



December 2016

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Next Event

December 10
Holiday Luncheon
Social Hour about
11:00
Food and Gift Ex-
change to follow!
Chapter 35 Club-
house

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Chuck Fisher: Editor
eaa35news@gmail.com

BEST CHRISTMAS EVER?

Chuck Fisher

Christmas is just around the corner – already! It is hard to believe, I know, but it is true. What will you get for that someone who has everything, or maybe who you want to surprise with something totally unusual; or maybe you want to suggest a truly awesome gift for yourself.

How about a gift of flight?

Several years ago I did that for my son (now an Apache pilot, UAV driver, commercial pilot, CFI, etc.). I went down to the local FBO, such as it was, and found flight instructors, bought him a flight bag, headset and study materials. Now admittedly it backfired and I ended up paying tuition for an aviation college, but the moral of the story is that altitude is addictive – and life changing. That Christmas present has defined his career and allowed him to grow into a professional doing what he enjoys.

As a parent, grandparent, aunt or uncle, there are opportunities to introduce youth to flying that

aren't enormously expensive, that just might set that young man or woman on a pathway to the rest of their lives; and that I guarantee no one else in the family has thought of giving.

For adults who already have plenty of socks and electric drills, flying is something everyone can contribute to that is guaranteed to bring a smile to your face over and over again.

So, here are a few of my

thoughts on ways to introduce your loved ones to flying.

Although not necessarily a gift, youth and even adults can often get *totally free* introductory rides either through the EAA Young Eagles (for youth) or Eagle Flight (adults) programs. Most EAA chapters offer organized Young Eagles events a few times a year, but EAA Young Eagles pilots will provide flights at other times too. Just contact your local EAA chapter – like this one - and ask

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<http://www.planesafetypodcast.com/wp-content/uploads/2015/12/santa-plane.png>

Next Event: Holiday Luncheon

Traditional Home-Cooked meal

Gift Exchange to follow :
if you wish to participate:

- ◆ **please bring a gift for each participant**
- ◆ **Around \$10 preferred but that is up to you.**
- ◆ **Funny is OK—tacky or offensive—not so much!**



PRESIDENTS COCKPIT

**Steve Jones**

Our Facilities Chair, Freda Jones is cooking up a phenomenal Holiday Meal. She's planning turkey and ham, two different dressings, sides, desserts – everything but the Holiday Cheer. That said, you're welcome to bring yours. Following the

meal, we'll have a White Elephant gift exchange. Recommended value for the gifts is \$10, but that's up to you. The festivities begin with Social Hour, Saturday, December 10th, 11:00 AM.

Well, it was a chili throw-down after all! Eight challengers stood toe to toe in the ring. They squared off, with chili of every style. Some even had Yankee chili! You know, beans. Our intrepid ingestors, your chili judging panel, sampled exotic offerings from:

Charlie Brame, Chuck Fisher, June Goode, Freda Jones, Regina Karako, Nancy Mason, William Richardson and Jim Schlattman

Not a one was found wanting, but the victors had to be declared. They are, in reverse order of placement:

- ◆ 3rd Place: Charlie Brame – \$10 gift certificate
- ◆ 2nd Place: William Richardson – \$15 gift certificate
- ◆ 1st Place: Nancy Mason – \$25 gift certificate and braggin' rights for the year!

Chili competition isn't won or lost by popular vote, there's a... Too soon. But since we all know the judges can't possibly represent every last one of our member's diverse tastes, the People's Choice Award allows you, the member to hoot, holler, and declare your own winner. And the recipient of the People's Choice certificate of appreciation and the adoration of scores of dedicated chili enthusiasts is June Goode!

The Fly-Mart was great as ever! The pickin's were good and the prices were downright insane! Thanks to everyone for either cleaning out your hangar, or coming by to snap up that tool or that part you needed for your own project.

We marked the passing of long time member/builder Skip Barchfeld. I first met Skip ten years ago as he landed his Long-EZ at San Geronimo Air Park for a Chapter 35 meeting. I last saw him a number of years later at a local restaurant. He was grounded by then, but he still had the spirit of aviation within. May he soar with Eagles now, and forever.

The spirit of aviation. We saw it again as a spark of genius in our most recent EAA Air Academy student, John Karako. Following our amazing chili cookoff and meal, John regaled us with story after story of his adventure at Oshkosh. I was transfixed by his

presentation, his poise, his presence. John embodies the core tenet of our reason for being a 501(c)3 non-profit organization: educational outreach. We did it together: John did his part, and you did yours. I say let's do it again! Our Air Academy Chair, Maarten Versteeg is looking to you to help EAA Chapter 35 identify and put forward candidates for Air Academy 2017. In addition, your Young Eagles flights help defray the cost. After you've accrued ten flights within a calendar year, each flight, including the ten needed to reach the threshold is rewarded with a \$5.00 discount, applied to the Air Academy tuition.

I said this last month, but it's worth repeating: It's never too early to start planning for the March hay-ride and hangar presentation event. If you have a project at San Geronimo Air Park, or a particular aviation-related building skill you want to demonstrate, or you're just happy to talk about your airplane, please contact Darren Medlin at eaa35vp@gmail.com. Let him know you want to schedule your hangar as a tour stop.

On the national front, the FAA Safety Team recently sent an email announcing progress toward implementation of rules for medical requirements in lieu of a Class 3 Medical Certificate. You still need to be healthy, and honest with yourself as you self-certify before each flight – a requirement even now for Pilots flying with a medical, and Sport/Glider Pilots flying without. Our member AMEs are paying particular attention to this rulemaking, and all the consequences, intended or otherwise. It's a very interesting time for us all.

Dean Martin might complain, that 'Baby, It's Cold Outside', but I say fly safe and have fun doing it.



NEW MEMBERS

Please Welcome:

Jose A. Garcia

Jose is the VP of UPS Supply Chain Solutions who lives in San Antonio. He is also a Student Pilot, flying a C-172, working on his Private Pilot rating. You may contact Jose at jgarcia5@ups.com.

Kyle and Kumi Jester of San Antonio.

Kyle is ex-Navy and is currently a Web Developer. You may contact Kyle at kyle kyledesu@gmail.com

By the way, if you really can't think of a good gift—how about a membership. EAA is only \$40/yr and Chapter \$24 a year. That's cheaper than a Christmas Sweater!

CHAPTER BULLETIN BOARD

Hangar Space Available

Building a Project? Assembling a kit?

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

Holiday Dinner Gift Exchange RULES

One of our Chapter 35 traditions is the gift exchange after our Holiday Dinner. Participation is optional, of course, but the more gifts, the more fun we have, so everyone is encouraged to bring something. The specific "Rules of Engagement" will be explained in detail prior to the start of the gift exchange but here are the things you need to know before you get to the Holiday Dinner.

You *must* bring a **wrapped gift** to participate. Gift value should be around **\$10-ish** and be something *appropriate* to the occasion (meaning something you wouldn't mind receiving—as you might get it back!). Re-gifting of something from previous years is discouraged...but not unheard of. Finally, don't get too attached to your gift because someone else may take it from you – that's part of the fun!

Come prepared to have fun, leave stress at home and expect the unexpected!



EAA Chapter 35 Holiday Meal – Get Your Cheer On!

December Menu:

Succulent turkey

- ◇ Heavenly ham
- ◇ Delicious dressing, southern style
- ◇ Mercilessly mashed potatoes
- ◇ Mercifully mashed sweet potatoes (I play favorites)
- ◇ Great green bean casserole
- ◇ cranberry sauce
- ◇ Gravy, and lots of it. Think about it. What a wonderful time of year – the time when gravy boats ply the waters
- ◇ Delightful desserts: Pies, cakes, and ice cream
- ◇ To drink: coffee, tea, soft drinks, and whatever holiday spirits you bring.

Request your help! If you'd like to help with any of the above, (did you see President Steve trying to cook water last year? Please, I need your help!) please contact me at 210-570-9435, or email ea35facility@gmail.com. (seriously, please, he very nearly set dry flour on fire)

November Chili Cook-off Accolades and thanks to the following people:

Our Chili contestants:

- * Charlie Brame
- * Chuck Fisher
- * June Goode
- * Freda Jones
- * Regina Karako
- * Nancy Mason
- * William Richardson
- * Jim Schlattman

Our Chili Judges: Lost in the fog of war. All gave some, some gave all. Our chili judges sacrificed everything. We will forever remember our unknown soldiers. Except Maarten. (we happen to know Maarten)

Our Kitchen help: Roxanne Beavers, Peggy Fisher. It was a blur! If I failed to mention your name, I apologize. I truly appreciated your help and comradery as we fed an army of hungry aviation enthusiasts.

Plan Now for the HOLIDAY LUNCHEON and Gift Exchange!

December 10th; Home-cooked Holiday Turkey and Ham!

Bring your gifts and appetites!

EAA 35 Holiday Luncheon



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

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for a volunteer to provide a flight. It is not typically too difficult to convince a pilot to fly!

Young Eagles participants will also receive a participant code for FREE online ground school – now that is a deal!

Adults can also request an orientation flight through the EAA Eagle Flights program. To get connected with an Eagle Flights mentor

pilot near you: Call the EAA Eagle Flights office at 1-800-557-2376, email eagleflights@eaa.org and put “flight request” as the subject line, or inquire through your local EAA chapter. Note that not all chapters have formal Eagle Flight programs.

San Antonio is blessed to have oodles of outstanding flight schools and professional aviation and aerospace careers academies in the local area. Most flight schools and instructors will be happy to provide an orientation flight, often at a markedly reduced rate, for prospective aviators.



<http://afta.ie/wp-content/uploads/2015/06/gift-voucher-trial-flight-2014.jpg>

For those of you ready to take lessons or upgrade your current ratings, there are several choices. One choice is training under “Part 61”. This method allows you to select an individual instructor, rent planes and train on an “as available” basis. There are several private instructors in the area and lots of opportunities to rent planes. Often you can meet these instructors by referral from a friend or from an airport business office.

A more formal approach is through a “Part 141” program. These are structured classroom environments where ground school academics are taught according to a curriculum, and typically the school will have aircraft and instructors as part of the “package”. The schedule is sometimes less flexible, but students can often earn ratings with less costly flying time by use of simulators and academics. These academies are best suited to students ready to devote their time in pursuit of an aviation career. There are also some university based programs in the area that allow students to earn college credits toward a degree in Aeronautical Sciences or similar. “Part 141” and university programs often qualify for tuition assistance or loans.

Here are a few of the local flying opportunities I am familiar with that may be near you. It is NOT all inclusive and if I forgot your or your business accept my apologies in advance! In addition to these, there are lots of individual flight instructors that your local airport office can recommend.

North and Northwest San Antonio

Anderson Aviation—(<http://www.andersonaviationtx.com>) – Bulverde Airport – Anderson Aviation offers part 61, individualized training from light sport through multi-engine aircraft. They have ten aircraft and a several available instructors. They are convenient to North San Antonio either from Highway 281 or Blanco Road and have rapidly grown to one of the largest training enterprises in the area. Contact them at (830) 438-4359 (IFLY) or email info@andersonaviationtx.com.

Helicopter Experts—(<http://www.helicopterexperts.com>) – Bulverde Airport – Helicopter Experts is a professional flying academy, one of the oldest in South Texas. They offer all levels of instruction from beginner through professional pilot training. Because helicopter training is expensive, their very efficient part 141 training model is shorter and less expensive than many schools. Helicopter experts offers introductory flights for interested students. Contact them at administrator@helicopterexperts.com or by phone 210-930-0125 for details.

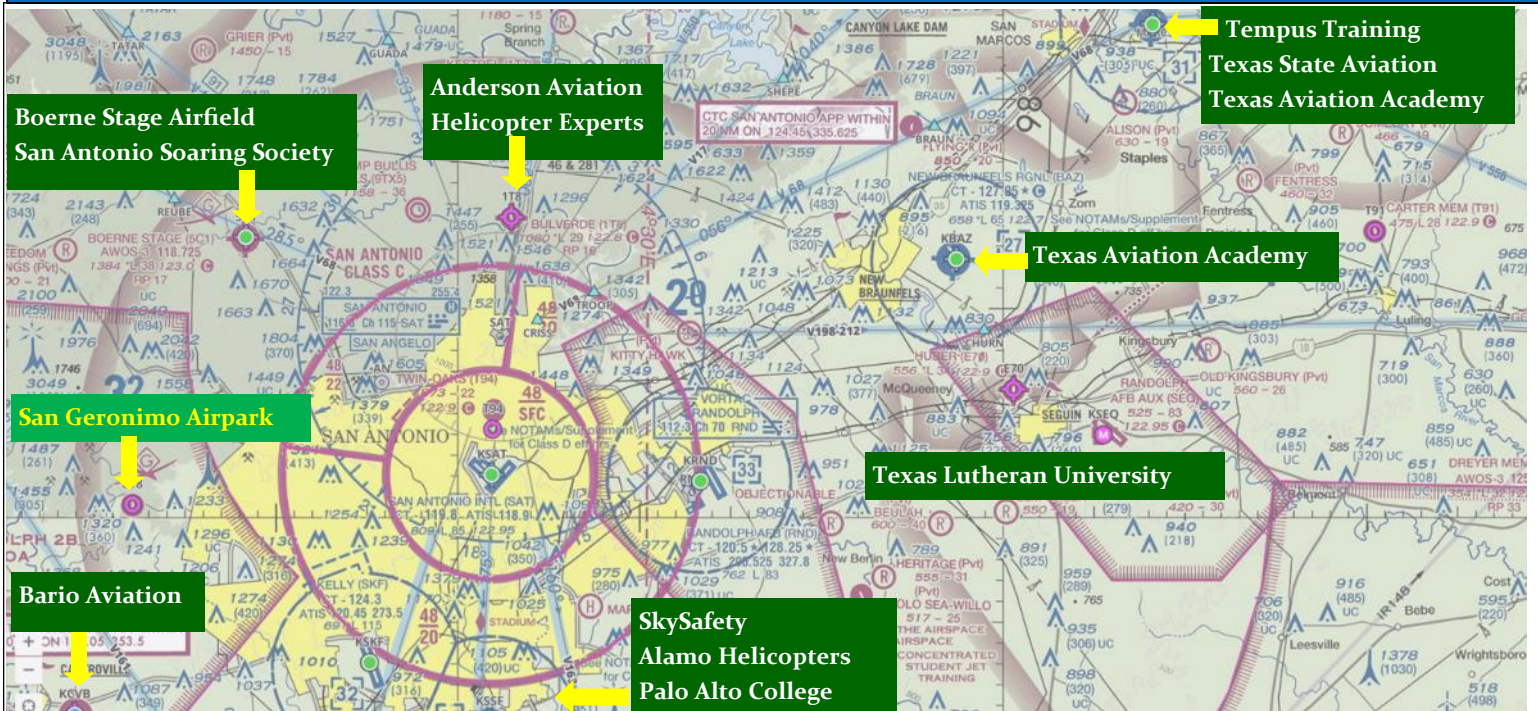
Boerne Stage Airfield: The folks up at Boerne stage airfield, northwest of La Cantera and The Dominion, have a fleet of first rate aircraft that range from antique tailwheel aircraft and modern Light Sport aircraft all the way up to complex, retractable airplanes and a cadre of independent instructors who are experienced in each type of aircraft and mission. These instructors provide flight training under Part 61 training rules, which allows individual, one-on-one training on your schedule. At Boerne you will select an instructor and arrange aircraft rental and flight time with him or her. Contact the Boerne stage business office at office@5c1.net or 830-981-2345 to learn more.

San Antonio Soaring Society: For the *least expensive* opportunity to fly you might consider soaring (gliders). Also located at Boerne Stage Airfield, The San Antonio Soaring Society is a non-profit club founded to provide soaring opportunities and training in the San Antonio Texas area. The club has two club gliders, a tow-plane, and a ground-launch winch. Club instructors offer a wide variety of introductory “Discovery” flights. Contact the Boerne Stage Airport front desk 830-981-2345

Northeast San Antonio corridor

Texas Aviation Academy (www.texasaviationacademy.com/) – New Braunfels Airport – Texas Aviation Academy offers training from

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private through multi-engine and commercial ratings. They are affiliated with Liberty University School of Aeronautics so students can earn credit toward their bachelors degree while training and can use tuition grants and loans as part of the training. They offer discovery flights for those interested in pursuing flying training. Contact them at (830) 629-2110

Texas State Aviation (<http://tsaviation.com>) – San Marcos Airport – Texas State Aviation offers a full repertoire of flight training with a large fleet of modern aircraft. They offer introductory discovery flights from San Marcos as well. Contact them at (512) 396-2212 or office@tsaviation.com

Tempus Training Solutions (Redbird Skyport) – San Marcos – One of the most exciting advancements in flying training has been the evolution of ultra-high fidelity, low(er) cost simulators to not just reduce overall training time and cost, but that also allow enhanced training in situations and systems that would be unsafe or impossible to experience. Redbird was the industry leader in this new technology, and their premier training facility is right up the road. Now called Tempus Training Solutions they offer private, instrument, commercial, and multiengine ratings as a complete package. Contact them at 512-878-6670 or crice@tempus-as.com

South and Southeast San Antonio

SkySafety – Stinson Municipal Airport (KSSF). Sky Safety is a full time flight school that offers a structured (part 141) classroom and flying training environment. I've worked with them personally, and they run a top notch enterprise. Email: info@skysafety.com,

They are next to the main terminal/FBO at Stinson Airport. Call them at (210) 921-2504

Alamo Helicopters – Stinson Municipal Airport (KSSF). Alamo Helicopters offers everything from discovery and sight-seeing rides to professional helicopter pilot training. From their website they describe their introductory flights as including ground school time and actual air time in Helicopter with you taking controls. You will experience takeoffs, straight and level flight, hovering, landing and an amazing view. Not only will you land with a much more clear concept of what it means to be fly helicopters but will have flown one! Check them out at <http://alamohelicoptertours.com/> or 210-921-2359

Southwest and West San Antonio

Barrio Aviation – Castroville Municipal Airport (KCVB). I've been thrilled to watch Berne and Mario grow Barrio aviation from a dream to a first-rate Part 141 formal training academy at Castroville. They can do training from initial flight experiences all the way through multi-engine and instrument ratings in either a classroom or on an individually scheduled basis. And, although just barely outside San Antonio, they have the advantage of uncrowded Texas skies and abundant airfields to train on. Give them a call at Tel: (210) 390- 6444 or Mobile: (830) 776 -1831 and check them out at <http://barrioaviationinc.com/>

Resources at **San Geronimo Airpark (8T8)** – There are no official flying schools at San Geronimo, but there are instructors and there are aircraft. Aircraft rentals can be arranged through G4K aviation

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at 210-994-6049. There are several certified flight instructors on the field including Bob Cabe ((210) 289-5375 or (210) 493-7223 bob_cabe@hotmail.com.

University Programs:

Palo Alto College - Palo Alto College is rapidly becoming a South Texas leader in collegiate aviation education and offers programs for future pilots and several other aerospace disciplines and offers both a Professional Pilot program and an Aviation Management program. Call them at (210) 486-3065 or www.alamo.edu/pac/aviation

Texas Lutheran University (Seguin) - The aeronautical science degree with an airline pilot specialization is designed for students whose goal is to fly for a commercial airline or corporation. TLU has partnered with Texas Aviation Academy LLC to provide flight training based out of the New Braunfels Airport 830-372-8000 <http://www.tlu.edu/academics/programs/aviation/>

I'd encourage you to consider giving your loved ones a chance to fly. Most schools will have a discovery or introductory flight option. And, as you can see we have every sort of aircraft and training facility right at our fingertips.

Give one a call – you could change a life!



SAFETY NOTES & NOTAMS

BEST GLIDE SPEED



Ron O'Dea—Safety Officer



Here is a great article about calculating your best glide speed or minimum sink rate speed from the FAASTeam Newsletter. It's a good discussion of what the difference is, how to calculate it for your airplane, and when to use it. This is a good exercise for your next Flight Review. Be safe out there and...Keep Your Brain in The Game!

What is Best Glide Speed?

Is it the speed that will get you the greatest distance? Or is it the speed that gets you the longest time in the air? Or are these two the same — the longer you fly, the further you go? Well, as so often is the case, best glide speed depends on what you're trying to do.

Going the Distance

If it's distance you want, than you'll need to use the speed and configuration that will get you the most distance forward for each increment of altitude lost. This is often referred to as best glide speed and, on most airplanes, it will be roughly halfway between V_x (best angle of climb speed) and V_y (best rate of climb speed).

Keep in mind that this speed will increase with weight so most manufacturers will establish the best glide speed at gross weight for the aircraft. That means your best glide speed will be a little lower for lower aircraft weights.

Need More Time?

If you're more interested in staying in the air as long as possible to either fix the problem or to communicate your intentions and prepare for a forced landing, then minimum sink speed is what you'll need. This speed is rarely found in Pilot Operating Handbooks, but it will be a little slower than maximum glide range speed.

What About My Airplane?

If you're wondering about the airplane you fly, you can do some experiments on a dual flight with your flight instructor. Start at V_y or the manufacturer's recommended best glide speed with power off — you did remember the carb heat, didn't you? — and note speed vs. sink rate

as you adjust pitch to reduce airspeed. For the most useful results, you should do this as close to typical mission weight as possible. To identify minimum sink speed, look for the highest speed forward that will give you the lowest rate of descent. Knowing these speeds will give you a couple important numbers to have in the back of your mind should a situation ever warrant their use.

How Far Can I Glide?

How many miles you can glide per 1,000 feet of altitude is another very useful thing to know. A rule of thumb for Cessna 152s and 172s is 1.5 nautical miles per 1,000 feet of altitude above ground level. Consider experimenting to see how far your aircraft can glide.

Forced Landing Tips

A good way to prepare for a forced landing is to practice power off approaches and landings at typical mission weights. This will keep your skills from getting rusty. Some pilots will choose a spot between the 1st and 2nd third of the available landing area for an initial aim point. As they see they can make that initial spot, they'll add flaps and perhaps slip the airplane to move the aiming spot to the 1st third of the landing area. This is done to reduce the chance of landing short or a final approach stall while trying to stretch the glide to the runway.

Position is Key

For any type of gliding approach, you'll want to reach a key position on base from which you'll know you can make a successful landing. Until the key position is reached, keep the airplane configured for best glide. After you pass the key position, add flaps and gear to configure the airplane for landing and fly the final approach at 1.3 times the stalling speed in landing configuration ($1.3 V_{so}$). The FAA's Airplane Flying Handbook contains several helpful diagrams for different power-off landing scenarios and corresponding key points.

See the complete article with graphics at:
https://www.faa.gov/news/safety_briefing/2016/media/SE_Topic_16-01.pdf

MODERN INSTRUMENT FLIGHT TRAINING

Steven Dortch

Yesterday, I completed my IFR checkride and did quite well, if I say so myself! After 25 plus years as an off and on VFR pilot who had dabbled at IFR training, I decided to use my GI Bill for a post Army retirement flying career. I just want someone else to pay for my flying hobby. Step one was to get a instrument ticket.

After looking at quite a few schools, I selected

Tempus Training Solutions in San Marcos, Texas. I wanted a school with a good reputation and they had to be able to do Part 141 training and be able to get GI Bill approval. Redbird Proflight Academy has moved Flight training operations to Tempus Training. Tempus met these requirements and was \$3500 cheaper than the other part 141 programs due to extensive Sim use.

Tempus is the flight training laboratory for Redbird and uses Redbird full motion flight simulators and has an agreement with the FAA that allows them to do a majority of the training in the Sim with the student proving his knowledge in the aircraft. The flight sim closely replicates the 2006 172S Cessnas used by the flight academy, including the G1000. Using the sim allows the instructor to either hit pause and explain what right looks like or allowing the student to totally screw up the maneuver and even crash. Neither is recommended in the plane. The Tempus aircraft are well maintained.

There is a CFI shortage that has affected most schools due to a increased demand for airline and corporate pilots. The Chief pilot for Tempus (a retired F16 driver) has been able to attract good CFIs by understanding that they were going to move on and by helping them get ratings and resume enhancing jobs. (IE my instructor took a break from teaching to fly a Pilatus PC12 from Nairobi, via Europe and then North sea back to Virginia.) He also treats them as professionals and expects them to act accordingly. Several instructors who became Airline or Corporate pilots come back on their days off to teach (and earn a little change.)

The first thing I had to overcome was 25 years of lazy VFR habits such as simply getting close to an altitude or letting the plane drift

off heading. I did however get compliments on my ability to fly the plane, do cross wind landings, etc....

At week two, I started having equilibrium problems (Dizzy) , more in the sim than in the plane. I had to cancel several flights and end some sim sessions early. I called a retired Army National Guard buddy who had been the Flight Surgeon for the Texas Army National Guard and told him my problem. He told me several things to try. There has

been a huge mold problem in South Texas and the mold count was so high that even those not allergic were having problems. So he told me to take Allegra (NOT Allegra-D) and use Flonase every day. Also to Shower often to get the mold off of me. He told me to start wearing my reading glasses for every IFR session and any time I read or used a computer. I would not use reading glasses early in the day since I could focus, but as my eyes got tired and would not focus, I would put them on. I had been swimming with my grandsons and he told me not to get my head more than three feet below the surface. He ended by saying sleep and eat at the right times and drink water. I think it was a combination of the mold and my aging eyesight. Though I am not sure which one it was, it worked. In two days I was fine.

I felt really good about my learning curve at first, but after about 3 weeks I simply felt like I would never get it. If I looked away from the Attitude Indicator (AI) I climbed, dove, turned or a combination of all three. Taking time to write things down, read them, change frequencies, set up the GPS flight plan, get my tablet set up on an approach procedure, change a freq, check the engine gauges or anything else resulted in a deviation from heading and/or altitude.

I called Vernon Foster, a 99 year old buddy. Vern was once a pilot for United Airlines and became their manager of flight simulator engineering and maintenance. He did my tailwheel signoff two years ago at the young age of 97. I told Vern of my problems and how I would never get it. He listened patiently and then laughed and said "you are at the right place in your training. Every pilot

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<https://media.licdn.com/media/AEEAAQAAAAAAAO-AAAADJA4MTdkNzU5LTE3OGUtNGYyN5o5MzE3LTA1NmU3MzJhODE4MQ.png>

(Continued from page 7)

thinks that they just aren't going to figure out Instrument flight! It will start to come together and when it does it will get easier." He questioned me about what I was doing and his pearl of wisdom was. "Let go of the yoke when you look away from the AI!. If the plane is trimmed and flying level it will continue on course while you take 5 seconds to do something. So just let go!" That fixed my problem. I was steering the way I was looking!

Redbird uses iPads to manage the Simulators and all of the instructors have drank the Foreflight Koolaide. So I had to get an iPad, buy foreflight and learn to use it. (I

joined NAFI and got a good enough Foreflight discount that it almost paid for the NAFI membership.) We used Foreflight to get plan flights, get briefings and file flightplans. It is a strong and powerful tool. However, the instructors would not let me use the iPad in the plane for anything beyond approach plates. I was to learn to fly the plane using the FAA certified tools. The tablets were basically to hold the approach plates. I often used my Samsung tablet with the lifetime Anywheremap program since I had a yoke mount for it. Since they made me turn off the GPS function on it for most flights, it made no difference if it was iPad or Android. Initially Foreflight was just a little ahead of Anywheremap, but while I was there Foreflight did an upgrade that changed the game. Much more fidelity on the maps, flight planning that will include planning and tracking approaches or traffic patterns and many other features.

It took me a while to get down the Garmin G1000 buttonology. This high tech device will do a lot of things including providing IFR certified GPS guidance for the pilot (or an autopilot), show a moving map. display all the needed instruments for IFR flight, Show required approach altitudes, and so on and so forth..... I spent many hours in the sim just figuring out how to do simple things like activating the next leg on an approach, or how to delete and add an approach. I finally learned to use all the needed functions of a G1000 but it has MANY functions that I have not figured out.



<http://www.aero-news.net/images/content/genav/2011/AEROTV-Osh-Redbird-FMX-0811e.jpg>

I had to learn the balance between trying to get ahead of the plane (IE setting the next approach up) and just flying with what I needed to get to heading and altitude. For example, I had to not try to extract more info from the G1000 while on approaching an ILS approach, "just intercept and fly the localizer and glide slope."

About two and a half weeks ago, I had to cancel my scheduled IFR checkride due to a lot of Cumulus activity in our area. Also, I felt marginally ready. Then there was a sudden shortage of DPEs. Many students in the Houston area were scheduling with "our" DPEs. It took me two and a half weeks to get my checkride and that was on a Sunday morning.

My checkride went very well. Even with trainee ATC controllers and the Push To Talk (PTT) on the DPE side failing 10 minutes into the flight. I asked for a RNAV approach to 31 with a circle to runway 13. But the trainee controller told me we had to use 13 and we could circle at ORALE (confusing a circle with a hold pattern). My DPE explained that I was on a checkride and had to do an approach and circle to a different runway. This confused them and the DPE PTT quit right then. So I requested an approach to 13, holding at the IAF and a circle to 31 and proposed that I to do a low approach. I was able to take all this in stride, the DPE was pleased with my ability to communicate and execute. My Checkride was much easier than my "pre check ride" with the Tempus chief pilot. The DPE said he wished all checkrides went so well.

All in all, a good experience and glad I did it. I did not enjoy instrument training though I did get comfortable doing it. It is not near as fun VFR flight, but it sure adds to my ability. Next step is my commercial ticket.

Blue Skies,



FROM HEADQUARTERS AND OTHER NEWS

Pilots: Do Not Voluntarily Surrender Your Medical

November 23, 2016 - It has come to EAA's attention that some pilots have been counseled to voluntarily surrender their medical certificates in anticipation of the implementation of aeromedical reform provisions signed into law in July. Some claims have been made that such surrenders preserve a pilot's eligibility to fly under the new law, which the FAA has been directed to implement by mid-January.

The FAA generally treats a voluntary surrender of a medical certificate as a revocation, which would make the pilot ineligible to fly under the provisions of PBOR2 as well as the current sport pilot rules.

Pilots are always free to allow a medical to lapse at any time and preserve their eligibility.

If at any point the FAA would like a medical certificate to be returned (usually during the application process), they will make the request abundantly clear.

EAA, Sporty's Open Doors to Aviation for 40,000 Young Eagles

November 3, 2016 - More than 40,000 Young Eagles have enrolled in the Sporty's Learn to Fly online course free of charge thanks to the partnership of EAA and Sporty's Pilot Shop. The course is available as a follow-up to Young Eagles flights, which introduce approximately 70,000 youth to aviation each year



through free flights with EAA members.

WEBINARS

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

12/7/16 7 p.m. CST TBM Avenger Returns to Hawaii Brad Deckert

12/14/16 8 p.m. CST When Metal Lets Us Down Qualifies for FAA Wings and AMT credit. Mike Busch

12/21/16 7 p.m. CST Enhance Your Flying by Adding an Instrument Rating Qualifies for FAA Wings credit. Andy Miller

SPORT AIR WORKSHOPS

December 10-11, 2016: Houston, TX

LET US KNOW ABOUT YOUR ACHIEVEMENTS!

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

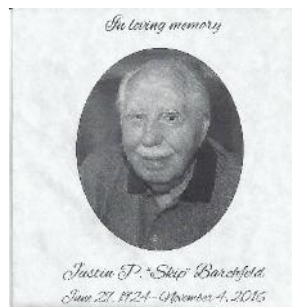


Gone West—Skip Barchfield

Dave Baker

JP "Skip" Barchfield was a member and past President of EAA Chapter 35 for many years. Sadly, many of you did not have a chance to know him. So, I wanted to share with you a glimpse of who he was.

Skip was a consummate "Homebuilder". He was always designing and remodeling the homes he and Martha lived in. He even designed and built their lovely home in D'Hanis Texas where they retired too. Skip built a Long EZ back in the 80's (named Martha's Heavenly Body) and flew it for several years. After he finished building the EZ he had some materials left, so being the "Builder" he was, Skip decid-



ed he would just build his own casket out of the foam & fiberglass he had left. After researching and getting the requirements he built his Final Resting "EZ" (named "Martha's Heavenly Body II")! It would have to sit in the garage for another 20 plus years though before it was put to use!! As was his nature, this casket is very luxuriously built.

Martha felt he would want to share his last big project with his EAA friends, and asked me to do so. Skip will be missed by the many people that he touched in his life, and I was fortunate to be one of them.



NOVEMBER MEETING AND CHILI COOKOFF—FEATURING JOHN KURAKO AIR ACADEMY REPORT



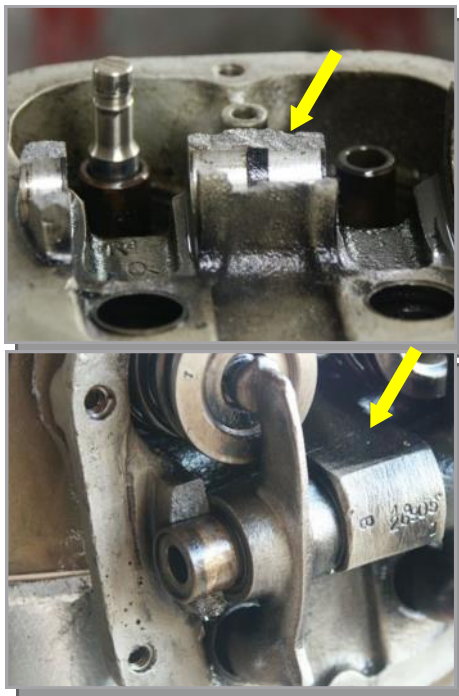
NOVEMBER MEETING AND CHILI COOKOFF—FEATURING JOHN KURAKO AIR ACADEMY REPORT



THE BUILDER'S CORNER

A WORD ABOUT AIRWORTHINESS DIRECTIVES AND ITEMS OF INTEREST

Mark Julicher



From time to time it is good to remind ourselves that aviation regulations are written in blood. Some time ago a friend of mine was starting his Continental C-85-12 engine when something sounded terribly wrong. The engine tried to start but it began making expensive noises. After shutting it down he found the following problem.

This could easily have happened just 20 minutes later, perhaps during a takeoff, but timing

Photos 1&2: Rocker boss damage to cylinder #3

is everything, and both he and the plane survive to fly another day.

A brief search of Airworthiness Directives (AD) for the Continental 85 produces the following information:

AD 94-05-05 R1 TELEDYNE CONTINENTAL ENGINES AND ROLLS-ROYCE, PLC Model C75, C85, C90, C125, C145, O-200, O-300, and GO-300 Series and Rolls-Royce, plc (R-R) C90, O-200 and O-300 Series Engines

Compliance: Required as indicated, unless accomplished previously.



Photo 3: Push rod from the damaged cylinder along side a good pushrod

To prevent engine power loss and engine failure, accomplish the following:

(a) At the next cylinder removal from the engine, or engine overhaul, whichever occurs first, after the effective date of this AD, inspect the cylinder rocker shaft bosses for cracks using one of the following methods, and if cracked replace with a serviceable cylinder: ...

The AD goes on to describe how to do a dye penetrant inspection in great detail so I won't bore you with repeating all that. Obviously this engine was not the first to experience this malfunction and unfortunately it won't be the last.

ADs are slippery. While it is relatively easy to find ADs for airframes and engines and propellers, the fact is that an AD may apply to some of the most unobtrusive and unsuspected parts. There are ADs about attitude indicators, compasses, vacuum hoses, valves, wheels, and much more. These are important or else they would not be directive.

Of course you know that your A&P, IA is suppose to do an AD update at every annual inspection. Most inspectors do good job figuring out the ADs on your plane. It comes with experience and doing thorough log book searches. Good AD search software helps a great immensely and reduces AD search time by literally an order of magnitude; however, it is always possible that some minutia will slip by.

The take-away from this discussion is that an aircraft owner should have a complete, current AD listing showing method of compliance for each AD and that it is helpful to read and understand the AD list as a back-up the inspector.

Know the Ropes

Tie down ropes that is. When you have a choice about which rope to use at your aircraft tie down, here are some characteristics to consider.

Nylon - Nylon has good ultra violet (UV) resistance. Fabrics deteriorate under UV light, but nylon holds up better than most. Nylon stretches under load (shock absorbing) and that is kind to your aircraft structure. Nylon is strong and has good abrasion resistance. Nylon is a good choice for aircraft tie down.

Polyester - Polyester rope has very good UV resistance and even better abrasion resistance than nylon. Polyester resists rot and mildew very well. Polyester does not stretch under load. This rope is most often used on sail boat rigging. It is OK for

(Continued on page 13)

THE BUILDER'S CORNER CONTINUED

(Continued from page 12)

tying down aircraft, but will be harder on the aircraft structure than nylon during windy conditions.

Polypropylene - Polypropylene is strong and inexpensive. It floats, so typically it is used as waterski rope. It has poor UV resistance. After less than a year outdoors it begins to shred and loses much of its strength. There are clearly better choices than polypropylene for tying aircraft. It is OK when it is new, but can't be trusted when it starts looking shabby.

Cotton - Cotton is not as strong as nylon. It shrinks when wet, it rots, it mildews, and loses strength with UV exposure. Cotton is not very abrasion resistant. Cotton is a poor choice for aircraft tie downs. It is OK if it is new and fairly large diameter, but don't trust cotton very much.

Manila - Manila is a natural fiber. It has the same disadvantages as cotton although it lasts a bit longer. Wet manila can shrink enough to put a large load your wing. Manila it is difficult to untie when it is wet. Manila's rough texture may give you rope splinters. If you tie down with manila, leave a little slack.

Chain - Chain is obviously not rope. Chain has no stretch. If a strong wind should rock your plane, the harsh pull of chain can cause damage. Avoid chain when you can.

So there you have some of the more common ropes available at your hardware store. It is worth the effort to find the right kind of rope the next time you need to replace your tie downs.

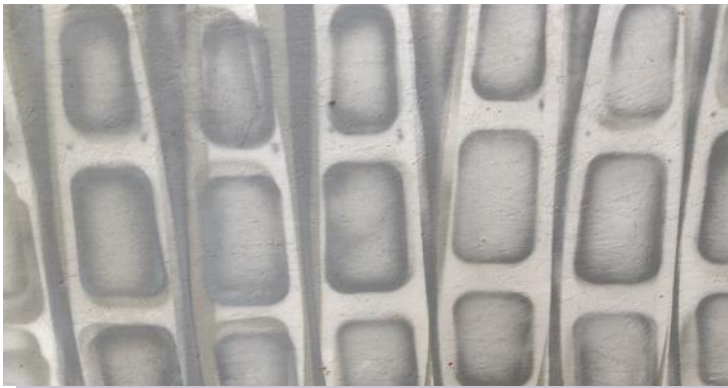


Photo 4: What's That? We spray painted some wing ribs lying on a sheet of plywood. The result was artistic.

Water Jet Cutting

I have been fabricating engine baffles and needed an efficient way to make multiple sets. I decided to give water jet cutting a try and I can say I am pleased with the result. Ninety percent of the pro-

cess is to make accurate drawings using Computer Aided Drawing (CAD) software and then produce the drawings in a format acceptable to the water jet cutter. In my case I produced files in .dxf format and delivered a memory stick and a small stack of sheet metal to [Aqua Power Cutting](#) in Blanco, Texas.

Two days later I picked up a neatly cut stack of parts. After de-burring the edges and making necessary bends I assembled a very nice engine baffle. I found that I had made a couple of alignment errors that the CAD software did not catch, but a bit of finagle and I was most pleased with the result. I had steel and aluminum baffle parts that were readily assembled with Clecos and ready to fit to an engine. I can replicate the process as often as needed saving many hours of hand labor.

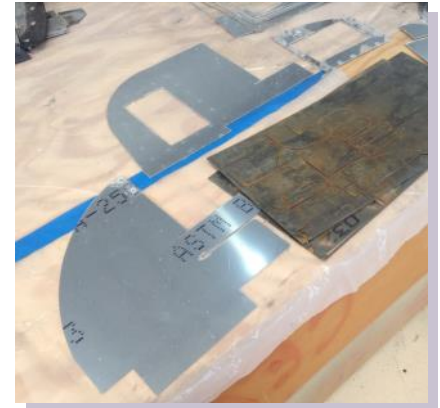


Photo 5: Parts cut by water jet which is actually a high-pressure slurry of water and garnet.



Photo 6: Baffle assembled with Clecos. This should readily slip onto an O-320 saving many hours of cut and try.

One last item

This last photo is of an oil fitting that had been chafing. A fiberglass cowling made the aluminum paper thin. Remember that a small clearance between parts may be NO clearance under air loads and vibration. Put a little extra space between potential rub points and use cushion clamps to keep things apart.



Photo 7: Oil hose worn by chafing

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 or maintenance issues. His contact information is in the back of this Newsletter or [click here](#)



NOVEMBER MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Charlie Brame (again!) for correctly identifying our November mystery airplane as the Brunner-Winkle Bird designed by Michael Gregor and built by the Brunner-Winkle Corporation in Glendale, New York. The design first flew in September of 1928. There were several versions of this aircraft built between 1928 and 1931 and Charlie correctly identified this particular Bird as the BK model powered by the Kinner K-5 radial engine.



Model "A" powered by the Curtiss OX-5; Flickr.com

The Brunner-Winkle

Bird was a 3 seat biplane originally designed for taxi service, personal pleasure flying and barnstorming. It was considered a very forgiving airplane to fly with a good rate of climb, impressive short field capability and stable slow flight characteristics. It is reported that after test flying the BK, Charles Lindbergh felt it was the perfect airplane for his wife, Anne Morrow-Lindbergh, to use for her flight training and purchased one in 1930.



Model "BK" powered by the Kinner K-5; <https://airandspace.si.edu/multimedia-gallery/6612hjpp>

The Brunner-Winkle Bird was typical of most airplanes of that era, fabric covered wood wing and a fabric covered steel-tube fuselage. It was somewhat unique in that it was a Sesqui-plane wing design with the top wing having approximately twice the area of the lower wing. Wingspan was 34 feet and the fuselage length was 22 feet. Empty weight was 1315 pounds and gross weight was 2150 pounds. Cruise speed was 88 mph and it had a range of 450 miles. It takes off and lands at about 40 mph. The cost of the Brunner-Winkle Bird in 1929 was \$4000.00.



Charles Lindbergh and wife Anne Morrow-Lindbergh with their BK; Airspacemag.com

The Model A was the original version of the Brunner-Winkle Bird and it was powered by a 90 hp Curtiss OX-5 engine. Around 80 "A" models were built

before the "B" model with the 100 hp Kinner K-5 was introduced. About 84 "B" models were produced followed by about 58 "C" models. The "C" model was produced with a variety of engines including the Wright J-5, the Curtis R-600, the Jacobs LA-1 and the Kinner B-5. The majority of the "C" models (50) were powered by the Kinner B-5. Due to slow sales during the depression years, Brunner-Winkle closed its doors in 1931. It is estimated that as many as 70 "Birds" still exist today.

Sources for this article include:

https://en.wikipedia.org/wiki/Brunner-Winkle_Bird

<https://yanksair.com/Products/12/98/Brunner-Winkle-Bird-BK/>

http://www.cradleofaviation.org/history/aircraft/brunner_winkle_bird.html

http://www.cradleofaviation.org/history/permanent_exhibits/the_golden_age/brunner_winkle_bird.html



NAME THE PLANE

Here is your December mystery aircraft. Who will be the first to email me at dapsey@satx.rr.com with the following information?



1. What is the name of the famous pilot who flies this aircraft?
2. He has named each of his nine "engines" – can you name them?
3. What unusual "fuel" do these engines burn?
4. What speed must this aircraft maintain to complete its mission in one night?
5. What is the maximum take-off weight of this aircraft?
6. Bonus Question – What name does the pilot of this unique aircraft go by in Sweden?

I hope you all have a very Merry Christmas and a wonderful New Year! See you in 2017 with more "Mystery airplane."





Country Store

Brian Goode

OFFICIAL EAA CHAPTER NAME BADGES. Get your name engraved on your badge the way you want it spelled. They come with little magnets to hold them in place on your Chapter 35 Fishing Shirt or Safety Yellow polo shirt.



The modest cost of \$8.25 plus 56 cents sales tax = \$8.80. Now here is the good news. If we get enough to qualify for a volume discount, that discount will be passed on to

you, making your cost only \$5.28.

Stop by the Country Store at the December meeting and write down the way you want your name spelled on your badge, or email me the info today: ladybgoode@msn.com, so you won't forget. You can pay for the badge when it gets here.

We did get a few people signed up at the November meeting, but not enough to get our volume purchase price.

SHIRT NEWS

Chapter 35 Country Store has plenty of Fishing shirts and yellow safety shirts in inventory. Stop by and pick up a couple. Christmas is right around the corner.

The Country Store is selling Wash Wax All aircraft care products. These fine products are manufactured locally by Aero Cosmetics.

Our prices for EAA Chapter 35 members are better than other outlets because we have no overhead. We won't advertise the prices, but they will be posted at the monthly meetings at the Country Store table. Stop by and pick up some. It works well on automobiles, snow mobiles, boats, jet skis, trucks, golf carts, motor homes as well as aircraft. You could even wax your hangar floor with it. June uses the Degreaser to clean her stove top.

We have instructive videos which show the proper way to utilize the products. Check it out at the Country Store Table.



MERCHANDISE FOR SALE AT THE COUNTRY STORE

"Fishing Shirts"	Men's & Lady's	\$40.00
Logoed Safety Yellow polo shirts	SM - XL	\$30.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
Mesh Top Logo Baseball Caps	Close out item	\$3.00
Official EAA engraved Name Badges	Maximum	\$8.25
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	Check the prices at the next meeting.	

All prices include 6.75% sales tax

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

CLASSIFIED ADVERTISEMENTS

FOR SALE: INTERESTED IN AN ERCOUCPE? Here's a good one at 8T8. A 1947 CD, all metal, 85 hp, all cylinders in the high 70.s, all ADs current, sport plane qualified. All complete log books from the day of delivery to date, Bring your A&E and check book, make a reasonable offer, and fly it home.. Call Joe at 210-710-6063 (Expires Mar 2017)



FOR SALE: 1965 PIPER CHEROKEE 140. \$25,000 OBO. I am selling my airplane that I have enjoyed for 15 years. It is listed on trade-a-plane for \$25,000, but is negotiable, especially for an San Geronimo EAA member. 1965 PA-140, 3090 TT, 468 SMOH, Narco Com 810, Narco Transponder AT-150, King AV8OR GPS, Airframe log-book starts in 1987, Engine logbooks since new, light damage on wing in 1998, Always hangared, Original paint, flies great. Contact Severo Garza at sgarza830@gvvc.com or Aeromax at (830) 446-1064 (Expires DEC 2016)



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

For Sale: ME-109 project and tooling - \$930

This is Julius Braun's project, now in storage. Created using the same techniques and dimensions/scale as the Pulsar/Star*Lite. Included are a fuselage, several components, and the large molds for major aircraft components, and many items. Julius invested somewhere north of \$6,000 on these items. Hopefully you can continue his work. Beautiful wall display is being considered for sale as well. Items are located at our San Geronimo hangar and at Julius's home. Photos available by email. Nelson Amen, 210-834-1991 nelson.p.amen@gmail.com (Expires Mar 2017)



For Sale: Two Volkswagen Engines.

One rebuilt. \$1500 or best offer gets both. Please contact Marlene Davis (daughter of owner) at 830-643-9214 for more information. (Expires Mar 2017)



To post a classified—contact the editor at eaa35news@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!!
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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM

	10	CHRISTMAS PARTY Christmas gathering Gift Exchange ~\$10-20 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
January	14	BOD Meeting LUNCH MEETING Program TBA	10:30 am Lunch 11:30 Program to follow
February	11	LUNCH MEETING Program "James' New Baby" (The SportCruiser)	Lunch 11:30 Program to follow
March	11	CHAPTER OPEN HOUSE	Lunch 11:30 Program to follow

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>

January 11 *Air Safety Institute Safety Seminar*
Hilton Doubletree -San Antonio, Texas

OLDIES BUT GOODIES - MECHANICS RESPONSES TO MILITARY PILOT SQUAWKS

Squawk: *Left inside main tire almost needs replacement.*

Mechanic Signoff: *Almost replaced left inside main tire.*

Squawk: *Test flight OK, except auto-land very rough.*

Mechanic Signoff: *Auto-land is not installed on this aircraft.*

*

Squawk: *Something loose in cockpit*

Mechanic Signoff: *Something tightened in cockpit*

*

Squawk: *Dead bugs on windshield.*

Mechanic Signoff: *Live bugs on back-order.*

*

Squawk: *Autopilot in altitude-hold mode has a 200 ft. per min. descent.*

Mechanic Signoff: *Cannot reproduce problem on ground.*

*

Squawk: *Evidence of leak on right main landing gear.*

Mechanic Signoff: *Evidence removed.*

*

Squawk: *DME volume unbelievably loud.*

Mechanic Signoff: *DME volume set to more believable level.*

*

Squawk: *Friction locks cause throttle levers to stick.*

Mechanic Signoff: *That's what friction locks are for.*

*

Squawk: *IFF inoperative in OFF mode.*

Mechanic Signoff: *IFF IS inoperative in OFF mode.*

*

Squawk: *Suspected crack in windshield.*

Mechanic Signoff: *Suspect you're right.*

*

Squawk: *Number 3 engine "missing".*

Mechanic Signoff: *Engine found on right wing after brief search.*

*

Squawk: *Aircraft acting funny*

Mechanic Signoff: *Aircraft warned to straighten up, fly right and be serious.*

*

Squawk: *Target radar hums.*

Mechanic Signoff: *Reprogrammed target radar with lyrics.*

*

Squawk: *Mouse in cockpit.*

Mechanic Signoff: *Cat installed.*

*

And the best one for last

*

Squawk: *Noise coming from under instrument panel. Sounds like midget pounding on something with a hammer.*

Mechanic Signoff: *Took hammer away from midget*

2016 EAA Chapter 35 Leadership



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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

RB 'Doc' Hecker 210-391-1072 teflyingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
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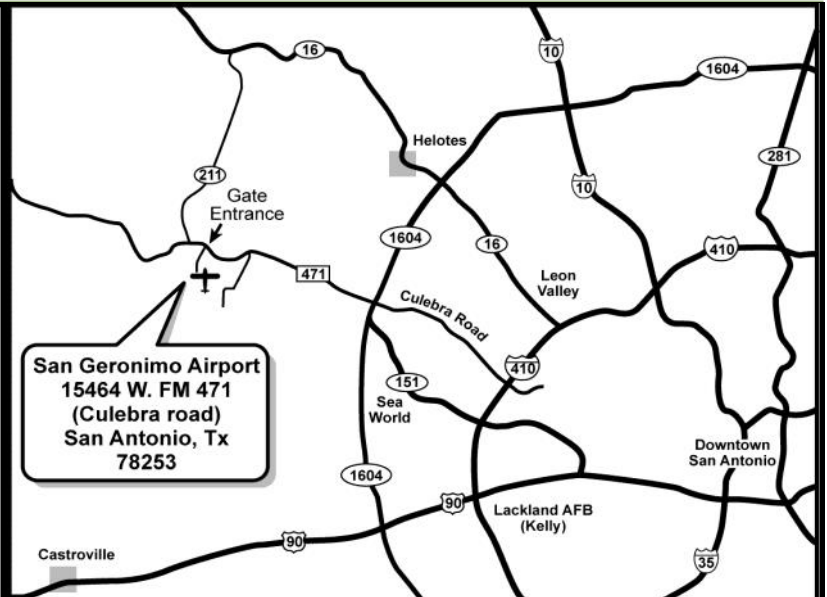
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

Chapter 35 meets
Each Second Saturday of the Month
December 10
Holiday Luncheon
Social Hour Starts about
1100
Food and Gift Exchange to follow!
Chapter 35 Clubhouse



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For 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

ALL You Need to Keep it Looking New!

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All purpose cleaner/wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.
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.



PolishALL
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.



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EAA Chapter 35 Country Store