see how we might help them foster Anthony's interest. Mom and son attended the pancake breakfast. There, Jake White introduced Anthony to a Pitts Special, outfitted him in flying jacket, leather helmet, goggles and scarf and sat him in the cockpit, while he explained aircraft systems and controls. The grin was infectious. Later, as the Jaramillos enjoyed breakfast, Matt Van de Walle made a stunning offer: Would Anthony like to go fly? The plane's outside! Anthony is our newest Young Eagle, and he's several hours into the complimentary Sporty's online ground school.

Making a difference: Our chapter members made a very positive impression on Anthony. In turn, Anthony made quite an impression on us. The board is investigating sending Anthony to EAA Air Academy in July. Elsewhere in the newsletter, we should have the full text of a thank you note from the Jaramillo family. I'll include an excerpt here: "...As a parent, you have only so many opportunities to be present at a life-changing moment for one of your children - and I know that Saturday was one of them for Anthony. I am truly grateful and we look forward to doing anything we can to contribute to the chapter going forward..."

Don't forget last month's challenge: This is your publication, your opportunity to show the chapter, the community and all of EAA what we're about. We're eager to hear from you. Drop Chuck a note at ea35news@gmail.com

We heard a few words from Norris Warner about chapter friend Linda Ridgeway. Linda passed from this world without a last will and testament. We tend to put off these matters as trifling or unthinkable, but the sad truth is none of us gets out of this alive. The courts and lawyers ought not be deciding the disposition of your estate. They can do it, but they exact a heavy toll. Help your loved ones. Make a will.

Past President and Board Member Dave Baker is recuperating from a very successful open heart bypass surgery. Thank you for all your thoughts and prayers.

Hondo Pancake Breakfast Update: We're a couple of weeks out and we need your support. If you're available Saturday morning April 29th, meet Facility Manager Freda Jones at the Chapter clubhouse Five o'clock AM (I spelled it out so it wouldn't be so jarring) to help load up for the trip to Hondo. We plan to depart San Gerónimo 5:30 AM, arriving at Hondo Airport at 6:30 AM. If you can't make it that early, drive or fly to Hondo. We'll set up and get ready to serve our patrons from 8:00 AM to 10:00 AM. We'll need your help to tear down quickly, so we can turn our site over to the lunch providers at 10:30 AM. Please give Freda Jones a call at 210-570-9435 or email her at ea35facility@gmail.com so she can put you on the roster.

May Annual Cleanup and Workday: We're going to do some deferred maintenance on the building and grounds. The eaves and fascia boards need attention. Bring hammers, saws, ladders and paint brushes. Dress for overhead painting. We'll not be mowing or cutting grass this time out – less opportunity for grass to get embedded in the wet paint. Volunteers, you're going to working hard, so our facility manager is preparing a nice complimentary lunch of salad and sandwiches as a token of the Chapter's appreciation.

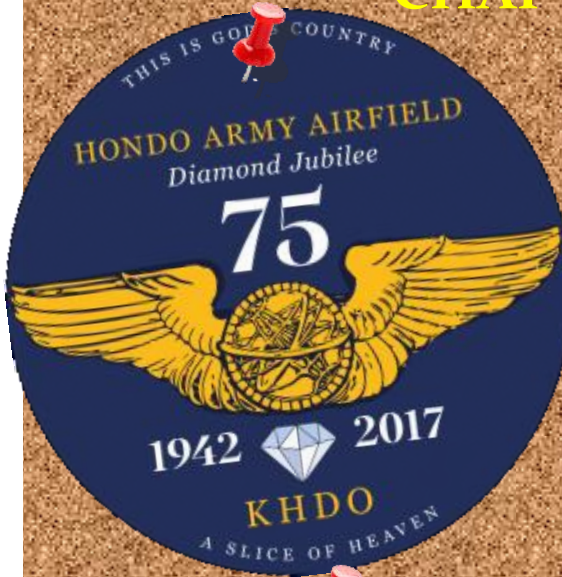
The estate of Ron Paduh has offered to donate a riding lawn mower to the chapter. It's not running at the moment, but Janet Paduh can brief us on repairs needed to get it running again. If you have lawn care equipment you can part with that you feel will help us maintain the chapter grounds in good order, please contact Vice President Darren Medlin at ea35vp@gmail.com.

Chapter 35 Garden and Grounds Chairperson Vacancy: We're looking for an aggressive self-starter, a leader of people to build a team of green-savvy volunteers. You won't go it alone. The chapter officers and board of directors stand behind you with resources to make the chapter grounds the envy of the air park. Vice President Darren Medlin is already lining up grass cutting equipment and people to cut the grass. As chairperson, you'll coordinate these activities, with a focus on the area around the flagpole/memorial garden and the flora along the south side of the chapter clubhouse. Are you the next Garden and Grounds Chairperson? Is xeriscaping in our future? Contact me at ea35pres@gmail.com, or by phone 210-570-9435. I'll be happy to discuss pay, relocation and benefits packages. (spoiler alert - there aren't any)

As always, please, fly safe and have fun doing it.



CHAPTER BULLETIN BOARD



Carpenter Needed

The EAA Chapter 35 Facility Manager, Freda Jones, is looking for help. If you have carpentry skills please contact Freda at 210-570-9435 or via email ea35facility@gmail.com

The chapter clubhouse is in need of some maintenance. Some of the eaves and fascia boards need replacing. If you're skilled with a saw, know your way around a caulk gun, can swing a hammer and would like to take a leadership role on this project, please let Freda know.

Building a Project? Assembling a kit?

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

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

May Menus and Notes

Volunteers' Lunch: The menu for the May volunteers' lunch is sandwiches and salad. We'll be asking a lot of our volunteers, so the volunteers' lunch will be complimentary. We will not be asking for a donation.

On the menu:

- Turkey breast and ham sandwiches
- Garden salad with your choice of dressing
- Homemade cookies

To drink:

- Coffee, tea, soft drinks, water

Please bring:

- Hammers, saws, nails, ladders, paint brushes. Please dress to paint overhead.

April Pancake Breakfast: Thirty-eight members and guests convened for our first breakfast of the year. We enjoyed scrumptious pancakes, sizzling sausage, fresh squeezed orange juice and eye-popping coffee.

Thank you to our contributors. Roxanne Beaver brought a delightful fruit topping for the pancakes and Ulf Balldin contributed a lemon meringue pie. Thanks also to Nancy Mason and Roxanne Beavers for all their help in the kitchen!

Hondo Pancake Breakfast: You should see the chapter ~~warehouse~~ clubhouse! We're gathering supplies and equipment to put on an outstanding breakfast April 29th. I'm looking for volunteers to help transport supplies to Hondo, to loan us the use of your griddles and coffee percolators (30 cups and up), and to man the griddles for a tour de force. Showtime at the chapter clubhouse: Saturday, April 29th, 5:00 AM. Depart for Hondo 5:30 AM. Arrive Hondo 6:30 AM, and setup. As soon as possible, fire up the griddles and start flipping flapjacks. We're on from 8:00 AM to 10:00, then a quick teardown to make way for the lunch providers. I look forward to your help. Please call Freda Jones at 210-570-9435, or contact via e-mail at ea35facility@gmail.com so I can add your name to the roster.



(Continued from page 1)

So....What can you do with a project that will never fly? Give it to Brian Goode, our in residence inventor pilot!

Chapter 35 received a generous donation of a partially completed project. Unfortunately it would never be suitable for completion. However, it became the nidus of an idea for a safety enhancement for our field.

San Geronimo has two wind-socks, both on the east edge of the runway to remove them from the hangar blocking and jet effect. However, as any pilot at our field will attest, they blend into the background and are quite hard to see at times.

Thus was born the idea for a high tech, highly visible centrally located windicator.

Using the donated materials and a myriad of other bits, pieces and parts (residents check your porches for missing items), Brian and his team of skunks manufactured a large, highly visible windicator that is now mounted atop a central hangar on San Geronimo.

The windicator probably does not comply with federal regulations as it doesn't have a pattern circle, but then again neither did the wind-socks and I don't recall seeing snooply planes in the AIM anyway. However, it is big, visible, and being above the hangars should be less susceptible to ground level interference.

So, we pilots are grateful to Brian and all who helped make and mount this important safety device, and to the generous donor who unwittingly started this project.

Brian Goode

EAA Chapter 35 and the San Geronimo Airpark Property Owners Association would like to thank Airborne Flag and Flagpole, LLC, for their assistance in the mounting of "Snoopy" atop his 21 foot high perch next to the white tee hangars on San Geronimo Airpark.

Their web site is: www.airborneflag.com. They are Flag and Flagpole Specialist, with headquarters just outside the Airpark on Culebra. They also make custom flags and banners.

Chris Neill, General Manager (Chapter 35 member) and Rocky White, the owner of Airborne, were both on site directing the erection. Airborne previously provided us with a four and a half foot deep hole into which my Stepson and Grandson poured 25 bags a concrete this



past Thanksgiving.

We would also like to thank all of the Chapter 35 and SGAPOA members who provided pieces, parts, paint, welding and labor to make this project come to life. A great big thank you to Craig Geron who let us attach the pole to the structure of his hangar.



SAFETY NOTES & NOTAMS

DECLARING AN EMERGENCY



Ron O'Dea—Chapter Safety Officer

Below is an excellent article by Joe Shelton of Angle Flight West on "Declaring an Emergency". Many fear having to write a report to the FAA if you declare an emergency. Read Joe's article and add another tool to your survival kit

by **Joe Shelton**

Gather a room full of pilots and ask them the following questions:

How many of you have had an emergency while in flight?

How many of you have declared an emergency?

How many of you have had to complete any post emergency "paperwork?"

The answers are usually: A few, a few less, and zero.

That's right, most people who declare an emergency never face the dreaded "paperwork" that everyone fears.

Take me, for example. Once I was firmly IMC when the engine started running rough. The EGT/CHT instrument indicated that I'd completely lost power in one cylinder. Without hesitation I turned directly toward the nearest airport while holding the current altitude to give me the greatest possible range should the engine stop. I did what diagnostics I could, declared an emergency, telling ATC where I was going, what I was doing, and prayed. ATC confirmed my execution by clearing me direct to the airport I was already flying toward and asked for the number of souls and fuel onboard and the nature of the emergency.

The ceiling at the airport was about 1500 feet AGL, so I arrived overhead at my cruise altitude and circled down until I was below the overcast. I flew a close in abbreviated pattern and made an uneventful landing. On final I noticed flashing lights scattered around the ramp area. After landing I taxied by two fire trucks and three police cars that were standing by in case the situation warranted. I confirmed with ATC that I was safely on the ground, and that was it!

Since there was no damage to the aircraft I didn't file an NTSB report

and I never heard from the FAA. But the truth is that I'd have been happy to fill out whatever reports the FAA, NTSB, or whomever wanted me to because I completed the flight safely. If you are interested, NTSB Part 830 provides the reasons and timing for when you must file a report.

You probably remember from your flight training that there are two phrases you can use to command attention depending upon the severity of the situation. "Mayday, mayday, mayday" implies a serious and life threatening emergency. "Pan, pan, pan" communicates that you have an urgent situation. Personal opinion, if there is any doubt, "Mayday" is the right answer, or simply state "I am declaring an emergency."

Remember the old saw, "If you have an emergency, you should: 'Aviate, Navigate, and Communicate.'" The new take on that would add: "Manage," as in manage the problem to a safe conclusion.

Once you have declared an emergency, you have the right to do anything necessary to achieve a safe resolution. But first, FLY THE AIRPLANE and navigate toward a safe haven. Communication can wait until you are ready. If you need assistance, ATC is standing by to provide whatever you need. If you need a frequency, airport weather, approach information — it doesn't matter — ATC will help you in any way they can. If you have passengers you can also use them in whatever way makes sense.

The most important thing to keep in mind is that, in an emergency, the pilot should stay focused on doing whatever it takes to get the airplane safely on the ground. So, while in the midst of a situation, keep your focus, use the resources available, and declare an emergency if that will help.

Read more at <http://www.angleflightwest.org/pilot-page/a-culture-of-professionalism/safety-articles/declaring-an-emergency/#WAYxG2k62262qdSC.99>



https://www.aopa.org/-/media/images/aopa-main/training-and-safety/asi/safety-spotlights/emergency-procedures/10725_002_sharp.jpg



MAIL

Dear Steve,

I can't thank you enough for the warm and generous welcome from the all of the Chapter 35 members we were fortunate enough to meet yesterday, and for the incredible Young Eagle experience which he had. As a parent, you have only so many opportunities to be present at a life-changing moment for one of your children - and I know that Saturday was one of them for Anthony. I am truly grateful and we look forward to doing anything we can to contribute to the chapter going forward, since I know Anthony won't want to miss a single opportunity to be at the airpark!

I was very remiss in not forwarding the thank you note that he typed up on Saturday afternoon, until now. Please do share this with the other members as you see appropriate.

Best regards,

Gwen Jaramillo

April 10, 2017

Dear Mr. Steve,

Thank you for allowing me to go to the pancake breakfast. It was really cool. The young eagles flight was really fun.

I hope that we can go on the 20th and again in May to help out. I appreciate Mr. Matt taking me on my young eagles flight before May. I am also grateful to the people who showed me their planes.

Sincerely,

Anthony Jaramillo

NEEDED—GARDEN AND GROUNDS CHAIRPERSON

After years of steadfast, unwavering service to Chapter 35, our Garden and Grounds Chairperson, Nancy Mason is ready to hang up her gloves and turn this awesome responsibility over to the next green thumb. Will you be our next Gardens and Grounds Chairperson? We're looking for an aggressive self-starter, a leader of people to build a team of green-savvy volunteers.

You won't go it alone. The chapter officers and board of directors stand behind you with resources to make the chapter grounds the envy of the air park. Vice President Darren Medlin is already lining

up grass cutting equipment and mowers to cut the grass. As chairperson, you'll coordinate these activities, with a focus on the area around the flagpole/memorial garden and the flora along the south side of the chapter clubhouse.

Are you the next Garden and Grounds Chairperson? Is xeriscaping in our future? Contact me at ea35pres@gmail.com, or by phone 210-570-9435. I'll be happy to discuss pay, relocation and benefits packages. (spoiler alert - there aren't any)

From Dave Baker, Life Member EAA Chapter 35

It all started February 13, 2017 when I went to take a nuclear stress test with my cardiologist to pursue getting my Third Class Medical reinstated. It had been ten years since my last approval (2007) from the FAA due to a stent I had installed in 2003 so I knew I would have to go through the process I had too every year since 2003 thru 2007, i.e., stress test, report from cardiologist, copy of EKG report, etc., then mail to FAA and wait for a couple of months to get their approval. After 2007 I was just going to fly under the "Sport Pilot" rules. Then came the passage of the Third Class reforms and wow, I just go through the process one more time and I'm good to go! Well, the stress test on Feb. 23rd indicated a "problem", that led to a heart cath on March 6th. That showed two arteries at 90% and one at 78% blockage. Next was a visit to the Heart surgeon, Dr. James Anderson, who recommended an open heart operation to "repair" these arteries with bypasses. The surgery was scheduled for Thursday, March 23rd. Dr. Anderson is a partner of Dr. Reza Khalafi, heart surgeon who helped pioneer a new process of heart bypasses using the "off pump" procedure whereby they do not put you on a heart-lung machine, stop your heart and do the bypasses, then restart your heart. In the off pump procedure they do the bypasses with your heart still beating by somehow anesthetizing the part of the heart where the bypasses are performed. Dr. Anderson has performed over 1000 of these and Dr. Khalafi has performed over 4000! This procedure has proven to be less invasive, less complications than the other procedure, faster recovery, etc. I can attest to this as of today, April 18th (3 1/2 wks. after surgery) I met with Dr. Anderson yesterday and he released me to start out patient PT, OK to drive and most other normal activities except lifting more than ten pounds. I want to thank the many chapter members who called me, emailed me, texted me and sent cards as well as the prayers spoken for me. THANK YOU VERY MUCH, your friendship means a lot to me. One other thing, stop the mayo on the bacon cheeseburgers, it leads to clogged arteries !!! Dave

YOUNG EAGLES RALLY MAY 20

Stinson Centennial Young Eagles Rally

On Saturday, 20 May, we will be hosting a Young Eagles Rally at Stinson Muni (KSSF) supporting the South San Antonio STEM (Science Technology Engineering and Math) program, Good Samaritan Youth Program, and anyone else we can find. WE NEED YOUR HELP!

We need pilots, static aircraft and ground support. The ground staff will include: Registration, Ground School Instructors, Escorts, Ramp Staff (marshallers), Runners, and Photographer. We need people to commit now so that we can ensure all positions are filled. If weather becomes a factor we are planning on pushing the times later on the 20th or postponing the event to the next day. The following is a tentative schedule:



0900 - Pilot Brief

0930-1130 – Registration

945 - Ground School periods start (20min)

1005-1300 - Young Eagle Flights

Please help advertise the event to area youth aged 8-17 and volunteer to help with the Rally. (A flyer is attached to this electronic newsletter to print out—[click here](#)).

A parent or legal guardian must attend the event and preregister with me. Contact me at pvaneau@gmail.com or (210) 887-3135. Let's introduce some San Antonio youth to Chapter 35 and the wonderful world of aviation!

INEXPENSIVE OIL ANALYSIS IS CHEAP INSURANCE PART 2

Darren Medlin

In a previous article, I talked about purchasing a Lab One Aviation Oil Analysis Kit from Aircraft Spruce. In this article, I'll talk about taking the sample, and the results I received after I mailed off a small bottle of my used oil.

The first step was to fill the provided sample container with oil. I took the sample in conjunction with an oil change. The instructions included with the oil sample kit said to let about a quart of oil exit the drain before taking the sample. I have an accessible oil tank on my dry sump engine with a quick drain plug from SAF-AIR screwed into the bottom. This made the draining process easy. Since the drain can be locked open it was simple enough to let the appropriate amount of oil leave the drain and then fill the sample bottle.

After mailing the sample in its padded envelop I received an email with my results in four or five days. Amounts of eleven different elements were tested for, including iron, chromium, copper, tin, nickel, silver, silicon, phosphorous, molybdenum and titanium. The results were summed up in a friendly, green filled, text box that said "Normal." The words of the analysis stated that "no abnormal wear detected for a new engine." Since this was the first oil analysis for this engine no trend data was possible. A look at the items found in the oil showed the largest number was for phosphorus. Referring to online articles about oil analysis it appears to be a common component in motor oil, in my case Mobil 1, and enhances anti-wear protection.

This simple, red light – green light, type of oil analysis is good for

me as a new aircraft owner. At less than \$16.00, I can afford to do the test on a regular basis. More comprehensive and detailed tests are available. One local warbird owner recommends <http://www.blackstone-labs.com/> as a source for a more comprehensive and detailed report regarding your airplane's oil. According to the Blackstone Lab website their analysis is \$28.00 per sample. There is no money upfront since you can order the sample taking kit for free and are not required to pay until you actually send in the sample.

However you choose to do it, regularly analyzing your airplane engine oil seems like a great way to detect engine issues early and avoid bigger problems later.

Always learning,

Control #	059425170308
Date Taken	03/05/2017
Service Meter Reading	37
Fluid Run Time	37
Fluid Added Gal / Qts	0 / 0
Fluid Status	Changed
Filter Changed	No
Iron (FE)	34
Chromium (CR)	1
Copper (CU)	82
Tin (SN)	1
Aluminum (AL)	10
Nickel (NI)	2
Silver (AG)	0
Silicon (SI)	12
Phosphorus (P)	751
Molybdenum (MO)	73
Titanium (TI)	0

Lab One Aviation

Aviation Oil Analysis since 1985
PO Box 20210 - Phoenix AZ 85036
101 West Mohave - Phoenix AZ 85003
480-839-5221 - 866-652-2663



Normal

1 of 1

03/08/2017

Make / Model

EARTHSTAR ODYSSEY HKS 700E

Unit/Serial

N882DM/100813

Compartment

Single

Fluid Type

MOBIL 1 SYN 5W20 & 10W30

WO / Reference

Current Interpretation

NO ABNORMAL WEAR DETECTED FOR NEW ENGINE. RESAMPLE NEXT OIL CHANGE TO ESTABLISH WEAR TREND.

FROM HEADQUARTERS AND OTHER NEWS

EAA STC Project Successes

The EAA STC project has recorded two quick successes. The first was to collaborate with TRIO to earn STC approval for a low cost, highly capable autopilot now for Cessna 172 and 182 with other aircraft coming soon. TruTrak, likewise, with EAA support is close to approval for the TruTrak Vision autopilot as well. Both TRIO and TruTrak are anticipating more FAA approvals by EAA AirVenture Oshkosh 2017



flight Inspection Checklist

Qualifies for FAA Wings credit. Prof. H. Paul Shuch

5/11/17 7 p.m. CDT **Avoiding the Base to Final Turn Accident**

Qualifies for FAA Wings credit. Gordon Penner, International Aerobatic Club

5/17/17 12 p.m. CDT **SOLIDWORKS: Training Pathways**
Jeff Setzer

5/24/17 7 p.m. CDT **BasicMed: Aeromedical Reform**
Qualifies for FAA Wings credit. Dr. Greg Pinnell

5/31/17 7 p.m. CDT **Lithium Batteries Explained**
Qualifies for FAA AMT credit. Reg Nicoson, EarthX, Inc.

Webinars

Registration is required, and space is limited. (click links or check EAA website)

5/3/17 8 p.m. CDT **Buy...or Walk Away?** Qualifies for
FAA Wings and AMT credit. Mike Busch

5/10/17 7 p.m. CDT **I'M SAFE: Reviewing the Pilot's Pre-**

SPORT AIR WORKSHOPS

None scheduled in Texas



AOPA, OWNERS' GROUPS, FAA DISCUSS MANDATORY CONTINENTAL ENGINE SERVICE BULLETIN

April 18, 2017 By Dan Namowitz

A mandatory service bulletin calls for owners of many Continental Motors IO-520, IO-550, and some IO-470 engines to replace certain camshaft gears—a costly and invasive procedure—before the next engine overhaul.



The process of replacing a camshaft as now recommended would involve significant dismantling of the engine, and in some instances, modification of engine cases to accommodate the replacement camshaft gear.

On April 14 the aviation groups and the FAA held a conference call arranged by AOPA to discuss the implications of Continental Motors upgrading a prior service bulletin to mandatory status. **The FAA could potentially use portions of the mandatory service bulletin's compliance actions as the basis for a corresponding airworthiness directive.**

AOPA reported April 6 that the mandatory service bulletin calls for replacing the camshaft gear *“on all engines currently configured with camshaft gear P/Ns 631845, 655430, 655516, or 656031 within 100-hours of operation, at the next engine overhaul (not to exceed 12 years engine time in service), or whenever the camshaft gear is accessible, whichever occurs first, with camshaft gear P/N 656818.”*

The mandatory service bulletin followed the issuance by the FAA in December 2016 of an airworthiness concern sheet seeking information from aircraft operators about instances of camshaft gear teeth failures. AOPA notified members of the airworthiness concern sheet in this Dec. 20, 2016, report, and encouraged aircraft operators to participate in providing information about their experience with the camshafts.

The American Bonanza Society, Cirrus Owners and Pilots Association, Twin Cessna Flyer group, and Savvy Aviation participated in the conference call, said David Oord, AOPA senior director of regulatory affairs.

“It was a good discussion that provided a better understanding of the issues,” said Oord, noting that the conference focused on identifying, understanding, and quantifying the safety concerns of the airworthiness concern sheet and mandatory service bulletin, and explored ways to best mitigate them.

The participants also will engage Continental Motors in discussions “to better understand the issue from their point of view,” he said.

AOPA will continue to keep members updated on the issue as the association works with the other industry stakeholders and the FAA.

Oord encouraged members to contact AOPA with any feedback and/or input they would like the association to raise with the FAA



THE BUILDER'S CORNER

PARTS CLEANERS

Mark Julicher

Often you read in a maintenance publication that parts may be cleaned with Stoddard Solvent. Wonderful. Fabulous. Have you ever actually seen Stoddard Solvent? Do you know what it is?

W.J. Stoddard and Lloyd Jackson invented Stoddard Solvent in 1924 as an improved dry cleaning fluid. Stoddard Solvent was phased out of the dry cleaning business about 70 years ago, and while genuine Stoddard Solvent is still commercially available from a few outlets, it is expensive, and hazardous to ship. So when your service manual calls out Stoddard Solvent, what else can you use?

Stoddard Solvent is a specific mixture of long chain hydrocarbons. Close cousins include mineral spirits, paint thinner, turpentine substitute, white spirit, K-1 kerosene, naphtha, and Varsol™. These other related products may be intended for very specific uses when it comes to say – oil painting, but they all perform just as well as Stoddard Solvent when it comes to cleaning aircraft parts.



It would be wise to obtain the Safety Data Sheet (SDS) for whichever solvent you use (<https://www.osha.gov/chemicaldata/>). The SDS shows the hazards and health risks posed by a particular product, how to handle that product, and what to do if someone is exposed to the product. Remember that these are all petroleum distillates that are skin and respiratory irritants. Naphtha, for example, may cause nausea if inhaled. Perhaps not all of the choices are super toxic, but it is good practice to use gloves and work in a well-ventilated area.

Box stores sell Paint Thinner and Odorless Mineral Spirits by the gallon. Tractor Supply and other farm stores sell five-gallon cans of parts cleaners under various names. Do your shopping and look for a price point of about \$8- \$10 per gallon. Odorless

Mineral Spirit is a bit more refined than Paint Thinner, so it usually costs a little more. Varsol is an Exxon-Mobil product and can sometimes be found at bargain prices if you can buy bulk. Several vendors market “safety cleaners” that purportedly have advantages such as lower volatility. Go for safety and economy, especially when you are filling your parts washer with new fluid.

AD ISSUED FOR CERTAIN DECATHLON/SUPER DECATHLON

On April 12, the FAA issued an Airworthiness Directive (AD) that requires fabrication and installation of a placard to prohibit aerobatic flight, inspection of the aileron hinge rib and support, and a reporting requirement of the inspection results to the FAA. This AD was prompted by a report of a cracked hinge support and cracked hinge ribs, which resulted in partial loss of control with the aileron binding against the cove. If no cracks are found during the inspection, the placard prohibiting aerobatic flight may be removed. If cracks are found, no further flight is permitted until an FAA-approved repair has been accomplished. For more information, [click here](#).



GETTING YOUR ADS-B INSTALLATION RIGHT

The March/April 2017 issue of [FAA Safety Briefing](#) is focusing on ADS-B. One of the biggest challenges to equipping with ADS-B is making sure your installation is done correctly.

The editor found this issue to be really informative. Click the link above to get there directly

Errors can result in everything from minor annoyances to major safety issues. Associate Editor James Williams explores what can go wrong, what to look for in an avionics shop, and how to make sure your installation is right in “Getting it Right: What You Need to Know about ADS-B Installation Errors.” [To dive in, click here](#).

APRIL FLY IN

PHOTOS BY DARREN MEDLIN



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APRIL MYSTERY PLANE REVEALED

By Doug Apsey

It did not take Ira Wagner and Charlie Brame very long to figure out that the April mystery airplane was the Abrams P-1 Explorer. Both responded within about two hours of our newsletter being emailed out. This one of a kind airplane was designed by Talbert



Abrams with the help of two engineers, Kenneth Ronan and Andre Kunzi, who also built the airplane for Abrams in Marshall Michigan. Abrams formed the Abrams Aircraft Corporation in 1937 to build his unique design and it first flew in November of that year.

Abrams was a pioneer in aerial photography and surveying and designed the P-1 exclusively to serve as a platform for his work. Its

large Plexiglas cockpit, rear mounted engine and swept wings allowed for an unobstructed view for the cameras while the wide wing cord helped stabilize the airplane.



Amerisurv.com



Vintagewings.ca

The large curved windows were made by the German company that invented Plexiglas, Rohm and Haas, who used wooden molds to shape

the large heated Plexiglas panels. The P-1 is said to be the first airplane to utilize Plexiglas windows formed with compound curves. Many aircraft manufacturers later used the same technique to form the large "greenhouse" noses common to WWII military aircraft.

The Explorer was initially powered with a 365 hp Wright Whirlwind R-975 E-3 radial engine swinging a two bladed propeller but was repowered in 1938 with a 450 hp supercharged Wright engine and a three bladed propeller. Despite being a rather large airplane, it was designed to carry only the pilot and one passenger, plus the large camera gear shown in the photograph. It had a wingspan of

36 feet, 8 inches. Empty weight was 2100 lbs. while max weight was 3400 lbs. Maximum speed was listed as 200 mph.

Abrams planned on marketing the Explorer for aerial photography and tried to sell it to both the military and movie industry but WWII stalled further development of the design and the only P-1 that his company built remained in storage for the duration of the war. By the end of the war, the airplane was considered obsolete and was donated to the National Air and Space Museum in 1948 where it still resides today waiting to be restored. For additional photos and a video of the Explorer in flight, please go to the following YouTube video.

https://www.youtube.com/v/gsaAeLaNr6o&hl=de_DE&fs=1&

https://en.wikipedia.org/wiki/Abrams_P-1_Explorer

<https://web.archive.org/web/20100610174711/http://www.nasm.si.edu/collections/artifact.cfm?id=A19490018000>

http://www.amerisurv.com/PDF/TheAmericanSurveyor_Penry-TalbertAbrams_December2015.pdf



NAME THE PLANE

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



1. Who designed and built it?
2. What is its designation and name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. How many were produced?
5. What was the primary purpose of the design?





Country Store

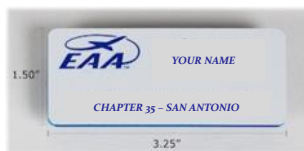
Brian Goode

COUNTRY STORE CONTEST

We are still looking for new logo'd items to offer in the Country Store. All items will have to be of a size that can be personalized with the EAA Chapter 35 logo. We have a few suggestions and are working on their acquisition. Send us your ideas. All suggestions will be considered. The person submitting the best idea for logo'd merchandise will receive a free "WHATEVER THEY SUGGESTED" when the order is received. How about some more Tervis tumblers? Let us know because we will personally be at their factory in May. If you have any Tervis products that are defective (broken seals, cracks, etc.), give them to me and I will get you a replacement while I am there.

We do have some new can Koozies on order from our supplier, which should be coming in any day now. They will have our logo in color. They missed the requested delivery date for our last meeting on these, but we were able to pick up the new 60th anniversary logo decals the morning of the April meeting. They are \$2.00 each and are 3 inches in diameter. They can be affixed to most any surface, like your aircraft, boat, automobile, golf cart or your beverage cooler at the airport.

OFFICIAL EAA CHAPTER NAME BADGES.



The initial order of Chapter 35 name badges was received last month. If you didn't get a chance to order one yourself, and still want one, give us your details by email or in person.

SHIRT NEWS



We have just place an order for some fresh new Fishing Shirts and Polo Shirts for inventory. If you have a shirt on order, it is included in this order which should be available at the next meeting. We still have a few older Fishing Shirts in inventory; on the sale of which we will give special consideration. They are the ones in the picture. Special orders don't bother us and we will be glad to place an order for the exact size and color you want, at no additional cost. Sizes from Small to XL, or as many X's as you might need. If you don't like the four colors that Chapter 35 colors has picked, select a special one for yourself from the photo. There are 19 colors to choose from.

WASH WAX ALL

The Country Store has been selling Wash Wax All aircraft care products for a while and they have been well received. They do a great job without having water available. Stop by and pick up a supply. They work great on automobiles, snow mobiles, boats, jet skis, trucks, golf carts, motor homes as well as aircraft.

We have instructional literature and videos available as well as information on which product is good for what job, so come on down to the Country Store. You will be glad you did.

If we don't have the size or product you are looking for in inventory, such as quarts or gallons we will add your request to our next order. We must order at least a case of bottles at a time to get our special pricing EAA Chapter 35 prices are better than other retail outlets because we have a low overhead. Stop by and pick up a supply. They work great on automobiles, snow mobiles, boats, jet skis, trucks, golf carts, motor homes as well as aircraft.



These "Scrubbers" are great for de-bugging the leading edges of your wings.

MERCHANDISE FOR SALE AT THE COUNTRY STORE

"Fishing Shirts" Short or long sleeves	Men's & Lady's	\$39.00
Special orders are the same price		
Logoed Safety Yellow polo shirts	SM - XL	\$30.00
Cloth Baseball Caps	EAA or Chapter 35	\$10.00
Mesh Top Logo Baseball Caps		\$3.00
Official EAA engraved Name Badges	Additional units	\$5.00
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum (pink or yellow)	Two pairs = a set	\$45.00
"Wash Wax All" Products	Great savings	


All prices include 6.75% sales tax

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

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
Social Flight	http://socialflight.com
Council of Air Shows	https://www.airshows.aero/Page/ASCalendar

Apr 29,	 Hondo Army Airfield Diamond Jubilee South Texas Regional Airport (KHDO) Fly In: Pancake Breakfast, BBQ Lunch, Hangar Dance in the evening	May 13	Hallettsville Muni (34R) 10:30-4:00 pm Corsicana AirSho Corsicana Muni (KCRS) http://www.coyotesquadron.org
April 29	KLBX Fly-In Texas Gulf Coast Regional Airport (KLBX) www.flylhx.org	May 19-21	MODAERO Festival and Air Show Conroe TX
April 29	Central Texas Wing Casino Night San Marcos Muni (KHYI) 6-10 pm	May 19-20	7th Annual Armed Forces Weekend Celebration & Fly-In Curtis Field (BBD), Brady, TX
May 5	Fiest Fly-In Cisco, TX (KGZN) 11:00-15:00	May 20	Alamo Liaison Squadron Annual Bluebonnet Picnic/Fly-In Cannon Field (53T) 0900-1500
May 6	2017 Spring Fly-In, Huntsville, TX Huntsville Municipal (KUTS) Lunch 12:00pm	June 3	EAA Chapter 59 First Saturday Fly-In McGregor TX (KPWG) 7:30-10:00
May 6	EAA Chapter 59 First Saturday Fly-In McGregor TX (KPWG) 7:30-10:00	June 3	6th Ann Fly-In/Drive In & classic car show San Marcos Muni (KHYI)
May 11-14	Ford Tri-Motor Stop San Marcos (KHYI) https://www.eaa.org/ea/event/05-13-2017_San_Marcos_TX?id=C1EA0A54A2A04F17B030157BCE320E56	July 1	EAA Chapter 59 First Saturday Fly-In McGregor TX (KPWG) 7:30-10:00
May 13	2d Annual Fly-In Pig Roast	Aug 5	EAA Chapter 59 First Saturday Fly-In McGregor TX (KPWG) 7:30-10:00
		Sept 2	EAA Chapter 59 First Saturday Fly-In McGregor TX (KPWG) 7:30-10:00
		Sep 29	4th Annual Texas STOL Roundup - Hondo TX (KHDO) http://www.texasstolroundup.org
		Nov 4-5	JB San Antonio Air Show

Looking for Historical Chapter Documents

From the Editor

I am trying to locate and assemble historical documents about the chapter and member's activities. I am in quest of newsletters and articles from the early days of the chapter. Newsletters prior to 1999, magazine and newspaper articles that feature our chapter are especially useful. I can acquire some on-line, but frankly not much. Veteran members or relatives of veteran members, look at those old boxes and folders in the attic. Please share them if you find them! Contact me at ea35news@gmail.com or slide them under my hangar door (green hangar, second from the east end, either side).

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

	29	HONDO AIRPORT DIAMOND JUBILEE	VOLUNTEERS NEEDED FOR PANCAKE BREAKFAST
MAY 	13	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
	20	YOUNG EAGLES RALLY	Stinson Airport (KSSF) 0930-1300 Pilots and Volunteers needed!
JUNE	10	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	8	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	12	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	9	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER 	14	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 	11	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 	9	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

Army vehicle disappears

AN Australian Army vehicle worth \$74,000 has gone missing after being painted with camouflage. Police are seeking public help to find the four-wheel drive, which was

Man with 8 DUIs blames drinking problem

LOCAL IN



...with 8 DUIs... drinking problem... local in...

CLASSIFIED ADVERTISEMENTS

Hangar for sale or rent, 30x40 on the runway, all utilities. Call 210-710-6063 (Expires Jul 2017)

Hangar for Rent: 40x30 "T" hangar, electricity, near runway, easy access. Call Richard at 210-846-5134 (Expires APR 2017)

For Sale: Cessna 152. The family of long time Chapter Member, Frank Anderson is offering his airplane for sale. 1981 Cessna 152T N93196 ; 136 hours engine SMOH; 4244 hours TT air-frame; Bendix/King KA134 TSO comm select panel; King KX 175B comm/nav radio; King Transponder; Please contact: Cheryl Anderson 210-416-2944 (Expires June 2017)



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



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Nelson Amen (2012-2014) 210-834-1991 nelson.p.amen@gmail.com	Brian Goode 727-709-1159 ladygoode@msn.com
Dave Baker (2010-2012) 210-410-9235 iflyaerosport@sbcglobal.net	Ron O'Dea 210-488-5088 r2av8r@gmail.com

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Public Affairs: (210) 952-6216	William Richardson southtxpilot@gmail.com	Membership: 210-488-5088	Ron O'Dea r2av8r@gmail.com
Website: 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net	Country Store: 727-709-1159	Brian Goode ladygoode@msn.com
Safety Officer: 210-488-5088	Ron O'Dea r2av8r@gmail.com	727-439-1159	June Goode junegoode@msn.com

Flight Advisors

RB 'Doc' Hecker 210-391-1072 teflyingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
Ron O'Dea 210-488-5088 r2av8r@gmail.com	

Technical Counselors

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	Lew Mason 210-688-9072 lewnan@sbcglobal.net

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Ron O'Dea, Membership Chairman
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

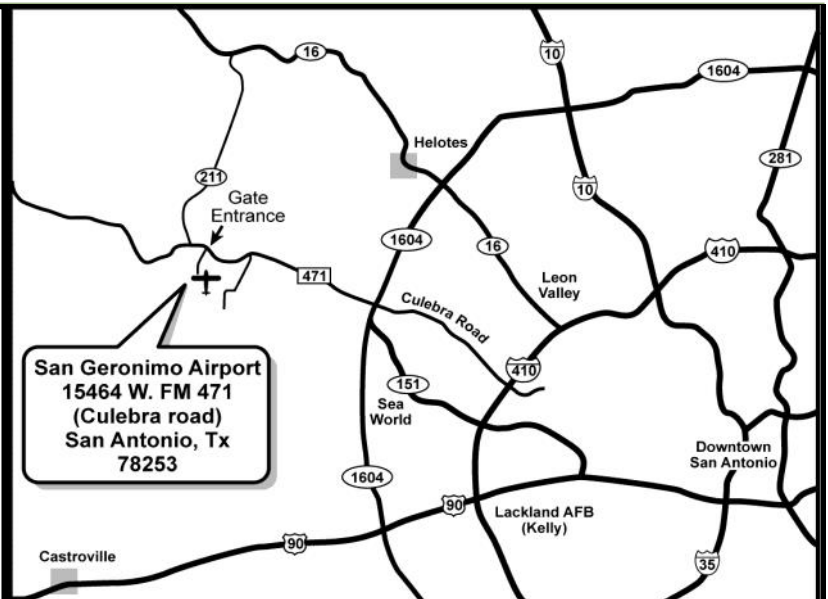
Chapter 35 meets
Each Second Saturday of the Month

May 13

**Clubhouse Clean-up and-
Work-Day**

1000-1200

Chapter 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 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](#)

Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS

www.35.eeachapter.org

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Chapter 35 of the Experimental Aircraft Association (EAA) Invites children 8–17 for a FREE introduction to aviation

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- ◆ *Free flight from an experienced pilot volunteer*
- ◆ *Free EAA membership opportunities*
- ◆ *Free educational materials toward a pilot license*
- ◆ *And YOU get to fly!*

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San Antonio, TX

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Spray On - Wipe Dry



Wash Wax ALL Degreaser
All purpose Degreaser/wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.
Spray On - Wipe Dry



Belly Wash
The quickest and easiest way to clean the dirtiest aircraft bellies, engine areas, and landing gear. Safely removes grease, oil, hydraulic fluid, and exhaust soot without scratching the surface.
Spray On - Wipe Dry



PlexALL
Leaves an anti-static protective coating on all aircraft windows, both plastic and heated glass. Plex ALL is also safe to use on cockpit instruments and displays.
Spray On - Wipe Dry

NEW

Waterless Wash Wax Mop - Faster, Easier, Safer.

NEW

The only mop with two sides, one wet and one dry. Now you can waterless wash and wax with the reach and leverage of an extension pole. This allows you to clean a much larger area faster and with less effort, while also eliminating the safety hazards associated with constantly climbing and moving a ladder. Our customers report time savings of up to 50% over waterless hand application.



Aero Scrubber
Soft, non-scratching, long-lasting, reusable scrubber pad. Use with Wash Wax ALL for removing bugs from leading edges and for tough cleaning jobs such as aircraft bellies and engine areas.



AeroTowel
All purpose microfiber towel. Super soft, absorbent, long-lasting, and lint-free. The best towel for all of your cleaning needs.



AeroDiaper
Soft, absorbent, lint-free, 100% cotton 1-ply diaper for all your cleaning and polishing needs.



NEW

Waterless Wash Wax Mop Starter Kit
All you need to get started with the new Wash Wax Mop.



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



Leather/Vinyl Kit
All you need to clean, restore and protect leather and vinyl in one kit.



Cabin Cleaner
Cleans and removes beverage spills and stains from carpets, seats, tray tables, side panels, cockpit, and galleys.



SafeSolv
All purpose citrus solvent. Removes tar, oil, hydraulic fluid, adhesives, and gum. A safe, effective, alternative to toxic chemicals that is safe to use on paint, plastic, glass, bare metal, carpet, and seats.



Leather Soap
Safely and gently cleans leather and vinyl. Removes dirt, grime, body oils, and lotions.



Leather Care
Restores, moisturizes, conditions, and protects leather and vinyl. Repels dust and dirt without leaving oily residue. Provides long lasting protection.



Rubber Care
Easy to use water-based rubber and de-ice boot care product. Restores and protects rubber, giving that new semi-gloss look, without leaving an oily residue. Excellent on weather stripping, tires or any rubber or plastic item.



Water Spot Remover
Quick, easy, safe way to remove hard water spots from paint, plastic, vinyl, clear coat, gel-coat, bare metal, and other hard surfaces. Use Wash Wax ALL to prevent hard water spots.



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Easy-on, easy-off liquid polish. Removes oxidation and fine scratches from paint, plastic, aluminum, silver, and other metals. Can be used by hand or with power polisher.



Wash Wax Clay
Safely removes surface contaminants allowing wax to bond better. Removes overspray, tree sap, acid rain, & rail dust. Safe to use on paint, plastic, glass, chrome, gelcoat, and other hard surfaces.



Sold By: EAA Chapter 35 Country Store