



“Bubba” and His Bird Dog

Chuck Fisher

During our recent July 2013 Fly-In, we were proud to watch Mason “Bubba” Hunt accept the FAA’s Wright Brother’s Master Pilot award – the fourth for our chapter. And, we were fortunate to have in the audience, and on the airfield, two fellow L-19 “Bird-dog” pilots and their meticulously restored and maintained aircraft. Even among that distinguished group, though, Bubba’s L-19 stands out in a crowd as one of very few polished L-19s in existence. So, the next weekend as the scent of barbecue filled the air, I was fortunate enough to spend a little time learning more about this immaculate, classic aircraft and it’s modest, gentleman owner.



This story begins in February 1955 at Stinson field where, on his birthday, young Mason Hunt, having just completed a stint in the Army for the Korean War, soloed in an Aeronca. His love of flying continued and he must’ve been good at it as he was picked up right away as a charter pilot flying out of Stinson field. During the years following the Korean war the Army set up contracts to conduct primary flight school around the country. Using TL-19’s (dual control L-19s), Bubba taught

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August 2013

Volume 55 Issue 8

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Next Event
Aug 10

**Chapter Gathering
and Program**

11:30 Lunch

12.30 Program

**Chapter 35 Clubhouse
at 8T8**

Runway 35 is published monthly by
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Ed Seurer: Publisher
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August Featured Speaker

Dave Baker—Oil Filter Inspections

Menu:

POTLUCK!!

Bring your best and favorite with plenty to share

Don't forget mains and sides will all be needed



PRESIDENTS COCKPIT

Chapter 35 Friends,

After our (most excellent) July pancake breakfast and the presentation to pilot extraordinaire Bubba Hunt, the EAA



Chapter 35 Board of Directors held its July 13th meeting. Our main discussions and actions were as follows:

Our chapter finances look good. We noted some items were out of balance due to the timing of the Treasurer's report (6 months and YTD) vs. the 12 month budget cycle. In addition, our revenues due to membership were low because of 2012 vs. 2013 payment timing. As always, we have posted the monthly report in our chapter building. We have about \$20,000 in the bank, with about \$4,000 of this set aside for building maintenance.

Our Air Academy candidate will be on the way to Oshkosh by the time you read this newsletter. Congrats to the Chapter for another successful program! (and many thanks to Maarten for handling the logistics and payments)

There are some differences within our records of the rental fees to be charged for the use of our chapter building. We will research and get these clarified.

The profits we generate from our "50 / 50" raffle during our Chapter meetings will be dedicated to the Air Academy program. In the past, some of this funding had gone to support our hangar, which is now self-sustaining.

For all members (hey, that's you!): the Nominating Committee is ready to consider your name as a candidate for President, Vice President or Secretary. As you are aware, we have the world's best team here at Chapter 35 and hope you will think about joining us. The duties are well defined and straight forward, so come share your passion for aviation for a couple of years! Just contact any of the Officers or Board Members if you have any questions. Our by-laws state that we should have these selections completed by August 11th. So ... don't wait - - - and thanks!!

Be safe, fly safe, taxi safe, fly happy,

Nelson Amen

NEW MEMBERS**Ron O'Dea**

EAA Chapter 35 continues to grow! Please welcome:

Philip and Susan Vaneau

Philip and Susan are retired Air Force Col's living in San Antonio. Phil has flown with TX Air Guard as an IP and currently flies MD 10/11 with FedEx. He has a C-172 and is in the early stages of building a Bearhawk. He is looking forward to meeting everyone and getting advice on home building airplanes. You may contact Phil at Pvaneau@gmail.com

Thomas and Mitzi Lawson

Thomas is a retired Army Aviator (helicopters), Mitzi is still on active duty. They live in San Antonio. Thomas is a past member of Chapter 35 and is looking forward to getting reacquainted with everyone. You may contact Tom at Thom42La@yahoo.com

Shane and Daisy Mitchell

Shane and Daisy live in Fair Oaks where he is an Internet Service Provider. Shane has a Pipistrel Virus SW100! You may contact Shane at shane@daisyandshane.com

BUILDERS ACADEMY NEEDS YOUR HELP!**Lew Mason**

The kids have completed the Dream Classic ultralight airframe. She has been painted and detailed and is ready for the engine installation.



We have a Rotax 377 that has never been run and a motor mount that fits the plane. Now all we need is someone willing to install the engine and get it running!

This is your chance to get some real hands-on experience with real lasting value. If you'd be willing to take this on, please contact Lew Mason at 210-688-9072

Texas Raiders B-17 at KSAT AUG 9-11

Texas Raiders, our revered B-17, will be at Signature Flight Service Aug 9-11 for static and tour display in addition to purchased Heritage Flights (\$425-\$625) during that time. Kelly and I will be hosting an outdoor dinner party at our home at 7ish (depending on TR's schedule) on Friday Aug 9 to honor the crew. A head count will be needed by Tuesday, Aug 6 for planning purposes. Address is: 33 San Isidro, San Antonio, TX. 78261. 210-391-1072 cp or 830-980-4998 hp. Please RSVP. Alcohol will be served and designated drivers would be appreciated.

Thanks. Doc Hecker

FLY-IN BOARD

WE NEED YOU!

The EAA Chapter 35 Nomination Committee invites nominations and volunteers for:
President, Vice President, Secretary
 Please contact Nelson Amen or Doug Apsey to volunteer or nominate your buddy!

FOUND—TERVIS TUMBLER

A recently purchased Tervis Tumbler was found after the Pancake Breakfast. To reclaim, please contact Brian @ 210-688-0420, or ladybgoode@msn.com.

Saturday, Sep 28, 2013
 10:00am - 6:00pm
 TSTC Waco (KCNW)
 Waco, TX

The Heart of Texas Airshow is coming to TSTC Saturday, September 28th, 2013. This festival of aviation features an exciting aerobatic Air Show and fun for the whole family! Join us as we bring World Class Air Show performers from across the country to Waco including two time Red Bull Air Race Champion Kirby Chambliss and an array of aerobatic flying feats, warbirds in close formation aerobatics, high flying action and Edge of your seat excitement! We proudly honor our military throughout the event. All day enjoy a variety of airplanes, helicopters, warbirds, skydivers, powered parachutes, RC aircraft and more in flight and display. Flights available to the public in a variety of aircraft. Exhibits, Food, Vendors, Kid's Activities and more! There is something for all ages at the Heart of Texas Airshow. Early online ticket discounts. Don't miss it! Like us on Facebook and visit our website for latest information and activities. We'll see you there!

Email: info@heartoftexasairshow.com
 Website: <http://www.heartoftexasairshow.com>

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

BIRD-DOG (CONT)

(Continued from page 1)

new fixed wing Army pilots to fly up at Camp Gary in San Marcos, Texas.

A few years later he would don a uniform as he received a Direct Appointment as a Warrant Officer in the US Army. He went to Fort Rucker, Alabama, for Advance Training and then shipped off to Vietnam as a forward air control FAC pilot – again in L-19's. There he'd fly with a controller, sometimes Vietnamese or other services, to a target area and fly a horseshoe type pattern where they could observe the accuracy of fire. He recalls watching naval artillery and describes it with wonder all these years later. "It was beautiful" he describes the initial phosphorus aiming flare in the dawn. He could see the projectile silhouetted in the flame from the ships guns in the distance only to lose it in the darkness until impact seconds later. He racked up over 700 hours of combat flying that he still describes as a high point in his career.

After returning from Vietnam, he was assigned to Ft. Eustis, Virginia where he instructed in the L-19's again. After serving time there, he left the Army to pursue his other love.....building. He returned to San Antonio, Texas to become a Masonry Contractor and Stone Carver.

But, no matter what he was doing he was never far from flying. Over the next several decades he would add 26 powered aircraft types and 6 gliders to his log-books. He became an accomplished and sought after instructor in fixed wing and gliders at several airports in South Texas and he became a principal resident/Owner of San Geronimo



Air Park. He is responsible for the gorgeous, monumental stonework that graces the front entrance; the EAA & Glider buildings; his home; and the Cone residence. Also, he carved several entry stones here on San Geronimo Airpark.

Bubba doesn't fly much anymore, but flying and aircraft are part of him. He and a long-time friend, Dave Whitney, are partners in the L-19. He and Dave had talked about buying a plane together for decades. But Dave lived on the other side of town and they were just too far apart.

So, when Dave moved near San Geronimo they finally had their chance. And, what aircraft would they buy but an L-19 like they had flown together 50 years ago. So, early this year San Geronimo welcomed N88T to the airpark. Dave Whitney

has many years of flying as a corporate jet pilot and earned a Distinguished Flying Cross and two Bronze Stars while flying helicopters in Vietnam. He was a Warrant 4 in the Army.

The Cessna L-19 was the response to

an Army request for an all metal aircraft to be used as a forward artillery spotter. The "L" denotes that it could also be used for liaison duties, a role similar to the highly successful L-

5 and other "L birds" of WWII. Cessna responded to the Army's request with a highly modified, tandem seat version of the Cessna 170 with a 213HP continental O-470 engine just in time for the Korean War. Cessna designated this aircraft

the 305A and introduced it in 1949 but never made a civilian version.

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BIRD-DOG (CONT)

(Continued from page 4)

The aircraft had a very distinctive greenhouse cockpit with overhead windows and a fuselage modified to accommodate a large rear window that was a forebear of future rear window Cessna's. The out-sloping side windows provided an unobstructed view of the ground, and the make the L-19 instantly recognizable. The aircraft had sufficient power and range to be maneuverable and relatively fast, but retained short, unimproved field capability, making it a very good machine for the jungles of Southeast Asia.



The DoD acquired over 3000 of the aircraft through the 1950's and they saw service with all branches of the military as well as with the militaries of Thailand, Vietnam and others. During the Vietnam years the Army re-designated the aircraft O-1 (observation). Combat aircraft were equipped with 2 racks of rockets that could be used to designate targets. Many aircraft were subsequently converted to trainers and formally designated TL-19 or TO-1.

L-19/O-1s were eventually replaced by twin engine OV-10 and O-2 aircraft and the highly prized L-19/O-1's were given to developing nations, reserve or guard units and many to the Civil Air Patrol. N88T was a CAP bird. The DoD decommissioned the last O-1 in 1974.

Originally olive green, the Civil Air Patrol had the paint stripped for higher visibility and for the next two decades she flew as a gray/silver plane. Those two decades were a long run for an O-1 with the CAP as they quickly fell out of favor with tricycle gear trained CAP pilots. Thus as the CAP moved to more modern 4 seat, tricycle gear aircraft, the remaining L-19/O-1's were relegated to museums and a few private collectors. Today the FAA lists 256 Cessna 305A and modified variants still in their registry.



N88T fell into private hands after its retirement from the Civil Air Patrol and the owner began to restore her to her original service configuration. However, rather than re-painting it green, he finished it down polished to a mirror surface. Thus, with the exception of a newer radio N88T is exactly like a combat L-19 would have been equipped.

The spacious tandem cabin holds two adults in comfort. According to "Wikipedia" the Air Force manual actually specified the rear seat as capable of holding one Forward Air Controller or two Vietnamese. In fact, one of the most famous O-1s was used by a Vietnamese officer to escape with his family of five. He loaded all five into the plane and flew it to safety, landing it on a US aircraft carrier. That plane hangs in the museum at NAS Pensacola. N88T is absolutely authentic down to the military

issue first aid kit. A few turns of a wrench and plugging in the cannon plug are all that is required to equip her again with missiles. I suppose Homeland Security might frown on that though....

The distinctive antennae on the tail are called "whiskers". They were essential for communication with ground forces radios during Korea.

Up front is a venerable O-470 engine. Peak rated at 225 HP they were de-rated to 213 HP which was quite sufficient.

There are several variants of L-19's that have been created over the years to be used as tow-planes, bush planes, and more. However, the most valuable of all remain pristine, flying examples of the real thing.

Bubba says he figures he and Dave chose to buy an L-19 for the nostalgia of it. For the prices they command, they could've bought any plane they wanted. But for them, the L-19 was the plane they learned to love and trust in peace and war. And, it is somehow fitting that this venerable, celebrated aircraft should again be piloted by one of our nation's most accomplished pilots.



I LEARNED FROM THAT!

PRE-FLIGHT CHECK?

Joe Killough

For those of you who know me, you have seen me check my fuel with a stick, before and after every stop and flight. It's on my check list, and I tell everyone that everything I know about flying, I've learned by scaring myself half to death, but I learn good.

It was 1958 and the first airplane I ever owned was a 1947 Luscombe 8A, and was maybe the best flying light plane I've ever flown. It had a metal wing, a 65 hp Continental, metal prop, cruised 85 mph at 4 gallons per hour and a full instrument panel: ASI, Tack, Altimeter, compass, oil pressure/temp gage, master and mag switch. The fuel gauge was directly behind the pilot's head. I want to point out that this fuel gage was the old model A Ford type gauge with a glass front and a dial that read from F to E in 1/4 gal increments. It had a cork float directly into the fuel tank above and behind the seats. No electrical system or radio. I got my private check ride in this plane.

I kept the plane at a private hangar on a 200ft grass strip at Converse, TX, and I had promised a ride home to a friend who lived in Austin and was working during the week here in San Antonio. He met me at the airport about four on a Friday afternoon with his AWOL bag, and I prepared the plane. It was a clear bright day, almost calm Southerly wind. The plane was OK, with a little over a 3/4 tank of fuel registering in a 14 gallon tank. I estimated the flight would take something less than two hours round trip, and I could get fuel anywhere. We were good to go. We were off the ground about four thirty.

We took off to the South, climbed to 200 feet and turned left to stay below the Randolph pattern, then climbed to 2000 feet and headed to the North East. New Braunfels was already in sight, and in just a few minutes we could see San Marcos. It was a perfect day to fly. Shortly Austin appeared on the horizon, and I climbed to about 3000 feet so I could locate the municipal airport which was then just on the North east edge

of town. We entered the downwind leg of 35, received a green light from the tower and touched down on the numbers of a 5000 foot runway. It may have been the longest taxi of my life to reach the terminal where my friend's wife was waiting. I didn't even shut off the engine, just turned around and taxied back to mid field, got the green light and took off to the North to go home.



On the climb out I checked the time: it was five fifteen, Okay, I thought a little tail wind coming, I'll still be back within my estimate of time. Over my shoulder glance at the bouncing fuel gauge, just bit below 1/2 tank. OK. I climbed to 3000 feet and made a gentle turn to the left towards San Antonio, smooth as glass.

Adjusted the throttle, checked the compass, bouncing between 190 and 210, okay. Smooth as glass. I glanced all around for other traffic and weather, everything okay. The sun was about 2 o'clock off my nose, up about 45 degrees, couldn't see San Marcos yet, glanced at my watch: five forty. Looking down to see my position, I was still over Austin. STILL OVER AUSTIN??? I'd been flying for some twenty something minutes and I was STILL over Austin!! Wow, really must have picked up a head wind, so I put the nose down and went to 2000 feet to look for a better wind. Now I was just past Austin and could just barely see San Marcos. Fuel check, just below 1/2 tank. Still okay, I can always land at San Marcos. Reduced the power a bit, put the nose down a little, went down to 1500 feet. Ground speed a little better, the sun was still off my two o'clock but almost down to the horizon, fuel between 1/4 and 1/2 tank, now New Braunfels was in sight. Ground speed must be better. I'll land there.

I reduced the power a bit, put the nose down and went to 1000 feet. This felt a little better because I could see the terrain moving past me about 500 below. A few minutes and I was over New Braunfels, the top of the sun was just above the horizon, but there, look there straight ahead was the skyline

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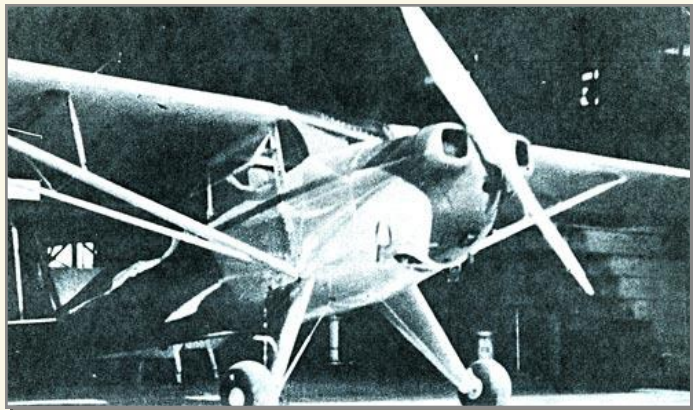
I LEARNED FROM THAT! CONTINUED

WRIGHT BROTHERS MASTER PILOT AWARD

(Continued from page

6)

of San Antonio. A glance at the fuel and I still had about 1/4th of a tank. I can make it now, so I maneuvered around over highway 35 to be in a position for a straight in to my home 17. The sun was gone now and it was twilight as I re-



duced the power to about 1500 rpm and headed in toward the strip. The ground was getting black as I skimmed over the tops of the cedars, there was the strip, power off and I touched down on the numbers, taxied to the hangar and shut it down. What a trip!

I was out early the next morning so I could fly to Hedrick, an airport which later was to become Martindale, to get gas. The engine started right up and I taxied out, checked the mags then opened the throttle and started the roll to take off. As soon as I lifted the tail off the ground, the engine quit. I rolled out and tried again. As soon as I raised the tail, the engine quit again. The fuel gauge read 1/4 tank. I got the ladder and opened the fuel tank and looked inside. There was about a forth of an inch fuel above the intake line at the rear of the tank. When the tail was horizontal, there was no fuel. When I landed the night before, I didn't have enough fuel to go around if I had over shot. Proving luck is better than skill.

How many pilot errors can you find in this short story? It should not be "live and learn", it should be "learn first" and you may live.

EAA 35 was proud to join FAA's Gary Stamper in awarding the Wright Brothers Master Pilot Award to Mason "Bubba" Hunt for 50* years of accident free flying. Bubba's extensive accomplishments are outlined in the lead article in this Newsletter. Family and a huge cadre of friends filled the EAA chapter building to witness this once in a lifetime recognition. That large turnout was emblematic of the influence he has had on young pilots and enthusiasts over the past decades. Clearly he has made an impact.



This is the fourth Wright Brothers award for EAA chapter 35 members. Other recent recipients include Charlie Brame, Brian Goode and Joe Killough.

The Wright Brothers Master Pilot Award recognizes pilots



who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years. Recipients are awarded a certificate and a lapel pin and are recognized in our Wright Brothers Master Pilot Award - Roll of Honor located online at [FAASafety.gov!](http://FAASafety.gov)

Congratulations to each of the winners, and to Ron O'Dea and everyone who has taken the time to nominate these accomplished pilots for recognition. Who will you nominate for this or other honors?



JULY EAA 35 FLY-IN

Some Photos courtesy of Nelson Amen. Thank you !!



JULY EAA 35 FLY-IN

Some Photos courtesy of Nelson Amen. Thank you !!



THE BUILDER'S CORNER

REPAIRS TO URETHANE ON FABRIC

MARK JULICHER

EAA 35 Technical Adviser

No matter what finishing system, no matter who applies the finish, I find that over time, your shiny, beautiful, urethane finish on a fabric airplane will crack. Even though the manufacturers add plasticizers, experience shows that 10+-year-old urethane will develop hairline cracks and 25+-year-old urethane can be really nasty.

Last month a customer brought in his 1977 Decathlon with original, shiny, factory urethane. There were some cracks and crazes on the wings and fuselage, but the belly was a disaster. Large flakes of paint had peeled off. Some of the fabric finishing tapes had peeled away. The exposed Dacron was oil soaked. In short, a horrible mess.

Naturally, I recommended new fabric on at least the fuselage, but the owner just did not want to go to that much expense and down time. We needed to make the plane airworthy without a complete recover. This was an interesting challenge because urethane is very difficult to repair. Furthermore, I don't spray urethanes anymore for health reasons. With those constraints, we developed a repair plan, and here is what we did.

First, the old paint had to come off the belly. Masking a line along the lower longerons provided an edge where the repair/repaint would end. A line was carefully scribed in the urethane to influence where the old paint should crack off but the scratch was not so deep that the fabric was damaged. Next, the owner being a frugal man lay on a creeper and peeled paint during his "spare time" over a two-week span. That dedication saved him many dollars. By using the point of a scribe, the paint was teased up off the fabric in strips. This worked reasonably well, and the paint did indeed chip off sort of close to the masked/scribed line along the longerons.

Now expecting any sort of coating to stick to oily fabric is just crazy, so the next task was to de-grease to entire belly. With the floorboards removed, the owner scrubbed the belly inside and out with Dawn dishwashing detergent followed by a liber-

al spray of K2R, remember that stuff? The Dawn and K2R process was repeated, and the fabric was nearly oil free at that point. This is also the point where the Decathlon was rolled into my maintenance hangar and handed off to me.

I was not fully satisfied with the degreasing because there was still oil under the stringers and in the corners. I used about ½ gallon of chemical degreaser and a lot of rags to clean and dig around in corners, and after about an hour I had everything about 98% oil free. At this point I checked the fabric with a Maule fabric tester, not the definitive test I know, but I determined that the fabric still had good life left in it. Time to think paint.

First up for painting were some metal pieces. We masked and shot white epoxy on the lower boot cowl, landing gear legs, aileron spades, and entry steps. Looking good so far! But



Airplane masked for spraying.

there was still some question about how this would all turn out when we applied dope to fabric. Would residual oil ruin our best efforts? I was really not sure, but having covered a few planes I figured I had a fighting chance of getting decent results.

The fabric on the plane was Ceconite, and naturally it being a certified plane we needed to use coatings certified with Ceconite. Our choice was Randolph dope and dope only, no urethane. With the plane masked off, I began applying the Randolph sequence – brush on nitrate dope, dope on new finishing tapes where required, spray on nitrate dope, spray on clear butyrate, spray on silver butyrate, spray on colored butyrate. All this brushing and spraying was done over three days to allow good drying time. While applying the nitrate brush coat I found two tiny places that still had a bit of oil, but by brushing hard and using a liberal amount of dope, I was able to

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BUILDERS CORNER (CONTINUED)

(Continued from page 10)

make the spots accept the dope with no further difficulty. Ulti-



The Belly Getting Silver Dope. Note the use of Fine Line Tape before applying the blue masking tape.

mately, the new dope finish on the belly came out looking pretty good! No, not as good as a complete recover, but all things considered it was pretty good.



Tail Masked

The parting line at the longerons came out OK. A bit of overspray of dope onto urethane was fixed with a light scraping via fingernail. There is a bit of a roughness at the interface, but at six feet away it is hard to see. Our plan is to overlay a one-inch wide length of striping tape along the longeron to protect the interface between the two types of coatings. This last bit of cosmetics will not only look good, but in case there is still a bit of urethane prone to lifting off of the fabric, this will help keep it from peeling.



D-Kups Rigged onto HVLP gun

fuselage can be turned over. Not so in this instance.

I don't own an expensive pressure pot sprayer; so allow me to intro-



Spray Gun Holder – NICE TO HAVE



D-Kups

ducing compressed air and among their many products is a nifty gadget they call D-Kups. (3M makes a similar version of this device if



Mixing and Filling the Cup

So now you may wonder, how did I spray dope on the bottom of the plane? Normally, coatings are applied when wings and engine are off the plane and the

duce you to DeVilbiss D-Kups. The DeVilbiss Company makes many things em-

(Continued on page 12)

BUILDERS CORNER (CONT.)**TEX HILL WING (CAF) L-5***(Continued from page 11)*

you prefer.) At any rate, the set up is to replace the hard-sided feed cup on your HVLP spray gun with a flexible bag. Essentially it works just like the flexible bag baby bottles. You fill the bag with liquid, spray the gun upside down until all air is evacuated from the bag, and then you shoot dope in the usual manner except now sideways and upside down spraying are no problem. It works amazingly well, and when you get done you can put a stopper in the spray bag for later use, or just throw the bag away which greatly reduces clean up time.

So there you have it, the finish looks good again and it should be good for several more years. The oil soaked fabric problem was over come. The peeling finish tape problem

**Roll Out! Looking Good**

was corrected, and the interface between new and old coatings came out pretty good. At this time, the owner is re-installing the floorboards and seats. When that is done, we will give it a good look over and sign off the paperwork. It remains to be seen how well and how long this repair will last, but for now it is looking good.

Mark Julicher is an EAA technical advisor and frequent contributor to this newsletter for which the editor is immensely grateful. He can usually be found at Bulverde Airpark and would love to help you with your technical issues. His contact information is in the back of this Newsletter.

**Colonel RB "Doc" Hecker**

The Tex Hill Wing's 1945 Stinson Sentinel L-5C (VW), USAAF 44-17280 (N178) is a single engine, 2-place tandem arrangement utility military observation-liaison reconnaissance type aircraft. Initially designed in 1941, it was manufactured by the Stinson Division of the Consolidated-Vultee Aircraft Corporation, located in Wayne, MI, USA. The prototype Model V-75 corporate style aircraft was a conversion of an earlier Stinson Model 105 Voyager. The final accepted military design was Stinson's model number V-76, and the subsequent delivered military designation was L-5 (VW); the VW indicating the Wayne, MI manufacturing facility. The first civilian flight of the Nashville, TN built prototype model V-75B, civilian registry NX27711, occurred on June 19, 1940 and was later modified with a Lycoming o-435 military engine upgrade as the V-75C. The first official acceptance flight of the military Model V-76 was on June 28, 1941 as the US Army O-62. The L-5 series aircraft were in production from 1941-1945 and were in primary US military service from 1942 to the 1950s, with some later models seeing service into the 1960s. Other military designators assigned to this model of aircraft were: O-62 (USAAF 1941), L-5 (USAAF 1943), OY (US Marine Corps), and U-19 (USAF 1962). With a gross weight of 2,250 pounds and short takeoff and landing (STOL) capabilities, the L-5 was easily able to carry heavy loads in and out of unimproved fields. Based upon its robust qualities, the aircraft's ubiquitous use in the role of a utility aerial vehicle quickly led to its being given the nickname of "The Flying Jeep".

A grand total of 3,591 L-5 variants were produced beginning with the L-5 and continuing with the L-5B, L-5C, L-5E and L-5G. The L-5 was a standard "observer" model. The L-5-A design was not placed into production as its proposed Ranger in-line engine was dedicated to other aircraft manufacturers. The next modification was the L-5B ambulance version which featured expansive cabin transparencies and a right sided loading hatch capable of accommodating a patient litter (stretcher) behind the pilot. The model L-5C was essentially the L-5-B configuration with the addition of being capable of mounting a photo reconnaissance camera behind the cabin seats. The designator L-5-D was reserved for a design project in 1943 that was not developed. The redesigned L-5E saw both an engine and wing upgrade to further the STOL capabilities of the aircraft. The L-5-E and later models

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TEX HILL WING (CAF) L-5 CONTINUED

(Continued from page 12)

had adjustable drooping ailerons to increase lift at slow speeds. There was no official L-5F version although the USAF converted a 1945 L-5B (44-17103) with a propeller and exhaust upgrade to “stealth” status and designated it as an XL-5F. The L-5G was the final variant manufactured and had engine and equipment upgrades. This model was designated as the U-19B in 1962 by the USAF. There are fewer than 200 registered L-5 variants listed on the FAA database, and as this robust aircraft saw world-wide service, it is probable that flyable L-5s can be found almost anywhere general aviation is active.

N-178 was part of a block of L-5Cs contracted in 1944 by the US Army and completed on February 2, 1945 as construction number V76-3571 with assigned US Army serial number 44-17280. The delivered power plant was a military series Lycoming O-435 6 cylinder horizontally opposed normally aspirated engine with a designed rating of 185 horsepower (138 kW). A wooden propeller was standard equipment. The L-5C was a standard L-5B ambulance model with a factory conversion as a photo-reconnaissance version capable of mounting an US Army K-2 camera in the rear fuselage. A total of 200 L-5C models were constructed as USAAF military block 44-17253 through 44-17452.

N178 was initially delivered to the USAAF and saw Pacific Theater war service at Clark Field, The Philippines. It apparently was transferred post-hostilities to the Philippine Air Corps which later became the Philippine Air Force. At some time in the past, the fuselage was metalized and extra wing fuel tanks were installed. The engine was retro-fitted with a pilot controlled Hartzell Hydro-Selective propeller. The aircraft eventually saw civilian service in the Philippines. It was imported back into the United States in 1994 as a group of 5 aircraft where it underwent type certificate A-764 conformity acceptance by the FAA in 1995 and was assigned registry

number N178. The aircraft was subsequently acquired by the American Airpower Heritage Flying Museum and is currently maintained and operated by members of the Tex Hill Wing (Hondo, TX) of the Commemorative Air Force as an L-5C (VW). The markings currently displayed on N178 represent the 1st Air Commando Group, 10th Air Force, which included composite aircraft utilized in India from 1944-1945 as part of the China-India-Burma (CIB) campaign. Both L-5 and L-5B aircraft assigned to the 1st ACG typically performed essential cargo and passenger ferry service in addition to “hack” service

between subordinate commands and field headquarters.

The Tex Hill Wing proudly and enthusiastically welcomes the addition of this fine example of Liaison type aircraft to their membership and care, and plan to fly and display this fine machine



at many venues in the coming seasons. Interested tail wheel qualified pilots who wish to sponsor and fly this aircraft are encouraged to contact Colonel John Gibeau, the current Tex Hill Wing Leader. His email is: gibeaujp@aol.com

RB “Doc” Hecker (CAF 35011) is a FAA Senior AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds a Commercial/Instrument Pilot Certificate for ASEL, ASES, AMEL, SIC B-17 and AMES along with an A&P Mechanic Certificate. He has logged over 2,500 hours and prefers small, intimate airparks. He has restored a 1965 Cessna C210E (N4904U), a 1946 Taylorcraft BC12-D (NC43306), a 1946 Aeronca 7AC (NC2241E), refurbished a 1943 Aeronca O-58B / L-3B (NC47185), a 1945 Stinson L-5C (N178) and a 1947 Taylorcraft BC12-D (N43928). He is currently restoring a 1947 Aeronca 7BC / L-16 (N119TX). His other projects include building a RV-8 (N51TX) and he is assisting in the restoration of a 1976 Taylorcraft F-19 (N3556T). In his free time, Doc practices medicine in San Antonio, TX. He is a member of EAA Chapter 35 of San Antonio, TX, EAA Chapter 92 of Orange, CA, and is an EAA Technical Counselor and Flight Advisor. He is a Life Member of the Commemorative Air Force and affiliates with the Tex Hill Wing (Hondo, TX) as a Sponsor Pilot, Houston Wing (Houston, TX) as a Sponsor Pilot, and crews with the Gulf Coast Wing (Houston, TX) as a Sponsor Pilot, Flight Engineer and member of the maintenance team where he does sheet metal and fabric repair work on that magnificent 1945 B17-G war bird “Texas Raiders” (N7227C).



JULY MYSTERY PLANE REVEALED

Doug Apsey

Our mystery airplane for July was the USAF NC-131H Total In-flight Simulator (TIFS). This one of a kind aircraft was a highly modified 1955 Convair 340/C-131B "Samaritan" transport aircraft. The C-131 was originally powered by two 2,500 hp Pratt & Whitney R-2800-99W engines that were replaced by two 4,368 hp Allison turboprop engines on the NC-131H.

This unique aircraft was created in the late 1960's as an in-



flight simulator for the Air Force. The second cockpit mounted on the nose of the TIFS contained reconfigurable controls and instrument displays allowing Air Force engineers to study the flight characteristics of new aircraft designs before building full-scale prototypes. Onboard computers simulated the handling characteristics of various aircraft designs including the B-1, X-40, B-2, YF-23, C-17 and even the Space Shuttle. The vertical fins mounted on the wings allowed TIFS to generate side-forces to simulate crosswinds.

The TIFS could be fitted with two separate noses. In addition to the two place cockpit simulator nose, a second "avionics" nose could be mounted on the aircraft to provide testing of prototype radar systems, infrared cameras, and other sensors. NC-131H TIFS logged over 2500 research flights during its' 38 years of service, advancing aviation technology and playing a critical role in the development of many of our current Air Force weapons systems. When it was retired in November of 2008, it was the oldest operating aircraft in the Air Force's inventory. It currently resides in the Research and Development Gallery of the National Museum of the USAF at Wright-Patterson AFB in Dayton, Ohio. Sadly, this portion of the museum is currently closed to the public because of USAF

budget reductions due to sequestration.



Wikimedia Commons

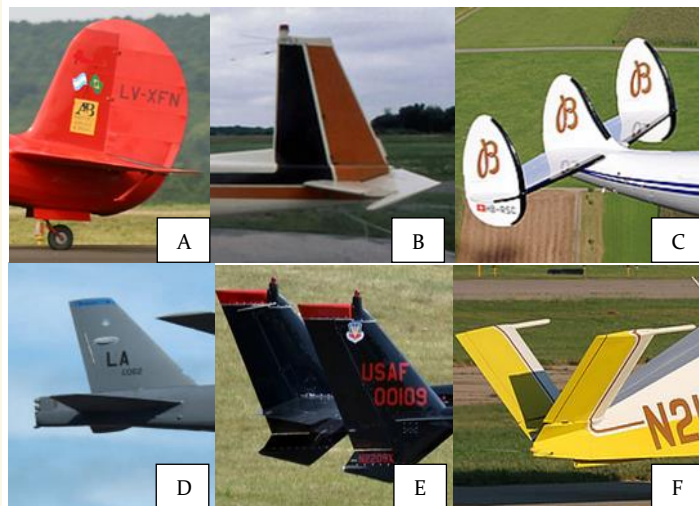
A special thanks to Chuck Fisher for providing our July mystery airplane. The information on NC-131H came from an "Air Force Print News Today" article dated 17 Nov 2008 and a National Museum of the Air Force Fact Sheet titled "Convair NC-131H Total In-Flight Simulator (TIFS)."



NAME THE PLANE

Doug Apsey

Here is a new twist on the identification challenge. I suspect most of you have seen these planes several times and would instantly recognize the entire plane. But can you do it based on



just a part? This month we'll start with some easy ID. What planes do these tails belong to? Answers are on page 17 but no cheating!



Country Store

Brian Goode



There are only SIX (6) Chapter 35 Tervis Tumblers available for sale through the Country Store. The embedded logo is an embroidered patch between the insulated layers of the tumbler, not a stick on label. They can be purchased at any of the Chapter 35 functions or by stopping by Hangar 53 at San Geronimo Airpark when you are out visiting your aircraft. The price remains

at \$16.00 each. Give Brian Goode a call at 688-0420 and get some while they last. They will soon become treasured items.

We have plenty of colorful Aero-Camper Chocks for sale. These

wheel chocks are light-weight, portable and durable. Designed for use on grass or dirt parking areas, they work equally well on pavement or tarmac.



These units are precision water-jet cut from 6061 aluminum extrusion, hand finished and powder coated. Chocks are 2-1/2" X 5" long. At only 7.5 oz. for a pair of chocks, they provide secure chocking without sacrificing useful load or space.

Also we need ideas for new merchandise—contact me with yours!

EAA CHAPTER 35 CATOLOGUE

Caps:

Cloth Chapter 35 and EAA Notional caps	\$10
Mesh Chapter 35 logo caps	\$5
SWRFI caps (collector's item)	\$8
Denim Shirts: Only 2 Large Short sleeve left	\$20
Tervis Tumblers	\$16
Chapter 35 cloth logo patches (sew on)	\$3
Bumper stickers	\$2
Chapter 35 logo stick-on stickers (Per inch)	\$2




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CHAPTER CALENDAR

AUGUST	10	<u>DAYTIME MEETING</u> Speaker: Dave Baker "Demonstration of steps to cut open and inspect an oil filter"	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	14	<u>DAYTIME MEETING</u> Flying the F-177 Stealth Fighter Col (ret) Lex Brown	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	12	<u>DAYTIME MEETING</u> David Larson "Idaho Backcountry Flying."	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER	9	ANNUAL CHILI COOKOFF Annual Membership Meeting	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting 12:30 pm
DECEMBER	14		EAA Chapter 35 Clubhouse Social Hour 12:00 pm Lunch 12:30 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Events (200 mi of 8T8)

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>

06/08/2013 -to- 08/31/2013 (All summer)

Saturday BBQs at Skyport (Fly-In)

Redbird Skyport - San Marcos, TX

Free Hamburger with 10 gallons of fuel every Saturday this summer!

53 NM

Sat 10 Aug

1200 noon

Anderson Aviation BBQ

Bulverde Air Park (1T8)

22 .7 NM

Fri-Sat 20-21 Sept 2013

Under the Wire Fly-In

Flying V T26 Louis TX

127.8

Sat 21 Sept 0900-1600

Pecan Planation (OTX1) Fly In

180 NM

Saturday, September 28, 2013

10:00am - 6:00pm

Heart of Texas Airshow

TSTC Waco, Waco, TX, USA

Activities. Something for all ages!

<http://www.heartoftexasairshow.com>

155.7 NM

FRI - SUN OCT 4 - 6 RANGER FLY-IN & AIRSHOW No.7

Campout and Barbecue

F23 Ranger Municipal Airport Ranger, Texas, USA

Commemorate 102 years of Ranger Airfield. Visit the air-field's website <http://rangerairfield.org/> for more info

Distance: 176.8nm

- Answers to Name the Plane—How did you do?
- A. Beechcraft Model 17 "Staggerwing Beech"
 - B. Aero Commander 100 "Darter" (Bet some of you thought this was a Mooney didn't you!!)
 - C. Lockheed L-1049 "Super Constellation"
 - D. Boeing B-52 "Stratofortress"
 - E. Cessna 0-2 "Skymaster"
 - F. Davis DA-2A

WANTED AND FOR SALE

FOR SALE: Complete RV-8 Quick Build Kit with O/H Lycoming IO-360 engine (minus starter/mags/prop) - \$50K Contact: RB "Doc" Hecker at www.assenddragonaviation.com or tcflyingdoc@yahoo.com (expires Nov 2013)

FOR SALE: Early RV-3 kit. Tail; feathers, flaps and ailerons finished and primed. Wings are finished but are the old version and only useable for parts. Have cowling, windshield structure, gear parts, wheel pants, engine mount, etc. All sheet metal and formed bulkheads for fuselage. Zero time Lycoming O-320-E3D engine with all new parts. Include engine log book and builder's log. Health forces sale. Tom Gould 830-663-4448 or nazca9t@hughes.net (expires NOV 2013)

FOR SALE: Stolp Starduster Too SA 300. Eng. Lyc O320 (160



hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated. **MUST SELL- Make Offer.** Call Dan Cerna at (210) 688-9345. (expires SEP 2013)

FOR SALE: Subaru EJ-22 engine, Ser. # 589390. Includes single 4-barrel carburetor, Mallory ignition, planetary reduction drive. Proven system, removed from flying aircraft. \$3100 Chuck @ 979 218 6153 (expires SEP 2013)

FOR SALE: Hegar brake master cylinder. 7" single control, Bore size - 5/8" (0.625). Includes brake bleeding kit, misc. fittings. \$95 Chuck @ 979 218 6153 (expires SEP 2013)

FOR SALE: Main wheels for UL or light experimental. One pair Matco Model MH6B wheels, with brake calipers, new brake pads, new wheel bearings, new Air Trac 15X6.00X6 4-ply tires. \$295 Chuck @ 979 218 6153 (expires SEP 2013)

FOR SALE: One unused Air Trac 15X6.00X6 4-ply tire. \$40 Chuck @ 979 218 6153 (expires SEP 2013)

NEW HANGARS FOR RENT @SAN GERONIMO AIRPARK

Available soon - construction is almost complete. 40 FT. Wide x 32 FT. Deep



Reserve one now by contacting either:

Brian Goode
(210)-688-

0420 (727)-709-1159 n9785b@gmail.com -or- Ron O'Dea
(210)-488-5088 r2av8r@gmail.com (expires NOV 2013)

HANGAR SPACE FOR RENT (8T8): I will have a t-hangar (30A) available 6-1-2013 Contact. Doc Hecker. 210-391-1072. (expires Nov 2013)

FOR SALE: Hangar at Boerne Stage Airfield, 5C1. 30' x 40',

elevated office and storage, shop, storeroom, and toilet. Airport fee \$540 per year, includes water, trash disposal and runway access. See at HangarHunter.com



Contact Bill Bartlett 210-865-4591 Email: bartlettsat@gmail.com (expires Nov 2013)

WANTED: O-200 case and crank. Other parts or a complete engine would be considered. Run out engine is OK. Contact Mark Julicher at 210-382-0840 or mjulicher@earthlink.net (expires Oct 2013)

For Sale: C-85-12 fresh overhaul with log. Std crank, .015 fresh ground cylinders, new rings, bearings, valves and pistons. \$7000. Dan Martinez. 210-269-1920 (expires Nov 2013)

For Sale - The Pelican! Complete in 2003 with a Stratus Subaru auto conversion. BRS chute, single-axis auto pilot, AOA, small glass panel, drooped ailerons, electric flaps, removable doors, composite fuselage and metal wings and tail. Lot's of factory built assemblies in quick-build kit. Burns less than 5 gph mogas or avgas and cruises at 120 mph. Plenty of baggage space. Flew from RI to OSH and RI to TX. Contact Gary at gary@zwheelz.com \$45K OBO (expires Nov 2013)



Airpark Property For Sale: One acre lot at San Geronimo Airpark. Water and electricity, buyer installs septic. Plenty of shade on this treed lot with large open area for hangar. Asking \$109K, contact Gary at (210) 722-2977 or gary@zwheelz.com (expires Nov 2013)

For Sale: ROTAX 582 BLUE HEAD • \$4,000 • YOU SNOOZE, YOU LOSE • 582 Blue Head 120 hrs. Runs perfect. Jet Hot Coated exhaust, Stainless Clamps, Warp Drive 3 Blade 68"pusher prop, C box 3:1 with RK400 Clutch, Grand Rapids EIS with all senders .Rotax electric starter. Will include Motor Mounts If needed. Will be on plane a couple weeks if you want to hear run. Contact Chuck Sharrar Sharrc10@hctc.net 210-861-9331 (expires Nov 2013)

- **To post an ad—contact the editor at eea35news@gmail.com.**
- **You must be an EAA 35 member.**
- **Ads will run for 3 Months from the last date you re-verify that the item is still for sale. If I do not hear from you the ad will be deleted**
- **PLEASE Notify me when your item sells!!**



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Chapter 35, San Antonio, TX

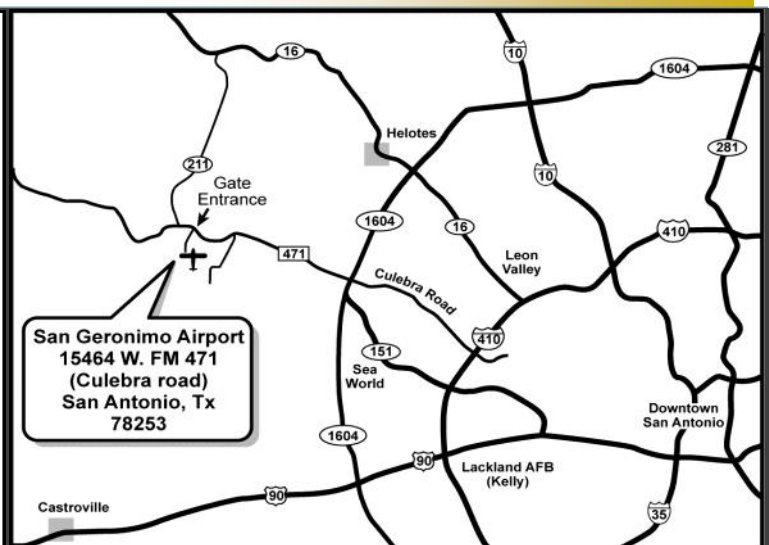
*Chapter 35 meets
Each Second Saturday of the Month*

Aug 10
**Chapter Gathering
and Program**

11:30 Lunch

12.30 Program

Chapter 35 Clubhouse at 8T8



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!

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

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